

NCTCOG TRANSPORTATION DEPARTMENT FISCAL YEAR 2025 GOALS AND ACCOMPLISHMENTS

1. **Goal:** Develop and maintain analytical tools for transportation project analysis.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Transportation Council (RTC) Local funds, and local funds.

Attainment: Met

Primary Work Tasks:

1. Maintain and enhance the Regional Travel Models (RTMs) for the Metropolitan Planning Area.¹
2. Maintain and improve an information system for transportation data. Support current survey projects. Plan future data and travel survey projects.¹
3. Provide support for RTM application work. Develop and maintain geographic roadway and transit network files.¹
4. Enhance the demographic forecasting process and assemble related data.¹

Principal Performance Measures:

1. Maintain and enhance the RTMs, ensuring usability and proper operation. Improve Transportation Analytical Forecasting Tool (TAFT) reporting capabilities. Implement transit analysis tools. Maintain the software applications and archive system of model versions and model runs. Continue investigation of other complimentary models, including a time-dependent network model, non-motorized trip model, traffic analysis model, scheduled-based dynamic transit assignment, and the Simplified Trips-on-Project (STOPS) software model.
2. Continue to develop methods and computer tools to facilitate, disseminate, and optimize the integration of data collected by NCTCOG or provided by partner agencies. Integrate the data into Structured Query Language (SQL) server databases and geographic layers. Provide support to staff and stakeholders for analysis of data. Assist with implementation of current survey efforts. Continue development of a multiyear data and travel survey plan to gather travel behavior and travel patterns.
3. Provide support in the use of RTMs through updates to the software application and technical assistance to model users. Develop and maintain geographic roadway and transit network files for support of Metropolitan Transportation Plan and Air Quality Conformity Analysis, specifically roadway and corridor studies. Develop and maintain zone layer geography files. Develop model run input files for demographics and peripheral models as needed for projects.
4. Finalize demographic forecast of population, households, and employment at sub-county geographies for 2050. Continue work to document and streamline the demographic forecasting process to expedite the development of future demographic forecasts. Continue to maintain key inputs to the demographic forecasting process, including, but not limited to, land use, future land use plans, and small-area estimates.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Results:

1. The NCTCOG RTMs were maintained to be used for projects. Roadway and transit select link analysis tools were developed, mode choice enhancements that considered the 2023 transit survey were implemented in the RTM, the external model was updated with more recent counts, and a new peak spreading algorithm was incorporated into the model. Transit report documentation was created, and model run output documentation was updated. NCTCOG staff maintained the library of model software application versions and an archive system for model runs. A framework for the adoption of economic evaluation models was envisaged and documented. The time-dependent roadway network model was tested at a subregional level as an exploratory development environment. Cooperation with the Department of Energy's Argonne National Lab continued through the calibration of a state-of-the-art model for the region that will serve as a supporting planning tool. The non-motorized trip model framework was used for design of a new household travel survey conducted in 2025 and continuing in 2026. Modeling staff took training on use of the STOPS tool. Improvement of the transit model progressed with preparation of input transit datasets and will continue during the next year.
 2. Databases were populated with the latest traffic count data from the Texas Department of Transportation (TxDOT), speeds from the Federal Highway Administration, and transit data provided by local agencies. The traffic and bicycle and pedestrian counts and transportation usage measures websites were maintained to continue the availability of this data to the public. Several analyses were performed with these data. New databases for signalized intersections and transit demand were created. Support was provided to staff and stakeholders for analysis of the data. NCTCOG supported TxDOT's household, workplace, and commercial vehicle surveys in the Metropolitan Planning Area through participation in monthly meetings with TxDOT and Texas Transportation Institute (TTI) representatives by providing input into the survey questionnaire, reviewing deliverables, and marketing the survey. Investigation into additional travel data sources and planning for future surveys continued.
 3. NCTCOG staff provided support for project-based model applications, including creation of specialized versions of the RTM as needed. Periodic meetings were held with internal and external users to provide training on model updates and develop priorities for future enhancements. Staff provided RTM technical support to internal and external model users. A current-year transportation network was monitored and updated to reflect the status of the region's transportation system. Roadway and transit networks, demographic files, and peripheral input files were developed on request to support the Metropolitan Transportation Plan, Air Quality Conformity analysis, and roadway and transit corridor studies. NCTCOG maintained zone geography files.
 4. The demographic forecast for 2050 was completed and applied as scheduled to various components of the region's Metropolitan Transportation Plan, Mobility 2050, and corresponding transportation conformity analysis. Work continued to streamline, document, automate, and improve various parts of the demographic forecasting process to simplify future forecasting efforts. Key inputs to the forecasting process were maintained, including, but not limited to preliminary steps to generate a 2025 land use dataset.
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2. **Goal:** Engage local elected officials, public- and private-sector organizations, and the general public in the multimodal transportation and air quality planning process.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Department of Defense funds, federal Environmental Protection Agency funds, Federal Transit Administration funds (Section 5307, Section 5339, and Section 5310), federal Regional Toll Revenue funds, federal Surface Transportation Block Grant Program funds, Texas Commission on Environmental Quality funds, TxDOT funds, Texas Water Development Board funds, and local funds.

Attainment: Met

Primary Work Tasks:

1. Produce print and online content and publications to inform the public and media about regional transportation and air quality issues.^{1,2,3} (FHWA, FTA, TxDOT)
2. Engage local governments and public and private organizations, including community groups, business organizations, chambers of commerce, local community/technical colleges, and school districts, in transportation and air quality projects and programs.¹
3. Increase awareness of transportation and air quality programs through outreach and education campaigns.¹
4. Maintain a Public Participation Plan.^{2,3} (FHWA, FTA, TxDOT)
5. Offer multiple ways for the public to learn about and provide input on transportation plans.^{1,2,3} (FHWA, FTA, TxDOT)
6. Publicize opportunities for public involvement.^{2,3} (FHWA, FTA, TxDOT)
7. Provide reasonable accommodations to encourage individuals and groups protected by federal civil rights laws to participate in planning processes.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Publish or contribute to monthly and semiannual newsletters and provide content to other publications, including those developed by the agency. Publish technical reports and other topic-specific publications as needed. Compile data and information from both internal staff and external agencies to create the content for an annual state-of-the-region report. Maintain and update the website and social media resources regularly to ensure current information is being presented. Provide timely responses to media inquiries and distribute press releases as needed.
2. Coordinate with regional partners on transportation and air quality projects and programs; plan for, host, and attend meetings. Provide educational resources to partners. Select and participate in transportation and air quality-related outreach events and educate the public about various transportation and air quality campaigns.
3. Implement transportation and air quality education campaigns. Monitor campaign web traffic and electronic email list of users and surveys to quantify effectiveness of educational campaigns. Provide graphic, 3-D visualization, audio/visual, educational, social media messages, and informational services on transportation and air quality-related programs/campaigns for local governments and NCTCOG Transportation staff.
4. Update the Public Participation Plan, as necessary, to ensure that it is up to date with federal guidelines, paying particular attention to environmental justice elements.
5. Hold public meetings, partner to jointly host meetings with other organizations, or offer online opportunities on relevant transportation topics to inform the public and seek input on the decision-making process.

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6. Maintain current contact information for individuals, transportation partners, elected officials, businesses, chambers of commerce, and others to whom public meeting notices and notices for online participation opportunities are sent by mail or email. Publicize opportunities for public involvement in newspapers, including minority and Spanish-language newspapers.
7. Select locations for public meetings based on physical accessibility and proximity to public transportation. When possible, provide an online viewing option for public meetings to help ensure resident participation in the decision-making process. Provide translation of materials when appropriate according to the Language Assistance Plan.

Results:

1. Transportation Department staff published monthly and semiannual newsletters, fact sheets, and technical reports with information about regional transportation and air quality issues. These publications were distributed to partners and the public by mail and online. Staff also contributed to agency publications and provided content to partners. These efforts educated the public about regional programs and projects related to transportation and air quality. This year, the Department's annual state-of-the-region report, Progress North Texas, focused on "Dallas-Fort Worth: A Region of Choice," employing a narrative and performance measures to show how regional planning efforts affect communities. Approximately 2,500 hard copies were mailed to policymakers, elected officials, transportation partners and other interested parties, including school districts, civic organizations, businesses, and public libraries. Additional hard and electronic copies were shared upon request. Flipbook and PDF versions were published online. Regular updates to the Transportation Department website ensured the public had timely and relevant information about current plans and projects, and staff analyzed website usage and traffic to ensure the accessibility of online resources. The Department maintained a presence on social media, using Facebook, YouTube, Instagram, LinkedIn, and Nextdoor to post regular updates and engaging content in accordance with the Department social media policy. In addition, staff received and responded to more than 100 inquiries from the media, matching reporters with subject-matter experts to assist them with their stories about transportation and air quality issues. Furthermore, staff wrote and distributed approximately 30 press releases about a variety of projects and programs affecting the lives of residents.
2. The Transportation Department attended 33 in-person community events in FY2025 to communicate information about multiple regional transportation and air quality programs and issues. As a part of Air North Texas Coalition efforts, staff also continued to develop and maintain relationships with a wide range of regional partners to coordinate the regional air quality awareness campaign, holding six conference calls. Air quality educational materials, such as promotional items and outreach campaign elements, were produced for partners and provided for distribution at in-person events.
3. For the Air North Texas campaign, staff used paid education, social media, and partner coordination to increase air quality awareness. Clean Air Corner, the Air North Texas blog, was distributed monthly to more than 10,800 subscribers. Staff also maintained contact with other State, federal, and local air quality partners to collaborate on consistent messaging and themes. Ozone alerts issued by the Texas Commission on Environmental Quality were monitored to ensure local Ozone Action Day and Particulate Matter Alert messages were disseminated to interested parties. Forty Ozone Action Day Alerts and 50 Weekend Forecasts were distributed to subscribers. Air North Texas website traffic was monitored; the website recorded more than 31,000 users and 36,000 sessions for the fiscal year. On June 6, 2025, Air North Texas celebrated the 16th annual

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² Federal Measure

³ State Measure

⁴ Local Measure

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 as a result. Communication services continued for other Department air quality-related programs and campaigns, such as the Try Parking It commuter tracking program, GoCarma toll discount outreach, and bicycle/pedestrian education. Some materials developed included graphics, outreach campaign materials, an original video series with 3-D visualization/animation elements, and educational items. In addition, staff uploaded recordings of meetings to online platforms and the Department's YouTube channel for public viewing.

4. Staff monitored federal legislation and guidance to ensure the Public Participation Plan complied with regulations.
 5. Staff held 10 public input opportunities to educate the public on current and future metropolitan planning organization activities and to seek input.
 6. Meeting notifications and other outreach materials were sent through the Department's public outreach database of interested parties. At the end of the fiscal year, the database contained about 13,000 people. Notices were published in area newspapers, including community publications, and translated notices were placed in Spanish newspapers and a Vietnamese newspaper. Online and social media advertising complemented print notices. More than 125 libraries in the Metropolitan Planning Area received public meeting flyers to make available to patrons. Additionally, public meeting flyers were provided to municipal offices.
 7. In accordance with the Public Participation Plan, online public input opportunities included a recorded video presentation; these were posted online as part of the Department's standard procedures for public review and comment. As an accessibility measure for individuals without a connection to the Internet, print copies of presentation materials were made available upon request. The need and resources available for translation of materials were monitored. Each public input opportunity notice included information in English and Spanish about how to request language interpretation. Also, the Department continued its efforts to translate major plans, reports, and other informational pieces into Spanish.
3. **Goal:** Enhance safety and reduce congestion on the transportation system by improving reliability, reducing travel demand, and improving operations of the existing system.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]) and federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.

Attainment: Met

Primary Work Tasks:

1. Monitor, implement, and promote the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area, including integration with the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program.^{1,2,3} (FHWA, FTA, TxDOT)

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³ State Measure

⁴ Local Measure

2. Coordinate and oversee committee meetings, outreach events, and educational campaigns.^{1,2,3} (FHWA, FTA, TxDOT)
3. Enhance the collection, analysis, and reporting of safety-related performance measures.^{1,2,3} (FHWA, FTA, TxDOT)
4. Participate in and implement projects/activities that reduce traffic incident clearance times and reduce crash injuries and fatalities within the region.^{1,2} (FHWA)

Principal Performance Measures

1. Coordinate implementation, evaluation, and tracking of the CMP, including projects and programs that enhance the operation of the transportation system and reduce travel demand. Monitor, track, promote, and implement Travel Demand Management, Regional Vanpool Program and Transportation System Management and Operation projects in the region to continue to monitor new project and modifications requests and ensure consistency with the MTP.
2. Coordinate and oversee the Regional Safety Advisory Committee. Identify, coordinate, and host safety events, training, and/or groups, as needed. Continue the development of regional safety education and trip reduction campaigns.
3. Analyze, maintain, and request regional safety data, including crash data from TxDOT's Crash Records Information System, fatality data from the National Highway Traffic Safety Administration (NHTSA), hazardous material spill data from the National Response Center, and regional incident management response data from local first responders. Conduct crash data analysis for staff, member agencies, and the public, as requested. Monitor, attend, and participate in activities related to TxDOT Safety Performance target setting as it relates to the metropolitan planning organization; and set targets, monitor, and report on Federal Highway Administration Safety Performance Measures.
4. Offer Traffic Incident Management (TIM) First Responder and Manager training classes and an Executive Level training course. Follow the TIM Instructor Request for Qualifications process to maintain current instructors and add additional instructors to the program, as needed. Assist in completion of Federal Highway's annual Traffic Incident Management Self-Assessment. Implement and oversee activities related to the 2021 Incident Management Freeway Blocking Equipment Call for Projects. Monitor and track Mobility Assistance Patrol Program performance and patrol routes, route coverage, hours of operation, and the efficiency of each patrol program. Continue coordination efforts with regional Commercial Vehicle Enforcement Working Group agencies to initiate additional projects, programs, and training that improve commercial vehicle safety, as needed.

Results:

1. The management of regional and corridor-specific travel demand management (TDM) strategies continued throughout FY2025. Staff updated chapter content for Mobility 2050 and initiated updates to the MTP Policy Bundle packet; updated and maintained the regional park-and-ride facility inventory listing and online map resources; continued coordination activities with the local Transportation Management Associations in Dallas and Plano; initiated the development of a Regional TDM Plan; published the annual TDM Performance Report; provided oversight for and promotion of the Regional Vanpool Program, the Employer Trip Reduction Program, and the Try Parking It Program.
2. Four quarterly Regional Safety Advisory Committee meetings were held during the fiscal year. Safety staff also participated in emphasis area team meetings for the 2022-2027 Texas Strategic Highway Safety Plan. The Drive Aware North Texas (DANT) website was redesigned and relaunched, and staff participated in educational outreach focused

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on negative driving behavior, including speeding and distracted driving. Staff participated in a variety of employer, community, and sporting events to promote both DANT (safety) and Try Parking It (trip reduction) throughout the fiscal year.

3. 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 MPO 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. Staff continued to participate in emphasis area team meetings for the 2022-2027 Texas Strategic Highway Safety Plan.
4. NCTCOG hosted six Traffic Incident Management (TIM) First Responder and Manager training classes (including one off-site), training a total of 145 incident responders; hosted two TIM Executive Level classes, training a total of 61 executives, for a combined total of 206 attendees; continued program management activities including instructor recruitment, invoice processing, development and execution of instructor and interdepartmental agreements, performance and attendance tracking and reporting, course material updates, and maintaining Texas Department of State Health Services EMS CEU eligibility. Staff coordinated with partner agencies 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 (CFP) continued, including project monitoring and scope updates. Participation in the Dallas and Tarrant County TIM Coalitions and various regional TIM planning-related meetings continued. Staff continued oversight of the CVE Equipment and Training Initiative to monitor the use of the portable scales distributed to 15 regional commercial vehicle enforcement (CVE) agencies and proposed modifications to the program to address scales that had been returned to NCTCOG because of non-use. Oversight continued on the regional Mobility Assistance Patrol Program (MAPP) including program budget coordination activities, and collection/reporting of quarterly performance measures and annual struck-by information from the Dallas County and Tarrant County Sheriff's Offices, the North Texas Tollway Authority, and the private operators patrolling the North Tarrant Express and LBJ Express managed corridors.

4. **Goal:** Support access to and expansion of general aviation facilities and assist in the safe integration and use of uncrewed aircraft systems (UAS) in the region.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), Regional Transportation Council (RTC) Local funds, and other local funds.

Attainment: Met

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⁴ Local Measure

Primary Work Tasks:

1. Support the Air Transportation Advisory Committee (ATAC).^{1,2} (FHWA, FTA, TxDOT)
2. Support data collection to assess the impact of aviation activity on transportation planning and surface access to aviation facilities.^{1,2,3} (FHWA, FTA, TxDOT)
3. Review and initiate an update to the North Central Texas General Aviation and Heliport System Plan for accuracy.¹
4. Collaborate with regional educators, industry partners, and governments to seek and provide innovative ways to sustain regional aviation education and workforce programs.¹
5. Support the Uncrewed Aircraft Systems Safety and Integration Task Force and working groups. Assist in the safe and efficient integration of UAS into the region's existing transportation system.¹

Principal Performance Measures:

1. Host ATAC meetings to include briefings for elected officials at the local, State, and federal levels and provide status reports on ATAC activities to other NCTCOG committees. Monitor and track aviation funding provided to the region. Foster more communication and collaboration amongst ATAC members.
2. Update travel-time contours to regional aviation facilities, as needed. Write the aviation chapter in the Metropolitan Transportation Plan, Mobility 2050, related to implementation of programs and policies.
3. Seek funding for a new North Central Texas General Aviation and Heliport System Plan. Maintain airport site visits in support of General Aviation facilities.
4. Participate in committees to share data and resources with stakeholders and support curriculum development to assist and facilitate aviation programs. Increase regional outreach event participation. Promote the new North Central Texas' Aviation Education website.
5. Host UAS Safety and Integration Task Force and working group meetings for local, State, and federal partners, as well as industry experts, universities, and other organizations. Coordinate the UAS Task Force to monitor, inventory and share efforts to implement UAS initiatives within the region. Continue the North Texas Airspace Awareness Pilot Program to enable safe UAS flights and continue supporting the integration of Advanced Air Mobility Operations within the region.

Results:

1. Strengthened regional coordination through ATAC by hosting four quarterly meetings that included updates from airports, the Federal Aviation Administration, and TxDOT Aviation, while also tracking and reporting regional aviation funding. These meetings enhanced communication among members and prepared the region for system-wide initiatives, including large-event planning.
2. Advanced airport access and planning efforts by visiting eight regional airports to assess surface access conditions and participating in advisory committees for airport master plans. These visits ensured that local needs were reflected in regional planning documents and maintained alignment with the General Aviation and Heliport System Plan.
3. Prepared the region for upcoming major events by initiating a reservation system for general aviation operations during the 2026 FIFA World Cup and beginning production of a regional large-event aviation safety plan. These activities directly supported the safe and efficient use of general aviation facilities during periods of extraordinary demand.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

4. Expanded aviation education and workforce outreach through engagement with Career and Technology Education programs, participation in multiple independent school districts advisory boards, development of a Speakers Bureau, and continued promotion of the FLYBY app. These efforts sustained regional aviation education initiatives and built pathways for future workforce participation.
 5. Integrated UAS and AAM into the transportation system by hosting nine UAS Safety and Integration Task Force meetings, preparing Phase Two of the North Texas Airspace Awareness Program, and advancing projects with Arlington (DOE multimodal drone delivery) and Fort Worth (DOT SMART Grant). These activities promoted safe UAS operations, public education, and planning for emerging AAM corridors and infrastructure.
5. **Goal:** Develop and implement the Transportation Improvement Program (TIP) and support and facilitate the funding and implementation of transportation projects in the Dallas-Fort Worth Metropolitan Area.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, and Regional Toll Revenue (RTR) funds.

Attainment: Met

Primary Work Tasks:

1. Begin development of a financially constrained 2027-2030 Transportation Improvement Program and select additional projects for funding using federal, State, and local funds.^{2,3} (FHWA, FTA, TxDOT)
2. Modify the 2025-2028 TIP each quarter in line with TxDOT's quarterly Statewide Transportation Improvement Program (STIP) modification cycle.^{2,3} (FHWA, FTA, TxDOT)
3. Maintain an updated information system to track TIP projects and continue development of new project tracking system.¹
4. Monitor the status of RTR-funded projects and manage RTR funds.¹
5. Provide recommendations to the Regional Transportation Council for the programming of FTA funds to support the operation of public transportation services as the FTA-designated recipient of four FTA funding programs in the three urbanized areas of the region.² (FTA)

Principal Performance Measures:

1. Conduct meetings with project sponsors and TxDOT Districts to gather updates on projects needed for development of the 2027-2030 TIP/STIP.
2. Refine projects in the 2025-2028 TIP/STIP through coordination with cities, counties, and transportation agencies throughout the region. Project modifications will be submitted to TxDOT for inclusion in quarterly STIP revision cycles, as appropriate.
3. Finalize, test, and deploy Phase 2 of the TIP Development module. Continue enhancing tools/reports in TIP Modification Editing, Invoicing, and Reports modules. Continue development of Geographic Information Systems (GIS) mapping tools, FHWA concurrence module, project status tracking, and obligations tracking. Continue to

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² Federal Measure

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consolidate and centralize access to all federal, State, and locally funded roadway and transit project information and processes.

4. Track the implementation of RTR-funded projects by reviewing RTR-funded TIP modifications, coordinating with local government entities and TxDOT, monitoring fund balances to ensure financial constraint, processing closeouts as needed, and submitting Texas Transportation Commission (TTC) minute order change requests after each quarterly TIP modification cycle.
5. Develop annual transit programs of projects and coordinate programming of FTA funds in the approved TIP/STIP.

Results:

1. Gathered project data for nearly 1,000 transportation projects being implemented by approximately 70 project sponsors as part of the development of the 2027-2030 TIP.
2. Coordinated with 55 cities, counties, and transportation agencies throughout the region to complete 373 modifications to the TIP and submitted to TxDOT for inclusion in the November 2024, February 2025, May 2025, and August 2025 quarterly STIP revision cycles. During these quarterly revision cycles, 124 roadway and 93 transit modifications were completed that required FHWA and/or FTA review and approval.
3. Numerous new components to the TIP Development module were developed and deployed 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, 112 software programming updates were identified, created, and deployed 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, an updated Geographic Information Systems (GIS) interface was developed and deployed with several mapping tools to assist users in locating/visualizing funded projects, including being able to filter all projects funded by status. Lastly, a new FHWA Exception module was developed and deployed to track federal project approvals, exceptions, and resolutions every quarterly STIP cycle and TIP Development cycle. Work towards project status and obligations tracking continued in FY2025.
4. The North Central Texas Council of Governments (NCTCOG) consistently monitored RTR expenditures and programmed amounts, comparing them to data provided by TxDOT. This effort involved regular updates and calculation 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 Transportation Improvement Program for RTR-funded projects. Other important activities included the creation and submission of various reports, such as County Balance summaries and TTC Minute Order submissions, along with sending monthly invoicing reminders.
5. Coordinated with nine transportation providers and four municipalities in the region to award FTA formula funds via 30 FY2025 Programs of Projects totaling approximately \$206.3 million and four FY2024 Programs of Projects totaling \$5.1 million, as well as 2.83 million Transportation Development Credits.
6. **Goal:** Optimize the advancement, delivery, and functional longevity of regional transportation projects through a coordinated, comprehensive, data-driven, and performance-oriented linkage of transportation and environmental planning processes based on equity, stewardship, resilience, and sustainability.

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Attainment: Met

Primary Work Tasks:

1. Assist TxDOT, North Texas Tollway Authority (NTTA), transit authorities, and other transportation implementing entities through partnership efforts to expedite the feasibility assessment, general planning, environmental evaluation, engineering review, economic analysis, permitting/approval, prioritization, programming, construction, and performance monitoring of major freeway, toll road, managed lane (e.g., tolled express lanes, truck lanes), thoroughfare, transit, and other multimodal transportation corridor projects.^{1,2,3,4} (FHWA, FTA, TxDOT, Local Agencies)
2. Support, encourage, and champion innovative design, energy/material uses and compositions, and construction methods to maximize cost-effective lifecycle functionality for the projects, and facilitate measures to enhance integration between transportation and environmental mitigation, asset management, infrastructure resiliency, resource preservation, and context sensitivity.^{1,2,3,4} (FHWA, FTA, HUD, TxDOT, Local Agencies)
3. Coordinate with federal, State, and local partners in providing support for Transportation Department staff to maintain compliance and expand applications with appropriate nondiscrimination laws and regulations among plans, programs, and projects in pursuit of transportation equity objectives within all communities.^{1,2,3,4} (FHWA, FTA, TxDOT, Local Agencies)
4. Develop, implement, review, and refine multifaceted analytical tools, benefit-cost analysis (BCA) and return-on-investment (ROI) inputs and calculators, performance and hazard-based databases/data portals, database integration applications, and communication/visualization techniques to help inform, illustrate, and educate on the transportation planning and investment decision-making processes.^{1,2,3} (FHWA, FTA, HUD, TxDOT)

Principal Performance Measures:

1. Work cooperatively with North Central Texas transportation providers, federal and State resource agencies, and local governments to identify, track, and enhance the development, delivery, cost-effectiveness, condition, and performance of high-priority multimodal projects. Coordinate regularly with all partners to improve relationships, clarify roles and responsibilities, and advance strategies to reduce project implementation costs, delays, and opportunity barriers for significant transportation projects of all types.
2. Collaborate frequently with North Central Texas transportation providers, federal and State resource agencies, subject-matter expert (SME) teams, industrial producers, environmental non-profit groups, the developer community, local governments, and other affected stakeholders on strategies to enhance consideration and equitable inclusion of regional economic and environmental priorities within the metropolitan transportation planning process. Engage partners in defining and quantifying methods, opportunities,

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risks, and benefits in applying those strategies where feasible toward innovative and sustainable design, construction activities, mitigation efforts, vulnerability alleviation, and preservation measures.

3. Provide education, enable training opportunities, and apply best practices for staff and appropriate committees on federal nondiscrimination requirements, as well as monitor and document current efforts, coordinate with public involvement, and evaluate procedures and guidance for the NCTCOG Transportation Department and its partners, as necessary. Produce and update methodologies and planning products to analyze Title VI and environmental justice compliance for North Central Texas plans, programs, and projects, as well as outline progress and/or additional steps toward transportation equity achievements and “Justice40 Initiative” objectives in relation to project delivery.
4. Coordinate with federal, State, and local entities, as well as with internal department sources, regarding transportation and environmental data needs, applications, collection activities, protocols, and potential linkage or consolidation possibilities in addressing transportation project development, programming, decision-making, mitigation, and short-/long-term performance needs/issues. Produce planning products such as maps, databases, dashboards, methodologies, manuals, reports, and other written or visual correspondence to better inform those processes.

Results:

1. Assisted TxDOT, NTTA, regional transportation authorities, local governments, other transportation implementing entities and private-sector agencies through partnership efforts to expedite feasibility studies, environmental and engineering review/coordination activities, permitting/approvals, programming tasks, and funding initiatives for high-priority projects supporting the region’s freeway, toll road, managed lane, arterial, transit, active transportation, and freight supply chain systems. With multiple eligible federal competitive grant opportunities for NCTCOG and partnering agencies via the Infrastructure Investment and Jobs Act (IIJA), significant efforts were devoted to the research and tracking of available programs and selected awardees, preparation and submittal of numerous grant applications, expanded administration/delivery tasks and databases supporting previous and newly awarded grants, and the continued involvement and utilization of a multi-variant planning/decision matrix and coordination framework to proactively “slot” candidate projects with appropriate grant programs.
2. Participated in regular meetings and conducted additional correspondence/coordination on behalf of the Transportation Research Board (TRB) Committees on Asset/Performance Management and the FHWA Transportation Asset Management Expert Task Group (TAMETG) to collectively assist metropolitan transportation organizations, local governments, and transportation providers with enhancing incorporation of asset management and risk-based transportation planning/programming data, tools, and best practices. Staff updated/executed multiple intra-/inter-agency agreements and work plans, performed extensive partner/stakeholder outreach via a dedicated stakeholder engagement plan, aided in hydrologic and hydraulic (H&H) model enhancements, and conducted watershed-specific transportation mitigation optimization analyses on behalf of the multi-year Integrated Regional Transportation, Urban Development, and Stormwater Management Study, designed to address and adapt to flood vulnerability/susceptibility in rapidly urbanizing areas upstream of the Dallas-Fort Worth urban core. The Section 214 Program with the US Army Corps of Engineers (USACE) continues to expedite Section 404/408 permitting reviews for regional high-priority multimodal projects.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

3. Educated and trained staff and project partners in best practices to integrate and evolve demographic-based analyses, outreach, and outcomes among various work efforts within the context of pertinent Executive Orders and other directives from the new federal administration. Participated in quarterly coordination meetings with NCTCOG public involvement staff. Identified transportation needs for communities of all types as part of continued Metropolitan Transportation Plan (MTP) development, with data/observations resulting from the 2020 U.S. Census, American Community Survey (ACS), and multiple U.S. Department of Transportation (USDOT) competitive grant mapping/reporting resources.
 4. Augmented the department's data acquisition, management, and evaluation processes via maps, databases, dashboards, analyses, reports, and other planning/tracking products developed as requested by various internal project teams and external partners. Other efforts included data collection/analysis related to federal performance measures and project selection supporting the latest MTP and 2026 Unified Transportation Program (UTP)/NCTCOG 10-Year Plan documents, local government bond and capital improvement programs supporting transportation capacity and maintenance projects, participation in and awards from federal competitive grant programs between FY2009-2025, linking to authoritative datasets maintained by TxDOT and other partnering agencies, and assistance in general organization and support platforms for the maintenance and sharing of the department's geographic information systems (GIS) datasets. Data and analysis practices for specific online tools supporting environmental stewardship, coordination, and mitigation outcomes continue to be updated in addressing IJA formula and competitive funding initiatives. Efforts are also ongoing in dealing with asset performance data and improvement coordination needs with respect to National Highway System (NHS) target-setting and progress reporting, especially with regional bridges, off-system pavement segments, and other associated ancillary assets.
7. **Goal:** Improve air quality through multipollutant emissions reductions, support transition to cleaner transportation fuels and increase energy efficiency associated with the transportation system.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, US Environmental Protection Agency (EPA) funds, US Department of Energy (DOE) funds, Texas Commission on Environmental Quality (TCEQ) funds, Regional Toll Revenue (RTR) funds, Regional Transportation Council (RTC) Local funds, and other public or private funds and in-kind contributions.

Attainment: Met

Primary Work Tasks:

1. Initiate, develop, and assist with air quality planning measures that demonstrate transportation conformity; develop State Implementation Plans; conduct regional greenhouse gas emissions inventory; and provide research, technical, and educational air quality related projects.^{1,2,3} (FHWA, FTA, TCEQ, TxDOT)

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

2. Pursue competitive grants and provide financial support to local stakeholders in transitioning to the cleanest available transportation technologies.^{1,2,3,4} (FHWA, EPA, TxDOT, Local Governments)
3. Facilitate local stakeholder efforts to transition to alternative fuel vehicles and fuels.^{1,2,3} (DOE, FHWA, TxDOT)
4. Plan and facilitate development of alternative fuel and electric vehicle (EV) charging infrastructure.^{1,2,3} (DOE, FHWA, Joint Office of Energy and Transportation, TxDOT)
5. Carry out activities associated with serving as host agency of the Dallas-Fort Worth Clean Cities Coalition^{1,2,3} (DOE, FHWA, TxDOT)
6. Develop, implement, and maintain strategies to improve energy management and efficiency efforts of local governments.^{1,2,3} (DOE, SECO)
7. Coordinate development of a regional climate plan.^{1,2} (EPA)
8. Carry out initiatives to reduce emissions from conventionally fueled (diesel, gasoline, others) consumer and commercial vehicles. Provide technical assistance, education, and best practices and/or share and collect data to support local governments, state and federal entities, businesses, and other community stakeholders to facilitate deploying, operating, and maintaining lowest-emissions and efficient vehicles and technologies.^{2,3,4} (DOE, FHWA, TCEQ, Nonattainment Counties)
9. Carry out initiatives related to transportation that positively impact the environment.^{3,4} (TCEQ, Local Governments)
10. Coordinate a regional health-based, non-regulatory air monitoring network.^{1,3,4} (TCEQ, Local Governments)

Principal Performance Measures:

1. As necessary, develop a successful regional air quality conformity analysis, incorporating new or updated projects proposed for inclusion in the Metropolitan Transportation Plan and Transportation Improvement Program (TIP) to confirm that on-road emission levels are consistent with the State Implementation Plan (SIP). Update and maintain a Mobile Source Emission Reduction Strategies database that will ensure the nonattainment area continues to meet federal requirements of timely transportation control measure implementation. Prepare and submit CMAQ annual report(s) of funded projects for use by the US Department of Transportation (USDOT). Prepare multi-pollutant emission inventories for inclusion into a comprehensive information system. Respond to technical and research requests from local municipalities, federal government agencies, Regional Transportation Council (RTC) representatives, and others. Actively participate in local, State, and national technical groups and committees dealing with National Ambient Air Quality Standards (NAAQS), and mobile source issues. Assist the TCEQ, EPA, local governments, and others with the development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements. Coordinate in compiling existing and future emission reduction control strategies for use in maintenance of air quality standards. Stay current and perform sensitivity analyses on EPA, FHWA, Federal Aviation Administration, and other model developments used in regional air quality planning. Continuously monitor and provide updates regarding lawsuits, legislative activities, TCEQ public hearing announcements, NAAQS, and other pollutants, including federal rulemaking activity.
2. Submit competitive grant proposals. Promote funding opportunities related to emissions reductions, alternative fuels and energy, and assist local stakeholders in developing their own grant applications as needed. Administer grant awards. Provide financial incentives for clean vehicles or infrastructure technologies through grants or rebates.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

3. Host events and meetings to advance local stakeholder knowledge related to alternative fuel vehicles, including ride and drive events, educational sessions, peer exchanges, training sessions, and listening sessions to identify areas where additional support is needed. Evaluate local fleet operations and make recommendations about vehicle technologies. Administer a fleet recognition program.
4. Facilitate alternative fuel infrastructure planning and project development across the region. Hold meetings and events to facilitate peer exchange and provide education on topics related to infrastructure including implementation best practices, workforce development, community benefits, and training. Deploy alternative fuel and EV infrastructure.
5. Maintain frequent stakeholder communications and current, relevant website content related to alternative fuel vehicles and infrastructure topics. Participate in meetings and peer exchange as encouraged by the Department of Energy as part of the national Clean Cities and Communities partnership. Collect data and submit reporting to the Department of Energy. Coordinate regular meetings of the Dallas-Fort Worth Clean Cities Advisory Committee.
6. Host workshops and roundtables on energy-related topics and distribute related information at outreach events, of which will be a webinar on the topic of Distributed Energy Resources and Virtual Power Plants as they relate to EV charging infrastructure and resiliency. Highlight local governments in the region that have received the Energy Efficiency Community Block Grant by hosting a workshop and have them share lessons learned in project implementation and allow promotion of their projects. Encourage completion of energy consumption reports in accordance with Texas Health & Safety Code Section 388.005(c). Create fact sheets and educate local governments on the Department of Energy's National Blueprint for the Building Sector which would include transportation infrastructure. Maintain and update content on Conserve North Texas and Go Solar Texas websites with new resources and recorded webinars and workshops. Promote local government participation in key energy efficiency or energy management programs (e.g., SECO Technical Assistance, RISE Coalition, etc.).
7. Develop a Comprehensive Climate Action Plan for the NCTCOG region, including update of a regional greenhouse gas emissions inventory and prioritization of emissions-reduction strategies to achieve multipollutant goals through 2050.
8. Provide information about idle reduction, proper vehicle maintenance, and other consumer-appropriate emissions reduction measures at local events or meetings. Host or participate in opportunities for consumers to attend car care awareness events. Engage commercial vehicle stakeholders through a collaborative program. Support the Regional Emissions Enforcement Program by partnering with local law enforcement agencies to conduct on-road emissions enforcement. Maintain and support RTC recommended policy that influences operations within local government jurisdictions and business fleets to encourage vehicle idle reduction. Implement recommended programs and advance actions that influence vehicle operations to lower tailpipe emissions within local government jurisdictions, other public fleets, and private fleets. Maintain websites to provide technical and policy resources to regional stakeholders, local governments, and private/public businesses.
9. Implement supported programs and advance actions to reduce illegal dumping of tires.
10. In coordination with local governments, non-profit organizations, environmental groups, universities, and private entities, identify ongoing and future programs implementing non-regulatory monitoring networks. With local cooperation, determine best approach to fuse information together into a regional one-stop shop information system for public access

Results:

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

1. Impacts of the Environmental Protection Agency's (EPA's) MOVES 4 and 5 models were analyzed against current MOVES 3 for on-road emissions. The database of Mobile Source Emission Reduction Strategies (MoSERS) was continuously updated for use in a variety of applications. The 2024 annual CMAQ report was completed and submitted, and emissions reductions to meet FY2026 federal targets were reviewed. Assistance was provided for emissions modeling and grant applications. Planning for ozone attainment continued as the region faces stricter standards, including technical assistance provided to a TCEQ contractor generating Dallas-Fort Worth nonattainment emission inventory projections for a future 2015 ozone NAAQS reclassification State Implementation Plan. Coordination with EPA, TCEQ, and participation in national and state air quality initiatives also continued, along with daily ozone level updates for public awareness. Work continued to learn and prepare the region for tougher particulate matter standards. A successful transportation conformity analysis was determined by the Department of Transportation, and another analysis was prepared and submitted for State and federal interagency consultation review. The Air Quality Handbook was updated to include the latest data and incorporate particulate matter.
2. No competitive grant proposals were submitted during FY2025, but efforts continued to administer competitive grants which were developed during previous fiscal years, including two infrastructure grant projects awarded by the FHWA: 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 to grants. Funding opportunities related to emissions reductions and alternative fuels and energy were promoted weekly through the Air Quality Funding Opportunity Email Blast (over 1,000 subscribers) and through the SmartWay News and SMARTE Update E-Blasts (over 500 private and public sector fleets subscribers each). 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 an Environmental Protection Agency's 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. Grant administration continued for three rebate awardees relating to diesel emissions-reducing projects: the North Texas Emissions Reduction Project 2020 and the North Texas Clean Diesel Project 2021. Implementation of projects awarded in previous fiscal years continued, including reimbursement of four heavy-duty vehicles replacements. Staff performed two field inspections and monitored subrecipients to ensure grant requirements were met.
3. Staff attended numerous events and meetings to advance local stakeholder knowledge related to alternative fuel vehicles, including two National Drive Electric Month ride and drive events; three educational webinars on heavy-duty zero emission vehicles; five OncoR EVolution Program Sessions to support local stakeholders interested in adopting electric vehicles; two peer exchanges; one listening session on electric lawn equipment. Technical assistance was provided to fleet owners, including the identification of grant opportunities and analysis of potential vehicles which could be transitioned to alternative fuels. A fleet recognition program was administered, recognizing 27 local fleets for their efforts to improve air quality through the adoption of alternative fuel vehicles and other emission reduction strategies.
4. Staff successfully executed two agreements with FHWA on awarded projects to deploy alternative fueling infrastructure. Agreements with subrecipients of these programs were executed and a Call for Projects for electric vehicle charging infrastructure was opened. Another FHWA award received committee approvals to deploy charging infrastructure at

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

eight project locations. Several peer exchange and educational meetings with local governments and other stakeholders were held including ten local government EV readiness meetings, three hydrogen refueling local advisory group meetings, two EV infrastructure working group meetings, and one community college EV infrastructure workforce discussion.

5. Regular stakeholder communication was maintained through four weekly email blasts and maintenance of current information at www.dfwcleancities.org. Staff updated and maintained 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. Staff participated 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 48 fleets' use of alternative fuel and fuel efficiency efforts was submitted to DOE. Staff continued to convene quarterly meetings of the Dallas-Fort Worth Clean Cities Technical Advisory Committee.
6. A webinar on Resilient EV Charging and a roundtable on how local governments are using Energy and Efficiency Conservation Block Grant funding were held. Outreach and technical assistance were provided to local governments who were required to complete annual energy consumption reports in accordance with Texas Health and Safety Code Section 388.005(c), with a total of 94 reports submitted from the region, surpassing last year's total of 83 submitted reports.
7. Efforts began to update the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP): Priority Action Plan and create the DFW AQIP Comprehensive Action Plan. Work included community and stakeholder engagement, the identification of potential measures (i.e., projects, programs, and policies) to improve air quality through 2050, the development of a comprehensive emissions inventory, and the development of the projections of future emissions.
8. NCTCOG continued to encourage local governments to implement 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. Best practices and consumer-related educational materials for idle reduction were updated and available upon request through the Engine Off North Texas website. A total of 28 local governments had active idle restrictions in place in 2025. Regional Smoking Vehicle Program (RSVP) and car care awareness were promoted to inform the public how consumer behaviors impact vehicle emissions. Staff participated in a community event called Drive Safe: Car Crime Prevention and Awareness Resource Day at St. Matthew Church in Arlington, TX and provided consumer vehicle maintenance awareness education to the public. Through RSVP, 1,379 smoking vehicles were reported and 719 notification letters were mailed to owners of reported vehicles. A Car Care Awareness paid education campaign ran to provide the public with knowledge of proper vehicle inspections. Staff continued to partner with local law enforcement agencies through the Regional Emissions Enforcement Program. Staff attended two commercial vehicle enforcement events located in Fort Worth and Mansfield to observe heavy-duty vehicle roadside enforcements and survey vehicle operators. Three new demonstration projects began: Vehicle Emissions and License Plate Project, Truck Assessment and Good Movement Program, and Car Care Awareness Safety Integration. For the Car Care Awareness Safety Integration project, a Request for Proposals was issued with no responses, resulting in the conclusion of the project. For the Truck Assessment and Goods Movement Program, an investigation was conducted

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

on the different vehicle emissions tampering detection devices available and what vehicle emissions testing laboratories exist. Internal and external meetings discussing program next steps were completed. Staff issued a bid process for potential emissions tampering detection device manufacturers, resulting in one company response. The Vehicle Emissions and License Plate Project involved creating a data agreement between a local jurisdiction and NCTCOG to create a database that can search for potentially fraudulent license plates, thereby leading to the identification of vehicles that may be circumventing annual vehicle emissions testing requirements. Evaluation and correspondence also occurred between NCTCOG and regional toll authorities to obtain data on fraudulent or fictitious license plate use. The Engine Off North Texas, Regional Smoking Vehicle Program, NTX Car Care, and Saving Money and Reducing Truck Emissions websites were maintained to provide resources for regional stakeholders, local governments, and businesses. NCTCOG further engaged with fleets and commercial freight stakeholders through SMARTE by promoting previously hosted webinar sessions located on the Transportation Department YouTube channel, distributing 12 online newsletters for more than 623 subscribers, and promoting technologies and sustainable freight practices through our role as an EPA SmartWay Affiliate.

9. NCTCOG began planning work for the Regional Scrap Tire and Abatement Program as a coordinated effort to address the growing environmental and public health concerns associated with improperly managed scrap tires. This program is designed to support local governments in preventing illegal dumping, cleaning up existing tire stockpiles, and promoting more sustainable disposal and recycling practices.
 10. Rider 7 legislative priorities were implemented for ozone and particulate matter, directing funds, and monitoring activities to ensure attainment counties remain in compliance with federal standards. A publicly available, regional air monitoring one-stop shop information system continues to be pursued, identifying where monitors are located in the region and the best way to host such a site.
8. **Goal:** Continue to assist communities with programs and projects that advance Land Use and Mobility Options such as bicycle and pedestrian planning, regional transit coordination and mobility, and land use.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), FHWA Safe Streets for All (SS4A) funds, FTA Transit Oriented Development (TOD) funds, federal Surface Transportation Block Grant Program (STBG) funds, Regional Toll Revenue (RTR) funds, FHWA funds, Regional Transportation Council (RTC) Local funds, and other local funds.

Attainment: Met

Primary Work Tasks:

1. Conduct bicycle and pedestrian planning initiatives including hosting quarterly meetings of the Regional Bicycle and Pedestrian Advisory Committee (BPAC), leading regional bicycle and pedestrian data collection and reporting, developing a regional bicycle safety action plan, providing funding and technical assistance which includes Geographic Information System (GIS) mapping, overseeing the Safe Streets for All program, and

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

providing regional bicycle and pedestrian safety education and outreach.^{1,2,3,4} (FHWA, TxDOT, Local Governments)

2. Carry out transit-supportive projects and functions including serving as the lead agency for regional public transportation coordination and planning activities in the 16-county North Central Texas Region and coordinating transit services and projects including technical assistance for transit-oriented development, service modifications, implementation of innovative transit-related projects and programs to support public transportation services.^{1,2,3} (FHWA, FTA, TxDOT)
3. Support land use and transportation activities including the provision of technical assistance for development projects, developing parking management tools and resources, continuing to advance Complete Streets concepts and policy development, providing meeting opportunities to advance coordinated land use/transportation planning for local governments and transit agencies, and advancing work in the Community Schools and Transportation Program.^{1,2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Prepare meeting information and host BPAC meetings, continue to monitor bicycle and pedestrian count equipment and report on information collected, develop a regional bicycle safety action plan, fund bicycle and pedestrian projects through the Transportation Alternatives Call for Projects and provide technical assistance and develop projects through updated mapping. Lead work on the Safe Streets for All Roadway Safety Audits and continue regional safety outreach and promotion of LookOutTexans.
2. Provide technical assistance and data for existing and planned projects and review service networks and routes. Identify gaps in transit service and work on updating Access North Texas. Perform work related to planning technical assistance for TOD planning and develop data-driven resources. Identify strategic transit partnerships between transit agencies and local governments and address gaps in service through coordination with transit authorities and other eligible transit providers.
3. Perform work related to planning technical assistance of land-use and transportation economic development projects. Develop data-driven tools and provide technical assistance for parking management in the region. Continue development of a regional Complete Streets Policy and other supportive documents and host meetings of the Coordinated Land-Use and Transportation Planning Task Force addressing transportation and land-use topics. Provide technical assistance for safe routes to school and school sitings and oversight to the crossing students safely in the Dallas-Fort Worth region program and teen driver safety project.

Results:

1. Four quarterly meetings of the regional Bicycle and Pedestrian Advisory Committee were conducted. Staff continued monitoring data collected by bicycle and pedestrian count equipment throughout the region and provided count data for the TxDOT statewide bicycle and pedestrian count exchange, which is published online at <https://mobility.tamu.edu/bikepeddata/>. Initiated development of a regional bicycle safety action plan. Facilitated a Transportation Alternatives Call for Projects and associated funding awards for 12 projects in the region. Provided technical assistance to local governments throughout the region including assistance with the development of local active transportation plans and safety action plans. Initiated Safe Streets for All

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Roadway Safety Audits and Safe Routes to School Plans throughout the region. Continued the “Look Out Texans Bike-Walk-Drive Safely” regional safety campaign throughout the year via the campaign website, www.lookouttexans.org, with various education and outreach materials provided for community events.

2. Conducted 13 public outreach meetings and supported outreach of community surveys for the next update of the regional public transportation coordination plan for North Central Texas, Access North Texas. An updated interactive dashboard of TOD projects and design best practices was posted online. A detailed TOD data collection update was launched to create performance measurements, document existing conditions, and inform ongoing local government implementation efforts including data on land use, demographics, policy, and transportation for all existing and under-construction rail stations in the region. Coordinated three regional mobility manager meetings with 25 transit partners and social service organizations to facilitate discussion and share best practices on regional mobility topics, such as strategic planning, community engagement, and participation in the regional coordinated plan. Collaborated with transit partners regularly through meetings and workshops to ensure ongoing and upcoming plans and projects were coordinated with broader efforts and upcoming major events in the region. Supported transit providers in Collin and Denton counties to address gaps in services for seniors and individuals with disabilities.
3. Project implementation through the Sustainable Development Funding Program was ongoing. Staff continued development of metrics and data collection/analysis for an evaluation study of completed Sustainable Development Funding Program projects. Project review and technical assistance of existing conditions for transportation projects of potential regional significance continued to be provided. A data driven report on parking demand versus built parking and minimum requirements in zoning was initiated. An update to parking management best practice strategies was conducted to include new case studies and integration with technology. During 2024, staff initiated research and drafted options for the development of a more robust regional policy and design guidelines related to Complete Streets. However, in 2025 due to changing federal policies related to complete streets, these efforts were placed on hold. Staff did provide technical assistance and project planning and review to various Complete Street projects that were facilitated through coordination with the Director of Transportation. 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. Staff conducted reviews of coordinated regional housing and transportation best practices and programs and finalized a study of traffic impacts from mixed-use development in Collin County. Assistance to local governments with reviews of transportation and land-use projects and planning needs continued. The Blue-Green-Grey program Round 4 obtained RTC approval for three projects recommended for funding; coordination with awardees to develop scope of work and contracts commenced and is ongoing. Free supportive resources were provided to schools in the region for Bike and Roll to School Day and Walk and Roll to School Day outreach and encouragement efforts. The Safe Routes to School Regional Action Plan, including a GIS analysis prioritizing regional schools based on traffic safety scores, was completed. A Safe Routes to School plan for the City of Richardson was completed. Project planning for development of teen driver education materials continued to advance. Staff initiated an analysis of safety and school siting considerations related to charter schools and began development of a school siting workshop. Staff participated in regional outreach events to highlight school pedestrian safety education and initiatives. Planning for activities related to strengthening teen driver safety in the region was conducted.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Technical assistance was provided on benefit cost analysis for federal grant applications.

9. **Goal:** Coordinate and support the planning for and deployment of emerging transportation technologies to improve the region's transportation system.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, and Regional Transportation Council Local funds.

Attainment: Met

Primary Work Tasks:

1. Sustain and expand current efforts to implement transportation innovations across the region.¹
2. Continue to establish initiatives to enhance and accelerate both planning and deployment of new mobility technologies across the region.¹
3. Support efforts by local, regional, State, and academic institutions to explore the impacts and planning considerations of automated transportation technologies.¹

Principal Performance Measures:

1. Encourage the deployment of automated vehicle technologies, cultivate transportation data sharing capabilities by local partners, support development of shared mobility services, educate regional decision makers and the public on automated vehicle technology and planning considerations, and coordinate with local and State government entities. Use the internet and other technology as a tool to assist in transportation demand management.
2. Select projects and identify funding to continue to implement emerging technologies.
3. Develop resources, tools and data-driven approaches to calculate impacts of emerging technology projects and programs, as well as continue to cultivate partnerships with local, regional, State, and academic entities.

Results:

1. NCTCOG staff continued to encourage the deployment of automated and connected vehicle technologies, providing consultation and planning support for local partners. Staff advanced implementation efforts with the City of Fort Worth on the East Rosedale and East Lancaster broadband corridors to expand digital access and support automated vehicle readiness. Regional coordination also progressed on connected vehicle data platforms, supporting situational awareness and integration with emerging mobility technologies.
2. Staff monitored and tracked the status of automated vehicle projects approved by the Regional Transportation Council, including mobilization of the Dallas College Automated Vehicle Workforce Project, early design of the Richardson Connected Vehicle Corridor, and planning support for the IH 35W AV Truckport Project.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

3. Under Technology and Innovation Program 3.0, staff initiated broadband planning activities and advanced coordination with the North Texas Center for Mobility Technologies on research and workforce development initiatives. NCTCOG will establish its role as a regional hub for broadband resources in future phases of the program.
10. **Goal:** Continue development of the next Metropolitan Transportation Plan (MTP), Mobility 2050; monitor and implement the current MTP, Mobility 2045 Update; and perform planning studies to evaluate and refine roadway, transit, and freight projects recommended in the MTP.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), FTA 5307 funds, federal Surface Transportation Block Grant Program (STBG) funds, North Texas Tollway Authority (NTTA) funds, TxDOT funds, and public or private funds.

Attainment: Met

Primary Work Tasks:

1. Refine project recommendations for the next Metropolitan Transportation Plan, Mobility 2050, by working closely with regional partners to review and update roadway, transit, and freight projects. Incorporate stakeholder feedback and adjust recommendations based on the latest data and trends.^{1,2,3} (FHWA, FTA, TxDOT, NTTA)
2. Develop detailed financial forecasts for the Mobility 2050 plan by identifying future funding sources and revenue estimates from federal, State, local, and private entities. Incorporate innovative funding strategies to address projected revenue shortfalls and ensure robust financial planning.^{1,2,3} (FHWA, FTA, TxDOT)
3. Evaluate transportation system needs and develop potential alternatives on major travel corridors between the years of 2026 and 2050.^{1,2,3,4} (FHWA, FTA, TxDOT, NTTA)
4. Monitor system performance, develop and track performance measures through the development of new tools, and incorporate performance-based planning in the implementation of the current Metropolitan Transportation Plan and the development of future Metropolitan Transportation Plans.^{1,2,3} (FHWA, FTA, TxDOT)
5. Engage the public in the planning process for Mobility 2050. Expand the use of online tools, interactive platforms, and community events to gather input and educate the public on transportation challenges and solutions. Document and share how public input shapes plan development.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Identify, evaluate, and develop roadway, transit, freight, and multimodal improvements for recommendation in the next Metropolitan Transportation Plan through a collaborative process with transportation partners.
2. Document estimates of future-year revenue availability using tax and revenue estimates from federal, State, local government, and private-sector sources. Compile revenue sources and draft expenditures for Mobility 2050.
3. Produce reports that compare multimodal alternatives for inclusion in the Metropolitan Transportation Plan and conduct follow-up efforts such as required environmental evaluation studies and technical assistance for implementing agencies.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

4. Monitor and assess transportation system performance using observed data and a variety of planning tools, including the Travel Demand Model. Monitor progress towards adopted performance targets and report performance results.
5. Develop and maintain online tools to inform and educate the public on the transportation planning process and the recommendations included in the Metropolitan Transportation Plan. Present information at committee and public meetings. Build and maintain a public input database to enable connections between public engagement and planning processes.

Results:

1. Regular coordination meetings and project-specific ad hoc meetings were held with transportation partners to monitor the progress of multimodal studies and evaluate the effectiveness of design concepts and scopes. Recommendations were refined through frequent collaboration with partners and were either incorporated into Mobility 2050, adopted in June 2025, or queued for future plan amendments. Staff coordinated with freight railroads, the Texas Department of Transportation, cities, and counties on regional and corridor transit studies, including passenger rail corridors; freight initiatives such as the regional freight mobility plan, truck corridor studies, freight land use planning, at-grade rail crossing safety, and truck lane restrictions; and roadway studies including feasibility analyses and preliminary engineering/environmental efforts. The 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.
2. Revenues were forecasted to demonstrate the financial constraint of the adopted Mobility 2050 plan. Federal, State, and local revenues were evaluated, including new and ongoing funding sources such as those derived from transportation legislation, State Propositions 1 and 7, and local bond programs. A financially constrained revenue and expenditure program was developed to support the adopted plan.
3. Roadway alternatives were evaluated to determine capacity and operational needs within logical constraints on freeway and arterial corridors. Alternatives analysis quantified the benefits of operational improvements on arterials, and travel demand modeling supported the development of Mobility 2050 and related corridor studies. This effort included roadway network coding, demographic review, scenario development, and technical analyses such as historical volume research, volume change assessment, and select link/origin-destination analyses.
4. The performance-based planning process was advanced and applied to Mobility 2050. Updated data, trends, and federally required performance measures were incorporated, and staff continued to enhance the regional performance measurement framework to evaluate progress toward plan goals and targets.
5. Public involvement was a central element of the Mobility 2050 process. Several webpages, dashboards, and mapping tools were maintained to educate the public and provide input opportunities. The Map Your Experience input tool and a limited-time, qualitative transportation needs survey allowed the public to provide both forward-looking and location-specific feedback, which was compiled into a summary in Mobility 2050 and the results shared publicly. Outreach campaigns expanded participation and ensured community engagement for the development of Mobility 2050. A database was initiated to house qualitative public input and support future planning efforts.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

11. **Goal:** Successfully implement a performance-based planning and coordination process.

Funding Source: FY2025 Transportation Planning Funds (Federal Highway Administration [FHWA] 112 PL funds, Federal Transit Administration [FTA] 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]).

Attainment: Met

Primary Work Tasks:

1. Review evolving rules and regulations related to federal performance-based planning and coordinate with partners on development of targets.^{2,3} (FHWA, FTA, TxDOT)
2. Support local performance planning and initiatives to assist the region in congestion, air quality, and safety priorities due to limited resources.^{1,2,3,4} (FHWA, FTA, TxDOT, Local Governments)
3. Strengthen the role of data and performance measurement in the transportation decision-making processes.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Coordinate internal meetings among staff and monthly meetings with staff and partners. Coordinate presentations and action items for committees as needed. Adopt federal performance measure targets as required.
2. Develop trends and analyses for use in strategic planning.
3. Enhance/expand data collection, databases, analysis methodologies, and other processes to support performance-based planning efforts in the metropolitan transportation planning process. Update web-based performance measure monitoring reports.

Results:

1. Continued series of monthly statewide performance measurement coordination meetings with metropolitan planning organizations, State, and federal partners to ensure that information was reaching all involved parties. Held internal performance measurement coordination meetings as needed. Targets were adopted as required for the Pavement and Bridge measures (commonly known as “PM2”), a portion of the System Performance, Freight, and CMAQ federal performance measures (commonly known as “PM3”), and for Transit Safety measures under the federal Public Transportation Agency Safety Plans regulation.
2. Performed trend analyses of various performance measures to support target-setting action. Implemented a new performance measurement framework relative to the goals of Mobility 2050. Continued periodic COVID-19 performance measurement reporting and analysis of its impacts on the transportation system, with a continuing focus on metrics that have been the slowest to recover.
3. Worked to include updated analyses and performance data in analytical planning efforts, including, but not limited to, performance-based data-driven project scoring processes for Mobility 2050 and TxDOT’s Unified Transportation Program (UTP). Worked to identify and disseminate additional data sources for performance measurement activities. Maintained a series of internal and external performance measurement webpages.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure