



FY2026 and FY2027

Unified Planning Work Program

for Regional Transportation Planning



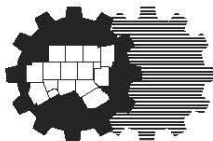
Transportation Department
North Central Texas Council of Governments

What is NCTCOG?

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

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

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



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

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NCTCOG's Department of Transportation

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

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

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

FY2026 and FY2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

North Central Texas Council of Governments

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Nonattainment

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This UPWP complies with federal and state requirements, is true and correct,
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Federal Approval: September 29, 2025

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Executive Summary

The FY2026 and FY2027 Unified Planning Work Program (UPWP) outlines the transportation planning activities to be conducted by the North Central Texas Council of Governments (NCTCOG) as the designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. Management and operations activities aimed at reducing congestion and improving air quality in the Dallas-Fort Worth Metropolitan Area are also included. Developed in cooperation with federal, State, regional, and local transportation partners, the UPWP supports the coordinated development of the multimodal transportation system across the North Central Texas region.

Purpose of the UPWP

The UPWP serves as the comprehensive work plan guiding the region's transportation and related air quality planning activities over a two-year period. Prepared in accordance with 23 USC 134 and 49 USC 5303, and the Infrastructure Investment and Jobs Act (IIJA), it details the planning tasks to be performed and allocates available resources to support implementation of these initiatives.

Timeline

This Work Program spans two fiscal years: October 1, 2025, through September 30, 2027.

MPO Boundary Area

The MPO planning area encompasses 12 counties—Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise—covering approximately 10,000 square miles. The area is federally designated as both a Metropolitan Planning Area and a Transportation Management Area and includes portions of three federally designated urbanized areas.

Overview of Tasks and Subtasks

The UPWP is organized into five major task areas:

1. **Administration and Management** – Oversight of the planning process, public involvement, policy coordination, and fiscal management.
2. **Transportation Data Development and Maintenance** – Collection, management, and analysis of travel, demographic, and system performance data.
3. **Short-Range Planning, Programming, and Operations** – Transportation project programming and air quality, transit, and congestion management planning and operations.
4. **Metropolitan Transportation Plan** – Maintenance and implementation of Mobility 2050, including coordination of long-range projects and programs.

5. **Special Studies** – Planning and operations activities relative to specific subareas and corridors, land use, sustainable development, bicycles and pedestrians, freight, aviation, emerging technologies, safety, asset management, high-speed rail, and other regional transportation priorities.

Planning Goals Guiding the UPWP

Work within the UPWP is guided by the ten federal planning factors outlined in 23 CFR 450.306(b), which include economic vitality, safety, security, accessibility and mobility, system integration and connectivity, environmental protection, operational efficiency, preservation, resiliency and reliability, and support for travel and tourism. Performance-based planning is used to align subtasks with national goals and regional priorities, ensuring that resources support measurable improvements.

Summary of Funding Sources

Funding for the FY2026 and FY2027 UPWP is drawn from multiple federal, State, and local sources including the Federal Highway Administration, the Federal Transit Administration, the Department of Defense, the Department of Energy, the Environmental Protection Agency, the Federal Railroad Administration, the Texas Department of Transportation, the North Texas Tollway Authority, the Texas Commission on Environmental Quality, and the Texas Water Development Board. In addition, various local funds are used to assist in the funding of this Work Program. These resources are programmed by task and subtask throughout the UPWP to support the broad scope of regional planning and implementation activities.

Total Program Funding

The total funding programmed in the FY2026 and FY2027 UPWP for Transportation Planning Funds is \$36,396,237. The total funding from all sources is \$314,239,122; two-thirds of this amount is anticipated to be provided to local governments, partner agencies, consultants, and subrecipients.

(This summary was drafted with AI assistance and finalized by NCTCOG staff for accuracy and clarity.)

I. Introduction

The North Central Texas Council of Governments (NCTCOG), through designation by the Governor of the State of Texas, serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney/Frisco Urbanized Areas. The designation of the MPO is by agreement among the units of general-purpose local governments and the Governor.

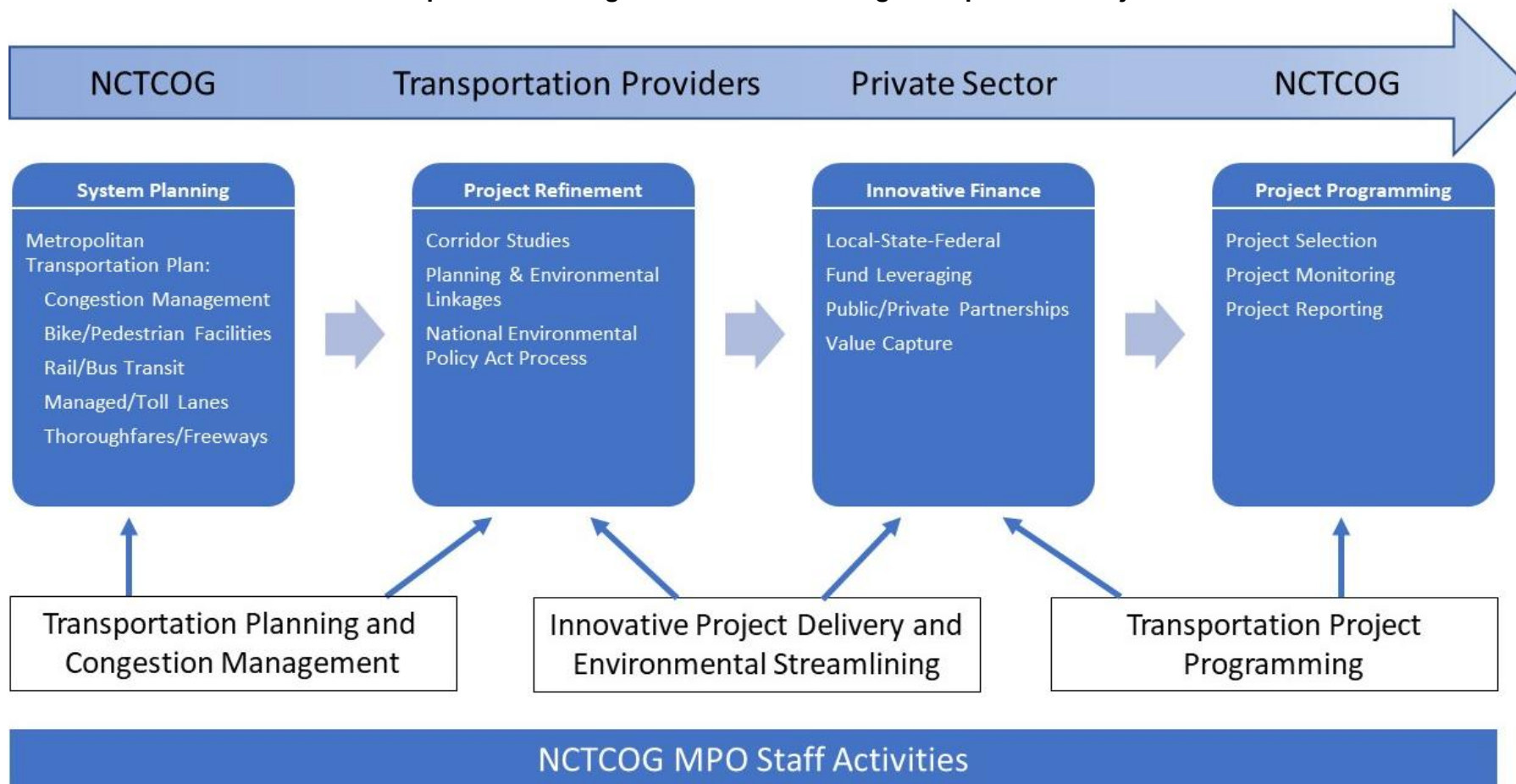
To conduct the metropolitan transportation planning process, the State of Texas, acting through the Texas Department of Transportation (TxDOT), NCTCOG as the MPO, and the Regional Transportation Council (RTC) as the MPO Policy Committee, have entered into an agreement referred to as the Agreement with Metropolitan Planning Organization. This agreement serves to delineate the responsibilities of each organization, TxDOT in the administration of federal and State funds to support the planning process, NCTCOG in carrying out the responsibilities of the MPO, and RTC in establishing overall transportation policy for the MPO.

Under federal law (23 USC 134 and 49 USC 5303, as amended), the MPO designated for each urbanized area is to carry out a “continuing, cooperative, and comprehensive multimodal transportation planning process,” including the development of a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP). This process should encourage the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities). The process should also foster economic growth and development (including travel and tourism), improve resiliency and reliability, while minimizing transportation-related fuel consumption, stormwater impacts, and air pollution. The Unified Planning Work Program (UPWP) is prepared every two years by NCTCOG in accordance with current surface

transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), adopted by Congress and signed by the President on November 15, 2021. This legislation continues the concepts of a continuing, cooperative, and comprehensive planning process identified in previous legislation. Development of this FY2026 and FY2027 UPWP reflects direction received from the United States Department of Transportation as of June 2025. The UPWP is developed in cooperation with TxDOT, transportation authorities, toll authorities, the Dallas Fort Worth International Airport, and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies and local governments. This information is combined with regional needs identified by NCTCOG and, after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years.

The metropolitan planning process consists of four phases: system planning, project refinement, innovative finance, and project programming. The process is outlined in Exhibit I-1. System planning is a primary function of the MPO, and as such, NCTCOG takes the lead in the development of the MTP. As projects contained in the MTP undergo more detailed analyses, the transportation providers in the region assume leadership roles for specific projects, as applicable, with support from NCTCOG. The private sector may join in the planning process as revenue sources for the projects are investigated and identified. With the decline in revenue from traditional funding sources, participation from the private sector continues to be relied upon in order to identify revenue streams to expeditiously implement viable transportation projects. Once project funding has been identified, NCTCOG, in carrying out another primary responsibility, reassumes the lead in the planning process and includes the projects in the TIP.

EXHIBIT I-1
Metropolitan Planning Process for Delivering Transportation Projects



The draft UPWP document is reviewed by the Surface Transportation Technical Committee and is presented for comment at a public meeting. The UPWP is then presented for approval to the Regional Transportation Council (RTC) and the NCTCOG Executive Board.

In addition to working cooperatively to develop the UPWP, NCTCOG, as the MPO, and RTC, as the MPO policy committee, work with TxDOT and the transportation operators to carry out the metropolitan planning process within the region. Exhibit I-2 illustrates the respective responsibilities of NCTCOG; RTC; TxDOT; the North Texas Tollway Authority (NTTA); the Collin County Toll Road Authority (CCTRA); Dallas Area Rapid Transit (DART); Trinity Metro (also known as the Fort Worth Transportation Authority); the Denton County Transportation Authority (DCTA); the cities of McKinney, Mesquite, Arlington, and Grand Prairie; and the Dallas Fort Worth International Airport (DFW Airport) with regard to the development of financial forecasts, the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Annual Listing of Obligated Projects, the Congestion Management Process, Air Quality Conformity, Corridor and Subarea Studies, Performance-based Planning, and Performance Measures. Appendix H contains a Memorandum of Understanding between the above entities demonstrating each entity's commitment to work cooperatively.

As noted previously, there is also a Metropolitan Planning Organization Agreement, which is executed every six years related to the roles and responsibilities between TxDOT, the RTC as the MPO Policy Committee, and NCTCOG as the MPO fiscal agent. This Agreement is the conduit for TxDOT to provide transportation planning funds to NCTCOG. The term of the current Agreement is through September 30, 2027.

EXHIBIT I-2
Metropolitan Transportation Planning Process Responsibilities

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
Financial Forecasts 23 CFR 450.324(f)(11)	Develop alternative financial forecasts based on policy variables. Develop forecasts for locally generated and local option revenue. Recommend innovative finance strategies for long-term consideration.	Provide estimate of statewide revenue projections for statewide sources such as federal/State fuel tax, vehicle registrations, and State discretionary programs. Develop and maintain revenue forecasting model for federal/State revenue sources, including local option alternatives. Provide estimates of revenue by year for each Statewide Transportation Improvement Program category.	Provide estimate of agency revenue projections for local, State, and federal sources such as local sales tax, federal and State formula funds, and discretionary programs. Provide financial plan information regarding allocation of revenue sources to project types such as rail capital, bus capital, and maintenance and operations.	Provide any locally derived revenue estimates as appropriate.
Metropolitan Transportation Plan Development 23 CFR 450.324	Develop system revenue forecasts. Develop systemwide alternative scenarios. Develop systemwide travel forecasts and performance reporting.	Provide roadway project status and cost information, including revenue source. Provide potential project staging and phasing, including expected opening year.	Provide transit project status and cost information, including revenue source. Provide potential project staging and phasing, including expected opening year.	Provide project status and cost information, including revenue source for major airport projects that are locally funded. Provide potential project staging and phasing, including expected opening year for major locally funded projects.

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
	Coordinate public and transportation partner involvement activities regarding MTP development. Develop regionwide demographic information. Coordinate with environmental and resource agencies and document potential mitigation activities.			

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
Metropolitan Transportation Improvement Program 23 CFR 450.326	Compile and maintain list of funded projects by year and funding source, including basic scope, limits, and total project cost/funding details. Submit metropolitan Transportation Improvement Program for inclusion in the Statewide Transportation Improvement Program (STIP). Draft and submit quarterly TIP modifications and STIP revisions to the TxDOT districts (includes review for Metropolitan Transportation Plan and Air Quality Conformity consistency and requisite public involvement).	Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program in the metropolitan area. TxDOT submits rural projects to the STIP. Provide updated status, costs by phase, and dollar amounts by funding category and year. Submit locally funded, regionally significant projects for inclusion in the TIP/STIP. Submit TIP modifications/STIP revisions for own agency's projects for NCTCOG processing and review. TxDOT districts submit final STIP revision packet to TxDOT in Austin for review and approval.	Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program. Provide updated status, costs by phase, and dollar amounts by funding category and year for each federal, State, or locally funded project. Submit locally funded, regionally significant projects for inclusion in the TIP/STIP. Submit Transportation Improvement Program modifications/Statewide Transportation Improvement Program revisions for own agency's projects to NCTCOG.	Provide list of locally funded, regionally significant projects implemented by Dallas Fort Worth International Airport for inclusion in the metropolitan and Statewide Transportation Improvement Program. Provide updated status, costs by phase, and dollar amounts by funding category and year for each federal, State, or locally funded project. Submit TIP modifications/STIP revisions for own agency's projects to NCTCOG.

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
Annual Listing of Obligated Projects 23 CFR 450.334	Compile list of obligated projects for each fiscal year with data from the Federal Transit Administration information system, transit agencies, and the Texas Department of Transportation.	Provide list of obligated projects (including project status and obligation amounts) to NCTCOG at the end of each fiscal year.	Provide transit grant numbers to NCTCOG to enable collection of transit funding obligations to the transit authorities and local governments.	N/A
Congestion Management Process 23 CFR 450.322	Develop multimodal, systemwide monitoring and evaluation performance process. Develop, coordinate, and collect regional transportation data for inclusion in asset information planning tool. Identify, select, implement, and coordinate congestion management strategies. Provide and coordinate evaluation of effectiveness of implemented strategies. Coordinate public involvement activities regarding Congestion Management Process development.	Provide collected transportation data for inclusion in asset information planning tool. Identify, select, and implement congestion management strategies. Provide evaluation of effectiveness of implemented strategies.	Provide collected transit data for inclusion in asset information planning tool. Identify, select, and implement congestion management strategies, as appropriate. Provide evaluation of effectiveness of implemented strategies.	Provide collected transportation data for inclusion in asset information planning tool. Identify, select, and implement congestion management strategies. Provide evaluation of effectiveness of implemented strategies.

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
Air Quality Conformity 40 CFR Part 93	Develop and coordinate the transportation conformity analyses for the nonattainment area within the Metropolitan Planning Area. Enter into a Memorandum of Agreement with TxDOT, in the event the nonattainment area extends beyond the Metropolitan Planning Area, for cooperative planning and air quality analysis of projects to reach a positive conformity determination.	TxDOT: Enter into a Memorandum of Agreement with NCTCOG, in the event the nonattainment area extends beyond the Metropolitan Planning Area boundary, for cooperative planning and air quality analysis of projects to reach a positive conformity determination. Participate as one of the interagency consultation partners for the conformity determination process, review conformity analyses, and provide comments.	Review conformity analysis, if applicable; provide comments during public participation process.	Review conformity analysis, if applicable; provide comments during public participation process.

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
	Coordinate with consultation partners (Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, the Texas Commission on Environmental Quality, and the Texas Department of Transportation) regarding review of the conformity analysis. Transmit the joint Federal Highway Administration/ Federal Transit Administration conformity determination to affected entities.	Provide consent to the Federal Highway Administration on the transportation conformity determination. NTTA/CCTRA: Review conformity analysis, if applicable; provide comments during public participation process.		
Corridor and Subarea Studies 23 CFR 450.318	Lead corridor studies agreed upon by partner agencies. Support partner agency corridor studies by providing travel forecasts for alternative scenarios. Provide performance reports, as appropriate, to support National Environmental Policy Act documents.	Lead corridor studies agreed upon by partner agencies. Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG. Provide design concept and scope information for potential project alternatives, as necessary, to perform travel forecasts.	Lead corridor studies agreed upon by partner agencies. Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG. Provide design concept and scope information for potential project alternatives, as necessary, to perform travel forecasts.	Provide support for major roadway and transit corridor studies impacting the Dallas Fort Worth International Airport.

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
Performance-Based Planning 23 CFR 450.306(d)(1)	Continue enhancements to performance-based planning and decision-making processes in the Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, and other documents and processes, specifically strengthening ties between performance data and project selection.	Coordinate on project selection processes for the Unified Transportation Program (UTP). Provide performance data, assistance, and comments as needed.	Provide comments, feedback, and data as needed.	Provide comments, feedback, and data as needed.
Performance Measures 23 CFR 450.306(d)(2) 23 CFR 490 49 CFR 625 49 CFR 673	Adopt targets for federal performance measures as required. Monitor progress towards achieving targets over time. Adopt and monitor additional performance measures as needed to track progress towards achieving goals of various planning processes.	TxDOT: Provide data and information related to statewide performance measure target-setting processes. Coordinate MPO target-setting across the State as needed. NTTA/CCTRA: Provide comments, feedback, and data as needed.	Adopt targets for Transit Asset Management (TAM) and Transit Safety (PTASP) performance measures as required. Provide data and information related to these measures as needed.	Provide comments, feedback, and data as needed.

The North Central Texas Council of Governments has received designation as a Regional Economic Development District. It is anticipated that data available through the metropolitan planning process may be utilized to help support the Agency in the development of Comprehensive Economic Development Strategies for the region.

NCTCOG and the RTC have also executed five Memorandums of Understanding (MOUs) with regions beyond the Metropolitan Planning Area for interregional and interstate cooperation on transportation issues that are of mutual interest to the North Central Texas region and the respective region. These MOUs have been executed with the East Texas Council of Governments and East Texas Corridor Council; the East Texas Council of Governments, East Texas Corridor Council, and the Northwest Louisiana Council of Governments; the East Texas Council of Governments, East Texas Corridor Council, Northwest Louisiana Council of Governments, and the North Delta Regional Planning and Development District/Ouachita Council of Governments; the Heart of Texas Council of Governments and the Waco Metropolitan Planning Organization; and Metroplan (five-county area designated as the Metropolitan Planning Organization for the Central Arkansas Regional Transportation Study Area). To advance high-speed rail planning efforts, NCTCOG and the Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City Metropolitan Area, documented an agreement to work cooperatively to evaluate and plan for potential rail service between the Houston and Oklahoma City Metropolitan Areas. Additionally, NCTCOG and the RTC executed an MOU with the Lone Star Rail District, a governmental entity planning and developing rail passenger service and freight rail improvements in the Central Texas region, to assist with and coordinate rail planning activities in the Dallas, Fort Worth, Austin, and San Antonio regions.

Locally, NCTCOG entered into an MOU with Texas Central Partners to cooperatively develop a high-speed rail system from Houston to Fort Worth.

The UPWP has been prepared using the standard format for MPOs provided by TxDOT. The remaining portion of this chapter summarizes the overall purpose of the UPWP; the geographic area identified as the Metropolitan Area for Transportation Planning; the organizational structure for conducting regional transportation planning in the Dallas-Fort Worth Metropolitan Area; activities related to non-MPO involvement in the planning process; and an overview of planning issues and emphasis areas for Fiscal Years 2026 and 2027.

Chapters II through VI include project descriptions, funding levels, sources of funding, and anticipated products for each planning subtask to be carried out by NCTCOG. Work completed during the previous two fiscal years is also highlighted. In addition to planning activities, initiatives being carried out by NCTCOG to implement transportation programs in the region are identified. These Management and Operations initiatives are being included to provide a complete inventory of NCTCOG staff activities. Chapter VII provides a summary of overall funding levels and the sources of funding for each Task. Included in Chapter VIII is an inventory of other transportation planning activities across the region submitted by local governments and transportation providers. Included in Chapter IX are NCTCOG planning and implementation activities beyond FY2026 and FY2027. Chapter X includes an inventory of non-planning initiatives approved by the Regional Transportation Council to advance project implementation. Appendix A provides a summary of policy and technical committee membership, as well as an MPO staff roster; Appendix B illustrates the Metropolitan Area boundary. Appendix C contains the Certification of Contract and Procurement Procedures Compliance and Appendix D provides the Lobbying Certification. Appendix E contains the Contract and Procurement Procedures Certification of Compliance and Appendix F contains the Certification of Internal Ethics and Compliance Program. Contained in Appendix G is the NCTCOG Transportation Public Participation Plan and Appendix H contains the Metropolitan Planning Agreement. RTC-approved transportation performance measures are contained in Appendix I.

A. Purpose

The UPWP is the instrument for coordinating metropolitan transportation and air quality planning activities in North Central Texas. This Work Program includes a description of proposed work submitted to State and federal agencies that are the financial sponsors of the program. This UPWP describes the transportation and air quality planning efforts in the North Central Texas region for the period of October 1, 2025, to September 30, 2027.

Consistent with the standard UPWP format provided by TxDOT, the following five tasks have been identified to guide transportation planning activities in the NCTCOG Metropolitan Area:

- 1.0 Administration and Management
- 2.0 Transportation Data Development and Maintenance
- 3.0 Short-Range Planning, Programming, and Operations
- 4.0 Metropolitan Transportation Plan
- 5.0 Special Studies

Exhibit I-3 identifies the 10 planning factors listed in 23 CFR § 450.306(b) that must be considered in the metropolitan transportation planning process. These factors are addressed in the subtasks of the Work Program as noted below:

EXHIBIT I-3

10 Factors to be Considered in the Planning Process

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. (Subtasks 4.01 and 5.06)
- Increase the safety of the transportation system for motorized and nonmotorized users. (Subtasks 5.03 and 5.07)
- Increase the security of the transportation system for motorized and nonmotorized users. (Subtask 5.05)
- Increase the accessibility and mobility of people and freight. (Subtasks 4.01 and 5.06)
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. (Subtasks 3.02, 3.03, and 5.13)
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. (Subtasks 4.01 and 5.06)
- Promote efficient system management and operation. (Subtasks 3.06 and 3.07)
- Emphasize the preservation of the existing transportation system. (Subtask 5.04)
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. (Subtasks 4.02 and 5.04)
- Enhance travel and tourism. (Subtasks 4.01 and 5.03)

Transportation Performance Management

Transportation performance management is a strategic approach to making investment and policy decisions that utilizes system performance data to achieve the national performance goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays established by Moving Ahead for Progress in the 21st Century (MAP-21), and continued in the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA). Federal guidance and rulemaking established by this legislation assists states and metropolitan planning organizations (MPOs) with integration of performance-based planning in the transportation planning and programming processes.

The North Central Texas Council of Governments (NCTCOG) has utilized performance-based planning as an integral part of its metropolitan transportation planning process since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. As part of this Unified Planning Work Program (UPWP), NCTCOG will continue to coordinate with the Texas

Department of Transportation (TxDOT), transportation-based professional organizations, and peer MPOs on how to best implement evolving federal rulemaking and maintain consistency with Federal, local, and state partners. The increased emphasis on performance-based planning has translated into increased dialogue with policy officials and transportation partners in the region regarding the consistent use of performance measures and the associated data collection and analysis activities across planning and project programming efforts, as well as how it serves in the achievement of regional goals. Included in Appendix I are the federal performance measures and targets approved by the RTC related to Roadway Safety (commonly known as PM1); Pavement and Bridge Condition (PM2); System Performance, Freight, and Congestion Mitigation and Air Quality (PM3); Transit Asset Management (TAM); and Transit Safety (PTASP).

Public Involvement

Additionally, Metropolitan Planning Organizations shall develop and adopt a proactive public involvement process. Public participation is solicited and strongly encouraged in NCTCOG's Transportation Planning Program. Increasing communication among cities, elected officials, and technical staff permit these entities to work together to achieve desired goals and objectives. The public outreach and involvement programs emphasize the importance of participation at all levels, from government agencies to the individual, and NCTCOG is committed to incorporating fair access elements and Title VI considerations into its Public Participation Plan. When the public is informed and involved, planning efforts are more likely to address the wide range of issues that impact the region. Including the public during the planning phase of any project will reduce the time and cost of eventual project implementation.

Public involvement is a major ongoing program to increase the level of interaction with the general public regarding transportation planning activities being carried out by the MPO. A wide variety of strategies have been developed to address the goal. Different strategies may be employed for

different projects and activities, depending on specific project needs, available time, and project budgets.

Formal public involvement procedures to be used in the metropolitan transportation planning process were originally adopted by the RTC on June 1, 1994, and subsequently revised May 10, 2007; March 11, 2010; February 12, 2015; November 8, 2018; March 12, 2020; and November 10, 2022, to increase the public's access to information related to the MPO planning process, as well as opportunities for public participation in the overall decision-making process. The current Public Participation Plan approved by the RTC is included in Appendix G. The most recent revisions added rules for public comments at Regional Transportation Council meetings and updated the Language Assistance Plan, which is an attachment. The Language Assistance Plan outlines how individuals with language barriers have access to information and the ability to participate in NCTCOG Transportation Department programs. The public involvement procedures represent the required public involvement process for involving the public in the various aspects of the regional transportation planning process; additional strategies are often pursued through public outreach activities that are also identified in Appendix G. NCTCOG staff continually reviews requirements for, and guidance on, public participation from the Federal Highway Administration and the Federal Transit Administration and maintains public involvement procedures consistent with requirements and guidance.

Guidance received from federal and State transportation funding agencies in the past requested MPOs to include activities to ensure and enhance the compliance of the metropolitan transportation planning process with Title VI of the Civil Rights Act of 1964. Title VI states that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The Civil Rights Restoration Act of 1987

expanded the prohibition of discrimination to include religion, sex, age, or disability and clarified the intent of Title VI by including the following language, “Nondiscrimination programs require that federal-aid recipients, sub-recipients, and contractors prevent discrimination and ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally funded or not.” Periodically, the Texas Department of Transportation requests a Title VI Compliance Review of NCTCOG’s metropolitan planning process. During the review, NCTCOG gives TxDOT documentation of how the Agency is complying with nondiscrimination requirements in the outreach and planning processes. On May 9 and May 23, 2019, respectively, the RTC and the NCTCOG Executive Board approved an update to NCTCOG’s Title VI Program. Initiatives to maintain compliance with applicable regulations and orders will continue to be pursued as part of the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program.

In June 2025, an online public outreach effort was initiated to present to the public the draft FY2026 and FY2027 UPWP for comments prior to requesting technical committee and RTC approval of the Work Program. A copy of the draft Work Program document was also posted on publicinput.com and the NCTCOG website for public reference. Other methods to access the information were made available upon request.

B. Definition of Area

North Central Texas Region

The North Central Texas region is the 16-county area within which the North Central Texas Council of Governments (NCTCOG) is responsible for coordinating regional planning activities that address the common needs of its constituents. Counties encompassed by NCTCOG for regional coordination are Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise. The region was designated

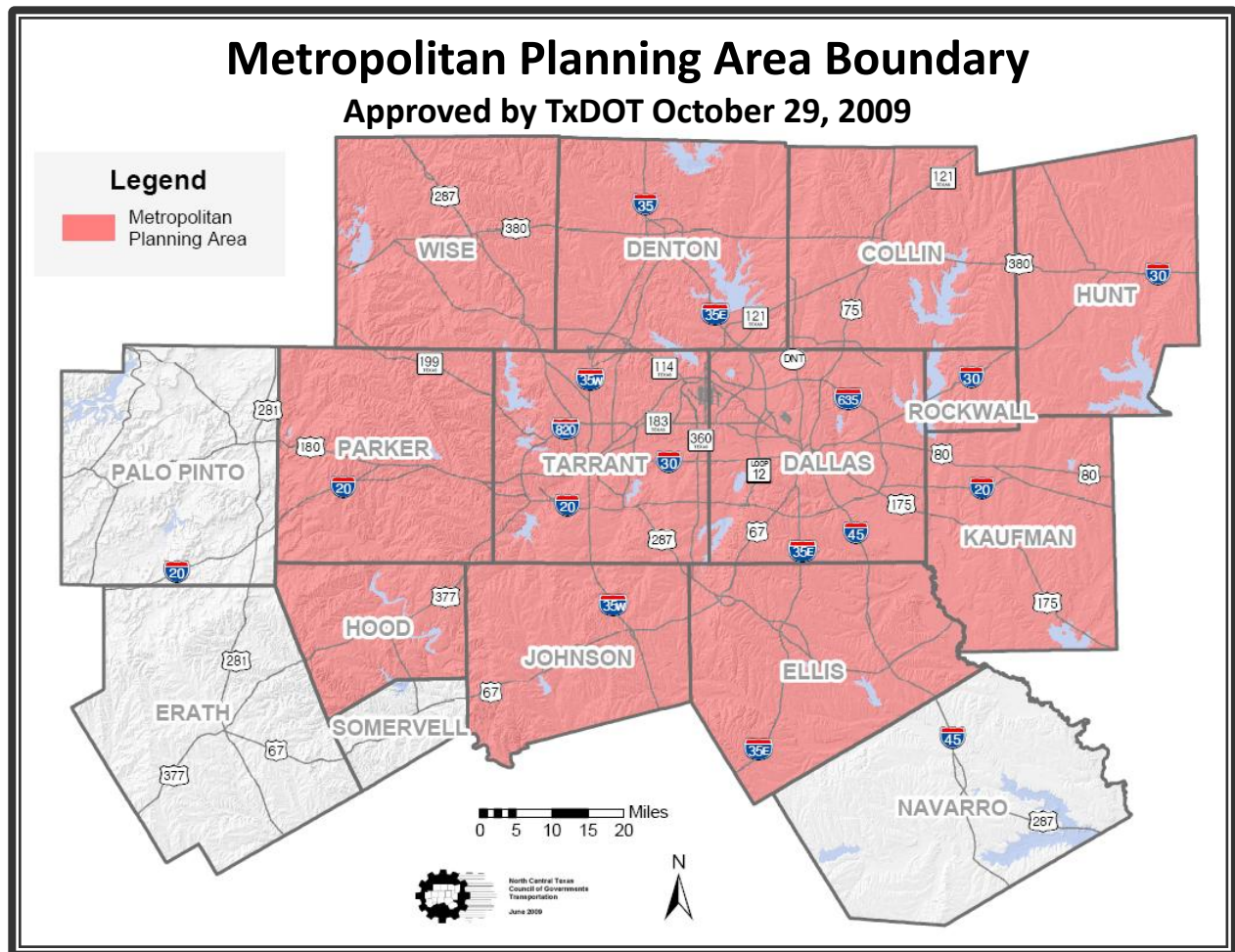
as the North Central Texas State Planning Region by Executive Order of the Texas Governor, Dolph Briscoe, on August 28, 1973.

Dallas-Fort Worth Metropolitan Area

The Texas Department of Transportation (then known as the Texas Highway Department) initiated comprehensive transportation planning in North Central Texas in July 1967 as the Dallas-Fort Worth Regional Transportation Study. These early planning efforts set the foundation for subsequent transportation planning in the region and defined the area of primary interest for such work. Since then, extensive growth in population, employment, and travel has resulted in several expansions of the study area for transportation and air quality planning activities. The study area includes current urbanized areas and areas expected to be principally urbanized during the planning horizon (approximately 20 years). Following action by the Regional Transportation Council (RTC), the NCTCOG Executive Board, and the Texas Transportation Commission in 2009, the Metropolitan Planning Area boundary now includes the 12 counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. This total area is approximately 10,000 square miles, as shown in Exhibit I-4.

Per federal legislation, the Metropolitan Area also has been designated as a Transportation Management Area.

EXHIBIT I-4



Federal planning regulations require that if any federal public lands and/or Indian tribal lands are included within the Metropolitan Planning Area, the affected federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs. NCTCOG includes federally recognized tribal nations that have areas of interest in the North Texas region as stakeholders in the transportation planning process. Tribal groups are also included in the over 13,000-record public involvement database.

Air Quality Nonattainment Area

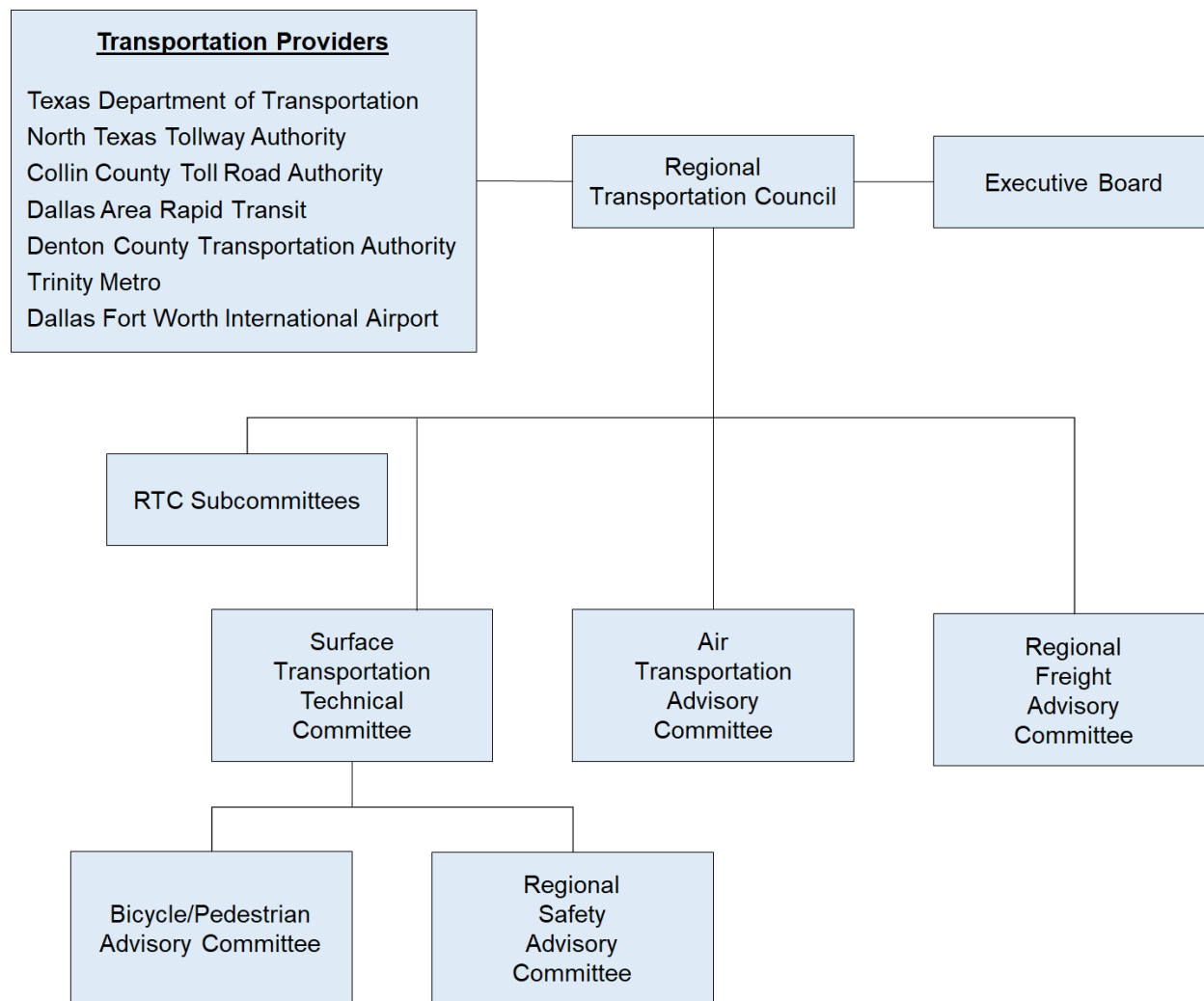
With the passage of the Clean Air Act Amendments of 1990, the counties of Collin, Dallas, Denton, and Tarrant were originally designated as a nonattainment area for being in violation of the 1-hour ozone standard. In 2008, a new, stricter 8-hour ozone standard was implemented that expanded the ozone nonattainment area to 10 counties, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. The ozone standard was then strengthened again in 2015, resulting in nonattainment designation for 9 counties, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise. Currently, both the 2008 and 2015 8-hour ozone standards are in effect and require attention in transportation planning. In addition, Hood County has remained in attainment but is partnering with the Environmental Protection Agency through the Ozone Advance Program. Under this program, organizations in Hood County take proactive actions that reduce ozone precursor emissions to enable continued compliance in meeting the ozone standard. Air quality planning activities to be conducted as part of the FY2026 and FY2027 Unified Planning Work Program are described within Task 3 of the Work Program.

C. Organization

Multimodal transportation planning and development, facilitated through a single policy direction for all modes of travel, ensures that plans and programs are coordinated across various city, county, and agency jurisdictional boundaries and that implementing agencies are cooperating. In North Central Texas, this direction is provided through an extensive committee structure forming partnerships in regional transportation planning and implementation, as illustrated in Exhibit I-5. This structure consists of the North Central Texas Council of Governments (NCTCOG) Executive Board and the Regional Transportation Council (RTC), comprised primarily of local elected officials, transportation providers, and technical or advisory committees comprised of staff

involved in the planning for various modes of travel. A variety of task forces also support planning initiatives as needed.

EXHIBIT I-5
Partnership in Regional Transportation Planning



North Central Texas Council of Governments Executive Board

The NCTCOG Executive Board, consisting of 17 locally elected officials and one ex-officio non-voting member of the Texas legislature, establishes overall policy for comprehensive planning and coordination in the North Central Texas region. The Executive Board sets policy for the administration of funds granted to the Metropolitan Planning Organization (MPO), as well as

NCTCOG staff in carrying out the day-to-day responsibilities of the MPO. NCTCOG is the overall umbrella under which the regional transportation planning process functions. The Executive Board meets monthly at the NCTCOG offices.

Regional Transportation Council

The RTC, consisting of 45 members, serves as the independent policy body for regional transportation decisions. The RTC provides guidance for multimodal transportation planning and ensures coordination among transportation modes, local government entities, and planning activities. The RTC is responsible for direction and approval of the Metropolitan Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, the Unified Planning Work Program, and the Public Participation Plan, and for satisfying and implementing federal and State laws and regulations pertaining to the regional transportation planning process.

The RTC meets monthly at the NCTCOG offices. The RTC meetings have been streamed live over the internet since September 2015. Video recordings of the proceedings are available online within 24 hours of each meeting. The organizational structure of the RTC is shown in Exhibit I-6, and current membership is shown in Appendix A. Public transportation agencies have long been represented on the RTC, as is now required by the Infrastructure Investment and Jobs Act. At the discretion of the RTC officers, RTC members also serve on Standing and Ad Hoc Subcommittees formed by the officers to respond to specific issues that come before the Council.

EXHIBIT I-6
Regional Transportation Council Organizational Structure

<u>Cities</u>	
City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6 (includes seat for Love Field)
Cities of Denton, Sanger, Corinth, Lake Dallas, Aubrey, Krum, Hickory Creek, and Oak Point	1 (urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, Hutchins, and Wilmer	1
City of Fort Worth	4
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Saginaw, Azle, Keller, and Sansom Park	1
Cities of Irving and Coppel	1
Cities of Lewisville, Flower Mound, Highland Village, Northlake, and Justin	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village ..	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, Murphy, Parker, and Lavon	1
Subtotal	28
<u>Other</u>	
Collin County	1
Dallas County	2
Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak, and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Burleson, Cleburne, Keene, Joshua, Venus, and Alvarado and Hood County and the City of Granbury	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1
Parker County and the Cities of Weatherford, Mineral Wells, Willow Park, and Aledo, and Wise County and the cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Board Member, Dallas Area Rapid Transit	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1
Board Member, North Texas Tollway Authority	1
Board Member, Dallas Fort Worth International Airport	1
Subtotal	17
TOTAL	45

Surface Transportation Technical Committee

Other Technical Committees as Determined
by the Transportation Director

Transportation Technical and Advisory Committees

Technical and advisory committees provide advice to the RTC and guidance for NCTCOG staff. Committee members may be called upon to provide the RTC with information about the concerns and priorities of the individual local entities they represent. They also provide specialized expertise and serve as a means of facilitating communication and coordination between the regional planning process and individual local agencies. Representatives on these committees may include staffs of local governments, transportation providers in the region, private-sector representatives, personnel from State and federal agencies, or citizens.

Surface Transportation Technical Committee

The Surface Transportation Technical Committee (STTC) reviews, comments on, and prepares recommendations regarding surface transportation planning and development in the Dallas-Fort Worth Metropolitan Area. Current members of the Surface Transportation Technical Committee are listed in Appendix A. The Committee meets monthly at the NCTCOG offices.

Air Transportation Advisory Committee

The Air Transportation Advisory Committee (ATAC) provides technical expertise and review for the general aviation system planning process to the RTC and NCTCOG Executive Board. The general aviation system is the system of airports and heliports in the region that provide for general aviation and air cargo activity. The Committee meets quarterly.

Regional Freight Advisory Committee

The Regional Freight Advisory Committee (RFAC) provides technical expertise, review of and input on Freight North Texas products, recommendations for freight project funding, review of freight-related publications, and review of and contributions to freight forecasting efforts to the

RTC. Freight North Texas is the regional freight system inventory for the NCTCOG region. The Committee meets biannually.

Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) provides technical expertise, public outreach support, review of regional bicycle and pedestrian planning, and assistance in the selection of bicycle and pedestrian projects funded by the RTC and the NCTCOG Executive Board. The Committee meets quarterly.

Regional Safety Advisory Committee

The Regional Safety Advisory Committee (RSAC) assists in the development of policies, programs, procedures, projects, and activities that help improve traffic safety throughout the region. The Committee also provides technical expertise, public outreach support, review of regional safety planning, and assistance in the selection of safety projects funded by the RTC and the NCTCOG Executive Board. The Committee meets quarterly.

D. Non-MPO Involvement

The private sector is encouraged, to the maximum extent feasible, to participate in the North Central Texas Council of Governments' (NCTCOG's) metropolitan transportation and air quality planning process. Private/public-sector partnerships are playing an important role in the development and implementation of strategies to reduce congestion and improve air quality, as well as in the joint funding of transportation improvements. Private-sector representatives serve as members on various planning task forces and coalitions. The NCTCOG Transportation Public Participation Plan involves the private sector through various mailings of meeting notices and publications. Additionally, many air quality initiatives seek to include the private sector in helping

the region meet federal requirements. Through a business outreach program, NCTCOG staff seeks to inform North Texas businesses about contracting opportunities, NCTCOG programs that could benefit the business community, or ways the businesses or their employees can be involved in the transportation planning process.

In support of the region's Sustainable Development initiatives, since 2011, the Regional Transportation Council (RTC) has allocated RTC Local, Regional Toll Revenue, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Block Grant Program funds to transportation improvements. Private-sector participation is essential to the funding and implementation of these projects. This program forms the foundation for an ongoing dialogue with the private-sector development community regarding opportunities for coordinating transportation and land-use investment decisions to improve mobility and air quality. These discussions are taking place in part through the ongoing process of working with the project developers and local governments toward implementation of these specific projects.

The Uncrewed Aircraft Systems (UAS) Safety and Integration Task Force involves significant private-sector involvement as the region seeks to mitigate reckless UAS operation and promote the safe integration of UAS technology into the Dallas-Fort Worth regional airspace. Working groups have been formed to address education and public awareness, legislation, training, and integration related to UAS. The task force is comprised of public-sector representatives at the federal, State, and local levels, as well as private-sector representatives from the aviation and UAS industries, academia, military, and others.

NCTCOG also serves as ex-officio representatives to the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition, which assist local governments, the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit, Denton County Transportation

Authority, and Trinity Metro with implementation of transportation improvements in the TxDOT Dallas and Fort Worth districts.

Additionally, third-party private contractors provide significant technical support for work contained in the Unified Planning Work Program (UPWP). The contracting procedures used by NCTCOG establish standards and guidelines for the procurement of services through third-party contracts. TxDOT has approved NCTCOG's procedures for procuring consultants to assist with implementation of the transportation and air quality planning projects included in the UPWP. Copies of NCTCOG's contracting procedures are available upon request. Appendix E contains a current certification of compliance for NCTCOG's contract and procurement procedures.

As part of the development and implementation of the UPWP, NCTCOG staff, in cooperation with local governments, TxDOT, and transportation providers, identifies those work subtasks in which consultant assistance will or may be desired. As individual projects move forward, a Request for Proposals (RFP), which includes an overview of the work to be completed, is issued for each of these projects. NCTCOG maintains a list of prospective consultants by area of specialization and uses it to guide the distribution of RFPs. Firms wishing to be included on the list of prospective consultants are encouraged to provide information to NCTCOG. A notice of intent to retain consultant services for each project is also published in the Texas Register, on the NCTCOG website, and in local newspapers, two of which are targeted for ethnic minorities. Consultants may obtain a copy of the RFP through the NCTCOG website. A review committee is established for each project to review proposals and provide recommendations to NCTCOG's Executive Board regarding the firm(s) to conduct the work.

Additionally, transportation providers and local governments in the region retain consultants to assist with planning efforts. Transportation providers also increasingly seek to form project

implementation partnerships through a variety of innovative project development and financing tools authorized by federal and State legislation and regulation. During these efforts, the North Central Texas Council of Governments' assistance is often requested. Staff participates in meetings, provides data, and performs specialized planning work to support the efforts of the transportation provider and local governments, as well as potential private transportation projects. This work helps developers to ensure potential projects are consistent with adopted regional policies, plans, and programs.

E. Planning Issues and Emphasis

The Metropolitan Planning Organization (MPO) has the continued responsibility of preparing and maintaining the federal planning requirements, including the Metropolitan Transportation Plan, the Congestion Management Process, the Transportation Improvement Program, the Public Participation Plan, and the Unified Planning Work Program. Combined with travel forecasting, information systems, safety, and air quality planning, these areas represent core planning functions of the MPO. The FY2026 and FY2027 UPWP addresses many interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to reduce congestion and improve mobility, air quality, and safety and are highlighted below.

Transit Planning

Public transportation has extended beyond traditional rail and bus modes, and today includes high-intensity bus, meaning higher levels of service with a guaranteed travel time, as well as people movers/autonomous transportation networks, enhanced bus technology offering reliable service along high-capacity corridors, micro-transit, on-demand technology, and emerging modes under the umbrella concept of mobility as a service. Additionally, to ensure that transit will be a

sustainable transportation option by 2050, the region is working to implement the recommendations of Transit 2.0 which seeks to improve regional connections and services, reduce obstacles to transit usage and authority membership, and create a more aligned regional transit network through coordinated governance and partnerships. Coordinated planning in this area with public transportation agencies, and local governments, is ongoing and will continue in FY2026 and FY2027 to ensure that the future of public transportation in the Dallas-Fort Worth area is comprehensively planned with other modes and incorporates technology and sound partnerships.

Transit Coordination and Implementation

Regional Transit 2.0: Planning for the Year 2050, completed in May 2025, created a road map for providing effective future public mobility in the rapidly growing North Texas region, especially across the areas serviced or adjacent to the transit authorities. The focus for FY2026 and FY2027 will be incorporating the following Transit 2.0 themes into existing and new programs: (1) sustainable funding and increased efficiency of transit services, (2) economic development, density, and transit-oriented development, and (3) transit must be competitive with other modes.

NCTCOG will address the challenges small transit providers face due to the lag between rapid regional growth and the decennial census updates that determine federal funding eligibility and magnitude. Efforts will focus on supporting these providers through enhanced coordination, targeted planning, and strategic partnerships. By identifying interim solutions and advocating for more responsive funding mechanisms, NCTCOG will work to ensure essential transit services remain available to vulnerable populations.

Access North Texas, the regional public coordination plan focusing on the transportation needs of transit-dependent populations across the 16-county region, is anticipated to be completed in FY2026. It will document the transportation needs, identify regional goals, and prioritize county-specific strategies. Implementation will continue into FY2027 to improve mobility for transit-dependent populations.

High-Speed Rail and Emerging Transportation Technology

As metropolitan regions in Texas continue to grow and highways between regions become increasingly congested, alternative and more environmentally sustainable modes of transportation will be needed to facilitate the movement of people and goods around the State. Planning efforts for key corridors and technology such as high-speed rail and hyperloop (a passenger pod transported in a low-pressure tube system) are underway, both within Dallas-Fort Worth and connecting to other regions. These efforts will continue in FY2026 and FY2027. Additionally, more sustainable emerging transportation technologies will also be explored for local and regional transportation needs through NCTCOG's Certification of Emerging and Reliable Transportation Technologies (CERTT) Program.

The Metropolitan Transportation Plan

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas was approved by the Regional Transportation Council (RTC) in June 2025, with a US Department of Transportation conformity determination expected by December 2025. The focus for FY2026 and FY2027 will be securing a federal Transportation Conformity determination through continued coordination with federal and State transportation and air quality partners, as well as the maintenance and implementation of Mobility 2050 through advancing its projects, programs, and policies. As the region, State, and country continue to work towards implementation of the

Infrastructure Investment and Jobs Act, Mobility 2050 incorporates data-driven and performance-based planning to respond to the transportation needs of a fast-growing region.

Transportation Funding Initiatives, Partnership Programs, and Innovative Financing Strategies

Implementing the recommendations of the Metropolitan Transportation Plan continues to be a priority of the RTC. However, lack of available funding to meet critical regional transportation needs remains a significant issue. NCTCOG will monitor and utilize opportunities to implement projects in innovative delivery options and seek increased revenue options. Examples include working with the region's transportation providers to implement transportation financing tools authorized by the Texas Legislature and maximizing uses for available funds authorized under the current federal transportation bill. Advancing the RTC's partnership programs with transportation providers and local governments will also be pursued, including various Calls for Projects and strategic partnerships, in conjunction with funding available through State and federal legislation, and/or revenues authorized through innovative financing applications. Optimizing this funding and partnership nexus will additionally be accomplished through strategic efforts to compete for federal grants and readily deliver awarded projects, whether funds are obtained exclusively by NCTCOG or through coordination with various regional partners. This tactical approach supports NCTCOG's role as a regional collaborator, and it creates a structured and resourceful process for matching competitive projects with appropriate programs, with priorities consistent with Transportation Improvement Program (TIP) and MTP objectives, and enhancing the region's overall chances for success.

Transportation System Operation

Commuter traffic is a major concern of area travelers. Increasing traffic congestion and the resulting vehicle emissions are major problems in the region. Faced with growing travel demand and limited resources, planners and policymakers are utilizing strategies intended to lead to

improved operation of the system and reduced travel demand. Although major capital investments are needed to meet the growing travel demand, operational management and travel demand reduction strategies (such as encouraging carpools and vanpools and working with regional employee trip reduction coordinators) complement major capital recommendations. The results are a more efficient and effective transportation system, increased mobility, and leveraging of resources.

Data Collection and Travel Models

Travel-related data and models are building blocks in NCTCOG's metropolitan planning process. The data and models provide analytical capability to objectively analyze different project plans and create consistent and meaningful information about future plans. The information provides insights for the planning process, which leads to creating consensus among decision makers. During FY2026 and FY2027, the data collection program continues along with progress in travel modelling tools. The main focus areas related to the data program include household, commercial vehicle, and external studies; application of passive data in analytical tools; and improvement of traffic counts and travel time/speed data. The travel surveys will be conducted through a partnership with the Texas Department of Transportation, which has enhanced NCTCOG's ability to collect needed data. The main areas for modeling improvements include the inclusion of nonmotorized trips in the regional travel model and creation of time-dependent roadway and transit network models.

GIS and Data Solutions

Increasing amounts of data describing the transportation system are available to transportation planners. Meanwhile, the guidance, regulations, and the general state of practice driving the metropolitan transportation planning process are all placing increasing emphasis on data-driven, performance-based planning processes. NCTCOG will continue to acquire, curate, create,

analyze, distribute, and visualize data to support NCTCOG's various transportation planning processes. Focus areas for further development include, but are not limited to, enhanced web-based tools, linear referencing and conflation, open data, and machine learning/AI.

Expedited Project Delivery

As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the MPO gets directly involved in efforts to improve project delivery in the region. NCTCOG will continue providing technical assistance in coordination with local, regional, State, and federal partners to expedite the environmental clearance, permitting, and implementation of major transportation projects, particularly those dealing with innovative technology and corridors with multiple transportation modes.

The Infrastructure Investment and Jobs Act included provisions for streamlining environmental reviews and project delivery, but further improvements are expected in the next surface transportation reauthorization law. The Trump administration, the US Department of Transportation Secretary, and Congressional leadership have each announced their transportation priorities for the next surface transportation bill, including expediting and simplifying the environmental review and permitting process. Modernizing National Environmental Policy Act (NEPA) implementation has also been a focus in both House and Senate committee hearings throughout 2025, with proposals to streamline the process for projects with minimal environmental impact. Additionally, many new Executive Orders this year that have withdrawn portions of current NEPA policies are under legal review. Additional direction from Congress is expected.

Coordination of Transportation and Environmental Planning Processes

Currently the federal government is reviewing the role of environmental stewardship in transportation. NCTCOG will monitor new requirements and guidance and provide project partners with technical assistance in project development and implementation. These efforts include incorporating environmental and community values into transportation decisions early in the planning process, as appropriate, by aiding in the identification and review of potential environmental impacts earlier in the transportation planning process, NCTCOG can contribute toward a more efficient decision-making process that minimizes duplication of effort, resulting in streamlined project delivery. NCTCOG will continue its collaboration with the USACE to identify regional priorities for projects requiring USACE permit approval through direct funding of a USACE staff person.

Bicycle and Pedestrian Planning

The Bicycle and Pedestrian Program provides technical assistance for the development of bicycle and pedestrian plans and facilities to local governments throughout the Dallas-Fort Worth Metropolitan Area. The program will provide safety and education outreach materials to the public and interested parties and assist with data and mapping. The Regional Veloweb and other maps included in the Metropolitan Transportation Plan will be maintained and updated. In addition, a comprehensive, regionwide approach for planning and implementing additional bicycle and pedestrian facilities across the region will be used to guide local governments in future planning efforts.

Transportation Asset Management

As local jurisdictions continue to grow at a rapid pace, transportation facilities throughout the region will experience increasing deterioration and/or reduced performance over time due to usage, age, damage from crashes, and changes in various environmental conditions. Additionally,

with revenues constrained, it will likely not be feasible to completely reconstruct many existing roadway corridors. The emphasis on Transportation Asset Management will focus on identifying strategies to extend the functional life of transportation facilities by promoting the use of strategic maintenance, operational flexibility, sustainability considerations, and context-sensitive “right-sizing” in transportation corridors. While substantial cost savings or deferments may be anticipated in comparison to traditional reconstruction and/or expansion efforts, the complexity of this life cycle-based approach will require a high degree of cooperation among the region’s transportation partners.

Regional Freight Planning

Dallas-Fort Worth is the largest Metropolitan Area of the United States without direct access to a seaport. As a result, a much greater emphasis is placed on the rail, trucking, and aviation modes for the shipment of commodities to, from, and through the area. NCTCOG will review and update the recommendations of Freight North Texas: The Regional Freight Plan and other documents that have been completed. This program area will build on previous work to address the impact of truck traffic, rail freight, and other freight movement issues in and throughout the region. An exciting new technology called Clear Path is currently being developed and will be ready for implementation in the next year. It will allow for the monitoring and coordination of freight and passenger rail train movements in shared corridors and will provide valuable insight into the need for potential capital projects to improve the capacity and efficiency of the rail system throughout the region.

Additionally, NCTCOG is performing a comprehensive railroad grade crossing analysis throughout the region to identify and prioritize crossings within the region for improvement and modernization. As part of this effort staff will work directly with local governments and the Class 1 railroads to coordinate opportunities.

Safety and Security in the Transportation Planning Process

Safety and security of the transportation system is a national priority and an emphasis of the IIJA. Data collection, analysis, training, education, and enforcement are key aspects of improving transportation system safety and security. The FY2026 and FY2027 UPWP include activities intended to reduce injuries and fatalities, improve overall system security, and reduce incident clearance times on freeways and tollways. The Regional Transportation Council regional safety position states: “Even one death on the transportation system is unacceptable.” In support of this position, collaboration with NCTCOG’s partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel is NCTCOG’s focus. NCTCOG recognizes that safety is a shared responsibility and encourages partners and the public to do their part in making the region’s roads safer.

Uncrewed Aircraft Systems

The use of uncrewed aircraft systems (UAS) is growing, both for commercial and recreational purposes. There is great potential for UAS to provide services such as package delivery, bridge and pavement inspections, and personal mobility, and NCTCOG will work to assist in the integration of UAS into existing airspace and with surface transportation. An additional focus will be on planning to reduce reckless use of UAS that could create a safety concern. The UAS Safety and Integration Task Force will assist NCTCOG staff in this area during FY2026 and FY2027.

Transportation Technology and Innovation Program

There is a substantial level of interest in connected and automated vehicles and the potential impacts of these technologies and those that make up the digital infrastructure for the transportation system. Activities in FY2026 and FY2027 will identify the preferred vehicle, infrastructure, and digital technologies for various regional applications, including improvements in passenger and freight movements; will develop infrastructure guidelines for implementation;

will explore and continue to evaluate potential locations throughout the region for implementation, while progressing project development for existing funded projects. These efforts will be guided by the final reports from the Automated Vehicle regional planning project, a comprehensive regional planning exercise designed to prepare the DFW region for connected and automated vehicles and related technologies, that was completed in FY2023. Staff will provide technical planning assistance to project teams that are implementing automated vehicle deployments under the AV program and oversee the freight optimization initiative and Work Zone Data Exchange. A key priority in FY2026 and FY2027 will be the maturation of the Digital Transport program, which is designed to improve broadband access in the region. Improving the ability of people and businesses in North Texas to conduct activities virtually will be a travel demand management tool and provide new opportunities, especially for those who are unable to secure easy access to a personal vehicle or public transit.

Military-Community Planning

The military and defense sectors in North Texas, anchored by Naval Air Station Joint Reserve Base Fort Worth (NASJRB), and the adjacent aircraft manufacturing plant, Lockheed Martin, represent major economic generators for the region. The US Department of Defense provides funds to NCTCOG for compatible use efforts with the goals of helping communities grow in a way that preserves the military mission while also enhancing quality of life for surrounding communities that may be impacted by military installations. The Regional Coordination Committee is a group of elected and appointed officials around NASJRB Fort Worth that meet regularly to discuss compatible use efforts. During FY2026 and FY2027, work will continue to administer the Regional Coordination Committee and implement recommendations in support of military installations in the region.

Transportation Energy

NCTCOG staff will facilitate the transition to alternative transportation fuels by providing technical support on fleet transition planning; planning and deploying alternative fuel infrastructure, particularly electric vehicle charging; and evaluating strategies to optimize the integration of transportation and energy, especially related to the electric grid. Staff will also support workforce development and first responder training related to alternative fuels and hold peer exchange and educational sessions to increase knowledge across the region.

Funding and Technical Assistance Policies

As part of the FY2026 and FY2027 UPWP approval process, the Regional Transportation Council and the North Central Texas Council of Governments Executive Board reaffirmed the policies shown in Exhibit I-7 to guide the allocation of transportation planning funds.

Metropolitan Planning Organization Staff Organization

To conduct this comprehensive, multimodal transportation and air quality planning process, the NCTCOG Transportation Department, serving as the staff of the Metropolitan Planning Organization, is organized into functional areas as shown in Exhibit I-8. Each of these functional areas is assigned staff in areas of expertise, skill, and specialization to best facilitate its needs. Program Managers oversee the activities in these areas and serve as the principal points of contact with the public, local governments, and transportation agencies.

EXHIBIT I-7
Unified Planning Work Program Policies

- The emphasis of the Unified Planning Work Program (UPWP) is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Subregions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist the North Central Texas Council of Governments (NCTCOG) in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high-occupancy vehicle lane studies.
- The North Texas Tollway Authority (NTTA) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high-occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the UPWP. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and Regional Transportation Council Local funds may be used by NCTCOG to augment UPWP funds.

EXHIBIT I-8

NCTCOG Transportation Functional Areas

Air Quality Technical Planning and Analysis
Automated Vehicle Program
Aviation/Unmanned Aircraft
Bicycle/Pedestrian Planning
Congestion Management
Data Development
Data Management
Defense Planning
Fiscal Management
Freight Planning
Innovative Project Delivery
Legal Services
Metropolitan Transportation Plan
Performance Measures
Program Administration
Public Involvement and Government Relations
Roadway Corridor and Subarea Studies
Safety
Streamlined Project Delivery
Sustainable Development
Transit Operations
Transit-Oriented Development
Transit Planning
Transportation Asset Management
Transportation Education and Outreach
Transportation Project Programming
Transportation Technology
Travel Model Development
Vehicle Technology, Fuel, and Energy Improvements

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II. Task 1 – Administration and Management

A. Objective

Coordination, communication, and management tasks essential to maintaining the planning process are included in Administration and Management. The preparation and circulation of information relevant to regional transportation policy are major components of this Task. Current legislation, the Infrastructure Investment and Jobs Act, places emphasis on public involvement in the metropolitan transportation planning process, including Metropolitan Transportation Plan and Transportation Improvement Program development, which is addressed in this Work Program area. Appendix G contains the Public Participation Plan, which includes a summary of ongoing public outreach activities, many of which are funded through this task, as are the outreach efforts to ensure compliance with Title VI of the 1964 Civil Rights Act.

Publication of educational reports aimed at informing the public about the ongoing transportation planning activities and air quality programs of the Metropolitan Planning Organization (MPO), is anticipated to continue in FY2026 and FY2027, as is the publication of *Progress North Texas*, the department's annual state-of-the-region report. Activities also include efforts to market and promote various transportation and air quality improvement programs and engage the region, as well as development and maintenance of web resources for efficient dissemination of electronic information.

In addition, overall direction of Transportation Department work activities is included in this Task, together with staff legal assistance relative to coordination for Regional Transportation Council policies and projects. Also included are procurement activities and computer/video resources to support staff in fulfilling their job responsibilities. The exploration of innovative transportation

financing and funding strategies authorized by federal and State law to help meet critical transportation needs is included in this Task as well.

B. Expected Products

Products from this task are those items needed to conduct the day-to-day operations of NCTCOG's Transportation Department in facilitating a continuous, cooperative, and comprehensive regional transportation planning process for the Dallas-Fort Worth Metropolitan Area. Specific products are included in the subtask descriptions.

The North Central Texas Council of Governments provides benefits to the employees by attaching a benefit rate applied to all salary costs charged to all programs throughout the Agency, including all grants conducted by the Transportation Department staff. The fringe benefit rate is determined by the NCTCOG Administration Department as part of the annual Agency budget process. Fringe benefits are compensation and allowances paid to employees other than direct salaries and wages. This includes leave time and other benefits including holidays/personal days, other leave, sick leave, and vacation leave; medical, dental, and vision insurance; life insurance; Medicare; retirement contributions; tuition reimbursement; unemployment insurance; and worker's compensation.

Some administrative and management costs, such as travel, staff training/professional development, and non-computer equipment, are incurred to support projects in all five UPWP Tasks. These actions are directly funded through the specific project funding sources. As these needs arise, they are evaluated to ensure consistency with the work described in the applicable project. If approvals are necessary, such as for out-of-state travel or equipment exceeding a cost

of \$10,000 or more per unit, federal agency or pass-through entity written approval will be sought in advance for these expenses.

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

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

C. Previous Work

Routine Work Efforts – During FY2024 and FY2025, daily operations of NCTCOG's Transportation Department continued to be supported by efforts within the areas of public outreach, program administration and office management, grant and contract management, internal legal services, and computer systems management. Staff supported monthly policy and technical committee meetings, which included the provision of notices, agendas, minutes, and supporting materials, and responded to requests for additional information as needed.

Communication and outreach efforts continued to inform and involve the public, through the use of public meetings, online input opportunities, community events, social media, publications and proactive media outreach efforts to reporters at local media outlets. Staff continued to monitor activity in the Texas Legislature and United States Congress related to the Metropolitan Planning Organization functions and served as a liaison to legislative and congressional offices requesting information. Policy committee members, technical committee members and transportation partners were frequently updated on legislative initiatives and priorities. Staff managed and implemented department communication, education, outreach and branding items, and managed and implemented Air North Texas, the regional air quality awareness campaign. Several tools were procured to enhance supported program areas, including music licensing, stock imagery, video hosting and digital asset management.

Administration of the University Partnership Program continued. Work activities included coordination with the participating university and other department staff to identify project topics, help ensure understanding and compliance with the program guidelines, and implement the contracting process, including execution of agreements.

Coordination activities occurred in preparation for NCTCOG's Federal Certification review. NCTCOG staff also continued to support the Texas Association of Metropolitan Planning Organizations and the national Association of Metropolitan Planning Organizations.

Laptop and desktop computers were purchased to accommodate replacement computers for staff and new employees' needs. Monitors/televisions and immersive wireless devices were purchased to support audio/video in Transportation Department meeting rooms.

Staff prepared an application for the Bettering Access, Safety, and Efficiency Program. Funding was used to support agreement coordination, reporting, grant administration, and compliance oversight for priority transportation initiatives.

Four sets of amendments were processed for the FY2024 and FY2025 Unified Planning Work Program. These amendments reflected new initiatives, project modifications, and funding adjustments. The FY2026 and FY2027 UPWP was developed. The FY2023 and FY2024 Annual Performance and Expenditure Reports were prepared and submitted.

Staff recruitment efforts and personnel actions were conducted throughout FY2024 and FY2025. In an effort to increase and enhance applicant pools for vacant positions, staff attended various university career fairs. General office management activities continued.

Staff facilitated processes to connect Transportation Department financial needs with Agency accounting responsibilities. Documentation was compiled and staff responded to questions from Agency auditors to support the annual financial review. Processes were facilitated by staff to ensure application of appropriate internal controls for financial transactions to advance projects and programs. Processes are supported by information systems to record and report project and

financial data and advise decision-making. A comprehensive budget reflecting anticipated revenue sources, receipts, and expenses for FY2024 and FY2025 was prepared.

Legal staff provided overall legal assistance and advice regarding all department projects and programs. Risk assessments were conducted for grant applications and subrecipient awards. Agreements were developed to effectuate innovative funding strategies approved by the Regional Transportation Council.

Annual software maintenance and support was purchased to retain vendor for traffic modeling licenses of TransCAD and Microsoft licenses covered under NCTCOG Microsoft Enterprise Agreement Licensing Program for Windows Operation System upgrades. New licenses and upgrades for other software were purchased as needed.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 1 is provided in the table below.

Project	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Regional Transit 2.0: Planning for Year 2050	Transit 2.0 was initiated to address significant population growth in the region. The study focused on key elements of public transportation service that together form the basis for providing effective future public mobility in the rapidly growing North Texas region. Both near and longer-term recommendations were developed, and actions steps will be utilized to guide the future of transit in the region.	N/A	FY2025

D. Subtasks

1.01 Community Outreach

This annual Work Program subtask will be conducted in FY2026 and FY2027 and includes staff activities in support of NCTCOG's Transportation Department Public Involvement, Outreach, and Education Program; monitoring of the regional transportation system performance and reliability; business and community outreach; legislative outreach; internet/intranet outreach and support improvements; and public education campaigns and services to support transportation and air quality programs/policies.

Public Involvement, Publications, Web Resources, and Legislative Support

Transportation Planning Funds

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

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

- Identification of issues or challenges related to implementation of the Metropolitan Transportation Plan for the attention of the RTC in order for the Council to develop its State and federal legislative programs; and
- Regular updates to policy and technical committee members on legislative initiatives related to RTC priorities.

Other Funding Sources

North Central Texas Council of Governments local funds will be utilized to support activities that are not eligible for federal reimbursement. NCTCOG is the responsible agency. Such items may include:

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

Transportation and Air Quality Education and Outreach

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will continue to implement strategic communications efforts to educate and inform the region on transportation- and air quality-related issues, including improvement strategies, funding opportunities, training initiatives, and new programs/policies. Major efforts will focus on transportation and air quality education, outreach, and engagement programs. This work element will be supported through Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, and Transportation Development Credits. Paid media will be utilized when needed. This element is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

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

1.02 Program and Policy Administration

Management, administrative, legal, and contracting/procurement activities for the NCTCOG Transportation Department are included in this subtask.

Program Administration

Transportation Planning Funds

This element includes management and administrative activities that directly support the NCTCOG Transportation Department's role as the Metropolitan Planning Organization and fulfillment of responsibilities outlined in regulations governing the administration of federal Transportation Planning Funds. This element is ongoing throughout Fiscal Years 2026 and 2027 and includes participation in and support for the Association of Metropolitan Planning Organizations (AMPO), the Texas Metropolitan Planning Organization (TEMPO), and the Transportation Research Board (TRB). Training instructors may be utilized to assist with this element. NCTCOG is the responsible agency. Anticipated products include:

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

Other Funding Sources

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

- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Expenses associated with temporary and permanent work status;
- Furniture;
- Consumable supplies;
- Travel expenses; and
- Other special projects or expenses.

Policy and Project Coordination

Other Funding Sources

This element will be ongoing throughout FY2026 and FY2027, providing contract management and legal support by NCTCOG staff. Among these activities is staff legal assistance relative to coordination for Regional Transportation Council policies and projects, enhancements of resources and compliance mechanisms-related federal funding requirements (e.g., Title VI, Americans with Disabilities Act, Build America/Buy America preference, and other grant requirements), outreach to the vendor community to raise awareness of NCTCOG Transportation Department procurement activities and to facilitate teaming between prime and Disadvantaged Business Enterprises (DBE), development of new partnerships with regional and State certification agencies, and implementation of various software systems to promote efficiency and streamlined processes. Surface Transportation Block Grant Program funds, supported by Transportation Development Credits, will be used for this effort. NCTCOG is the responsible agency. Anticipated products include:

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

Grant Management and RTC Initiatives

Other Funding Sources

During FY2026 and FY2027, this work program element supports NCTCOG staff efforts to pursue and manage competitive grants and to advance priority initiatives of the Regional Transportation Council. This initiative supports NCTCOG responsibilities as the direct recipient of federal funds to maximize federal grant funding for project implementation. NCTCOG staff will also provide support services to regional partners to help fulfil grant requirements and ensure project sustainability after grant closeout. Staff work activities may include, but are not limited to, application development, project management, financial and programmatic reporting, compliance monitoring, and collaboration with project partners. Regional Transportation Council Local funds will support this initiative. NCTCOG is the responsible agency. Anticipated products include:

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

1.03 Fiscal Management

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

Local Funding Support

Other Funding Sources

During FY2026 and FY2027, North Central Texas Council of Governments local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support certain fiscal processes and fulfill financial commitments. NCTCOG is the responsible agency. Such items may include:

- Local match to support Texas Department of Transportation Direct State Costs for State-administered projects;
- Credit card processing fees; and
- Other costs to supplement project implementation.

Innovative Transportation Financing Strategies

Other Funding Sources

Ongoing throughout FY2026 and FY2027, NCTCOG staff activities under this work program element explore innovative transportation financing and funding strategies as authorized by State and federal law. Innovative funding tools allow for enhanced flexibility in meeting critical transportation needs. The Regional Transportation Council, in partnership with transportation providers in the Dallas-Fort Worth area, is pursuing many of these strategies, including the use of innovative public and private partnerships, State Infrastructure Bank loans, Transportation Infrastructure Financing and Innovation Act loans, tax increment financing, transportation reinvestment zones, and value capture mechanisms through municipal land-use authority. In addition, staff will explore the institutional structures, partnerships, and agreements necessary to leverage these innovative financing and funding tools in the Dallas-Fort Worth region. Lastly, staff will continue to monitor and track existing and proposed innovative financing partnerships and funding. Regional Toll Revenue funds will support work activities. NCTCOG is the responsible agency. Anticipated products include:

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

1.04 Computer and Audio/Video Resources

Transportation Planning Funds

Ongoing throughout FY2026 and FY2027, the overall goal of this subtask is to provide NCTCOG staff with the tools needed to complete work tasks in an efficient and timely manner. These tools

include video equipment, software and associated maintenance/support, licenses, and application subscriptions. A list of equipment and software purchases anticipated to be obtained during the time period of this Work Program, including the identified funding sources, is provided as Exhibit VII-3 in Chapter VII, Overview of Work Program Funding. Equipment and software purchases over \$10,000 per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. NCTCOG is the responsible agency. Anticipated products include:

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

Other Funding Sources

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

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

E. Funding Summary

Table 1a: Task 1 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	CMAQ	RTR	STBG	Local	NCTCOG Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
1.01	NCTCOG	\$3,209,842	\$949,000	\$0	\$949,000	\$0	\$2,000	\$5,109,842	\$0
1.02	NCTCOG	\$219,897	\$0	\$0	\$234,600	\$452,000	\$59,900	\$966,397	\$0
1.03	NCTCOG	\$0	\$0	\$181,000	\$0	\$0	\$10,000	\$191,000	\$0
1.04	NCTCOG	\$230,571	\$0	\$0	\$0	\$389,085	\$0	\$619,656	\$0
Total		\$3,660,310	\$949,000	\$181,000	\$1,183,600	\$841,085	\$71,900	\$6,886,895	\$0

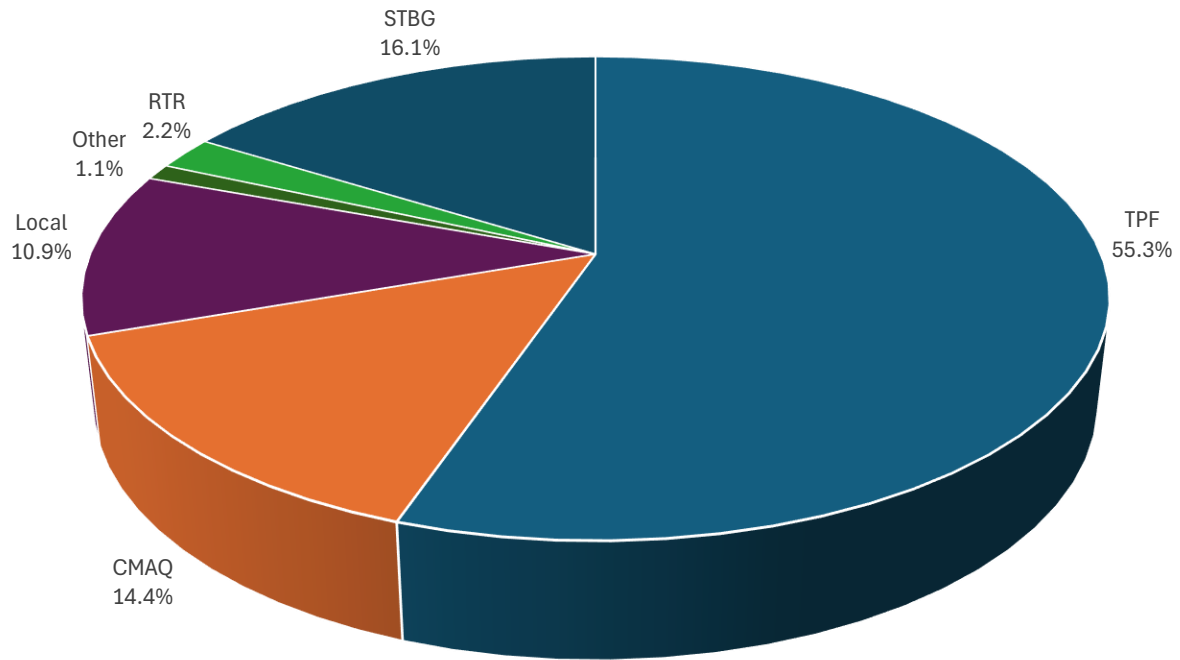
Table 1b: Task 1 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	CMAQ	RTR	STBG	Local	NCTCOG Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
1.01	NCTCOG	\$3,394,072	\$1,003,000	\$0	\$1,003,000	\$0	\$2,000	\$5,402,072	\$0
1.02	NCTCOG	\$268,117	\$0	\$0	\$0	\$431,200	\$59,900	\$759,217	\$0
1.03	NCTCOG	\$0	\$0	\$119,000	\$0	\$0	\$10,000	\$129,000	\$0
1.04	NCTCOG	\$172,509	\$0	\$0	\$0	\$212,500	\$0	\$385,009	\$0
Total		\$3,834,698	\$1,003,000	\$119,000	\$1,003,000	\$643,700	\$71,900	\$6,675,298	\$0

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Task 1 Funding Summary - FY2026 and FY2027



III. Task 2 – Transportation Data Development and Maintenance

A. Objective

The objective of this task is to produce analytical tools to support transportation planning, Air Quality Conformity, congestion management, and transportation project studies, and to provide technical assistance to local governments for demographic and travel forecasting. The activities in this task also intend to make the analytical tools available to wider groups of potential users such as the general public and other local entities.

Analytical tools include forecasting models and the compilation of data from different sources. These data sources are associated to a wide variety of aspects that include transportation demand, infrastructure, land use, population, and employment, among others. The tasks performed include development of simulation tools used in forecasting and the dissemination of results and data. The results from forecast models are used in the decision-making process associated to current and future investments. These models are built based on the data sources and are sensitive to the planning policies under consideration.

The data sources cover a wide range of system and user data. The system data has two components: 1) data collected about usage of the transportation system such as traffic counts, delay, congestion, location of signals, transit boarding, high-occupancy vehicles, travel time, and truck volumes; and 2) geographically referenced information such as physical and political boundaries, roadway network, Census data, and aerial photography. The user data encompasses items that are associated with the demand for the existing transportation system which are often obtained through interviews and surveys. These surveys intend to capture trip characteristics data such as travel pattern of the residents, mode of travel in the region, time of travel, travel demand

for businesses, and truck demand by establishment type. The data inventory for both of these components is a major part of this task.

There are two major sets of forecasting models as part of this task. The first set corresponds to transportation models that encompass the majority of the modeling activities which are mainly associated to long-range planning, but that can also be useful in some short-range planning practices, detailed analysis, and operational studies.

The second set of models is those related to the demographic forecasting process. The main output of these models is the geographically referenced demographic forecast that is used in long-range planning and Air Quality Conformity. These models can also provide intermediate and short-range demographic data for staging the long-range plan and for the determination of air quality emission budgets.

Other activities in this task also cover the maintenance, training, dissemination of data, and model products for application by specific analyses that include programming, website creation, and database implementation; the required management and maintenance of these products is also considered. Coordination activities related to the use of Geographic Information System technologies and aerial photography to support planning efforts are also included.

B. Expected Products

The products of this task include a set of computer application programs, training material, databases, reports, maps, and websites that enable North Central Texas Council of Governments (NCTCOG) staff, member agencies, local governments, consultants, and the general public to review transportation studies. To provide meaningful information for the public, the websites are

designed to be intuitive and simple to use, allowing access to large and detailed datasets. Specific products from each subtask are provided in each subtask description.

C. Previous Work

Routine Work Efforts – The collection and preparation of data, development of analysis tools, tool and program training and database maintenance, geographical information systems management, geospatial imagery, nondiscrimination activities, and performance-based planning and coordination are ongoing activities in Task 2. These efforts will continue in Fiscal Year (FY) 2026 and FY2027. The Dallas-Fort Worth Regional Travel Model served as a resource for numerous activities conducted by staff and by partner agencies, including the Metropolitan Transportation Plan, the Transportation Improvement Program, and transit agency planning, among others. Staff maintained versions of the regional travel model (RTM) software applications; developed new analysis tools for roadway, transit, and managed-lane pricing; and made improvements to model components. Users were trained on functionality through meetings, presentations and documents, and staff provided support to internal and external users of the regional travel model. An archive of model runs and regional travel model versions was organized and maintained. Technical support for the Regional Travel Model for both internal and external projects has continued. The TEXRail before-and-after study was completed, and high-speed rail model development continued. Travel model networks were developed for use in Mobility 2050 and Air Quality Conformity analysis. Travel model networks intended for use in transportation studies were maintained. Work on an update of a current year reference network continued.

Technical assistance was provided for Geographic Information System (GIS) data analysis and mapping, including data collection/analysis; creation, migration, and maintenance of online

mapping products; and user/licensing administration. Aerial photography and LiDAR flights were established using a collaborative process. Data was collected and processed for these areas.

NCTCOG coordinated with data providers, integrated data, and disseminated information in the form of services and websites. There was continuous coordination with internal and external entities that played an important role in the efficiency of data products and activities. A demographic forecast was developed for 2050 using an iterative, collaborative process. This forecast was incorporated into Mobility 2050. Maintenance and data development activities continued on various key datasets including city boundaries, development tracking, population estimates, land use, and small-area estimates. Technical assistance, training, and other services were also provided to other NCTCOG staff on the latest datasets and interfaces.

Nondiscrimination staff efforts included the continued development and update of the Fair Access in Communities Tool (FACT) to support nondiscrimination analyses by planning staff and improve access to data on transportation needs, benefits, and burdens. Staff completed updated nondiscrimination analyses for the draft Mobility 2050 and integrated findings into the plan. Regular training and knowledge-sharing opportunities were held with staff to support capacity in applying nondiscrimination principles.

In performance-based planning and coordination, NCTCOG staff participated in monthly statewide meetings with other metropolitan planning organizations and state and federal partners to ensure information reaches stakeholders. Targets were adopted as required for the Pavement and Bridge Condition (PM2) and System Performance, Freight, Congestion Mitigation and Air Quality Program (PM3). Information was prepared for additional Roadway Safety and Transit Safety measures.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 2 is provided in the table below.

Project	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Preston Road Corridor Analysis	The simulation of intersections along the Preston Road corridor in the City of Plano was conducted. The simulation model was successfully validated against traffic counts and intersection delays. Staff coordinated with the City of Plano on select intersections on which to analyze grade separation scenario and perform cost-benefit analysis.	Multiyear Project	FY2026
Transit Travel Survey	An automated passenger validation study was conducted on fixed-bus route services on Trinity Metro, and a database, data visualization and final report were created. A final report document for the 2022-2023 on-board survey, including regional data analysis tables, was created; individual transit agency summaries of fixed-route and mobility-on-demand surveys were produced. The final databases, data visualization report, and summaries of the on-board transit survey were delivered to NCTCOG and the transit agencies.	NA	FY2024
Non-Motorized Trip Model	The framework of the non-motorized trip model was developed.	Multiyear project	FY2027

Project	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Time-Dependent Dynamic Network Model	A hybrid traffic simulation-based DTA model was developed in TransModeler for the North Dallas and Collin County area. The model was validated by comparing traffic counts, National Performance Management Research Data Set (NPMRDS) speed, and travel time. A process for conducting corridor-level subarea analysis in traffic simulation based on the regional travel model was also developed.	Multiyear Project	FY2028
Advanced Modeling Tools	Programs were implemented to create a transit network from General Transit Feed Specification files, add more rigorous checks to the roadway coding tools, and extend morning and afternoon peak periods in the regional travel model. Reporting programs and tools were updated and a draft visualization of transit ridership results was created. Collaboration with Argonne National Lab on Polaris model continued.	Multiyear Project	FY2028
Economic Evaluation Model	A report containing the investigation of off-the-shelf economic models was developed.	Multiyear Project	FY2028
Development and Validation of North Central Texas Regional STOPS Transit Forecasting Model	Staff received training from the Federal Transit Administration on the Simplified Trips-on-Project Software (STOPS) Transit Forecasting Model. Initial implementation of the STOPS model was performed.	Multiyear Project	FY2027

Project	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Travel Surveys and Data Collection	NCTCOG collaborated with the Texas Department of Transportation on household, workplace, commercial vehicle, and special generator surveys. Staff provided input on survey questions; data table definitions; sampling plans for household, workplace, and commercial vehicles; special generator locations; website; and phone app and reviewed all bid documents. Communication materials, including a marketing video, webpages, and press releases/social media announcements, were developed to support the project.	Multiyear Project	FY2028

D. Subtasks

2.01 Development of Travel Models

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

Regional Travel Model

Transportation Planning Funds

This component covers activities related to the maintenance and improvement of the regional travel models (RTM). Each RTM is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning the projects and policies in the region. NCTCOG maintains the primary model, TAFT, as well as the previous

model, DFX, to support existing projects and maintain consistency in project analysis. During FY2026 and FY2027, work activities include software component and application development, software updates, version maintenance, model run backup and archiving, user training, documentation, and technical support. The technical support may include internal support to users within NCTCOG, responding to questions about the RTMs, and enabling member local governments or agencies to have access to the models. NCTCOG is the responsible agency. Anticipated products include:

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

Non-Motorized Trip Model

Other Funding Sources

This component's main purpose is to develop a module to represent the travel behavior of non-motorized trips in the regional travel model (RTM). NCTCOG staff work activities include investigating existing methods; coding networks; restructuring zones; analyzing bike and person count data; developing travel behavior model(s); developing software applications; and file system development, documentation, and training. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. The development of a non-motorized trips model will continue in FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

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

Advanced Modeling Tools

Other Funding Sources

NCTCOG's Advanced Modeling Tools project includes a set of activities that enable transportation planners to evaluate new technologies and policies with higher precision than what is available in the regional travel model (RTM). This objective is achieved by consideration of operational characteristics of traffic and control devices in roadway networks for modeling, inclusion of new modes of transportation beyond what is currently available in the RTM such as on-demand transit, investigation of emerging data sources, and collaboration with other entities. As part of this project, NCTCOG will continue collaboration with the Argonne National Laboratory to evaluate the applicability of the national lab's developed model, Polaris, for the Metropolitan Planning Area's transportation modeling needs. This project will also include enhancement of the RTM reporting system. These improvements are investigated outside the RTM and if successful, may be considered for inclusion in the RTM. The results of this project will ensure that the advancement in the RTM remains relevant with the improvements in technology. Surface Transportation Block Grant Program funds and Transportation Development Credits will be

utilized to support work efforts in FY2026 and FY2027. This project may require consultant assistance or data purchases. NCTCOG is the responsible agency. Anticipated products include:

- Reports related to the development of new models in this project;
- Software application programs or datasets that could be acquired or developed as part of this project; and
- Programs for the RTM for reporting and other supplemental activities.

Economic Evaluation Model

Other Funding Sources

Through the Economic Evaluation Model initiative, NCTCOG will investigate the application of economic models in the evaluation of transportation projects. These models provide performance measures that are not directly considered in project evaluation by using transportation planning models. Examples of these measures may include tax revenue, employment, and gross domestic product. The new measures may assist in better representation of the effects of the transportation projects for federal funding opportunities, as well as improved communication with the public and local governments. Continuing previous work on this project, modeling tools and planning requirements need to be converged through incremental model development and applications in practice. Work will take place in FY2026 and FY2027. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Consultant assistance or data purchases may be needed for this project. NCTCOG is the responsible agency. Anticipated products include:

- Developed economic evaluation process or model; and
- Documentation of the process and outputs.

Preston Road Corridor Analysis

Other Funding Sources

In FY2026 and FY2027, NCTCOG staff will continue the analysis of Preston Road, with a focus on the grade separation scenario at a few intersections. A high-level traffic simulation of the scenario has been completed, along with a benefit-cost analysis that includes safety benefits. Staff is currently coordinating with the City of Plano regarding any additional detailed analysis that may be needed. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. NCTCOG is the responsible agency. Anticipated products include:

- A report containing the analysis procedure and the results.
- A traffic analysis model.

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

Transportation Planning Funds

NCTCOG staff will create a regional transit model based on the Federal Transit Administration (FTA) transit model framework. Simplified Trips-on-Project Software (STOPS) is a limited implementation of the conventional "four-step" travel model developed by FTA. STOPS is a widely recognized model that uses a simpler and more generalizable modeling approach and can therefore serve as a basis for comparison against other more complex transit models. This project includes preparation of data and the computational environment for STOPS; creation, calibration, and validation of the model for the region; and documentation of the process. The developed model will be able to facilitate transit project applications for FTA funds and can be a supplemental transit model tool. Work activities will occur during FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

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

Regional Roadway Static Network Model

Other Funding Sources

This element includes implementation of regional static network models for both the base year and future years. NCTCOG work activities will include the cleanup of traffic data for model development, capacity and volume-delay-function (VDF) improvements, origin-destination matrix estimation (ODME) process, and network management using a database. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. NCTCOG is the responsible agency. Anticipated products include:

- Improved static regional network model for the base year;
- Static regional network model for future years; and
- Technical report on the regional static network model development.

Multi-Level Network Model

Other Funding Sources

The purpose of this element is to increase NCTCOG's analytical capabilities in roadway project evaluations. These improvements include incremental consideration of operational characteristics of traffic through the creation of multi-level modeling. There are three levels of roadway models. Complexities of these levels increase from a static model to Dynamic Traffic Assignment (DTA) and continues to microsimulation models. The products provide significant cost effectiveness, both for NCTCOG and local governments, in roadway studies. NCTCOG work activities will include preparation of traffic data for model development, subarea DTA model development, regional DTA model development, and creation of a process to transition from static model or DTA model into a small subarea to perform a traffic simulation study. A schedule-based dynamic transit assignment (SDTA) model will be included in the DTA development. To accomplish the task, consultant assistance may be utilized. The selected software platforms will be acquired through a request for proposals process. Surface Transportation Block Grant Program funds and

Transportation Development Credits will be utilized to support work efforts. This multi-year project began in FY2024 and will continue in FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Calibrated subarea or regional DTA model;
- A process of transitioning from higher-level models to lower-level ones for subarea studies;
- Technical report summarizing the analysis of the developed DTA model; and
- Schedule-based dynamic transit assignment model.

2.02 Transportation Data Collection and Development

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

Traffic and Travel Data Maintenance and Services

Transportation Planning Funds

Ongoing throughout FY2026 and FY2027, NCTCOG staff will carry out activities related to the maintenance of existing datasets. Efforts will include coordination with data providers, integration of data, dissemination of information in the form of services and websites, and analysis of data. Coordination with internal and external entities plays an important role in the efficiency of data products and activities. NCTCOG staff will provide technical assistance, services, and training to other program areas in the Transportation Department on the latest data sets and interfaces. NCTCOG is the responsible agency. Anticipated products include:

- Updated Traffic count database;
- Updated Speed database;
- Signal data database; and
- Transit counts database.

Travel Surveys and Data Collection

Other Funding Sources

This multi-year project, which began in FY2024, is a collection of data and travel survey activities to gain a proper picture of the travel behavior and travel patterns in the region in the post-pandemic era. This project includes investigating efficient and cost-effective methods for collecting travel data, building cooperative agreements with State and federal agencies, investigating the use of passive data for this purpose, and developing the corresponding budget and data collection plan. In FY2026 and FY2027, NCTCOG will continue to support the household travel surveys, workplace studies, and commercial vehicle travel surveys that began in FY2025 in cooperation with the Texas Department of Transportation. Additional data and surveys may include airport travel and external trips studies. Consultant assistant and data purchases may be required for this project. Surface Transportation Block Grant Program funds and Transportation

Development Credits will be utilized to support work efforts. NCTCOG is the responsible agency. Anticipated products include:

- Memorandum for each survey planned documenting budget, schedule, and description of data to be collected; and
- The data product for each survey or data purchase.

2.03 Model Applications

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

Regional Travel Model Application Support

Transportation Planning Funds

This component covers NCTCOG activities related to the support for Regional Travel Model (RTM) application work, both internal and external of the agency. The tasks in this component are categorized in four perspectives. First, general model application support includes RTM planning application activities, technical support, and clarification of the model functions. Second, project-based model application support is related to certain studies that involve more comprehensive support, including a specialized analysis and/or a modification of the RTM to satisfy project requirements. Third, general model training is provided to model users as scheduled and requested. The training topics can be the model's usage, concepts, and reports. Fourth, coordination with model users includes meeting with model users, collecting questions and feedback from model users, and developing new reports to accommodate additional user needs. Regional Travel Model application support is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Coordination meetings;
- Technical support; and
- Training sessions; and
- Development of new reports as needed.

Travel Model Network Development and Maintenance

Transportation Planning Funds

Included in this element are the development and maintenance of geographic electronic roadway and transit network files used in travel demand modeling. NCTCOG staff will monitor local and regional transportation improvements in order to develop and maintain a current-year network and various forecasted networks. Activities will be ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Current-year transportation network;
- Roadway and transit networks for the Metropolitan Transportation Plan and Air Quality Conformity analysis;

- Roadway and transit networks for specific roadway and transit corridor studies;
- Network Development and Maintenance Program that is administered to continually evaluate network quality control through the review of existing and proposed transportation networks; and
- GIS-based roadway and transit networks for use in roadway corridor, transit corridor, and thoroughfare studies and as a response to technical assistance requests.

2.04 Demographic Data and Forecasts

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

Development of Demographic Forecasts

Transportation Planning Funds

Efforts will continue on the improvement and maintenance of the current regional land-use and demographic forecast model. NCTCOG activities include compilation of various data sources into estimation datasets and improvement of the calibration of the forecasting model. The regional land-use and demographic model forecasts will be used as a primary input to the Transportation Analytical Forecasting Tool (the region's travel demand model), as well as local transportation analyses and studies. These regional demographic forecasts will be developed in coordination with local government agencies who will be given the opportunity to review select input data and preliminary model output. Activities will be ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

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

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

Transportation Planning Funds

An inventory of land-use and demographic data will be created by NCTCOG through communications with local agencies and government entities. Datasets, including up-to-date city boundaries; land-use inventories, Census Bureau products, including Census 2020 and American Community Survey database; and sub-county area employment estimates will be compiled and maintained. This element also includes improvement and ongoing maintenance of a large employer geographic database. Large employers are defined based on number of employees and development size. This database will provide validation and quality control for local

transportation modeling and studies. When purchasing or evaluating new data sources, this database may also serve as a useful benchmark. In addition, auxiliary geographic databases, including, but not limited to, inventories of pertinent features and development (schools, hospitals, offices, cemeteries, shopping malls, etc.) and major employers will be created. Purchase or acquisition of datasets, including, but not limited to, the aerial photography described in Subtask 2.05 may be needed for this task.

Technical support regarding access and use of the data will be provided. Activities will be ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Digital cartographic layers of city boundaries annually for FY2026 and FY2027;
- Continued development and maintenance of a regional land-use inventory that classifies land into categories, including, but not limited to, residential, commercial, and industrial with a reference year of 2025;
- Processed subsets of decennial US Census and American Community Survey data as required by forecast modeling efforts and other planning studies;
- Development and maintenance of small area estimates of households, population, and employment by industry sector for sub-county areas, including Census geographies or updated transportation analysis zones;
- Information system of large employers, including specific location, type of activity, and number of employees on site;
- Databases of requested auxiliary datasets; and
- Technical assistance in response to a variety of requested inquiries.

2.05 Data Management

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

Database and Geographic Information System Management

Transportation Planning Funds

This element will be ongoing by NCTCOG throughout both FY2026 and FY2027 as part of efforts to inventory, develop, maintain, consolidate, and optimize the numerous internal and external data sources, hardware/software tools, and applications needed to support data-driven analyses, studies, plans, and policy decisions around the organization. A number of tools will help support these efforts, including, but not limited to, Geographic Information Systems (GIS) software. GIS is an indispensable tool for understanding, analyzing, and visualizing the relationships between disparate data sources. Other data analysis tools, including statistical analysis software, databases, and web mapping/visualization platforms will continue to be indispensable as well. Work will continue to build a unified data management framework for the organization that makes relating disparate datasets easier. GIS data management techniques, including Linear Referencing Systems (LRS) and conflation will likely be the core of such a framework.

Examples of datasets and planning initiatives that will be incorporated include, but are not limited to:

- Transportation Improvement Program projects;
- Metropolitan Transportation Plan projects;
- Multimodal transportation networks (roadway, rail, bicycle/pedestrian, etc.);
- Infrastructure support systems/operations networks and attributes;
- NCTCOG Transportation Analytical Forecasting Tool travel demand model inputs and outputs;
- Environmental features, constraints, and estimated/measured project impacts for National Environmental Policy Act analysis purposes;
- Safety, security, sustainability datasets; and
- Demographic datasets.

NCTCOG is the responsible agency. Anticipated products include:

- Continued progress towards a centralized data management framework;
- Continued development and maintenance of databases and authoritative datasets;
- Continued development of tools to make accessing authoritative data easier;
- Development and maintenance of web maps, dashboards, and public-friendly data visualization tools;
- GIS training and support;
- Data collection, quality control/assurance processes, and analysis services; and
- Distribution of key publicly shareable datasets through open data portals.

Regional Geospatial Imagery

Other Funding Sources

During FY2026 and FY2027, NCTCOG will obtain high-resolution color digital imagery, Light Detection and Ranging (LiDAR) elevation data, and related data products for areas of North Central Texas. The imagery and related data products will be high-resolution, orthorectified, appropriately projected, and delivered in a format that allows for locationally accurate display in Geographic Information Systems software. The digital imagery will align with industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning and engineering analysis, watershed hydrology modeling, environmental support, and tracking for changes in population/employment, land uses, and impervious surface cover. Additional work will include post-processing, analysis, and creation of new data products derived from imagery products. This work will be supported through Surface Transportation Block Grant Program funds and Texas Department of Transportation funds. NCTCOG is the responsible agency. Anticipated products include:

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

2.06 Ensuring Nondiscrimination in MPO Planning/Program Activities

Transportation Planning Funds

As a federally designated Metropolitan Planning Organization (MPO), NCTCOG must ensure compliance with Title VI of the Civil Rights Act of 1964 and related nondiscrimination requirements. Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. It is important to promote fair access to the transportation planning process and ensure that all communities have the opportunity to participate meaningfully in decision-making.

During FY2026 and FY2027, work under this subtask will continue to ensure compliance with applicable federal and State nondiscrimination mandates. NCTCOG will apply both data-driven and community-informed approaches to assess potential impacts of transportation plans, programs, and projects. This includes identifying benefits and burdens impacting the 12-county Metropolitan Planning Area. Staff will provide technical guidance and tools to support comprehensive community-focused decision-making across transportation planning efforts.

Efforts under this subtask may include coordination with other agencies and partner organizations to improve data quality, facilitate comprehensive outreach, and promote shared learning among transportation practitioners. NCTCOG will conduct all activities. NCTCOG is the responsible agency. Anticipated products include:

- Annual Title VI Compliance Report and periodic Triennial Title VI Program submission;
- Updated datasets and mapping tools to support planning and analysis;
- Assessments of potential benefits and impacts of major planning documents, including the Metropolitan Transportation Plan and Transportation Improvement Program; and
- Training, guidance materials, and outreach support for internal staff and regional transportation partners.

2.07 Performance-Based Planning and Coordination

Transportation Planning Funds

Federal and State regulations require a performance-based planning process to ensure that the most beneficial transportation projects and programs are implemented. While data-driven decision making has long been a cornerstone of the region's planning processes, this subtask formalizes this commitment and ensures that federal performance initiatives are fully integrated into NCTCOG's planning process. NCTCOG work activities will support both short- and long-range transportation planning efforts. The focus of this subtask will be the continued coordination of data-driven planning activities between staff, regional transportation partners, elected officials, and the public. Activities will include review of evolving rules and regulations related to performance-based planning, as well as oversight of data collection, analysis, and processes to support performance-based planning efforts in the metropolitan transportation planning process. NCTCOG is the responsible agency. Anticipated FY2026 and FY2027 products include:

- Documentation and presentation materials for stakeholder meetings;
- Maps and databases;
- Documentation of analysis methodologies;
- Documentation of decision-making processes;

- Tracking and monitoring of transportation system performance documentation; and
- Web-based performance measure monitoring reports.

E. Funding Summary

Table 2a: Task 2 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	STBG	TxDOT	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
2.01	NCTCOG	\$535,863	\$2,635,000	\$0	\$3,170,863	\$0
2.02	NCTCOG	\$220,964	\$305,000	\$0	\$525,964	\$0
2.03	NCTCOG	\$540,133	\$0	\$0	\$540,133	\$0
2.04	NCTCOG	\$688,510	\$0	\$0	\$688,510	\$0
2.05	NCTCOG	\$1,048,242	\$335,000	\$84,000	\$1,467,242	\$0
2.06	NCTCOG	\$114,218	\$0	\$0	\$114,218	\$0
2.07	NCTCOG	\$147,309	\$0	\$0	\$147,309	\$0
Total		\$3,295,239	\$3,275,000	\$84,000	\$6,654,239	\$0

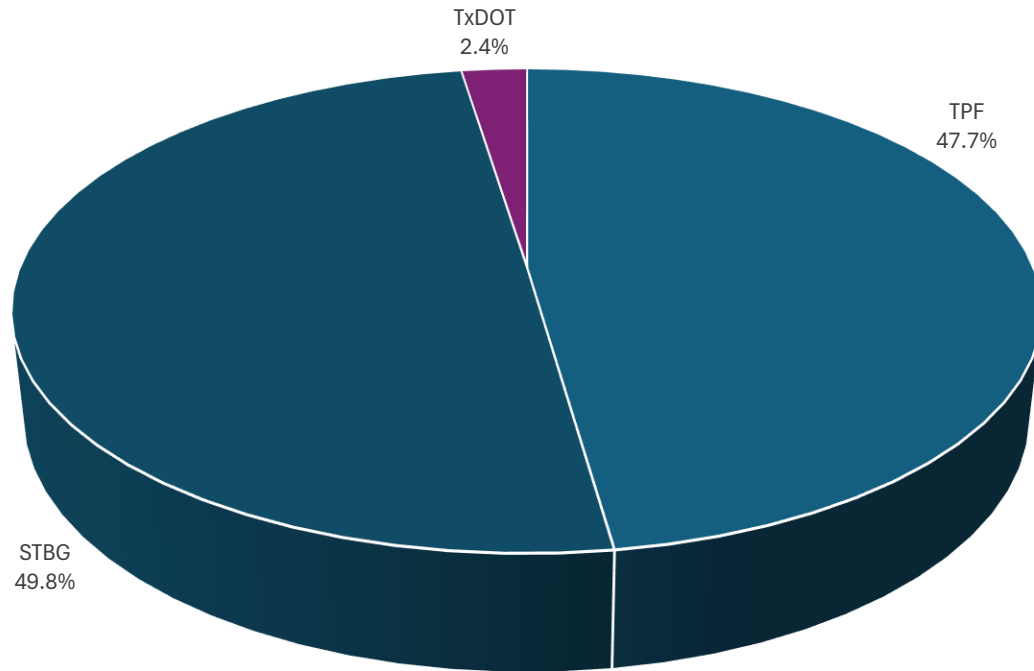
Table 2b: Task 2 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	STBG	TxDOT	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
2.01	NCTCOG	\$485,313	\$2,226,000	\$0	\$2,711,313	\$0
2.02	NCTCOG	\$223,431	\$387,000	\$0	\$610,431	\$0
2.03	NCTCOG	\$634,960	\$0	\$0	\$634,960	\$0
2.04	NCTCOG	\$650,548	\$0	\$0	\$650,548	\$0
2.05	NCTCOG	\$1,070,390	\$1,017,000	\$255,000	\$2,342,390	\$0
2.06	NCTCOG	\$115,353	\$0	\$0	\$115,353	\$0
2.07	NCTCOG	\$142,372	\$0	\$0	\$142,372	\$0
Total		\$3,322,367	\$3,630,000	\$255,000	\$7,207,367	\$0

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Task 2 Funding Summary- FY2026 and FY2027



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IV. Task 3 – Short-Range Planning, Programming, and Operations

A. Objective

The Metropolitan Planning Organization (MPO) continues to serve as a cooperative partner with the Texas Department of Transportation, local governments, the North Texas Tollway Authority, Collin County Toll Road Authority, and transportation providers to identify, evaluate, select, and prioritize transportation projects to be included in the Transportation Improvement Program (TIP). Regional Transportation Council (RTC) and North Central Texas Council of Governments staff will be involved in the creation, modification, monitoring, and implementation of the TIP, as well as in funding initiatives in which RTC-selected funds will be programmed. An anticipated element will be the further refinement and monitoring of projects funded through these programs.

The Clean Air Act Amendments of 1990 and federal surface transportation legislation integrate transportation and air quality planning activities at local, State, and federal levels. Effective September 2022, the Environmental Protection Agency reclassified 10 counties in North Central Texas from “serious” to “severe” nonattainment for the pollutant ozone under the 2008 National Ambient Air Quality Standards (NAAQS) and 9 counties from “marginal” to “moderate” under the 2015 ozone NAAQS. When a reclassification occurs, a revised State Implementation Plan (SIP) is developed by the State of Texas and includes new motor vehicle emissions budgets. A favorable transportation conformity determination must be provided by the USDOT for implementation of transportation projects and programs utilizing federal funds two years following Environmental Protection Agency adequacy of these budgets. Transportation Control Measures that are contained in the SIP must be evaluated for timeliness through transportation conformity. Monitoring and reporting systems are being utilized to ensure air quality objectives are met.

Programs addressing the demand for mobility, the transportation supply, and the importance of new technology are included as part of a coordinated and comprehensive planning approach to the region's air quality problem. In addition to Federal Highway Administration and Federal Transit Administration support, funding from the Texas Commission on Environmental Quality is also provided to support air quality planning.

In addition, a significant portion of the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) is dedicated to providing continued support for planning associated with improving and expanding public transportation in the Dallas-Fort Worth area. These efforts include projects in support of Dallas Area Rapid Transit, Trinity Metro, and the Denton County Transportation Authority, as well as planning initiatives directed toward new transit services in the region.

The current transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), approves funding for surface transportation projects and continues the surface transportation investment made by the US Congress. The IIJA authorizes funding for many transportation funding categories and specific projects, and continues the concepts identified in previous legislation regarding the cooperative, continuing, and comprehensive regional planning process. The IIJA requires all Transportation Management Areas (metropolitan areas with populations greater than 200,000) to address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. Congestion management is an integral element of the region's transportation planning and programming process. It serves as a guide for implementing both near-term and long-term regional transportation improvements.

Although not a requirement in the UPWP, management and operations projects that are being managed or carried out by Metropolitan Planning Organization staff are included in the document in addition to planning activities. These projects are included to provide a more complete inventory of staff activities. These implementation projects or programs are aimed at reducing congestion and improving air quality in the Dallas-Fort Worth Metropolitan Area.

B. Expected Products

Products of Task 3, Short-Range Planning, Programming, and Operations, are the result of ongoing transportation and air quality planning, transportation improvement programming, and implementation activities to reduce congestion and improve air quality. Detailed products from the subtasks are included in each of the following subtask descriptions.

C. Previous Work

Routine Work Efforts – Activities in support of the programming of funding for projects and programs, and air quality, transit, and congestion management planning and operations continued throughout FY2024 and FY2025, and are ongoing. The 2025-2028 Transportation Improvement Program (TIP), containing \$9.06 billion in funded projects, was developed and received Regional Transportation Council, State and federal approvals. Modifications processed for the 2023-2026 TIP totaled 339, and 254 were processed for the 2025-2028 TIP; of the total modifications, 356 were submitted to the Texas Department of Transportation (TxDOT) as Statewide TIP revisions. Work began on development of the 2027-2030 TIP. A monthly county balance summary was produced that details the amount of Regional Toll Revenue (RTR) available, programmed, and expended for each county account. Significant coordination occurred with TxDOT to resolve over expenditures by project, resolve reporting issues/database discrepancies, and identify managed lane costs that must be subtracted from revenues before projects can be selected with those

revenues. Steady progress on project closeouts was made with 37 initiated and 10 completed. A new component to the Revenue and Project Tracking System was deployed that enables development of new TIP documents and integration of updated project listings into the TIP database. Software programming updates and enhancements to the existing TIP Modification Submittal and TIP Modification Editing modules were completed. In addition, a new Geographic Information Systems (GIS) mapping tool was finalized that displays TIP projects and funding in a web-based, geographic form.

An Air Quality Transportation Conformity analysis was completed for *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update* following the approval of new Motor Vehicle Emissions Budgets by the Environmental Protection Agency and *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas*, and the associated Transportation Improvement Programs for North Central Texas. NCTCOG staff also completed and submitted the 2023 and 2024 Congestion Mitigation and Air Quality Improvement Program annual reports to TxDOT. Updates to the Mobile Source Emission Reduction Strategies commitments of CMAQ-funded projects continued for inclusion into the Transportation Improvement Program, and ongoing assistance was provided to statewide and national efforts. In regard to development of a comprehensive air quality improvement program, emission inventories for carbon dioxide equivalents were completed for analysis year 2019 and a new base analysis year of 2022. The emissions were forecasted for an interim future year of 2030 and a horizon year of 2050.

NCTCOG staff provided technical assistance, planning support, and outreach/education related to adoption of alternative fuels and development of alternative fuel infrastructure, including elements related to integrating EV charging with the electric grid. In addition, staff completed activities by representing the EPA SmartWay Affiliate Program, enhancing four vehicle emission

reductions programs, monitoring fraud trends in vehicle emissions inspections, and collaborating with law enforcement and local governments to improve air quality.

As the Department of Energy designated host agency for the Dallas-Fort Worth Clean Cities Coalition, NCTCOG completed annual reports summarizing alternative fuel use, fuel economy improvements, and other fuel conservation strategies employed by local fleets for calendar years 2023 and 2024. Department of Energy reports were also completed related to alternative fuel infrastructure availability, fuel prices, and vehicle and station costs. Regional outreach and education opportunities were provided, including fleet manager roundtables, webinars, and stakeholder meetings, to share information about alternative fuels or other fuel-savings or fuel-transition work.

NCTCOG staff coordinated with nine public transportation providers and four municipalities in the region to develop Programs of Projects for FY2024 Federal Transit Administration (FTA) formula program funds. Proactive communication and coordination occurred to identify and secure potentially lapsing funds to ensure funds were not lost to the region or State. Also, staff facilitated meetings; participated in task forces, working groups, and coordinating committees; and facilitated partnerships. An update to Access North Texas was initiated, including public outreach meetings and a survey. Transit planning assistance continued with regional passenger rail modeling efforts focused on identifying new corridors, advancing recommended corridor development opportunities, and supporting the Before and After Study for the TexRail line. Staff efforts also supported planning for regional transit agencies and municipalities, providing scenario analysis, online mapping, travel demand modeling, and coordination for upcoming major sporting events. Monitoring of regional progress toward federal transit performance measures was also conducted.

Under the Federal Transit Administration Urban Funding Grant Administration initiative, staff administered 21 grants, purchased 37 gas-powered buses and eight electric buses for use by small transit providers, and facilitated oversight and technical assistance across eight areas of compliance. Under Sustainability and Innovative Solutions for Transit, staff conducted project management activities, prepared transit elements for regional grant applications, and provided technical assistance to the Southern Dallas County Inland Port Transportation Management Association. Through the Strategic Partnership Program, \$2.65 million in FTA Section 5307 Urbanized Area funding was awarded to the City of Arlington and Trinity Metro to expand and enhance transit services. The Program also awarded \$1.8 million in FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funds to Trinity Metro, Denton County Transportation Authority (DCTA), and Feonix Mobility Rising to support transit services and mobility management programs.

Congestion Management Process (CMP) forms were reviewed to ensure congestion mitigation strategies are implemented with capacity improvements. In addition, a single-occupancy vehicle analysis was completed to justify capacity projects, and the CMP tool was updated with more recent datasets to allow for analysis. Staff monitored Intelligent Transportation System (ITS) project implementation by partner agencies and coordinated the planning for new Transportation System Management and Operations projects with partner agencies. Regional ITS Architecture was updated online, and Architecture statements were reviewed to ensure consistency with the Regional ITS Architecture. Oversight of the Travel Demand Management (TDM) Program continued, including the update/maintenance of the regional park-and-ride facility inventory/map and tracking/publishing the annual TDM Performance Report. Video footage of a selection of limited access roadways was compiled and evaluated for deficiencies. GIS-based maps of locations of deficient signage were created and presented to transportation partners with the Dallas/Fort Worth region.

Staff continued to operate and enhance the region's 511DFW system and contracted with a vendor to develop a Concept of Operations for the Transportation Systems Management and Operations Regional Aggregated Data Exchange (TRADE) platform. For special events, staff completed development of the draft 2026 World Cup Mobility Plan, met regularly with the Transportation Committee and organized working groups. In addition, staff coordinated with partner agencies to develop and implement operations for the World Cup games and events in 2026. Staff continued to implement the technology on the managed lane corridors and offer high-occupancy vehicle discounts on TEXpress lanes, oversee consultants, and coordinate with partner agencies. Travel behavior incentives were implemented to encourage commuters to help reduce congestion in the region, and the effectiveness was evaluated.

NCTCOG continued to host Traffic Incident Management (TIM) training for emergency first responders, managers, and executive-level personnel. Oversight continued for activities/transactions related to the Incident Management Freeway Blocking Equipment Call for Projects. Staff continued to oversee the regional Mobility Assistance Patrol Program. Annual performance measures, routes, and struck-by statistics were tracked and published for the Dallas and Tarrant County Sheriffs' offices, the North Texas Tollway Authority (NTTA), North Tarrant Express and LBJ Express programs. Management and oversight of the regional vanpool program also continued, with an increase in the number of vanpools.

Staff continued day-to-day management of the Regional Trip Reduction Program, including overseeing a Try Parking It vendor, developing and distributing educational program material, participating in employer and community outreach opportunities, hosting external lunch-and-learn events, and conducting employer training on the use of the Try Parking It website dashboard. Travel Demand Management (TDM) Performance Reports were published for 2023 and 2024.

Staff continued to advance the Regional Traffic Signal Program. A ranking of corridors was developed to identify locations for signal retiming improvements.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 3 is provided in the table below.

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Planning to Address Transit Needs in Fort Worth's 76104 Zip Code	Conducted outreach activities with the general public and other local stakeholders. Developed and administered two surveys for public feedback and stakeholder engagement. Completing a final project plan with recommendations for future projects and strategies based on survey results and other feedback gathered.	N/A	FY2025
Rider 7 Air Quality Planning Activities	Work was completed under the 87th Texas Legislative Session Rider 7 Local Air Quality Planning Grant for the ozone project and begun under the 88th planning grant for both ozone and fine particulate matter (PM _{2.5}) work.	Multiyear project	Ongoing
Clean Diesel Grants	Through three Environmental Protection Agency (EPA) Diesel Emissions Reduction Act awards, five entities replaced 16 diesel vehicles with 16 newer, alternative-fueled vehicles. Staff opened and implemented a call for projects utilizing an EPA Diesel Emissions Reduction Act award.	Multiyear project	Ongoing
Regional Energy Management	Shared best practices implementing energy efficient projects and resilient electric vehicle charging infrastructures at two workshops and webinars. Promoted and assisted entities in the Local Government Energy Report, with over 177 reports completed for 2023 and 2024. Developed white papers on resilient electric vehicle charging infrastructure and best practices for the decarbonization of buildings.	N/A	FY2025

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Electric Vehicle Smart	Participated on the advisory committee, attended project team meetings, and provided feedback on designated criteria. Facilitated and provided technical assistance to two groups totaling 10 municipalities that pursued the national designation. Submitted project reports.	N/A	FY2025
Multimodal Drone Delivery	Participated in project team meetings, supported execution of demonstration projects, and submitted project reports. Led the development of a replication guide for entities interested in duplicating project. Analyzed the difference in energy-efficiency and emissions from using traditional freight vehicles versus autonomous zero emission robots.	N/A	FY2025
Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program	Assessed listing of sites provided by the funding agency and developed funding recommendations based on screening and scoring criteria. Negotiated grant agreements with four subrecipients to implement eight projects. Oversaw initial implementation efforts for awarded sites.	Multiyear project	FY2026
Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI)	Negotiated grant agreements with the funding agency and subrecipient. Coordinated revision of mobility plans and submittal of Transportation Improvement Program (TIP) listings across four metropolitan planning organizations to enable implementation.	Multiyear project	FY2036
North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)	Conducted a procurement to secure consultant services to streamline and expedite implementation of charging stations. Conducted public engagement and outreach to solicit input from the general public, as well as public agencies, regarding potential locations for new charging stations. Developed a list of recommended sites for new charging stations based on compilation of Geographic Information Systems (GIS) analysis and public input.	Multiyear project	FY2027

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Planning Resilient EV Charging in Texas	Created a stakeholder group to inform development of a resilience plan. Inventoried and evaluated available technologies and strategies to improve charging station resilience. Began outlining a draft resilience plan.	Multiyear project	FY2027
GUMBO	Recruited local community colleges and community organizations to get involved in the project. Attended project team meetings and submitted required reports.	Multiyear project	FY2026
Trinity Metro Pedestrian Improvement Plan	Completed review and analysis of sidewalk gaps. Prepared final deliverables report and GIS files, and provided to the City of Fort Worth and Trinity Metro.	N/A	FY2025
East Dallas, Kaufman, and Rockwall Counties Transit Planning Study	Work conducted included the transit market/needs assessment, scenario development for possible new services, and the development of a funding and implementation report. The final deliverable was a final report and executive summary for release to stakeholders and the public.	N/A	FY2025
Western Regional Transit Access Study	Initial work was conducted on preliminary tasks for this study, including stakeholder coordination, existing conditions analyses, and transit market research for the study area.	Multiyear project	FY2026
Enhancing Mobility within the Southern Dallas Inland Port	Submitted federal grant agreements for review.	Multiyear project	FY2029

D. Subtasks

3.01 Transportation Project Programming

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

Transportation Improvement Program

Transportation Planning Funds

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

As funds are made available, the Regional Transportation Council issues funding initiatives or calls for projects to local governments and transportation agencies. It is anticipated that new projects will be selected in the FY2026 and FY2027 timeframe using federal, State, and local funding. As new funding sources or additional funding allocations arise, staff will implement appropriate project selection processes. In addition, coordination will continue with the Texas Department of Transportation on the update of the region's 10-Year Plan and inclusion of projects into the Unified Transportation Program.

Metropolitan Planning Organization (MPO) staff will also provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects, including the development and implementation of transportation solutions. In addition, MPO staff will track and monitor projects to ensure timely completion. NCTCOG is the responsible agency. Anticipated products in FY2026 and FY2027 include:

- A financially constrained 2027-2030 TIP document in FY2026;
- Quarterly TIP modifications in alignment with the Statewide Transportation Improvement Program (STIP) revision cycles;
- Calls for projects and funding initiatives as funding becomes available; and
- A report to the Federal Highway Administration, Federal Transit Administration, and the Texas Department of Transportation that details the obligation of federal funds to individual projects at the end of each calendar year.

Regional Project Tracking, Monitoring, Assessment, and Software Development

Other Funding Sources

A series of improvements to the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase, including the cost, funding, start date, and completion date of each project phase. This project was originally created in response to the federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation projects. Expansion of this data management system will reduce administrative project review time and increase the availability of timely project information. This project is funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. NCTCOG is the responsible agency.

Anticipated products include work on the interactive, web-based interfaces noted below:

- Deployment of updates to existing modules in FY2026 and FY2027 including TIP Modification Submittal, TIP Modification Editing, TIP Development, Invoicing, Financial Constraints, and Reporting; and
- System monitoring; software updates; ensurance of database integrity, backup and recovery, quality control and documentation, security compliance; and optimized performance.

Regional Toll Revenue Fund Management and Project Tracking Implementation

Other Funding Sources

Since 2007, Metropolitan Planning Organization staff has tracked Regional Toll Revenue (RTR) funds and projects, and efforts to monitor selected projects will continue. Regional Toll Revenue funds will continue to support these activities. NCTCOG is the responsible agency. Anticipated products in FY2026 and FY2027 include:

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

3.02 Regional Air Quality Planning

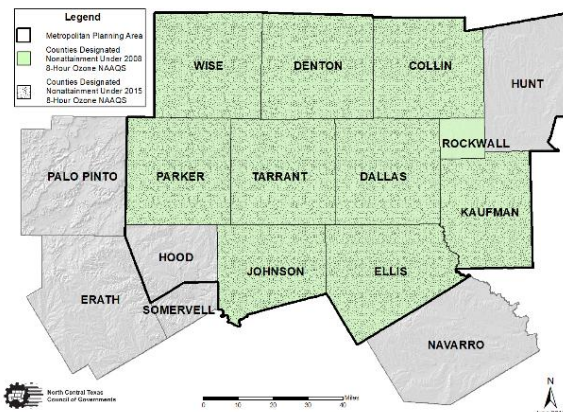
Since 1991, the North Central Texas region has been in nonattainment for the National Ambient Air Quality Standard (NAAQS) for ozone. As a result of this designation, federal and State procedures are required for projects identified in multimodal transportation plans to proceed to implementation. In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

Air Quality Planning

Transportation Planning Funds

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. In nonattainment areas, the CAA mandates federally funded, and regionally significant transportation activities must conform to the SIP. Under this requirement, the Regional Transportation Council—the transportation policy body for the Metropolitan Planning Organization—is required to make an initial local-level transportation conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation

Improvement Program (TIP) before submitting recommendations to the US Department of Transportation for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure federal funding and federal approval is given to transportation projects, programs, and policies consistent with regional air quality goals. In addition, many other transportation planning efforts occur throughout the year that ensure successful conformity determinations. NCTCOG is the responsible agency. Anticipated products in FY2026 and FY2027 include:



NCTCOG 16-County Region

10 counties: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise, are classified as nonattainment under the 2008 8-hour ozone NAAQS, and, with the exception of Rockwall County, the remaining nine counties are classified as nonattainment under the 2015 8-hour ozone NAAQS.

- Development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements;
- Assistance with addressing specific data and technical requests;
- Tracking of and responses to statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the eight-hour National Ambient Air Quality Standards (NAAQS) for ozone and other primary or secondary pollutants;
- Monitoring of pollutant levels during ozone season and an end-of-year summary of pollutant levels at monitoring stations located throughout the region;
- A successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the MTP and TIP;
- Monitoring of the timely implementation of Transportation Control Measures;
- Monitoring, collecting, and updating of Mobile Source Emission Reduction Strategies commitments for annual reporting requirements of emission reductions projects;
- Guidance, rules, and proposals that incorporate NCTCOG direction/expertise and/or experience related to NAAQS and mobile source issues;
- Evaluation of technical models used in regional air quality planning, with feedback to the agency developing the model(s) and, as appropriate, creation of in-house applications to successfully run models;
- Presentations for workshops, technical committees, student chapters, and training sessions; and
- Update of the NCTCOG website with the latest air quality information.

Emissions Inventories and Technical Studies

Transportation Planning Funds

Emission inventories estimate emission amounts from specific sources within a specified area and time interval. A comprehensive air quality improvement plan includes a variety of emission inventories to ensure future transportation measures maximize benefits across pollutants. Transportation emission budgets used in transportation conformities are developed based upon emission inventories used in development of the State Implementation Plan (SIP) and the impact of control measures included within that SIP. Emissions are greatly impacted by regionally specific data, so updated regional inventory analyses are necessary to better predict future-case emission

impacts from control strategies, vehicle miles traveled, vehicle activity from outside the nonattainment area, and evaporative emissions. NCTCOG staff efforts will be ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

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

Rider 7 Air Quality Planning Activities

Other Funding Sources

Rider 7 funding is appropriated each biennium for air quality planning activities to reduce ozone and now fine particulate matter (PM_{2.5}) in “affected counties” not designated as nonattainment areas for the ozone or PM_{2.5} National Ambient Air Quality Standards but are at significant risk of being designated nonattainment for either standard in the future. Based off ozone regional design values from the 2024 ozone season, Hood County is at considerable risk for being designated nonattainment under the 2008 standard. With the Environmental Protection Agency’s new reconsideration of the PM_{2.5} standard, Dallas and Tarrant Counties are at risk of being designated nonattainment based on Dallas and Fort Worth monitors. Work will be done in these areas to help maintain ozone and PM_{2.5} attainment. This work element will be supported with Texas Commission on Environmental Quality funds and is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Inventorying of emissions; and
- Monitoring of pollution levels.

Dallas-Fort Worth Air Quality Improvement Plan

Other Funding Sources

The Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP) will outline opportunities to reduce carbon dioxide equivalent emissions and improve air quality through a multipollutant focus, increase energy security, and benefit public health and the economy. NCTCOG will collaborate with local governments, private companies, the public, and other stakeholders to maintain and expand upon the DFW AQIP. This work will be supported through Environmental Protection Agency grant funds and is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- The Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan, which will include an emissions inventory, identification of short- and long-term emission reduction measures and their co-benefits (criteria pollutant reduction, increased resiliency, etc.), emission projections and reduction goals, and an analysis of available funding and local governments’ authority to implement;
- A status report on the implementation of the DFW AQIP and identification of future regional needs;
- Community engagement on DFW AQIP products; and
- Updates to the NCTCOG website with information on the DFW AQIP.

3.03 Air Quality, Fuels, and Energy Management and Operations

The purpose of this subtask is to identify, design, implement, and promote voluntary local strategies to reduce transportation-related emissions, energy consumption, and air quality impacts. The transportation sector is responsible for almost half of the ozone-forming pollution in the Dallas-Fort Worth ozone nonattainment area. Therefore, NCTCOG focuses on reducing emissions from the transportation sector by promoting and facilitating projects targeting vehicles, equipment, and related sources. The primary goal is to reduce ozone precursor emissions to meet federal ozone standards, while also working to enhance overall air quality and energy efficiency. In all areas, NCTCOG works collaboratively with local governments, peer organizations, State and federal agencies, and other stakeholders to advance emission-reducing activities. NCTCOG also carries out responsibilities as the host agency of the Dallas-Fort Worth Clean Cities (DFWCC) Coalition in partnership with the Department of Energy's (DOE) Clean Cities and Communities Program and as an Affiliate of the Environmental Protection Agency (EPA) SmartWay Transport Program.

Regional Air Quality Initiatives

Other Funding Sources

Regional Air Quality Initiatives aim to reduce emissions from mobile sources through the adoption of alternative fuels and other emission reduction strategies to improve air quality within the ozone nonattainment region. NCTCOG staff efforts involve pursuing competitive grants, supporting local stakeholders in implementing cleaner transportation technologies, expanding the use of alternative fuels, and improving energy efficiency. Use of alternative fuels also presents an opportunity for breaking down silos between the transportation and energy sectors through electrification of the transportation sector and use of renewably-sourced alternative fuels. Additionally, NCTCOG staff will provide technical assistance, education, and best practices to help local governments, businesses, and community stakeholders deploy low-emission and efficient technologies. This work element will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. This element is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Outreach (events, social media, email blasts, etc.) and technical/funding assistance to fleets, local stakeholders, and consumers to facilitate the adoption of alternative fuel vehicles and associated infrastructure and other emissions-reducing strategies (idle reduction and proper vehicle maintenance);
- Technical support, funding assistance, and outreach and education to support energy efficiency, grid-friendly best practices, and/or community readiness to facilitate the adoption of alternative fuels and associated infrastructure;
- Identification and preparation of competitive grant applications to seek additional funds to support regional goals and initiatives;
- Work associated with serving as the host agency of the Dallas-Fort Worth Clean Cities Coalition;
- Support for local government peer exchange on comprehensive air quality issues through the Regional Integration of Sustainability Efforts (RISE) Coalition, Air Quality Health Monitoring Task Force, and other avenues;

- Completion of field inspections to monitor, verify, and assess compliance with agreement terms; documentation of results, and submittal of correspondence regarding compliance status;
- Implementation of initiatives to reduce emissions from conventionally fueled (diesel, gasoline) or high-emitting commercial and consumer vehicles through technical support, education, data sharing and best practices to help local, State, and federal entities, businesses, and consumers deploy and maintain low-emission, efficient vehicles and technologies; and
- Support for existing demonstration projects to collaborate with law enforcement and local, s\State, and federal entities to enhance programs targeting high-emission vehicles, ensuring compliance with standards through education, behavior modification, and enforcement.

Dallas-Fort Worth Clean Cities

Other Funding Sources

Since 1995, NCTCOG has been designated by the US Department of Energy (DOE) as the host agency for the Dallas-Fort Worth Clean Cities (DFWCC) Coalition and participates in the national Clean Cities and Communities partnership. DFWCC's mission is to improve air quality by promoting cleaner, reliable, accessible, and sustainable transportation technologies. Most work is focused on advancing the use of alternative fuels as defined by the Energy Policy Act of 1992, as these fuels produce less emissions than conventional fuel (i.e., diesel and gasoline) and can help the region reach attainment with federal air quality standards. DFWCC achieves this through three focus areas:

1. Low-emitting Vehicle initiatives: Provide educational, technical, and funding assistance to fleets and other drivers to assist in transitioning to alternative fuels/technologies.
2. Infrastructure Planning and Deployment: Support alternative fuel infrastructure planning and deployment to enable adoption of alternative fuel vehicles, with emphasis on filling gaps and achieving broader access.
3. Transportation Energy and Community Readiness: Facilitate best practices around community readiness and transportation-energy integration, including grid-friendly practices when electrifying transportation.

The coalition collaborates with a range of stakeholders, including fleets, consumer groups, industry representatives, local governments, utilities, and others. The DFWCC Technical Advisory Committee guides the coalition's strategic direction, supports its activities, and facilitates its capacity for growth by providing input, assisting in event and project promotion, and increasing stakeholder engagement.

This work element will be supported through funds provided by the Department of Energy and local sources. Work is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Participation in calls, conferences, and other coordination with DOE, national laboratory staff, and other coalitions;
- Planning assistance for alternative fuel infrastructure, both within the NCTCOG region and along highway corridors connecting North Texas to other areas;

- Meetings, workshops, trainings, events, or tours that feature alternative fuels or other clean vehicle technologies and associated infrastructure to raise awareness and understanding among consumers and fleets;
- Technical assistance and coaching to fleets with regard to use of alternative fuels and other advanced vehicle technologies; and
- Submittal of reports to DOE and national laboratory staff.

Low-Emitting Vehicle and Equipment Grants

Other Funding Sources

NCTCOG has obtained funding from the Environmental Protection Agency's Diesel Emissions Reduction Act and Clean Heavy-Duty Vehicles Programs for local fleets (both public and private sector) to replace older, high-polluting vehicles and equipment with more efficient vehicles and associated infrastructure and the deployment of idle reduction devices. The funding will be awarded through open, competitive calls for projects, and NCTCOG will work with funding recipients to implement awarded projects. This work element will be supported through Environmental Protection Agency funds and local funds provided by award recipients. This element is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Replacement of Class 6 and 7 emitting vehicles with zero-emission vehicles (ZEV);
- Workforce development activities and first-responder trainings to ensure successful deployment of ZEV;
- Replacement of old, heavy-duty diesel vehicles, engines, and equipment, including purchases of new units and scrappage of replaced units;
- Management of awarded projects, including implementation, funding disbursement, and oversight and compliance activities; and
- Submittal of reports to the Environmental Protection Agency.

Transportation Low-Emissions Vehicle

Other Funding Sources

The NCTCOG Transportation Department provides a vehicle for staff use in carrying out NCTCOG business, such as attending meetings, site visits, or outreach events and transporting employees, committee members, and other individuals attending meetings at NCTCOG or other locations. This work element will be supported through Regional Transportation Council Local funds. This element is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency.

Anticipated products include:

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

Regional Scrap Tire Abatement Program

Other Funding Sources

There are few end markets for scrap tires and disposing of them properly is expensive and inconvenient, which frequently results in illegal dumping. Illegally dumped tires are not just unsightly but also pose environmental and health hazards by polluting waterways with contaminated runoff, attracting rodents and mosquitoes which carry disease, and increasing the potential for dangerous fires due to their high flammability. Prosecuting and remediating illegally dumped scrap tires is difficult and costly, which indicates that preventing the improper discarding of tires is the most cost-effective method for managing this issue. Due to this, NCTCOG has developed a multifaceted approach consisting of education, outreach, technical and legal support, dump site identification for remediation, illegal dumping prevention, and enforcement to address the illegal dumping of scrap tires. NCTCOG will work to reduce illegal dumping by implementing strategies to address challenges faced by the region through collaboration with local governments and businesses. This work element will be supported through Regional Toll Revenue funds and will be ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

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

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

Other Funding Sources

NCTCOG will work with an existing fueling station provider to deploy up to five publicly accessible hydrogen refueling stations designed to serve medium- and heavy-duty trucks at existing fueling location sites. Two stations will be located within the NCTCOG region, one near the Alliance Texas Mobility Innovation Zone and one near the Southern Dallas County Inland Port, and three more will be located in other regions around the Texas Triangle to provide fuel availability along major freight routes at intervals that best support fuel availability to serve the freight sector. The program supports the local adoption of medium- and heavy-duty hydrogen vehicles to help reduce air pollution associated with traditional diesel-fueled freight vehicles. This work element will be supported with Federal Highway Administration funds and local funds throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Development, execution, and oversight of a subrecipient agreement with the station provider;

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

North Texas Reliable Electric Vehicle Infrastructure Project (NTx-REVI)

Other Funding Sources

NCTCOG will coordinate with eligible charging station owners to repair or replace up to eight existing but non-operational electric vehicle (EV) charging station locations in the region. Stations funded through this program will be upgraded to meet federal National Electric Vehicle Infrastructure (NEVI) standards as applicable per the requirements of the Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator Program. This program supports the local adoption of EVs and charging infrastructure. This work element will be supported with Federal Highway Administration funds, local funds, and Transportation Development Credits throughout FY2026. NCTCOG is the responsible agency. Anticipated products include:

- Development, execution, and oversight of subrecipient agreements;
- Repair or replacement of charging stations at up to 8 locations, and up to 32 total ports;
- Increased EV charging station access throughout the region;
- Increased reliability and accessibility of EV charging stations in the region; and
- Submittal of semi-annual reports to FHWA.

Charging and Fueling Infrastructure (CFI) Community Award

Other Funding Sources

NCTCOG will deploy up to 100 electric vehicle (EV) charging ports in locations that fill gaps in the regional EV charging infrastructure network. Project focus areas include rural communities, neighborhoods comprised of individuals with limited resources, areas with a low ratio of private parking to households, areas with a high ratio of multi-unit dwellings to single-family homes, multimodal hubs and shared-use fleets and services, and fleet vehicles that operate in communities. Projects will be located on publicly owned facilities and will comply with federal National Electric Vehicle Infrastructure (NEVI) standards. A consultant will assist with implementation to expedite project deployment. The program supports the local adoption of EVs and charging infrastructure. This work element will be supported with Federal Highway Administration funds, local funds, and Transportation Development Credits throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Coordination with local governments to determine suitable site locations;
- Community education on EV charging infrastructure;
- Community input on potential project locations;
- Development and execution of subrecipient agreements with public agencies;
- Up to 100 additional EV charging ports in the region;
- Increased access to EV charging infrastructure in identified project focus areas;

- Expedited project delivery through use of consultant; and
- Submittal of quarterly reports to the Federal Highway Administration.

Energy Efficiency and Resiliency for Transportation Electrification

Other Funding Sources

The Texas electric grid is facing rising energy demand driven by population growth, economic expansion, and expanding electrification of the transportation sector. This increasing demand, when combined with aging infrastructure and severe weather, increases the risk of more frequent grid outages. To mitigate this risk, NCTCOG will collaborate with local stakeholders to identify, plan, and deploy strategies to minimize grid strain and increase resiliency, such as co-locating renewables/on-site generation, integrating electrical storage, updating energy codes, or pairing transportation electrification projects with energy efficiency/renewable energy initiatives. Efforts include the completion of the Planning Resilient Electric Vehicle Charging in North Texas project (NTX-REV), which will identify potential strategies to make electric vehicle charging infrastructure more resilient to ensure the continuity of critical electric vehicle operations.

This work element will be supported through Department of Energy funds and Regional Toll Revenue funds. This element is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Technical support, workshops, training, and peer-exchanges, with local governments, energy managers, fleets and other stakeholders regarding energy management, renewable energy, and energy efficiency strategies;
- Engagement, education, and coordination with utilities on activities related to electric vehicle deployment;
- Collaboration with educational institutions and other stakeholders to identify opportunities and best practices for “smart-grid integration” of electric vehicle charging;
- Establishment of a stakeholder group to inform the development of the NTX-REV;
- Demonstration projects to test the effectiveness of resiliency strategies;
- Deployment of regional and local energy management and resiliency strategies, including the “hardening” of electric vehicle infrastructure at strategic locations;
- Identification and preparation of competitive grant applications to seek additional funds to support regional goals and initiatives;
- Submittal of project reports and other required documents to the Department of Energy and the Texas Department of Transportation.

GUMBO

Other Funding Sources

Through the GUMBO project, NCTCOG will incorporate electric vehicle (EV) charging station technician training into existing automotive programs at North Texas community colleges. The growing adoption of EVs and need for charging infrastructure has sparked the need for educational institutions to establish education and training in the fields of EV charging station installation, maintenance, and repair that will directly impact the estimated shortage of workers that support EVs. Utilizing a curriculum first developed in Louisiana, NCTCOG will work with North Texas community-based organizations, community colleges, workforce development

organizations, industry, and other local stakeholders to deliver EV charging station training to the local workforce. The program supports the local adoption of EVs and charging infrastructure by delivering EV charging station installation and maintenance training to the local workforce. This work element will be supported through funds provided by the Department of Energy and will be ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Project team calls and in-person meetings;
- Recruitment of students to participate in training, through connections with community-based organizations, community colleges, and workforce development programs in North Texas;
- Identification of local community colleges for integration of the training program into curricula, with a pledge to participate from at least one local college;
- Listening sessions with potential employers to collect information about employer needs, wants, expectations, barriers, and best practices;
- EV charging station workforce needs assessment report on the workforce needs and current state of training in Texas;
- Documentation of collected community input on the needs for workforce development, job training, and education relating to EV charging station installation, operations, and maintenance;
- Project support from at least four stakeholders such as equipment manufacturers, local organizations, and electrical contractors;
- Training targets based on Texas National Electric Vehicle Infrastructure plans and EV adoption rates in North Texas;
- Utilization of the EV charging station training in a local community college by the end of FY2026; and
- Quarterly and year-end reports.

Vehicle Emissions Inspection and License Plate Project

Other Funding Sources

This project aims to assess and identify potential instances of license plate fraud and the circumvention of vehicle emissions inspections within the 10-county ozone nonattainment area. By leveraging license plate reading (LPR) cameras in collaboration with law enforcement partners, NCTCOG will collect data from partners and evaluate the data to identify fraudulent or manipulated license plates. This initiative will help prevent fraud and the use of manipulated license plates. This work element will be supported through Regional Toll Revenue funds. Partner assistance may be used. Work is ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Coordination with law enforcement agencies to determine license plate reading camera needs;
- Purchase of license plate reading equipment;
- Partner agreement(s) and oversight; and
- Data analysis and final report.

Truck Assessment and Goods Movement Program

Other Funding Sources

NCTCOG implements projects to reduce emissions from the transportation sector and related emission sources, as well as improve roadway safety. Efforts include identifying on-road heavy-duty diesel vehicles with tampered and/or disabled emissions components and assessing their air quality impact within the 10-county ozone nonattainment area through real-world testing. Work efforts also include an assessment of heavy-duty truck weight and safety violations to determine the percentage of overweight and unsafe trucks on the region's roadways. The program will fund the purchase of equipment to detect emissions tampering in heavy-duty diesel vehicles and partner with law enforcement agencies across the region to inspect vehicles, verifying compliance with applicable standards. This work element will be supported through Regional Toll Revenue funds. Consultant and partner assistance may be used. Work activities are ongoing throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Collection of emissions data from vehicles to develop air quality planning strategies;
- Collection of truck weight and safety data to assess the magnitude of violations;
- Purchase of tampering detection equipment, software, and supplemental supplies;
- Collection of emissions signatures of emissions components before and after tampering;
- Consultant and partner agreement(s) and oversight; and
- Data analysis and next steps.

Car Care Safety Integration Project

Other Funding Sources

In an effort to reach the Department of Transportation's Vision Zero goal of eliminating vehicle-related fatalities in the region by 2050, there is interest to continue educating the public on the importance of proper vehicle safety component operation and maintenance. Vehicle safety assessments will be integrated into existing emissions Car Care Awareness efforts through partnerships with vendors, who will assess the need for the replacement of safety components in vehicles. The costs for needed component replacements will be reimbursed. Public event priority will be within the 10-county ozone nonattainment area. Partner assistance will be used. This work element will be supported through Regional Transportation Council Local funds and will be ongoing throughout FY2026. NCTCOG is the responsible agency. Anticipated products include:

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

3.04 Public Transportation Planning

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

Public Transportation Funding and Administration

Transportation Planning Funds

As the designated recipient for Federal Transit Administration (FTA) grant funds, NCTCOG assumes the responsibility of monitoring transit appropriations, awarding transit formula funding, and coordinating with transit agencies on grant activities and funding. This planning activity is ongoing throughout both FY2026 and FY2027, supporting the efforts of metropolitan, urban and rural transit providers in the North Central Texas region. Staff activities include identifying and monitoring transit-related issues of local, regional, and national interest; responding to citizen, consultant, State, and federal requests for data, information, or assistance; and providing technical assistance to providers by coordinating the dissemination of technical information, federal regulations, and grant requirements. Anticipated products include:

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

Regional Public Transportation Technical Assistance and Planning

Transportation Planning Funds

This planning activity is ongoing throughout both FY2026 and FY2027, supporting activities focused on coordination and technical assistance between public transportation providers and local governments. These activities support Transit 2.0's recommendation for NCTCOG to be a regional facilitator to increase efficiency and foster knowledge-sharing opportunities on public transportation services and funding. NCTCOG staff will work on the development of tools related to transit planning principles such as right-sizing transit mode options, improving operational efficiency, and enhancing coordination between transportation-related agencies. This activity also includes technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies. NCTCOG is the responsible agency. Anticipated products include:

- Technical assistance to local governments, transit providers, community service agencies, and the public on available transit options for transit system improvements resulting in seamless regional connectivity;
- Coordination with local governments, transit providers, community service organizations, and other stakeholders to evaluate service requests;
- Online information, training, and education on topics related to public transportation, federal transit funding, transit system performance measures, and other such topics to assist in regional connectivity and implementation of transit services; and
- Monitoring and updating performance measures for Transit Asset Management and Transit Safety.

Regional Public Transportation Technical Assistance and Planning to Support Safe and Accessible Streets

Transportation Planning Funds

During FY2026 and FY2027, NCTCOG staff will coordinate with various local governments, transportation agencies, and regional stakeholders to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on public transportation topics as related to context-sensitive design. This will include development of projects and tools related to transit planning principles such as right-sizing transit mode options, improving operational efficiency, and enhancing coordination between transportation-related agencies to increase transit ridership. NCTCOG is the responsible agency. Anticipated products include:

- Development of short-term transportation projects and plans that integrate public transportation into a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- Planning and technical assistance to local governments, transit providers, regional stakeholders, and the public on available transit options, access to public transportation, and initiatives to increase public transportation ridership.
- Education and training on topics related to public transportation, federal transit funding, transit system performance measures, and other such topics to assist in increasing access and ridership of public transportation;

McKinney Avenue Transit Authority ADA Accessibility Study

Other Funding Sources

Ongoing throughout both FY2026 and FY2027, consultant assistance will be utilized to develop a comprehensive Americans with Disabilities (ADA) accessibility study for the McKinney Avenue Transit Authority. This study will assess ADA requirements and options for streetcars, and develop an implementation program and timeline, a resources plan, and funding options. Work activities will be supported by Regional Toll Revenue funds. NCTCOG is the responsible agency. Anticipated products include:

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

Regional Transit Planning Assistance

Transportation Planning Funds

This planning activity is ongoing throughout both FY2026 and FY2027, supporting short- and long-term transit planning for local governments and regional transit providers, including the three

transportation authorities (Dallas Area Rapid Transit, Trinity Metro, and Denton County Transportation Authority). NCTCOG activities include providing technical assistance and general planning support, investigating innovative funding, and implementing opportunities for regional transit systems, including fixed guideway alternatives. Complementing these efforts to support both local governments and transportation authorities, this planning activity also includes preliminary project development activities for potential future rail corridors that would support follow-on corridor-specific feasibility and/or engineering studies. These preliminary project development activities include initial travel demand forecasting, early stakeholder coordination, and development of reasonable alternatives for future study. Activities also include assisting cities with assessments and guidance to communities pursuing passenger rail to promote development patterns and strategies in line with their goals. NCTCOG is the responsible agency. Anticipated products include:

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

Other Funding Sources

In FY2026 and FY2027, this element supports activities that encourage transit planning for transit providers and local governments within the Dallas-Fort Worth-Arlington, Denton-Lewisville, or McKinney-Frisco Census Urban Areas, defined as Urbanized Areas by the Federal Transit Administration (FTA), that receive or are eligible to receive FTA 5307 formula funding. NCTCOG activities include providing technical assistance and general planning support to transit providers, investigating innovative funding, and implementing opportunities for regional transit systems, including fixed guideway alternatives. Federal Transit Administration funds and Transportation Development Credits support work activities. NCTCOG is the responsible agency. Anticipated products within the defined Urbanized Areas include:

- Support to transit providers and local governments, including financial modeling, planning studies, and technical assistance; and
- Assistance for transit system improvements resulting in seamless regional connectivity.

Regional Transit Planning to Support Safe and Accessible Streets

Transportation Planning Funds

This planning activity is ongoing throughout both FY2026 and FY2027, supporting transit planning for local governments and regional transit providers, including the three transportation authorities (Dallas Area Rapid Transit, Trinity Metro, and Denton County Transportation Authority) in coordination with context-sensitive planning and implementation. NCTCOG activities include providing technical assistance and general planning support, investigating innovative funding and implementation opportunities for regional transit systems including fixed guideway alternatives, and addressing travel demand and capacity constraints through alternatives to new highway capacity. Complementing these efforts to support both local governments and transportation authorities, this planning activity includes preliminary project development activities for potential future rail corridors that would support follow-on corridor-specific feasibility and/or engineering

studies that include context-sensitive design and multimodal accessibility. These preliminary project development activities include initial travel demand forecasting, early stakeholder coordination, and development of reasonable alternatives for future study. Activities also include assisting cities with assessments and guidance to communities pursuing passenger rail to promote development patterns and strategies in line with their goals, integrating with active transportation facilities. NCTCOG is the responsible agency. NCTCOG anticipated products include:

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

M-Line Trolley Extension Study

Other Funding Sources

During FY2026 and into FY2027, and in coordination with the McKinney Avenue Transit Authority, the City of Dallas, Dallas Area Rapid Transit, and other stakeholders in the area, NCTCOG will conduct a feasibility study for an extension of the M-Line Trolley to connect Uptown with the Knox-Henderson neighborhood. The feasibility study will review alignments and stops; evaluate the cost of implementation, operation, and maintenance; identify potential funding sources; and develop a preliminary implementation schedule. Consultant assistance will be used for this initiative. The funding source is Surface Transportation Block Grant Program funds and Transportation Development Credits. NCTCOG is the responsible agency. Anticipated products include:

- Ridership estimates;
- Alternatives analysis of potential alignments;
- Conceptual operations and maintenance planning;
- Conceptual engineering plan; and
- Final report that includes technical reports for recommended alignment(s) and stops, and funding/implementation options.

Western Regional Transit Access Study

Transportation Planning Funds

During FY2026, NCTCOG staff will complete a comprehensive transit study for Western Tarrant County and Eastern Parker County. Activities include developing a comprehensive approach to planning for the future implementation of transit services outside of existing transit authority service areas. Initiatives will include the investigation of local and regional connections to downtown Fort Worth and other major employment centers in Tarrant County, a focus on near-term implementation and strategies, enhancement of transportation options, and review of innovative funding opportunities and potential options for inclusion in future transportation plans. NCTCOG is the responsible agency. Anticipated products include:

- Coordination meetings with transit partners, local governments, and stakeholders that monitor and ensure the continued progress of study completion;
- Mapping of potential alignment alternatives;
- Strategic implementation plans of recommended transit infrastructure and services; and
- Technical reports on transit implementation options in identified subregions.

3.05 Transit Management and Operations

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

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2026 and FY2027, supporting responsibilities NCTCOG assumes as a direct recipient of Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management, and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities will also include administration of the Emergency Relief Grant for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022, which are expected to be administered through FY2026. Federal Transit Administration funds, Regional Toll Revenue funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. NCTCOG is the responsible agency. Anticipated products include:

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

Sustainability and Innovative Solutions for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2026 and FY2027, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, including coordination with local Transportation Management Associations

(TMAs) and Local Government Corporations (LGC). Regional Toll Revenue funds and Regional Transportation Council Local funds will support these activities. NCTCOG is the responsible agency. Anticipated products include:

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

Access North Texas Coordination and Implementation

Other Funding Sources

These planning and coordination activities are ongoing for FY2026 and FY2027, supporting, managing, and delivering coordinated transportation services in the region. NCTCOG activities include updates to the Access North Texas Plan, the Regionally Coordinated Transportation Plan (RCTP) for public transportation and human services transportation. The RCTP outlines coordination goals, policies, and strategies to move the North Central Texas region toward more coordinated, efficient and seamless transportation services. Regional coordination activities will primarily focus on the counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. Federal Transit Administration funds and Transportation Development Credits will support these activities. NCTCOG is the responsible agency. Anticipated products include:

- Enhancements to the Access North Texas Plan;
- Implementation of coordinated strategies identified in the Access North Texas Plan;
- Strengthened mobility management activities with transit partners for the management and delivery of coordinated transportation services to transit-dependent populations;
- Development of transit options for transit-dependent populations;
- Planning and project support for the Transit Strategic Partnership Program;
- Review of Strategic Partnerships project requests; and
- Execution of subrecipient agreements for the Strategic Partnership Program and documentation of subrecipient compliance with grant requirements through monitoring and on-site reviews.

Regional Transit Coordination Program

Other Funding Sources

These NCTCOG planning and coordination activities are ongoing for FY2026 and FY2027 supporting regional collaboration through emerging mobility and technology efforts to increase efficiency in service planning and delivery. To ensure transit can be an effective mobility option, projects will advance recommendations of Transit 2.0, which seeks to improve regional

connections and services. Transit 2.0 initiatives will focus on the areas of safety, micro transit, fares, and capital projects. Activities will also include support for a coordinated and seamless public transportation system through Mobility on Demand (MOD) and Mobility as a Service (MaaS) initiatives to improve the coordination of transportation services. Surface Transportation Block Grant Program funds and Transportation Development Credits will support these activities. NCTCOG is the responsible agency. Anticipated products include:

- Mobility on Demand and Mobility as a Service regional applications and coordination across transit agencies;
- Regionwide options to enhance and coordinate demand-response service, payment systems, public-private partnerships, procurements, and rail efficiencies;
- Technical report for regional on-demand implementation options that may include recommendations for transit providers, identification of transfer points, potential funding sources (public and private), and strategies to increase regional connections; and
- Coordination with transit agencies to increase economies of scale, monitoring of MaaS platform integration, and development of recommendations for regional on-demand trips.

Strategic Partnership Program

Other Funding Sources

This implementation activity is ongoing for FY2026 and FY2027, supporting coordination with strategic partners to develop transit projects that meet the transit needs of seniors, individuals with disabilities, and individuals with limited resources for job access. Transit projects will be developed based on several factors, including, but not limited to, previously identified strategies in Access North Texas, accessibility, strategic value in the region, innovation, and project sustainability. These efforts will fund projects that are responsive to the needs of transit-dependent populations, address gaps in service, and contribute to the coordination of services among transit providers. Federal Transit Administration funds and Transportation Development Credits will support these activities. NCTCOG is the responsible agency. Anticipated products include:

- Programs and projects through Strategic Partnerships funding to improve transit access for seniors, individuals with disabilities, and individuals with limited resources; and
- Implementation of projects that address gaps in services and integrate recommendations from recent transit studies, other local governments, and partner agencies.

Enhancing Mobility within the Southern Dallas Inland Port

Other Funding Sources

This implementation activity is ongoing for FY2026 and FY2027. In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration

funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. NCTCOG is the responsible agency. Anticipated products include:

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

Transit Driver Workforce Development and Training Program

Other Funding Sources

During FY2026 and FY2027, a transit driver program will be developed to provide training reimbursement to address the shortage of transit vehicle drivers, especially across small transit agencies. Training and workshops will assist transit providers to meet all the federal and State certification requirements for transit drivers and introduce alternative fuel technologies. Major NCTCOG efforts will focus on workforce education, outreach, and training. Consultant assistance may be utilized. Work activities will be supported by Surface Transportation Block Grant Program funds. NCTCOG is the responsible agency. Anticipated products include:

- Development of a curriculum plan for driver recruitment and retention;
- Communication and education/outreach services for small transit providers, transit agencies, and other stakeholders/interested parties;
- Procurement, inventory, and distribution of recruitment items;
- Training sessions and workshops for prospective transit drivers; and
- Training for first responders, fleet managers, local government staff, and others about alternative fuel vehicle technologies and associated infrastructure.

Regional Vanpool Program

Other Funding Sources

This program, managed by NCTCOG and designed to reduce single-occupancy commuter trips, is ongoing throughout FY2026 and FY2027 and is an important rideshare program for trip reduction, providing a “shared ride” for commuters traveling long distances or in areas with limited or no fixed-route transit service. The Regional Vanpool Program is currently operated by the Denton County Transportation Authority (DCTA) and Trinity Metro. The Trinity Metro Vanpool service area encompasses the counties of Dallas, Ellis, Erath, Hood, Johnson, Navarro, Palo Pinto, Parker, Somervell, Tarrant, and Wise. Trinity Metro vanpools originating in Wise County may travel throughout Dallas-Fort Worth, excluding Denton County. The Denton County Transportation Authority Vanpool service area encompasses the counties of Collin, Denton, Hunt, Kaufman, Rockwall, and Wise. Denton County Transportation Authority vanpools originating in Wise County may travel to Denton County as the final destination only.

Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for this program. Consultant assistance may be utilized. NCTCOG is the responsible agency. Anticipated products include:

- Management and oversight of the Regional Vanpool Program, including operational processes, program budget coordination, invoice activities, agreement development activities, and program assessment activities;
- Monitoring, tracking, and publishing of vanpool program performance data and origin/destination data;
- Coordination meetings with transit partners and stakeholders to maximize program effectiveness;
- Educational outreach strategies with transit agencies to promote usage among potential riders;
- Collaboration with transit agencies in managing vanpool-related information included in the Try Parking It Program; and
- Management of the Regional Vanpool Managed Lane Toll Reimbursement Program.

3.06 Congestion Management Planning

The Congestion Management Process (CMP), as outlined in federal guidelines, is a regionally coordinated framework designed to provide accurate and current data for measuring congestion levels and evaluating strategies to address congestion in a manner that aligns with State and local requirements. CMP implementation is mandatory in urbanized areas with populations exceeding 200,000, referred to as Transportation Management Areas (TMAs). In TMAs classified as ozone or carbon monoxide nonattainment zones, federal regulations restrict the allocation of federal funds to projects that significantly increase single-occupancy vehicle capacity unless these projects are justified and incorporate appropriate Travel Demand Management and Transportation System Management and Operation strategies identified in the CMP.

Congestion Management Process

Transportation Planning Funds

Updating and maintaining the Congestion Management Process (CMP) documentation for the Dallas-Fort Worth Metropolitan Area is a key component of this Work Program subtask. While long-term transportation needs are addressed through high-cost capacity expansion projects and major infrastructure investments in the Metropolitan Transportation Plan, the CMP emphasizes cost-effective, short-term solutions. Its focus is on tackling congestion along the region's most burdened roadway corridors. The CMP incorporates strategies such as Transportation Demand Management (TDM) and Transportation Systems Management and Operations (TSM&O), and specifically targets corridor deficiencies and performance gaps within existing rights-of-way, offering lower-cost, operational, and capital improvement solutions that are both quicker and more efficient than expansive capacity projects. NCTCOG is the responsible agency. Work on this subtask will continue throughout FY2026 and FY2027, delivering the following outputs:

- Continuous updates and maintenance of CMP documentation;
- Creation of presentations and maps utilizing CMP data;

- Justification analysis and identification of CMP commitments for non-exempt single-occupancy vehicle (SOV) capacity-expanding projects proposed for Transportation Improvement Program (TIP) funding;
- Coordination with the Texas Department of Transportation and other agencies on significant SOV projects to ensure alignment with CMP commitments;
- Integration of corridor fact sheet data into the CMP planning tool for enhanced reliability and accessibility;
- Ongoing collaboration with program areas to ensure the planning tool remains up to date;
- Guidance for incorporating planning tool data into Metropolitan Transportation Plan, Unified Transportation Program, and TIP updates; and
- Embedding of corridor-specific CMP strategies into updates for the Metropolitan Transportation Plan, TIP, and various corridor/environmental studies.

Development of Regional and Corridor-Level Travel Demand Management Strategies

Transportation Planning Funds

This element is ongoing throughout FY2026 and FY2027, providing for the planning and development of regional travel demand management (TDM) strategies including, but not limited to, employer trip reduction initiatives, carpools, vanpools, park-and-ride facilities, and transportation management associations. This element also supports the development of regional TDM strategies in the Metropolitan Transportation Plan. Regional travel demand management strategies identified in the Congestion Management Process will be applied on a regional level, and additional travel demand reduction strategies will then be evaluated for their application on the corridor and subarea levels. At the project implementation level, TDM projects are monitored so they can be added to the regional Transportation Improvement Program at the appropriate time with respect to the single-occupancy vehicle facility implementation. NCTCOG is the responsible agency. Anticipated products include:

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

Transportation System Management and Operations

Transportation Planning Funds

Through this ongoing program through FY2026 and FY2027, NCTCOG will focus on providing support to advance regional Transportation Systems Management and Operations (TSM&O) strategies. These strategies include initiatives like optimizing intersections and signalization,

implementing grade separations, alleviating freeway bottlenecks, and deploying Intelligent Transportation Systems (ITS). The goal is to enhance travel time efficiency and improve system reliability. NCTCOG is the responsible agency. Expected deliverables include:

- Review, update, identification, and analysis of regional TSM&O plans, policies, and projects detailed in the Metropolitan Transportation Plan and Congestion Management Process;
- Assessment of TSM&O projects for potential inclusion in the Transportation Improvement Program;
- Support and guidance to regional partners to develop strategies and foster collaboration and engagement in committee meetings;
- Analysis of advancements in vehicle and infrastructure technologies; and
- Tracking and evaluation of TSM&O components of the Metropolitan Transportation Plan Policy Bundles survey.

Intelligent Transportation Systems Architecture

Transportation Planning Funds

Under this ongoing program, running continuously throughout FY2026 and FY2027, NCTCOG staff will focus on advancing regional Intelligent Transportation Systems (ITS) planning and maintenance of the Regional ITS Architecture. By integrating advanced communication technologies and electronic systems into transportation infrastructure and vehicles, ITS enhances safety, improves mobility, reduces environmental impacts, and boosts productivity. The Regional ITS Architecture serves as a framework to guide the implementation of ITS initiatives while fostering regional collaboration among multiple agencies within the Metropolitan Planning Area. NCTCOG is the responsible agency. Expected outcomes include:

- Establishment and documentation of standards for interagency data and video communication using Center-to-Center-related software, ensuring consistency and seamless information sharing;
- Updates to the Regional ITS Architecture, including the creation of related plans and supporting documents;
- Review and approval of project-specific statements to ensure alignment with the ITS Architecture;
- Revisions to the Regional ITS Architecture Strategic Deployment Plan, incorporating project proposals from various agencies; and
- Refinement of scoring criteria used to prioritize projects outlined in the Strategic Deployment Plan.

Incident Management Signage and Striping

Other Funding Sources

NCTCOG staff will continue to inventory regional signage and striping for limited-access facilities within the 12-county Metropolitan Planning Area. Multiple locations will be documented in which inaccurate, poorly located, or otherwise incorrect conditions exist that may contribute to congestion or unsafe traffic operations. These locations will be provided to the Texas Department of Transportation (TxDOT) with recommendations for replacement. Facilities under construction

will be omitted from the inventory. This program uses Regional Toll Revenue funds. Activities will be ongoing throughout FY2026. NCTCOG is the responsible agency. Anticipated products include:

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

3.07 Congestion Management Operations

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

Special Events

Other Funding Sources

This initiative, continuing through FY2026 and FY2027, focuses on planning and implementing transportation services to support special event needs. NCTCOG remains committed to collaborating with local governments, transportation providers, and other key stakeholders in North Central Texas to coordinate regional special event management plans and address critical infrastructure requirements. Funding for this program will come from Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits. NCTCOG is the responsible agency and will oversee the program. Expected outcomes include:

- Compilation of a regional inventory of major special events;
- Coordination with regional partners to ensure collective involvement;
- Implementation of integrated congestion management strategies, including transit solutions and traveler information, tailored for special events;
- Identification of roadways and multimodal improvements to optimize traffic and pedestrian flow during special events;
- Evaluation of express bus services between Fort Worth and Arlington for sports and entertainment purposes;
- Identification of funding sources, execution of resource-sharing agreements, and finalized funding contracts with regional partners;
- Organization and facilitation of committee meetings;
- Development and implementation of a 2026 World Cup Mobility Plan;
- Transit passes;
- Lot improvements and operations to accommodate staging areas for transit, charter buses, and transportation network companies, including shade structures, lighting, wayfinding and signage, benches, and rider amenities for the 2026 World Cup;
- Development and implementation of strategies to reduce regular commuter travel demand during special events; and

- Improvements to parking Lot H to accommodate transit services for the 2026 World Cup, including pavement, drive approaches, curbs, and sidewalks.

Managed Lane Technology Assessment

Other Funding Sources

This element is ongoing throughout FY2026 and FY2027. To facilitate efficient operation and toll collection on the managed lanes, the region desired that a technology-based system be implemented to verify auto occupancy. The region utilizes advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this element, NCTCOG staff will provide public outreach and education regarding high-occupancy vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to implement occupancy-based tolling and dynamic pricing. Surface Transportation Block Grant Program funds, Federal Highway Administration funds, Regional Toll Revenue funds, and Transportation Development Credits will be used to support these activities. NCTCOG is the responsible agency. Anticipated products include:

- Coordination and meetings with partner agencies as needed;
- Public outreach and education on HOV/managed lanes;
- Implementation and integration of technology to detect/verify auto occupancy on the HOV/managed lane system; and
- Identification and implementation of additional roadways and scenarios to implement auto occupancy verification technologies to help with traffic congestion.

Traffic Incident Management Training

Other Funding Sources

Throughout FY2026 and FY2027, NCTCOG, under this ongoing program will continue to provide training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG Traffic Incident Management (TIM) training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Surface Transportation Block Grant Program funds and Transportation Development Credits support this program. Consultant services will be utilized. NCTCOG is the responsible agency. Anticipated products include:

- Program management and oversight for the TIM Training Program;
- Implementation of TIM First Responder and Manager's Courses and TIM Executive Level Courses;
- Quick Clearance Crash Reconstruction Training Program;

- Annual TIM self-assessment, performance tracking, and coordination activities;
- Incident Management Equipment Purchase Call for Projects oversight activities;
- Commercial Vehicle Enforcement (CVE) equipment and training initiative oversight; and
- Support of general training, educational projects, and initiatives that promote the implementation of strategies that mitigate traffic and/or CVE incidents.

Mobility Assistance Patrol Program (MAPP) Administration

Other Funding Sources

This program is ongoing throughout FY2026 and FY2027, and aids stalled or stranded motorists by helping them to move disabled vehicles from the main lanes of regional limited access facilities and ultimately get the vehicles operating or off the facility completely. This support includes minor mechanical and crash assistance, protection to first responders, and the removal of debris. All assistance is provided free of charge to motorists. The MAPP is an essential element to the region's Traffic Incident Management operations and provides ancillary congestion relief, safety, and air quality benefits. NCTCOG staff provides oversight for the program. Mobility assistance patrols are operated by the Dallas County and Tarrant County Sheriffs' Offices on congested roadway systems in Dallas and Tarrant counties, and portions of Collin, Denton, Ellis, Johnson, Parker, and Rockwall counties. The North Texas Tollway Authority (NTTA) operates patrols on NTTA toll facilities throughout the region, and private-sector partners operate patrols on the LBJ and North Tarrant Express corridors. Surface Transportation Block Grant Program funds and Transportation Development Credits support this program. Consultant services may be utilized. NCTCOG is the responsible agency. Anticipated products include:

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

Regional Trip Reduction Program

Other Funding Sources



This program is ongoing throughout FY2026 and FY2027 and is designed to reduce single-occupancy vehicle commute trips. The Regional Trip Reduction Program (RTRP) is an educational commute options program aimed at educating large private- and public-sector employers in the region about available Travel Demand Management (TDM) programs and strategies that reduce single-occupancy vehicle trips for work purposes. The strategies promoted under the RTRP include rideshare (carpool and vanpool) programs, telecommuting and flexible work-hour programs, transit programs, walking, bicycling, and similar strategies.

The Try Parking It (TPI) website and app, tryparkingit.com, the regional commute tracking, ride-matching, and commuter reward system application, is a major component of the RTRP.

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

- Direct outreach to educate commuters and employers on available TDM strategies and assist employers in establishing and/or strengthening alternate commute programs in the workplace;
- Maintenance and update of the Employer Trip Reduction Manual for Regional Employers;
- Implementation of strategies outlined in the newly developed Regional TDM Plan;
- Establishment and maintenance of an information portal for Employee Transportation Coordinators (ETC), including the distribution of a newly developed ETC Toolkit;
- Development and implementation of a regional ETC and Employer TDM Recognition Program;
- Management and oversight of the Try Parking It website/app system and commuter reward activities;
- Promotion of the Try Parking It system to increase program recognition and usage;
- Implementation of the One Day a Week Campaign to educate and encourage private- and public-sector employers to participate in the regional single-occupancy vehicle trip reduction target initiative; and
- Maintenance of the RTRP performance database which includes updating, monitoring, and publication of Try Parking it and non-single-occupancy vehicle usage statistics, vehicle miles of travel reduced, emission reductions performance measures, and regional vanpool program performance.

Regional Traffic Signal Program

Other Funding Sources

This program is ongoing throughout FY2026 and FY2027 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with the Texas Department of Transportation (TxDOT), local governments, independent school districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors, including, but not limited to, previously recommended low-cost program improvements; performance measures criteria; high volumes; regional distribution; previously funded and unfunded projects; safety; and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras, detection devices, communication equipment, and Global Positioning System clocks. A traffic signal performance measures platform will be used to identify, evaluate, and prioritize opportunities to improve traffic signal operations. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits support this project. NCTCOG staff will provide oversight of this project and consultant services will be utilized. NCTCOG is the responsible agency. Anticipated products include:

- Development and execution of Interlocal Agreements with local agencies;
- Recommendation and implementation of low-cost capital improvements;

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

Regional TRADE Platform and 511DFW

Other Funding Sources

This program is ongoing throughout FY2026 and FY2027, with NCTCOG providing oversight for the development, testing, implementation, and operations of the Transportation Systems Management and Operations Regional Aggregated Data Exchange (TRADE) data hub and 511DFW. There is a significant need for the transportation industry to roll out an enterprise solution that will provide standardized interfaces to reduce integration costs with the result being consistent and effective data sharing across the region. NCTCOG plans to utilize a consultant to integrate data sources from the various regional partners and other sources into a cloud-based system that will reduce redundancy while maximizing scalability, consistency, and security. The TRADE platform will incorporate standard data inputs from across the region and allow each agency the freedom to procure systems that best meet its needs. The 511DFW system will feed information into and may consume data from the data hub. 511DFW comprises the public-facing regional Traveler Information System, and the agency-facing user interface for information and performance measures platform. The 511DFW system's public website (511dfw.org) provides travel information and links to other transportation applications. This program uses Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, and Transportation Development Credits to support activities in this area. NCTCOG is the responsible agency. Anticipated products include:

- Review of data hub platforms in other regions to utilize best practices (e.g., CalTrans and Florida Department of Transportation);
- Inventory of data sources and prioritization of data needs for agencies in the region;
- Evaluation and integration of new and existing data types/sources into and from a regional data hub;
- Evaluation, improvement, implementation, and operations of the 511DFW system with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Collection and verification of data, ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Agreements for regional communication, infrastructure, and information sharing, including the Memorandum of Understanding between the Dallas-Fort Worth regional Intelligent Transportation System (ITS) partner agencies;

- Agreements for data and video sharing with individual partners or third-party sources;
- Establishment of the North Central Texas Regional Communications Network Committee, comprised of the partners that have executed a Memorandum of Understanding, to move forward with formation of a regional network, including determination of scope, schedule, framework, components, and other criteria to establish the structure and cost of the regional network;
- Guidance and assistance to the North Central Texas Regional Communications Network Committee as it proceeds with the development of regional network parameters and requirements;
- Implementation of the ITS data sharing opportunities for the Dallas-Fort Worth region; and
- Flood warning driver alert system.

Strategic Incident Response

Other Funding Sources

Carrying over from FY2025, during FY2026 this program will implement the staging of tow trucks to quickly clear debris and crashes along corridors with constrained roadway capacity due to construction or other limitations. To sustain the operation of the corridor with constrained capacity, tow trucks will be staged to clear events quickly and allow lanes to be restored to normal traffic flow. Funding under this program will be utilized to pay tow truck operators to be staged along identified corridors. NCTCOG will oversee this initiative and is the responsible agency. Surface Transportation Block Grant Program funds and Transportation Development Credits support this program. Anticipated products include:

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

E. Funding Summary

Table 3a: Task 3 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	FTA	CMAQ	DOE	EPA
3.01	NCTCOG	\$1,996,144	\$0	\$0	\$0	\$0	\$0
3.02	NCTCOG	\$736,545	\$0	\$0	\$0	\$0	\$158,000
3.03	NCTCOG	\$0	\$0	\$0	\$0	\$959,000	\$12,172,000
3.04	NCTCOG	\$1,102,683	\$316,000	\$0	\$0	\$0	\$0
3.05	NCTCOG	\$0	\$7,895,000	\$7,142,000	\$269,000	\$0	\$0
3.06	NCTCOG	\$652,216	\$0	\$0	\$0	\$0	\$0
3.07	NCTCOG	\$0	\$0	\$0	\$2,627,000	\$0	\$0
Total		\$4,487,588	\$8,211,000	\$7,142,000	\$2,896,000	\$959,000	\$12,330,000

Subtask	Responsible Agency	FHWA	RTR	STBG	TCEQ	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
3.01	NCTCOG	\$0	\$615,000	\$618,000	\$0	\$0	\$3,229,144	\$0
3.02	NCTCOG	\$0	\$0	\$0	\$382,000	\$0	\$1,276,545	\$0
3.03	NCTCOG	\$14,290,000	\$905,000	\$3,403,000	\$0	\$11,771,000	\$43,500,000	\$0
3.04	NCTCOG	\$0	\$366,000	\$381,000	\$0	\$0	\$2,165,683	\$300,000
3.05	NCTCOG	\$0	\$625,000	\$533,500	\$0	\$2,268,000	\$18,732,500	\$0
3.06	NCTCOG	\$0	\$119,000	\$0	\$0	\$0	\$771,216	\$0
3.07	NCTCOG	\$52,000	\$2,995,000	\$8,731,000	\$0	\$16,700,000	\$31,105,000	\$0
Total		\$14,342,000	\$5,625,000	\$13,666,500	\$382,000	\$30,739,000	\$100,780,088	\$300,000

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 – FY2027 Funding Summary Table

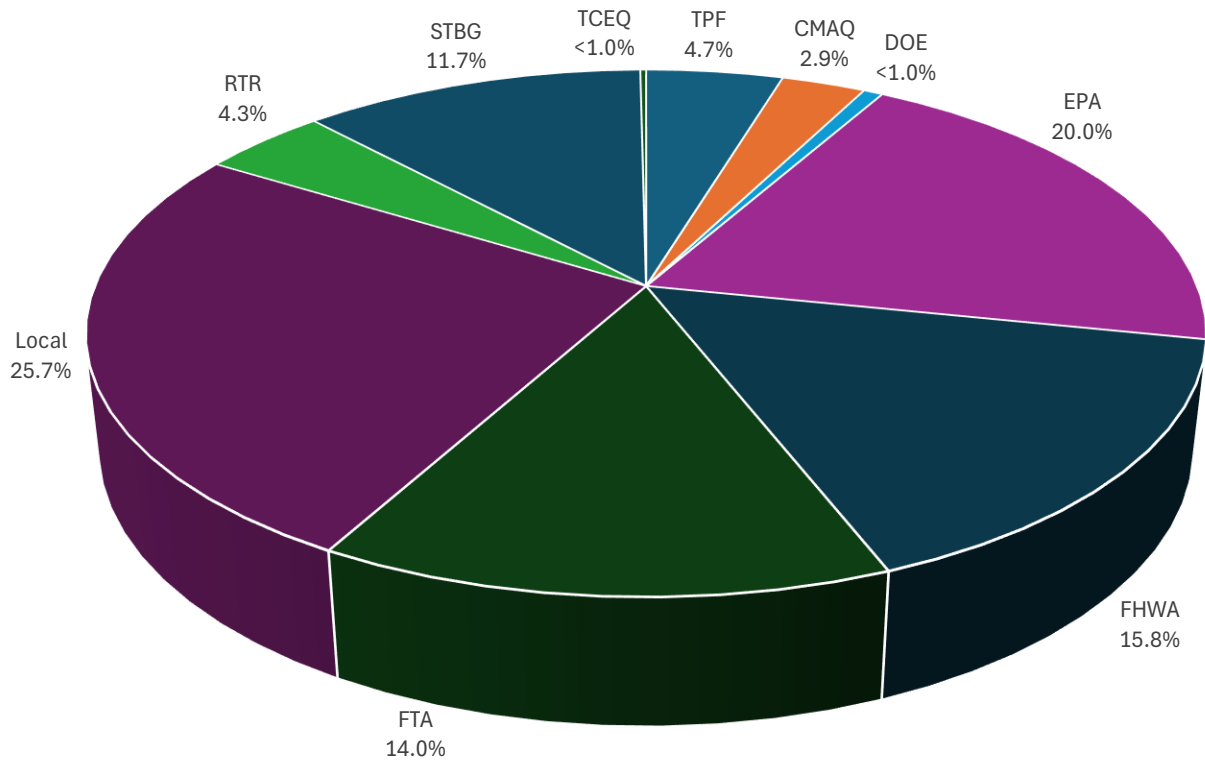
Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	FTA	CMAQ	DOE	EPA
3.01	NCTCOG	\$2,027,506	\$0	\$0	\$0	\$0	\$0
3.02	NCTCOG	\$744,077	\$0	\$0	\$0	\$0	\$42,000
3.03	NCTCOG	\$0	\$0	\$0	\$0	\$312,000	\$25,753,000
3.04	NCTCOG	\$1,025,704	\$415,000	\$0	\$0	\$0	\$0
3.05	NCTCOG	\$0	\$6,702,000	\$4,289,000	\$261,000	\$0	\$0
3.06	NCTCOG	\$656,783	\$0	\$0	\$0	\$0	\$0
3.07	NCTCOG	\$0	\$0	\$0	\$2,341,000	\$0	\$0
Total		\$4,454,070	\$7,117,000	\$4,289,000	\$2,602,000	\$312,000	\$25,795,000

Subtask	Responsible Agency	FHWA	RTR	STBG	TCEQ	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
3.01	NCTCOG	\$0	\$560,000	\$7,000	\$0	\$0	\$2,594,506	\$0
3.02	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$786,077	\$0
3.03	NCTCOG	\$15,803,000	\$1,203,000	\$1,469,000	\$0	\$16,923,000	\$61,463,000	\$0
3.04	NCTCOG	\$0	\$50,000	\$181,000	\$0	\$0	\$1,671,704	\$300,000
3.05	NCTCOG	\$0	\$601,000	\$610,000	\$0	\$1,293,000	\$13,756,000	\$0
3.06	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$656,783	\$0
3.07	NCTCOG	\$0	\$207,000	\$6,444,000	\$0	\$19,000	\$9,011,000	\$0
Total		\$15,803,000	\$2,621,000	\$8,711,000	\$0	\$18,235,000	\$89,939,070	\$300,000

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Task 3 Funding Summary - FY2026 and FY2027



V. Task 4 – Metropolitan Transportation Plan

A. Objective

Since the early 1970s, Metropolitan Planning Organizations (MPOs) have had the responsibility of developing and maintaining a Metropolitan Transportation Plan (MTP). With the passage of the Intermodal Surface Transportation Efficiency Act of 1991, the role of the MTP in the overall transportation planning process was greatly advanced. The current funding bill, the Infrastructure Investment and Jobs Act (IIJA), continued the role of the plan as a central mechanism for the decision-making process regarding investments to develop the metropolitan transportation system. Federal transportation legislation requires transportation plans within metropolitan areas greater than 200,000 in population and in nonattainment areas to be reviewed every four years.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas was developed and approved by the Regional Transportation Council in June 2025. The plan serves as the defining vision for transportation systems and services in the Dallas-Fort Worth Metropolitan Area and incorporates updated demographic forecasts and corridor recommendations, addresses regional financial shortfall concerns, and includes new innovative funding and project implementation



strategies. It was developed to meet FAST Act planning requirements and continues in the current Infrastructure Investment and Jobs Act as provided by the Federal Transit Administration and Federal Highway Administration. The Plan incorporates performance measures and includes emphasis

on emerging transportation technologies and trends to meet the growing transportation needs. Efforts in Fiscal Year (FY) 2026 and FY2027 will focus on implementing projects, programs, and policies, while continuing to coordinate with federal, State, and local transportation providers. In addition, elements in this Work Program task also contain funding to evaluate policies and

strategies directed at reducing congestion and improving air quality, to link the transportation and environmental planning processes, to facilitate improved incorporation of asset management and resiliency considerations, and to ensure that nondiscrimination and the principles of fair access in communities are incorporated in NCTCOG's transportation plans, programs, policies, and activities.

B. Expected Products

Products from Task 4, Metropolitan Transportation Plan, will include public meetings and public outreach activities, committee briefings, the screening and evaluation of system alternatives, travel forecasts, updating and reviewing financial forecasts, and transportation system performance summaries. Numerous presentations to local elected officials, transportation interest groups, and participating agencies will be conducted, and written materials documenting the plan's analysis and recommendations will be prepared. In efforts to enhance the coordination of transportation and environmental planning processes, essential for developing and maintaining a comprehensive MTP, completion of the Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management (TSI Study) will generate replicative methodologies and discrete technical tools aimed at assessing impacts, alleviating risks, and incorporating adaptations from extreme riverine flooding, excessive rainfall events, and associated disruptive factors. Specific products for this and other complementary subtasks are included in each subtask description.

C. Previous Work

Routine Work Efforts – *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas* was developed and approved by the Regional Transportation Council. Staff updated planning assumptions, refined project recommendations with transportation partners, prepared

financial forecasts, and integrated stakeholder and public input into the Plan. Travel demand modeling, network coding, upkeep of Regionally Significant Arterials and Federal Functional Classification System for roadway recommendations, and demand and air quality analyses were conducted to support development of Plan recommendations.

Staff assisted TxDOT and other agencies with environmental reviews of transportation projects, including attending meetings and reviewing documents. Other efforts included assisting in the development of feasibility studies related to upcoming roadway projects and supporting partner agencies with expediting the environmental process.

The North Central Texas Council of Governments (NCTCOG), through its partnership with the US Army Corps of Engineers (USACE), crafted a new memorandum of agreement with USACE for continuation of the Section 214 Program. Through the Environmental Stewardship Program, staff coordinated with the City of Fort Worth to initiate its wetlands project with a new agreement for Zoo Creek. The implementation of projects under the Blue-Green-Grey Silo Busting Initiatives continued, with the completion of one project and the identification of three new projects.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 4 is provided in the table below.

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Integrating Planning for Regional Transportation, Urban Development, and Stormwater Management	Completed/executed all agreements with financial partners, consultants, and subgrantees, along with interdepartmental agreements (IDAs) guiding leadership, technical work efforts, and review/approval procedures for invoice and other administrative tasks. Information regarding current/future projections for demographics, land use, environmental features, and networks for transportation facilities and other infrastructure types were obtained/analyzed to prepare Geographic Information Systems (GIS) estimates and thresholds for impervious surface cover. Data fields and measurement thresholds were evaluated among environmental, socioeconomic, infrastructural and institutional condition factors in preparation of a preliminary GIS stacking model to serve as the foundation resource for flood susceptibility and vulnerability maps.	Multiyear project	FY2027
Everman Integrated Stormwater/Flooding Management Study	Coordinated with Tarrant County for hiring a consultant to conduct the Chambers Creek Watershed Study within the cities of Everman, Forest Hill, and Fort Worth. A final report was completed with recommendations within the Forest Hill Drive corridor incorporated within the planning study. Results to be further integrated within the upcoming Forest Hill Drive Engineering Study to be conducted by Tarrant County.	N/A	FY2024

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Forest Hill Drive Planning Study	NCTCOG examined current conditions, completed a needs assessment, and obtained agency/public input on proposed transportation options through public meetings and other stakeholder outreach. Developed corridor improvements in coordination with Tarrant County, City of Everman, City of Forest Hill, and stakeholders. Final report completed with study recommendations and obtained funding to support expedited transition to engineering and construction.	N/A	FY2024
Understanding Public Return on Investment for Transportation Funding	Continued development of a regional methodology for evaluating the return on investment (ROI) of public transportation funding. Work included refining existing methodologies and exploring new approaches to evaluate the effectiveness of transportation investments through direct and indirect efforts.	Multiyear project	FY2027
Regional Passenger Rail Planning and Evaluation Process Development	Criteria was developed for use in a project's rail-readiness assessment, with feedback from interested local governments. The assessment methodology and other findings were compiled into a report and deployed to help guide community development in the region.	N/A	FY2024

D. Subtasks

4.01 Metropolitan Transportation Planning

Transportation Planning Funds

This subtask supports the maintenance and implementation of the region's long-range Metropolitan Transportation Plan (MTP) throughout FY2026 and FY2027. The MTP provides a financially constrained blueprint for a multimodal transportation system that advances regional goals for mobility, access, congestion reduction, coordinated land use, economic development, air quality, and long-term fiscal sustainability.

NCTCOG staff will continue to collaborate with the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit, Trinity Metro, the Denton County Transportation Authority, the North Texas Tollway Authority, the Collin County Toll Road Authority, local governments, and other

partners to monitor and implement recommendations from the current plan, Mobility 2045 Update, while preparing for implementation of Mobility 2050 following federal Transportation Conformity determination.

Mobility 2050 was adopted by the Regional Transportation Council (RTC) in FY2025 and serves as the region's next long-range plan. Staff will work closely with federal and State transportation and air quality partners to complete successful review of Transportation Conformity during early FY2026.

Supporting project development, scenario and needs assessment planning will guide decision makers and prepare a data-driven foundation for future planning recommendations. Staff will continue to implement all RTC policies included in the MTP, including monitoring and briefing RTC on emerging transportation technology proposals, as well as through the regional MTP Policy Bundle effort which seeks implementation of policies by local government entities.

To support performance-based planning and programming, staff will coordinate with TxDOT and the Federal Transit Administration to monitor the transportation system's performance relative to federally required performance targets and regionally developed measures, as outlined in the Infrastructure Investment and Jobs Act.

Staff will also maintain and update the Regionally Significant Arterial (RSA) system in coordination with TxDOT, transportation agencies, and local governments. This will include updates to the RSA database to ensure consistency with the National Highway System, the Federal Functional Classification System (FFCS), and local thoroughfare planning. Staff will collect and translate local thoroughfare plans and work to resolve boundary inconsistencies to promote regional connectivity.

NCTCOG will continue coordination with federal agencies and TxDOT district offices to maintain the FFCS for the Dallas-Fort Worth Metropolitan Area. Amendments to roadway classifications will be made as needed through the mid-cycle process. NCTCOG is the responsible agency. Anticipated products include:

- Presentations utilizing MTP data and analysis;
- Maps to support planning and documentation;
- Collection and transmittal of travel model networks, GIS shapefiles, and model performance outputs;
- Periodic reports to the RTC and Surface Transportation Technical Committee documenting MTP implementation and emerging transportation technologies in accordance with RTC policy;
- Coordination meetings with partner agencies and local governments to support implementation of MTP recommendations;
- Mobility 2050 plan document and associated amendments, including amendments to modify, remove, or add roadways;
- GIS-based databases of RSAs, translated thoroughfare networks, and FFCS facilities;
- Listing of existing and proposed RSAs for inclusion in the MTP and conformity analyses;
- Documented inventory of thoroughfare plans incorporated into the transportation network; and
- Maps and presentations demonstrating location, function, and justification for FFCS amendments.

4.02 Coordination of Transportation and Environmental Planning Processes

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

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

Planning and Environmental Linkages (PEL)

Transportation Planning Funds

This element will support a stakeholder-driven framework to consider environmental, community, and economic goals early in the transportation needs-based planning/feasibility study stage and then carry forward those goals through subsequent corridor/project lifecycle phases. NCTCOG work activities will occur throughout FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

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

United States Army Corps of Engineers – Section 214 Program

Other Funding Sources

In FY2026 and FY2027, work will begin on the new memorandum of agreement with the Water Resources Development Act Section 214 Memorandum of Agreement (MOA) between NCTCOG and the United States Army Corps of Engineers (USACE). This agreement was formed to expedite evaluation of Clean Water Act Section 404 permits for high-priority regional transportation projects. Monitoring permit progress for specific projects identified by transportation partners will be conducted, and USACE performance and cost-effectiveness under the agreement will be evaluated by using specific measures cooperatively identified by staff. Regional Toll Revenue funds and local funds will support Clean Water Act Section 404 permitting activities.

Additionally, monitoring of Clean Water Act Section 408 permitting activities for major transportation projects will also be conducted through coordination with partnering resource agencies. Regional Toll Revenue funds will be used, along with other funds that may be sought, to support this initiative. NCTCOG is the responsible agency. Overall, this effort will include the following products:

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

Environmental Stewardship Program

Other Funding Sources

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

Throughout FY2026 and FY2027, NCTCOG staff will evaluate the continuing functionality, data needs, and policy implications of existing online tools relevant to ecosystem quality assessment, impact analysis, mitigation identification, roadway flooding and benefit quantification. Continuation of short-term/long-term tool upgrades and/or the development of, linkage to, and use of alternate platforms will be determined and pursued, particularly in reference to environmental screening and mitigation assessment commitment needs outlined for the next Metropolitan Transportation Plan (MTP). This work will also be performed in collaboration with resource agencies, stakeholders, and other NCTCOG departments as staff analyzes its potential roles for protecting the region's environmental quality, as well as preferred strategies in working with partners to meet their conservation priorities while also facilitating delivery of transportation projects. Finally, federal and State formula and competitive grant programs will be examined as opportunities to either fund implementation of projects/products recommended through previous planning/engineering analysis or support current stewardship-based initiatives identified by partners. This element will utilize Regional Toll Revenue funds. NCTCOG is the responsible agency. Anticipated products include:

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

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

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help evolve the transportation planning process away from where lack of communication or coordination with planners or champions of various disciplines resulted in disjointed projects or “silos.” Blue-Green-Grey is an effort to identify and implement “silo-busting” projects focusing on three elements—blue (water), green (environment), and grey (transportation infrastructure). Since the program’s initiation in 2017, 12 total projects out of four rounds of funding solicitation were selected for implementation as examples of how to develop new ideas for transportation enhancements and/or mitigation through engaging multiple disciplines, providing lessons learned and encouragement for similar projects to be replicated elsewhere in the region. Work performed during FY2026 and FY2027 will focus on three projects selected from the 2024 funding solicitation: Inlet Filter Pilot Program – City of Allen, Vermiculture Food Waste Composting at Lawnview Station – DART, and Median Bioswale Retrofit at Parkwood Boulevard – City of Frisco. These projects are supported with Regional Transportation Council Local funds. NCTCOG is the responsible agency. Anticipated products include:

- Installation of inlet floatable filters at two locations in the City of Allen and guide for fabrication and procedures;
- Installation of vermiculture food waste composting system at DART Lawnview Station and guide for implementing;
- Construction of bioswale in roadway median in the City of Frisco and guide for process and design of bioswales in roadway median; and
- Final reports/case studies summarizing impacts, lessons learned, and any future plans.

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (TSI Study)

Other Funding Sources

Accomplished through FY2026 and FY2027, activities within this element concentrate on the integration of regional transportation planning, regional stormwater management, urban development planning, and environmental planning for the purposes of identifying impacts, alleviating risks, and incorporating adaptations from extreme riverine flooding, excessive rainfall events, and associated disruptive environmental factors. This comprehensive initiative is established through a partnership between NCTCOG and the United States Army Corps of Engineers (USACE), Federal Emergency Management Agency (FEMA), Federal Highway Administration (FHWA)/Texas Department of Transportation (TxDOT), Texas Water Development Board (TWDB), Texas General Land Office (GLO), Tarrant Regional Water District (TRWD), University of Texas at Arlington (UTA), and the Texas A&M AgriLife Extension. Coordinated through multiple working groups of local partners/stakeholders across all or portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, Tarrant, and Wise counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins upstream

from the urban cores of Dallas and Fort Worth), the study will include flood-based vulnerability/criticality assessments of infrastructure and land uses, analysis of potential lifecycle-based adaptability and durability measures, return-on-investment (ROI) calculations of those measures, and determination of possible delivery and maintenance strategies aimed at improved operational capabilities and reduced flood risk. It will account for future transportation infrastructure plans, land use plans, and the resultant stormwater runoff and other environmental effects from those plans in generating a menu of technical and policy-oriented options public/private entities may use to mitigate the potential damage, disruption, and recovery stressors from flood events.

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

- Development, application, and technical analysis of dynamic numerical models for estimating occurrences, extent, and severity of flood events and other environmental effects;
- Creation, maintenance, and deployment of Geographic Information System (GIS) map layers, relational databases, web-based interactive applications, and other technical tools supporting surveys/inventories, spatial analyses, permitting, project implementation, and performance monitoring;
- Benefit/cost analyses (BCA) and other economic and/or ROI outputs assessing potential multi-disciplinary alternative applications for flood risk reduction and/or mitigation;
- Stakeholder and community engagement/outreach and preparation/distribution of communication/education materials and training opportunities in partnership with the Environment and Development Department and other collaborators;
- Maps of current/future flood vulnerability/susceptibility areas, as well as critical transportation facilities to target for enhanced protection and mitigation from flood events;
- Identification and incorporation of performance measures and evaluation criteria to inform transportation project development and selection processes, as well as align with merit, eligibility, and readiness factors from federal/State formula and grant funding programs;
- Engineering products and tools aimed to calculate infrastructure/land use design parameters, water retention/detention storage and conveyance thresholds, condition degradation values, and lifecycle needs;
- Coordination with resource agencies, technical committees, public/private stakeholders, and other partners highlighting outreach, education, training, regulatory needs/actions, and replication considerations; and
- Documentation of recommended policies, programs, best practices, and/or projects, as well as how they can be replicated/amplified elsewhere.

4.03 Understanding the Public Return on Investment for Transportation Funding

Transportation Planning Funds

Major transportation investments often generate a wide range of regional and community impacts beyond direct transportation benefits. These can include safety improvements, economic development, travel time savings, environmental effects, and changes in social outcomes. This subtask will continue the development of a process to quantify public return on investment (ROI) for transportation projects using a standardized framework. The methodology will include assumptions and procedures to evaluate both direct and indirect benefits across different transportation modes. NCTCOG work activities in FY2026 and FY2027 will focus on refining and testing the methodology on selected transportation corridors and projects within the 12-county Metropolitan Planning Area, with the goal of producing an evaluation process to inform planning and funding decisions. NCTCOG is the responsible agency. Anticipated products include:

- Technical documentation outlining the ROI framework, including benefit categories, assumptions, and application procedures.

E. Funding Summary

Table 4a: Task 4 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	RTR	STBG	TWDB	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
4.01	NCTCOG	\$1,992,942	\$0	\$0	\$0	\$0	\$1,992,942	\$0
4.02	NCTCOG	\$276,471	\$362,000	\$921,000	\$973,000	\$378,000	\$2,910,471	\$0
4.03	NCTCOG	\$34,159	\$0	\$0	\$0	\$0	\$34,159	\$0
Total		\$2,303,572	\$362,000	\$921,000	\$973,000	\$378,000	\$4,937,572	\$0

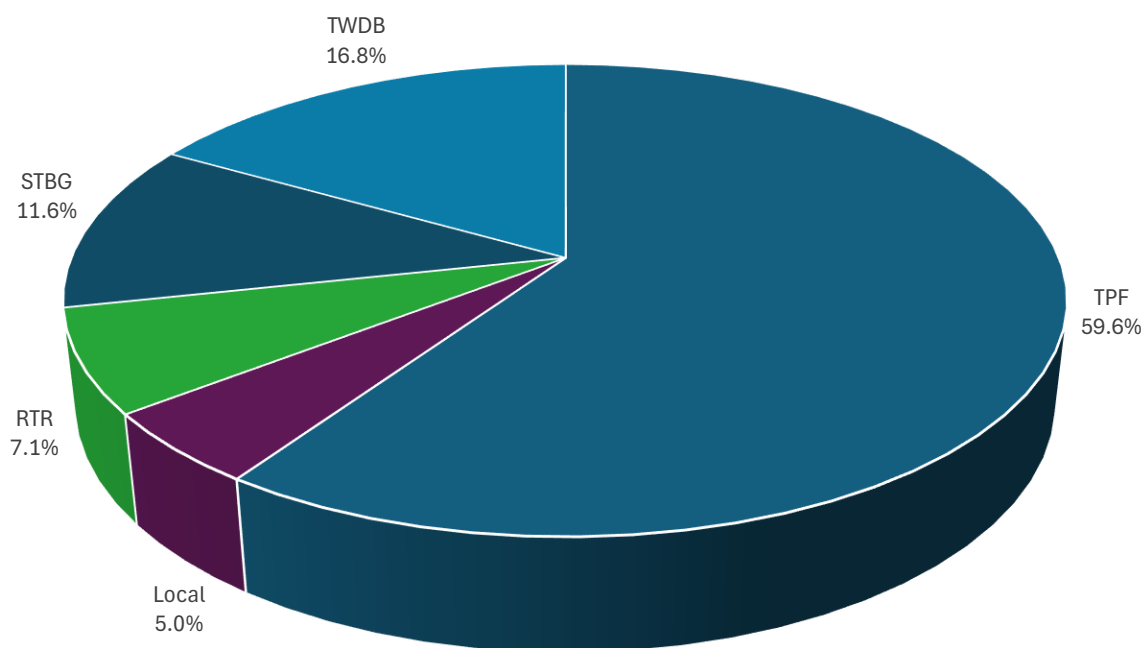
Table 4b: Task 4 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	RTR	STBG	TWDB	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
4.01	NCTCOG	\$2,110,643	\$0	\$0	\$0	\$0	\$2,110,643	\$0
4.02	NCTCOG	\$281,627	\$200,000	\$0	\$358,000	\$17,000	\$856,627	\$0
4.03	NCTCOG	\$34,294	\$0	\$0	\$0	\$0	\$34,294	\$0
Total		\$2,426,564	\$200,000	\$0	\$358,000	\$17,000	\$3,001,564	\$0

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Task 4 Funding Summary - FY2026 and FY2027



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VI. Task 5 – Special Studies

A. Objective

The North Central Texas Council of Governments' (NCTCOG) Transportation Department frequently serves as an added resource to the various cities, counties, transportation authorities, and the Texas Department of Transportation (TxDOT) by conducting and/or participating in a wide range of various travel forecasting, planning, and technical projects referred to as Special Studies. Projects range from local traffic impact analyses to detailed technical support and evaluations for corridors to meet the requirements of the National Environmental Policy Act. Providing regional support to transportation providers is critical in the planning, operation, and maintenance of a comprehensive regional transportation system.

A continuing emphasis of NCTCOG's Unified Planning Work Program (UPWP) will be to provide continued technical support to the TxDOT Dallas and Fort Worth district offices, Dallas Area Rapid Transit, Trinity Metro, the Denton County Transportation Authority, the North Texas Tollway Authority, the Collin County Toll Road Authority, and other public agencies as needed in carrying out detailed corridor studies. Included in these evaluations will be the completion of ongoing corridor studies and assistance with Environmental Assessments and Environmental Impact Statements consistent with the National Environmental Policy Act process and as outlined in the Metropolitan Planning Rules, as well as other federal and State regulations. Efforts will also be directed at ensuring that the technical analysis process is transparent and available to all project development partners and communities as developed in Subtask 2.06 into planning documents, policies, and activities. Coordination with the public involvement/outreach process will also play a primary role in ensuring the success of this program. A greater focus on project development transparency serves to not only meet the expectations of federal and State legislation but strives

to continually improve the transportation planning and decision-making process to ensure that the movement of goods and people is affordable, efficient, safe, and impartial for all patrons.

Emphasis will continue to be placed on providing technical assistance to local governments in transportation subarea studies and comprehensive/thoroughfare planning. NCTCOG serves as an extension of the staff of local governments and is available to provide technical support to maintain and improve transportation planning and to process critical day-to-day information often not available at the local level. Technical support also extends to private-sector enterprises under certain circumstances. As these initiatives move forward, staff will work to include these efforts in the metropolitan planning process. Exhibit I-7 of this document outlines the UPWP policies that will be used to guide the allocation of NCTCOG resources in providing technical assistance.

Planning efforts related to the Land-Use/Transportation interface reflect the connections among bicycle and pedestrian mobility, low vehicle miles of travel, and automobile parking. The objective of this effort is to encourage the deployment of transportation facilities and land uses that reduce the average vehicle miles traveled in the region.

Also addressed in Task 5 will be the impact of truck traffic, rail freight, and other goods movement in and through the region, and the incorporation of technology for a regional railroad information system. Task 5 also includes work to evaluate the opportunity for additional alternative fuel infrastructure along highways to support transition to cleaner fuels, especially among freight. Support for ongoing local, State, and federal initiatives to address transportation system security and the development of policies, programs, and projects to improve transportation safety are also included. In addition, data collection and planning efforts to assess the impact of aviation activity on surface access to aviation facilities and associated improvement needs; regional aviation system planning; and planning for the integration of Urban Air Mobility and Advanced Air Mobility

into the traditional planning process to relieve congestion on the existing surface transportation system are key objectives in this Task. Streamlining and coordination of the planning and environmental review processes to expedite project delivery and work efforts to integrate transportation asset management principles within the metropolitan planning process to reduce costs are also included, as well as the planning and implementation of programs to support regional military and community coordination, and activities in support of the arrival of automated vehicles and technologies in the region.

B. Expected Products

Expected products include a wide variety of technical reports, maps, and documentation summarizing the findings of various travel forecasting and transportation planning efforts conducted as part of this task. Detailed descriptions of the likely products from each subtask are included in each subtask description.

C. Previous Work

Routine Work Efforts – In pursuit of a comprehensive, safe, and modern regional transportation system, Task 5 work efforts run a gamut from technical assistance and local traffic impact analyses to environmental impact support, goods movement, monitoring of airport ground access and uncrewed aircraft systems, to sustainable development planning and implementation efforts, and to planning for the arrival of high-speed passenger technology and autonomous vehicles in the region.

Staff supported transportation agencies as needed for studies such as US 377, IH 20 in Arlington, SH 360 North, SH 183 North Tarrant Express 2E. This included technical assistance, participation

in meetings and conference calls to ensure studies met schedules and were consistent with the Mobility 2050 Transportation Plan.

NCTCOG assisted the Texas Department of Transportation (TxDOT) Dallas and Fort Worth Districts by providing support to corridor studies including IH 820, IH 30 in Dallas and Tarrant Counties, IH 345 and Denton/Rockwall/Kaufman Outer Loops. Assistance included providing travel model data, participating in technical/work group meetings and Metropolitan Transportation Plan coordination. For the Collin County Outer Loop, field work for Segment 3a was completed; work on the environmental document was conducted for Segments 2, 3a, and 4; and activities for Segment 5 were initiated. In addition, NCTCOG supported TxDOT with strategic project advancement initiatives within many corridors. These initiatives included assistance in the preparation/review of environmental documents, development/evaluation of engineering schematics, estimations of lifecycle costs/benefits, assessment current/future performance factors, Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) consistency and modification tracking, examination of possible construction staging/breakout opportunities, and continued coordination with various key stakeholder agencies. Additional technical activities were conducted along various corridors for purposes of evaluating compatibility with and submitting applications for competitive grant programs. Other technical/administrative assistance and coordination efforts were devoted toward the implementation of projects that had been recent recipients of federal competitive grant awards.

Updated travel model data necessary for traffic and revenue analyses and corridor studies were provided to the North Texas Tollway Authority. In addition, alternative roadway scenarios were run and analyzed for specific city- or county- requests.

Land use and transportation initiatives were also ongoing elements of Task 5. NCTCOG staff continued to provide technical assistance, training, and implementation tools for topics related to coordinated land use and transportation planning. Quarterly meetings of the Coordinated Land Use and Transportation Planning Task Force were held. Bicycle and pedestrian planning took place, with staff conducting a Transportation Alternatives Program Call for Projects and updating active transportation data and materials for Mobility 2050. Staff supported quarterly meetings of the Bicycle and Pedestrian Advisory Committee. Technical assistance was provided to local communities, not only for bicycle and pedestrian planning, but for sustainable development and transit-oriented development projects as well. Pedestrian and bicycle safety continued to be a focus area. The Look Out Texans safety campaign continued. Staff initiated activities to conduct roadway safety audits for several high-priority pedestrian safety corridors in the region. Research and data analysis related to bicycle crashes across the region was also initiated.

Regional freight planning and support of the Regional Freight Advisory Committee continued. Corridor studies for several cities, including Fort Worth, Dallas, and Lancaster, were completed, as well as the Freight Safety Initiative. Rail-crossing studies for several cities were completed. Staff facilitated quarterly meetings of the Air Transportation Advisory Committee to coordinate regional aviation priorities, share updates on general aviation infrastructure needs, and support collaboration. Data collection and planning efforts related to surface access to aviation facilities continued, as did staff efforts to increase student exposure to aviation careers. Phase 2 of the North Texas Airspace Awareness Program was also launched.

Regional coordination activities were conducted for transportation system security and emergency preparedness. Staff worked to identify critical infrastructure and technology to monitor. Staff continued to analyze crash and fatality data for the 12-county Metropolitan Planning Area. The NCTCOG Safety Performance Report and Regional Crash Summary Fact Sheets for 2024

were published. NCTCOG oversight and support were provided to the Regional Safety Advisory Committee and the Friends of the Statewide Safety Task Force. Activities to conduct roadway safety audits on high-crash corridors throughout the region were initiated.

Administration of the Naval Air Station Joint Reserve Base (NAS JRB), Fort Worth Regional Coordination Committee (RCC) included conducting quarterly committee meetings and officer communications. Local governments submitted proposed development projects for comment on the RCC Development Review Web tool to help ensure development is compatible with base operations. NCTCOG staff coordinated with project partners on the development of plans for several transportation projects located near NAS JRB Fort Worth, including SH 183, Meandering Road, and SH 199. Staff also created a new online development review tool, completed a review of local zoning ordinances and recommended amendments to increase compatibility, and completed and distributed a welcome packet with information about the base's impact and community coordination efforts.

NCTCOG staff continued to monitor automated vehicle laws and policies, and maintained an inventory of automated vehicle projects and issues. A Call for Projects was issued for the Work Zone Data Exchange program.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 5 is provided in the table below.

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
High-Speed Passenger Technology	Regular coordination with the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA), as well as significant local government and stakeholder coordination, guided high-speed rail planning activities. Ridership estimates were produced for several alternatives to support the findings of the National Environmental Policy Act (NEPA) analysis. Staff advanced consultant procurement and initial tasks required for FRA's Corridor Identification and Development (CID) Step 1 planning process for the Fort Worth to Houston High-Speed Rail Corridor.	Multiyear project	Ongoing
High-Speed Passenger Technology: Dallas-Fort Worth High-Speed Transportation Connections Study	Consultant project activities focused on advancing Phase 2, preliminary engineering and environmental analysis and documentation (NEPA), for the study. In addition to regular coordination with FRA and FTA, the project team prepared multiple alignment alternatives in coordination with local governments and stakeholders along the corridor. Outreach was a key focus, with targeted meetings held with various city councils, transportation agencies, stakeholders, and neighborhood associations to discuss project details.	Multiyear project	FY2026
Regional Automated Transportation System (ATS) Initiative	Staff coordinated with local governments and stakeholders to advance ATS in identified locations. Site visits were performed to evaluate potential routing. A Request for Proposals was issued for consultant assistance.	Multiyear project	Ongoing

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Regional Passenger Rail Corridor Planning Studies	Preliminary work, including consultant scope development and procurement, initial modeling, and demand analysis for the McKinney corridor, was completed. Coordination with transit agencies and local governments, as well as the Regional Transportation Council's direction following Transit 2.0 recommendations, provided a unified and comprehensive vision to implement the study.	Multiyear project	Ongoing
IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Links	Staff completed a multimodal street study in the Fair Park neighborhood. Staff hosted and attended public meetings to discuss street study findings. The final report was provided to the City of Dallas for further consideration.	N/A	FY2024
Sustainable Development Infrastructure and Land-Banking Projects	Of the six remaining infrastructure projects, three have been completed and three are underway, with NCTCOG staff monitoring project activities. Staff is also monitoring project activities for the remaining land-banking project.	Multiyear project	Ongoing
Community Schools and Transportation	Coordinated technical assistance, education, outreach, and funding activities for school siting and Safe Routes to School. Completed the Richardson Dover Elementary Safe Routes to School plan and completed the Safe Routes to School Regional Action Plan.	Multiyear project	Ongoing

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptional Engineering Study	Multimodal capacity/configuration alternatives for the Houston/ Jefferson Viaducts, as well as for multiple street grid alignment/connectivity options through the former Oak Farms Dairy site, were evaluated by staff, categorized using maps and typical section diagrams, and simulated for future traffic analysis using the NCTCOG travel demand model. Administrative tasks and coordination activities were performed in support of a joint NCTCOG/City of Dallas Public Meeting in October 2024. Feedback from the meeting informed finalization of a Consensus Plan in January 2025 recommending future street grid and viaduct changes, the latter of which will be further advanced through conceptual engineering drawings performed by the consultant.	N/A	FY2025
City of Irving Bicycle Plan	Plan was completed and adopted by the Irving City Council.	N/A	FY2024
Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study	Completed a study of housing and transportation issues and opportunities.	N/A	FY2025
Regional Parking Management Tool and Strategies Program	Launched Regional Parking Database interactive data dashboard and published report. Completed the Deep Ellum District Parking Management Study.	Multiyear project	Ongoing
National Park Service Partnership (Phase 1)	NCTCOG Environment and Development staff participated in stakeholder committee meetings and provided support for planning related to new kayak boat launch locations along the Trinity River and coordinated connections with nearby DFW Discovery Trail. A press release was prepared and published for the national designation, as well as for recreation and tourism opportunities, with local media outlets.	N/A	FY2024

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Silver Line Transit-Oriented Development Corridor Planning	Completed first/last mile bicycle and pedestrian routes-to-rail study, a Transit-Oriented Development parking use and management study, and a land-use jobs/housing ridership scenario study.	N/A	FY2025
Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)	Completed a needs assessment and obtained public input on proposed transportation options through public meetings and virtual town halls. Developed system improvements in coordination with TxDOT and other stakeholders. Working to finalize study recommendations and transition to implementation.	Multiyear project	FY2026
State Highway 10/Hurst Boulevard Economic Development Plan	Completed procurement and selected a consultant. Held a kick-off meeting and initiated project with public engagement and existing conditions.	Multiyear project	FY2026
National Highway System (NHS) Infrastructure Performance Targets, Transportation Asset Management Plan (TAMP) Coordination, and Progress Reporting	Accomplished the evaluation/ establishment of revised four-year (2026) NHS pavement/bridge condition target setting in March 2025 for the Federal Highway Administration's Second PM2 Performance Period (2022-2026). Performed refinement of a pavement condition management spreadsheet, citing/consolidating regional off-system NHS pavement condition data by asset owner and rates of condition between 2017-2023 to enable continuous tracking/coordination for future planning/programming purposes. Performed refinement of a bridge condition management spreadsheet, showing which regional bridges had been added, retained, or removed from the poor condition list, as well as status updates on the funding/delivery of repair, rehabilitation, and/or replacement efforts conducted by bridge owners.	Multiyear project	Ongoing

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Asset Condition-Based Roadway Planning	Continued retrieval and integration of updated bridge/pavement asset data to fulfill target tracking requirements were accomplished, along with project-based reporting and natural hazard vulnerability assessment compliance requirements for the 2025-2028 Transportation Improvement Program and the Mobility 2050 Plan. Corridor asset condition information was collected and utilized in the evaluation of projects as possible candidates for federal/State grant solicitations, particularly for those where state of good repair and sustainability criteria were strong components in the rating of applications. Evaluated draft information/materials for the TxDOT Statewide Resiliency Plan process/timeline for understanding potential connections with federal pavement/bridge condition targets and the UTP analysis/process related to asset management.	Multiyear project	Ongoing
Regional Rail Information System	Work was completed to test change management (data) options for the Dallas-Fort Worth Scorecard, including the creation of a list of stations representing the terminal, used for pulling forecast data. In addition, the historical equipment group (Umler) was verified, and the latest User Guide was completed. Software updates were also carried out.	Multiyear project	FY2030

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program	The Agile Curriculum Program Committee, comprising workforce solutions, post-secondary educational institutions, and aerospace and defense companies, was established to serve as the institutional framework for the program and met regularly to guide initial project efforts. Staff inventoried available cybersecurity and data analyst/engineer curriculums at local colleges and universities that will serve as the foundation for curriculums creating cybersecurity pipeline training courses and apprenticeship programs, as well as micro-credential training programs.	Multiyear project	Ongoing
NAS Joint Reserve Base Fort Worth Wings Over Cowtown Airshow	Staff procured a traffic management consultant with Air Show Event Management expertise to assist NAS JRB Fort Worth in developing base access, traffic flow, and parking management plans for the Wings Over Cowtown Airshow. Motor coaches were procured to provide attendees with access to the airshow from an offsite parking location, and staff negotiated use agreements with Ridgmar Mall for offsite parking and shuttle bus service. Other efforts included coordination with local law enforcement to help define roles and responsibilities for each participating jurisdiction. Staff was onsite to support bus operations during the event.	N/A	FY2024
Community Noise Mitigation Program	Entered into agreement with White Settlement and Lake Worth Independent School Districts to implement the project. Conducted a Request for Proposals to complete a National Environmental Policy Act (NEPA) assessment.	Multiyear project	Ongoing
Updated Regional Automated Vehicle Program (AV 2.0)	Executed agreement with the City of Fort Worth for broadband deployment. Coordination began on implementation.	Multiyear project	Ongoing

Project Name	Accomplishments to Date	Reason for Carryover to FY2026	Year of Completion
Dallas-Fort Worth Optimization Corridors	Continued to implement technology in partnership with agencies operating traffic signals. Began tracking performance measures and continued outreach to engage more freight company participation.	Multiyear project	Ongoing
Red River Navigation System Feasibility Study	US Army Corps of Engineers (USACE) contract was extended to support continuing efforts for the study of Red River navigation costs/effects. Staff continued participation on the Project Review Committee.	Multiyear project	Ongoing

D. Subtasks

5.01 Regional Transportation Studies

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

Corridor Studies/Environmental Studies Support

Transportation Planning Funds

This subtask is ongoing throughout both FY2026 and FY2027, with NCTCOG providing support in the development of roadway and rail corridor studies. For corridors identified for improvement in the Metropolitan Transportation Plan (MTP), both in the financially constrained and the illustrative list of projects, as well as other facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally and socially focused study must be performed at the corridor level. These corridor studies are funded by Transportation Planning Funds, unless otherwise noted, and may require environmental analysis, evaluation of existing and/or future infrastructure conditions, or other feasibility assistance. These studies are required by federal regulation and serve as a bridge between the regional planning process and the more detailed environmental analysis and corridor design, and engineering phases conducted with partner agencies, including Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, the North Texas Tollway Authority (NTTA), and the Texas Department of Transportation (TxDOT). The studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability.

Where transportation investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning Area are identified and evaluated in these studies. The corridor study process provides information to elected officials, technical staff, the business community, nearby

property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy. The study process also presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives. Funding assistance may be requested from the participating agencies and potential private concessionaires involved in Comprehensive Development Agreement (CDA) efforts.

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

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

Other Funding Sources

During FY2026 and FY2027, NCTCOG staff will also utilize Texas Department of Transportation funds to carry out work activities noted above, as well as corridor-level mobile source air toxics analyses, on projects that TxDOT requests assistance. TxDOT funds have been provided through an interlocal agreement between the two agencies to support this element for corridors listed in the Metropolitan Transportation Plan, as well as other TxDOT corridors being considered for inclusion in future MTPs. NCTCOG is the responsible agency. Anticipated products of this subtask include:

- Technical data from the travel model, including daily volumes, peak-hour volumes, levels-of-service, and vehicle miles traveled for use in the refinement of corridor recommendations;
- Corridor-level mobile source air toxics analyses;
- Written statements of support at public meetings and hearings for corridors; and
- Participation in coordination meetings.

North Texas Tollway Authority Feasibility Studies

Other Funding Sources

During both FY2026 and FY2027, NCTCOG will assist the North Texas Tollway Authority (NTTA) in providing travel demand modeling for current and future corridor feasibility studies, environmental documents, air quality impact analyses, and traffic and revenue forecasts. NTTA funds have been provided through an interlocal agreement between the two agencies to support this element for corridors listed in the Metropolitan Transportation Plan, as well as other NTTA corridors being considered for inclusion in future MTPs. NCTCOG will employ the Dallas-Fort Worth Regional Travel Model, as well as other planning activities, to provide technical data to NTTA in the analysis of new toll or managed facilities, operational enhancements, capacity improvements, or reconstruction of existing toll roads. NCTCOG is the responsible agency. Anticipated products of this subtask include:

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

Strategic Corridor Initiatives

Other Funding Sources

As regional roadway, freight/passenger rail, and other multimodal projects continue to increase in complexity, scope, and impacts, NCTCOG has identified needs to expand involvement beyond its primary planning and programming functions so transportation system improvements may be executed more rapidly and effectively. Under this initiative, NCTCOG staff will provide technical expertise, advanced planning, environmental coordination, design consultation, and legal/administrative support for stakeholders, transportation providers, and the Regional Transportation Council (RTC) to help expedite critical regional projects through all post-feasibility study development phases into implementation. The goal is to streamline the delivery process so

attributes/principles like improved lifecycle functionality, reduced cost escalation, congestion mitigation, enhanced air quality, and others can be optimized.

Throughout FY2026 and FY2027, activities performed through this element will aid the advancement of projects across all surface modes of transportation, with the following in particular: 1) projects dealing simultaneously with multiple transportation modes; 2) projects seeking innovative financing opportunities (including competitive grant solicitations); 3) projects identified as outcomes or candidates from programs/initiatives directed toward ensuring compliance with federal, State, and other policy body requirements/obligations; and 4) projects incorporating special operational, asset condition, technology/service accommodation, and/or critical functionality characteristics. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, and Transportation Development Credits will support this effort. External technical support, which can be derived through consultants and/or other services, may be evaluated and obtained, as needed. NCTCOG is the responsible agency. Anticipated products across numerous multimodal transportation corridors identified in the Metropolitan Transportation Plan vary depending on the work performed, and could include:

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

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

- North Tarrant Express (NTE) Segments, TEXpress Lanes, and Connectors (IH 30, IH 35W, IH 820, International Parkway, PGBT, SH 121, SH 161, SH 170, SH 183, SH 360, and US 287);
- LBJ Express Segments, TEXpress Lanes, and Connectors (DNT, IH 35E, IH 635, and Loop 12);
- IH 20 – Dallas County/Tarrant County;
- IH 20/IH 30 – Parker County/Tarrant County;
- IH 35E – Dallas County (including IH 35E/DNT interchange);
- IH 35E – Ellis County;
- IH 35W – Denton County;
- IH 35W – Johnson County/Tarrant County;
- IH 45 – Dallas County;
- IH 820 West – Tarrant County;
- Loop 9;

- Loop 12;
- Regional Outer Loop – Collin County/Denton County/Ellis County/Kaufman County/Rockwall County;
- SH 114 – Dallas County/Denton County/Tarrant County;
- SH 360 – Tarrant County;
- US 67 – Dallas County/Ellis County/Johnson County;
- US 175 – Dallas County; and
- US 287 – Ellis County/Johnson County/Tarrant County/Wise County.

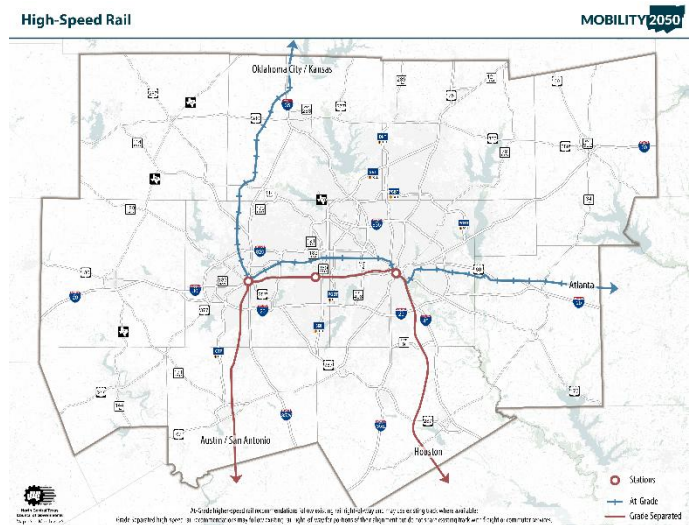
Intercity and Regional Passenger Rail Planning

Other Funding Sources

NCTCOG staff will continue to provide leadership and/or support for work activities related to high- and higher-speed public transportation options within the Dallas-Fort Worth planning area boundary and those areas outside the planning area boundary that impact travel within the boundary. NCTCOG work activities will be supported with Regional Toll Revenue funds, Regional Transportation Council Local funds, and Federal Railroad Administration (FRA) funds through the Corridor Identification and Development (CID) Program grant award. Efforts may include all activities associated with planning and implementation of high- or higher-speed public transportation options (i.e., rail, next generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. Analysis of corridor-adjacent land use, as well as infrastructure modifications and needs associated with station locations, such as freeway crossings with caps or tunnel crossings with access portals, may supplement the staff activities associated with passenger rail planning. Preparation and monitoring of applications for federal or State grants related to intercity passenger transportation planning may also be included in staff activities. Staff will generate a scope, schedule, and budget to produce a Service Development Plan according to FRA's requirements as a part of the CID Program (Steps 1 and 2 of the 3-step program) for the Fort Worth to Houston High-Speed Rail Corridor. Consultant assistance may be used for the production of a Service Development Plan and other related initiatives. Regional Transportation Council Local funds may be used to support travel, agency membership with high-speed rail associations, and associated costs for implementation of high- or higher-speed public transportation options.

NCTCOG is the responsible agency. The following products will be delivered during FY2026 and FY2027 as the result of work done on this project:

- Maps identifying alternatives and Regional Transportation Council policies;
- Ridership modeling analyses for various high-speed public transportation option alignments and station locations;



- Technical memorandums detailing corridor-adjacent land use and/or infrastructure modification analyses and recommendations, specifically at or proximate to station locations;
- Recommended station locations, alignments, and technology;
- CID Step 1: Scope, Schedule, and Budget for Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2026);
- CID Step 2: Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2027); and
- Technical assistance to local governments and transit providers in high-speed rail station area considerations.

Dallas-Fort Worth High-Speed Transportation Connections Study

Other Funding Sources

The Regional Transportation Council (RTC) has secured Surface Transportation Block Grant Program funding, matched with Transportation Development Credits, to support the development of high-speed passenger rail between Dallas and Fort Worth. These dollars and credits will be utilized by NCTCOG to lead the initiative to complete preliminary engineering and the required environmental documents (Environmental Assessment anticipated) in accordance with the National Environmental Policy Act for the high-speed rail alignment between Dallas, Arlington, and Fort Worth. The Regional Transportation Council allocated RTC Local funds for external legal services, if needed, to support the Environmental Assessment process. Preparation and monitoring of applications for federal or State grants related to intercity high-speed rail planning centered on the Dallas to Fort Worth high-speed corridor may also be part of required activities. Consultant assistance will be utilized. NCTCOG is the responsible agency. Anticipated products during FY2026 and FY2027 include:

- Preliminary design plans of Preferred Alternative;
- Final environmental documents; and
- Finding of No Significant Impact.

Regional Automated Transportation System Initiative

Other Funding Sources

Throughout the Dallas-Fort Worth region, many opportunities exist for an appropriate technology to serve as a “last mile” connection or distribution system within a mixed-use activity center area. During FY2026 and FY2027, North Central Texas Council of Governments staff, working in collaboration with the many project opportunity owners, stakeholders, and local governments and transportation authority partners, will identify the merits of automated transportation systems (ATS), sometimes referred to as people movers, technologies available and assess each regional project opportunity for unique needs, including similarities and cooperation. This initiative also includes detailed feasibility studies, engineering designs, and/or implementation for ATS at particular locations and for particular use cases such as passenger and freight/goods distribution. ATS projects are expected to be pursued in both the eastern and western subregions, including engineering and implementation of a retrofit of the Las Colinas Area Personal Transit system. This initiative includes an ATS feasibility study centered on the Legacy Business Area in Plano. Consultant assistance may be utilized for this initiative. Surface Transportation Block Grant

Program funds and Transportation Development Credits will be used. NCTCOG is the responsible agency. The following products will be delivered as the result of work done on this project:

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

Regional Passenger Rail Corridor Planning Studies

Other Funding Sources

Mobility 2050, the regional Metropolitan Transportation Plan, has identified several potential corridors for future regional passenger rail service. During FY2026 and FY2027, NCTCOG staff, in coordination with DART, Trinity Metro, DCTA, and local governments along the corridor, will analyze travel demand, review potential station locations, develop ridership projections, examine opportunities for regional connectivity (including potential interlining opportunities and other transit connections), and identify potential capital and operational funding opportunities for several of these corridors. Activities may include conceptual engineering of the rail corridor and alternatives analyses that identify interim transit service opportunities. Regional passenger rail corridors to be studied as part of this effort include the Mansfield Line on the Union Pacific-owned corridor from Fort Worth to Midlothian and the McKinney Line on the DART-owned corridor from Plano to a point north of McKinney. Consultant assistance may be utilized for this initiative. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. NCTCOG is the responsible agency. The following products will be delivered as the result of work done on these projects:

- Technical reports documenting station locations, ridership estimates for each alternative, implementation alternatives, and financial and governance structure options; and
- Mapping of potential alignment alternatives.

High-Speed Rail/Cedars Planning Study

Other Funding Sources

Work on this study of potential improvements will occur in FY2026 and FY2027 and will include the review of transportation thoroughfare systems over IH 30. This project will include transportation planning in the Cedars neighborhood of Dallas, transportation connections to the southern sector on both sides of the Trinity River, review of potential structures in proximity of the IH 30 freeway, and preliminary engineering of recommended improvements.

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

- A proposed gridded thoroughfare system over IH 30;
- Transportation recommendations for the Cedars neighborhood;

- Transportation recommendations crossing the Trinity River, connecting Oak Farms to the Cedars neighborhood; and
- Improved access south for Convention Center users.

5.02 Subarea Studies and Local Government Assistance

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

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

NCTCOG work in this subtask is ongoing throughout FY2026 and FY2027, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city's comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist local governments with thoroughfare planning needs and to answer many technical assistance questions.

Projects in this work subtask being conducted by NCTCOG are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments may be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-7. This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department. NCTCOG is the responsible agency. Anticipated products include:

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

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

Roadway

Category 1

Arlington Traffic Congestion Mitigation Plan (Phase 1): Phase 1 of this project will be comprised of a needs assessment of transportation congestion concerns in the city of Arlington. This effort will include review and analysis of key regional roadways and destinations that may become corridors of focus in the congestion mitigation plan. Projects within the study area that are already funded will be highlighted.

Parker County FM 3325 Corridor Study: This regional corridor study will be conducted for FM 3325 in Parker County, including where it extends into Tarrant and Wise Counties. This corridor study will assess potential route options or determine if a no-build alternative is appropriate.

2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options

Transportation Planning Funds

During FY2026 and FY2027, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities, as well as evaluate the relevance of including these elements in specific subarea studies and thoroughfare plans. Technical assistance will be provided on the concepts and principles related to context-sensitive design. NCTCOG is the responsible agency. Anticipated efforts include:

- Regional planning to address travel demand and capacity constraints through alternatives to new highway capacity;
- Development of transportation plans to create a network of active transportation facilities to connect neighborhoods and destinations, and improve safety;
- Travel demand modeling for study corridor alternatives and alignment analyses, as well as reporting of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, and other travel model data for studies as needed; and
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs.

5.03 Land-Use/Transportation Initiatives

Work in this subtask will include various elements, including Sustainable Development Initiatives, Transit-Oriented Development, Bicycle/Pedestrian Planning, Safety, School Siting, Economic Development, Mixed-Use Development, and Parking Management.

Sustainable Development Initiatives

General Land Use and Transportation Coordination

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning, along with technical assistance focused on the interface between transportation and land use. NCTCOG staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. NCTCOG is the responsible agency. Anticipated products during FY2026 and FY2027 include:

- Technical assistance to local governments on implementing Sustainable Development programs and projects such as the development of unified corridor plans; land use analysis; data collection, education and training regarding transportation and land-use planning best practices; form-based code review; school siting and safe routes to school; curb lane management; parking, advancing the jobs-housing balance and encouraging mixed-use development and other density options within the transportation network, financing strategies and tools for economic development; zoning and special district analysis; and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Innovative Infrastructure, transportation and sustainable stormwater projects and practices, and other such topics to assist in growth management and land-use planning;
- Data collection, education, and technical assistance to local governments and independent school districts for school siting in relation to transportation infrastructure;
- Coordination with NCTCOG's Environment and Development-related programs;
- Practical tools and planning support for curb lane management throughout the region;
- Meetings and materials for the Coordinated Land Use and Transportation Planning Task Force; and
- Technical assistance to the City of Plano regarding context-sensitive thoroughfare design best practices.

2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options

Transportation Planning Funds

During FY2026 and FY2027, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and

principles related to context-sensitive design. NCTCOG is the responsible agency. Anticipated products include:

- Adoption of regional and local safe and accessible street standards or policies, and the development of prioritization plans that identify a specific list of context-sensitive design projects to improve the safety, mobility, or accessibility of a street;
- Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on context-sensitive design topics.

Other Funding Sources

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land-banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing passthrough construction dollars are conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program–Metropolitan Mobility funds (now known as Surface Transportation Block Grant Program [STBG] funds), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001 when the RTC selected the first Land-Use/Transportation Joint Venture projects. Additional Regional Transportation Council Local funds were programmed to fund these projects through the 2005-2006 SDCFP. Regional Toll Revenue funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects, and Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the Sustainable Development Phase IV: Turnback, Context-Sensitive, and Transit-Oriented Development funding initiative in FY2018.

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

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

EXHIBIT VI-1 **Sustainable Development Projects**

Project Name	Call Year	Type	Funding Source
Dallas Collective	2009-2010	Infrastructure	RTR/STBG/TDCs
Irving Heritage District	2005-2006	Land banking	RTC Local/Local
Ennis UPRR Safety Zone	2018	Infrastructure	CMAQ/STBG/Local

Project Name	Call Year	Type	Funding Source
Lewisville College Street	2018	Infrastructure	CMAQ/STBG/Local/TDCs
DCTA Intermodal Transit Center	2018	Infrastructure	CMAQ/STBG/TDCs

All 2001 and 2009-2010 Call for Projects infrastructure construction activities are complete. The 2018 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation with staff monitoring project progress. Utilizing Surface Transportation Block Grant Program funds and Regional Transportation Council Local funds, NCTCOG staff will provide oversight for the implementation of land-banking projects. Regional Transportation Council Local funds will also be used to identify and support the development of future funding opportunities for Sustainable Development initiatives. NCTCOG is the responsible agency. Anticipated products during FY2026 and FY2027 include:

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

Community Schools and Transportation

Other Funding Sources

During FY2026 and FY2027, NCTCOG staff will coordinate with various local cities, counties, independent school districts (ISDs), and the Texas Department of Transportation to assist in Safe Routes to School project development. The team will provide technical assistance related to needed safety improvements and best practices related to school siting. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. NCTCOG is the responsible agency. Anticipated products include:

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

- Practical tools for rapidly growing and greenfield cities and ISDs to plan proactively for school siting and safe bicycle/pedestrian access to schools;
- Survey and/or data collection of site conditions as needed;
- Development of Teen Driver education materials and outreach to targeted high school campuses and Independent School Districts around the region.

Transit-Oriented Development

Other Funding Sources

The Transit-Oriented Development (TOD) Program was established to provide training, planning, data collection, and technical assistance to TOD projects. Under this element in FY2026 and FY2027, NCTCOG staff will coordinate with public-sector sponsors to evaluate specific needs for the successful implementation of TOD. Additional work will also be conducted to promote TOD in the region and to develop funding strategies and programs. Staff will analyze local data and identify and develop best practices for development around various transit modes. A regional TOD strategy will also be developed with local government participation. Work for this task will provide for the coordination and implementation of Transit 2.0 recommendations. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support these efforts. NCTCOG is the responsible agency. Anticipated products include:

- Data collection intended to document existing conditions, develop performance measures for long-term transportation and land-use planning for areas surrounding rail stations, and other transit-supportive modes;
- Analysis, training, and planning assistance on TOD-related issues such as the impact of the transit stations and TOD on property values, demographics, parking, job-housing balance, development codes, performance measures, and analysis of options for density and design/form-based code zoning;
- Technical assistance to develop market assessments and station area plans to promote TOD in the region; and
- Regional TOD coordination and technical meetings for stakeholders.

Bicycle and Pedestrian Planning

Other Funding Sources

NCTCOG's focus in this element during FY2026 and FY2027 is to assist in the development, education, and promotion of bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); and advance general data collection, mapping, and a regional bicycle and pedestrian count program. Consultant assistance may be utilized. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. Staff will also manage the updated Regional Safety Campaign: Look Out Texans. NCTCOG is the responsible agency. Anticipated products include:

- Monitoring of the Active Transportation Planning element for Mobility 2050, including the Regional Veloweb, and performance measures and targets;

- Implementation of a bicycle and pedestrian monitoring and data collection program in the region and coordination with local governments on initiatives;
- Bicycle and pedestrian facility plans associated with transit-oriented development areas, bicycle and pedestrian transportation districts, and corridor-area plans;
- Design guidelines and best practices for wayfinding, on-street and off-street bicycle facilities, and shared-use paths, including policies related to context-sensitive solutions for multimodal accommodations within street rights-of-way;
- Healthy initiatives and air quality coordination data;
- Regional pedestrian and bicycle plans;
- Active transportation funding programs;
- Bicycle and Pedestrian Advisory Committee meetings;
- Bicycle and pedestrian public education, research, and information programs;
- Purchase of automated bicycle and pedestrian count equipment, parts, and services;
- Federal and State active transportation programs which may include transportation alternatives programs such as Transportation Enhancement, Safe Routes to Schools, and Urban Thoroughfares;
- Technical assistance to large, regionally significant projects, including the Cotton Belt Trail;
- Grant proposals to secure additional program funds or to support regional applications; and
- Technical assistance to cities, towns, and counties, including policy guidance, planning studies, data, mapping, and Geographic Information System support.

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

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

Regional Pedestrian and Bicycle Safety Campaign

Other Funding Sources

During FY2026 and FY2027, NCTCOG staff will continue to manage and promote the Look Out Texans safety and education campaign. The campaign is intended to inform, encourage, and educate people of various ages, races, and backgrounds about the benefits of multimodal transportation and promote a culture of safety around active transportation in the region. Surface Transportation Block Grant Program funds and local funds will be used to support campaign activities, and Surface Transportation Block Grant Program funds and Transportation Development Credits will be used for staff oversight activities. NCTCOG is the responsible agency. Deliverables will include:

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

Regional Pedestrian Safety and Bicycle Safety Plans

Other Funding Sources

NCTCOG efforts will continue in FY2026 and FY2027 on the implementation of the regional pedestrian safety action plan and regional bicycle safety plan to improve safety for the region's pedestrian and bicycle transportation network. Efforts may include preparing grant applications to support these implementation and plan development efforts. These regional plan development and implementation efforts will also serve as a template for the preparation and implementation of local agency pedestrian and bicycle safety plans. This initiative will be funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. NCTCOG is the responsible agency. Anticipated products include:

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

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

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. During FY2026 and FY2027, NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. Federal Highway Administration funds and local funds will support these activities. NCTCOG is the responsible agency. Anticipated products include:

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

Regional Parking Management Tools and Strategies Program

Other Funding Sources

Parking management at the regional level is meant to improve the efficient use of parking spaces and coordinate the land-use elements of parking with its transportation impact. During FY2026 and FY2027, this program will develop data-driven tools and strategies to support public-sector management and programming of parking at various multimodal locations. NCTCOG staff will lead planning activities and regional coordination with partner entities who set parking policy. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Data collection and other consultant services may be required. NCTCOG is the responsible agency. Anticipated products include:

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

Grand Avenue from Garland/Gaston Avenue to IH 30

Other Funding Sources

During FY2026, NCTCOG staff will finalize recommendations for roadway safety improvements, roadway alignment alternatives, and bicycle/pedestrian connections along East Grand Avenue (SH 78) in Dallas from the 3G intersection to IH 30. Staff will provide technical assistance to support the implementation of the proposed recommendations. The Texas Department of Transportation, as a team member, will provide engineering services. This study will conclude in FY2026. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support NCTCOG work activities. NCTCOG is the responsible agency. Anticipated products include:

- Final report to include study recommendations;
- Technical assistance;
- Travel demand model data; and
- Stakeholder coordination meetings.

Regional Economic Development Initiatives

Transportation Planning Funds

As an ongoing element throughout FY2026 and FY2027 NCTCOG will provide planning assistance and transportation demographic technical information and data to support economic development initiatives throughout the metropolitan area. Benefactors of this support may include the office of the Governor; area chambers of commerce; economic development coalitions, authorities, and groups; and public-private sector partnerships when working to attract new business and large industries to the region. Data from this planning process is available to the local governments to

support Traffic Impact Analyses and/or Traffic Impact Studies. Transportation Planning Funds will be used to support these initiatives, as well as non-federal sources of funding as they become available. NCTCOG is the responsible agency. Anticipated products include:

- Maps;
- Travel times;
- Traffic counts and volumes; and
- Socio-economic information.

State Highway 10/Hurst Boulevard Economic Development Plan

Other Funding Sources

During FY2026, NCTCOG, utilizing consultant assistance, will continue work efforts to develop an economic development plan for the State Highway 10 corridor in the city of Hurst to determine the best zoning and land use, reduce environmental impacts, complement transit-oriented development at the Trinity Lakes Station, and review associated trail connections. Data collection and consultant services are anticipated to complete this study. Regional Transportation Council Local funds will be used to support planning work. NCTCOG is the responsible agency. Anticipated products include:

- A summary of economic development indicators in the corridor; and
- Recommended coordinated land-use and transportation implementation and policy actions in the corridor.

Trinity Railway Express Transit-Oriented Development Strategic Plan

Other Funding Sources

During FY2026 and FY2027, through a grant award in FY2024 under the Federal Transit Administration's Pilot Program for Transit-Oriented Development (TOD) Planning, NCTCOG will develop the Trinity Railway Express (TRE) TOD Strategic Plan in coordination with Dallas Area Rapid Transit, Trinity Metro, and the cities of Dallas, Fort Worth, and Irving to advance equitable and connected TOD opportunities at seven regional rail stations. The plan will analyze pedestrian and bicycle access to stations, study station area development opportunities, and evaluate financial and funding options for TOD projects. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. NCTCOG is the responsible agency. Anticipated products include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Creation of various station area plans for increased dense, mixed-use and mixed-income developments near the TRE stations based on market studies, community input, and transportation/land use context;
- Evaluation of financial and funding options for potential public/private partnership projects which may include affordable housing on key publicly owned land and other sites; and

- Stakeholder engagement, including presentations, meetings, digital content, and documents with planning recommendations.

Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)

Other Funding Sources

In FY2024, NCTCOG was awarded grant funding from the United States Department of Transportation under the Safe Streets and Roads for All grant program to 1) create a regional framework and recommendations for crossing guard establishment, and 2) test driver awareness technology in school zones. Through this grant, during FY2026 and FY2027, NCTCOG staff will work to improve collaboration and decision making among cities and independent school districts (ISDs), reduce gaps in crossing guard coverage through regional guidance, and minimize driver error in school zones through improved safety technology. These activities will enhance goals and inform future projects related to the Pedestrian Safety Action Plan (PSAP) and the Roadways Safety Plan (RSP). Federal Highway Administration funds and Regional Toll Revenue funds will support these activities. NCTCOG is the responsible agency. Anticipated products include:

- Improved coordination between cities and ISDs regarding crossing guard establishment and management;
- Regional guidance for cities and ISDs on establishment and management of crossing guards; and
- Improved understanding of the utility of driver awareness technology for use in school zones to mitigate unsafe driving behavior.

White Settlement Downtown Community Development Plan

Transportation Planning Funds

During FY2026 and FY2027, NCTCOG will initiate a study in the city of White Settlement assessing the feasibility of a mixed-use development town center along White Settlement Road. The feasibility study will include a land-use and market analysis, traffic study, and evaluation of multimodal transportation options. NCTCOG is the responsible agency. Anticipated products include:

- Results of land-use and market analysis and recommendations;
- Recommendations for land use and multimodal transportation implementation and policy actions;
- Review of potential funding sources and strategies; and
- Feasibility study final report.

Active Transportation Connections to Rail Stations

Other Funding Sources

In FY2027, NCTCOG will study safety and accessibility needs to commuter rail stations in central Tarrant County. The study area includes the TEXRail passenger rail line and roadways providing access to rail stations. The study efforts will conduct in-depth planning, feasibility analysis, and

roadway safety analysis to implement active transportation facilities (sidewalks, on-street bikeways, off-street shared use paths) and related safety countermeasures at various barrier crossings. Consultant assistance will be utilized. This is a multi-year project, anticipated to conclude in FY2028. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. NCTCOG is the responsible agency. Anticipated products include:

- Existing conditions inventory;
- Feasibility analysis and evaluation of needs to implement shared use path accommodations within TEXRail right-of-way and other recommended improvements along roadways for sidewalk and bikeway alignments providing access to rail stations; and
- Draft order of magnitude cost estimates for prioritized improvements.

5.04 Transportation Asset Management

As defined in federal law, transportation asset management is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the goal of better decision making based upon quality information and well-defined objectives linking user expectations for system condition, performance, and availability with system management and investment strategies. This subtask will involve work efforts to integrate transportation asset management principles within the metropolitan transportation planning process, enabling a structured sequence of maintenance, preservation, rehabilitation, and replacement actions designed for North Central Texas transportation assets to achieve and sustain a desired lifecycle state of good repair (SGR) at a minimum practicable cost.

Asset Condition-Based Roadway Planning

Transportation Planning Funds

Improved asset management requires acknowledgment of and engagement with the multiple environmental and economic risks likely to affect infrastructure vulnerability and longevity. A durable system not only reduces the probability of component failure but also reduces the potential extent and severity of overall destruction, service interruption, and recovery time as the result of major disruptive events such as severe weather (e.g., flooding, drought, extreme heat, etc.). To that end, NCTCOG will incorporate data evaluating regional pavement/bridge condition and performance targets; metrics/tools developed from previous University Partnership Program (UPP) studies; outcomes from the Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management (as described within Subtask 4.02); and other associated regional and statewide initiatives to inform both project- and system-level asset planning studies. This work will form the basis for conducting systemwide multilevel criticality and vulnerability assessments, identifying customized durability/adaptation enhancement tactics for various transportation facilities, and utilizing decision-making and/or economic justification tools to aid in the development and prioritization of multimodal asset endurance measures and strategic projects, as appropriate. NCTCOG is the responsible agency. Work will occur throughout FY2026 and FY2027, with the following anticipated products:

- Technical memoranda and visual aids documenting/displaying vulnerable and critical transportation infrastructure itemized by defined asset stress types, condition ratings, and other performance-based categorizations;
- Travel demand modeling forecasts for study corridor alternatives and asset alignment/functionality analyses;
- Quantification of potential asset management and functionality impacts/benefits at project, corridor, and system levels of reference;
- Feedback to stakeholder and sponsoring agencies on environmental document recommendations, design concepts, silo-busting collaborations, and potential funding/financing mechanism eligibility prior to implementing agency approval and delivery;
- Project/corridor recommendations consistent with the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Regional Transportation Council (RTC) policies, along with desired alignment and tracking linkages where appropriate to statewide planning/programming documents; and
- Documentation guiding continued incorporation of asset management principles, risk-based lifecycle condition needs, and critical/vulnerable area infrastructure project recommendations as part of preparation, analysis, and decision-making efforts for updates to the MTP, TIP, Congestion Management Process, and other local, regional, and statewide complementary plans/programs.

Other Funding Sources

The Infrastructure Investment and Jobs Act (IIJA), Inflation Reduction Act (IRA), and other recent federal and State legislation have created new formula and competitive grant funding programs directed both exclusively and in part toward improvements in transportation asset management and associated durability/adaptation strategies. In combination with ongoing Federal Highway Administration (FHWA) initiatives toward context-sensitive solutions, operational efficiency, and performance-based practical design (“right-sizing”) applications, this new investment represents a substantial expansion and evolution in the umbrella of network sustainability, the cornerstone from which the Asset Optimization designation is defined/applied in the NCTCOG Metropolitan Transportation Plan and other planning documents. As a mechanism to ensure more Asset Optimization projects addressing corridor deficiencies or performance gaps can benefit from lower lifecycle costs, faster implementation, and improved reliability compared to traditional high-cost capacity expansion projects, it is critical for those projects to be advanced from planning to environmental approval and delivery as quickly and seamlessly as possible. Partner coordination, technical assistance, and administrative tasks fulfilling this role will be facilitated by NCTCOG in this element, utilizing Surface Transportation Block Grant Program funds and matching Transportation Development Credits. NCTCOG is the responsible agency. Work will occur throughout FY2026 and FY2027, with the following anticipated products:

- Performance data, technical memoranda, and best practices related to local infrastructure treatment options fulfilling multi-disciplinary and consensus-based asset management, context-sensitivity, and performance-based practical design/operational objectives;
- Implementation and tracking of Asset Optimization corridor improvements designated in the Metropolitan Transportation Plan, including progress reports, environmental review milestones and deliverables, design/engineering consultation, and project sponsor/stakeholder meetings;
- Education and training opportunities on system sustainability and asset management topics of regional/statewide benefit, as well as networking with relevant professional associations; and

- Materials associated with the preparation, submittal, approval, and/or administration of federal or State formula/competitive grant applications performed by NCTCOG and/or in partnership with transportation providers, local governments, and other eligible entities.

National Highway System (NHS) Infrastructure Performance Targets, Asset Management Plan (AMP) Coordination, and Progress Reporting

Other Funding Sources

Federal regulations require State Departments of Transportation and Metropolitan Planning Organizations to coordinate on the establishment and progress reporting of performance targets for pavement and bridge conditions on National Highway System (NHS) facilities. The NHS includes all Interstate Highways and other limited-access and arterial roadways designated by the Federal Highway Administration (FHWA) as important to the nation's economy, defense, and mobility. In the Dallas-Fort Worth region, NCTCOG has discretion to support Texas Department of Transportation (TxDOT) statewide NHS pavement and bridge condition targets (i.e., agree to plan and program projects contributing toward the accomplishment of TxDOT's established targets) or to establish its own quantifiable NHS pavement and bridge condition targets specific to the Metropolitan Planning Area. As part of NCTCOG's contribution toward achieving established targets, data analysis, project review, and other technical assistance will be applied toward expediting condition improvements, particularly for bridges and NHS "off-system" pavements (owned/operated by entities other than TxDOT).

In addition to complying with NHS performance measures, TxDOT is required to develop and implement an Asset Management Plan (AMP) to preserve or improve NHS asset conditions and system performance as part of the National Highway Performance Program. TxDOT's AMP not only focuses on NHS pavement and bridge conditions but also addresses state of good repair for the entire State Highway System. The AMP scope includes asset management objectives and performance measures, lifecycle planning, risk management, financial planning, and performance gap analyses. Additionally, as amended by the Infrastructure Investment and Jobs Act, AMPs must consider the effects of, and potential mitigation needs to address, extreme weather events within their evaluations of lifecycle costs and risk management. To assist with AMP implementation, this element highlights the supporting role of NCTCOG in aiding TxDOT with data collection, condition analysis, asset management integration initiatives and related planning and project programming efforts, as well as to disseminate AMP outcomes/recommendations to local jurisdictions with NHS roadways.

Surface Transportation Block Grant Program funds and matching Transportation Development Credits will be utilized to support work activities. NCTCOG is the responsible agency. Work will occur throughout FY2026 and FY2027, with the following anticipated products:

- Collection and analysis of on-system and NHS off-system pavement and bridge condition data in coordination with TxDOT and local jurisdictions with NHS roadways;
- Establishment and reporting of NHS pavement and bridge performance targets in coordination with TxDOT, and in accordance with FHWA requirements;
- Documentation and visual aids for distribution and presentation to guide incorporation of NHS condition-based performance measures and AMP findings within updates to the Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, and other foundational planning documents;

- Creation and maintenance of a web page devoted to North Central Texas infrastructure conditions and AMP compliance, including status updates, meeting materials, resource information, asset condition/attribute fact sheets, and associated planning/project development efforts;
- Development and management of a dedicated asset management data and project tracking system, or accessibility/utilization of an existing similar system created/managed by others, to facilitate reviews of pavement scores and engineering applications directed toward improving NHS “off-system” roadways in poor condition; and
- Technical and administrative assistance supporting federal and State formula/competitive grant-funded planning studies and implementation projects focused on asset management initiatives, partnership linkages, and potential cross-optimization opportunities among related disciplines.

5.05 Transportation System Security and Emergency Preparedness

Transportation Planning Funds

This program is an ongoing initiative for NCTCOG and will continue throughout FY2026 and FY2027, supporting ongoing local, State, and federal initiatives to address transportation system security and emergency preparedness planning. NCTCOG continues a dialogue among local governments and transportation providers in North Central Texas regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident. Staff also provides technical transportation data needed to support these planning efforts, as well as to facilitate the coordination of transportation providers and planning agencies. NCTCOG’s Transportation Department will continue to support the NCTCOG Emergency Preparedness Department in developing/enhancing regional emergency preparedness capacity as it relates to utilization of Intelligent Transportation Systems or transportation management tools and infrastructure protection by developing a framework for response and contingency planning due to the unexpected loss or intentional removal of roadway capacity. Scenario modeling may identify the impact to parallel or complementary routes for strategic corridors in the region to help determine potential temporary or interim traffic management solutions. NCTCOG is the responsible agency. Anticipated products include:

- Support and assistance to agency and regional partners, including monitoring of activities, promotion of regional coordination, and committee meetings;
- Interaction and cooperation between emergency responders and transportation staff;
- Technical transportation data, performance analyses, and planning services related to transportation security;
- Infrastructure protection measures (identifying regional transportation assets, including recommending vulnerability analyses on regional facilities and services); and
- Inventory of transportation resources (e.g., dynamic message signs, transit vehicles, contact information) to support mass evacuation events.

5.06 Regional Freight Planning

This Work Program subtask includes activities related to the movement of goods in the Dallas-Fort Worth region, both on the regional roadway network and rail system.

Regional Goods Movement

Transportation Planning Funds

This element is ongoing throughout FY2026 and FY2027, supporting planning activities related to the movement of freight within and through the Dallas-Fort Worth region. NCTCOG staff activities include support for meetings of the Regional Freight Advisory Committee, as well as the Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee, as needed. NCTCOG staff will also monitor progress of projects identified in freight-related planning documents such as the Freight Mobility Plan, Truck Parking Study, and freight land-use planning documents. NCTCOG is the responsible agency. Anticipated products include:

- Public involvement activities;
- Coordination meetings that monitor and ensure the continued progress of freight document completion;
- Review of feasibility and freight study components; and
- Project-related Fact Sheets.

Other Funding Sources

This element is ongoing throughout FY2026 and FY2027, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region. NCTCOG activities will be conducted based on truck, rail, and air cargo movements throughout the region in support of city, county, State, and federal agencies. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. This element also includes the collection and analysis of data pertaining to freight mobility and safety. These activities will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) grant program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. It is anticipated that a portion of these funds will be used in FY2026 and FY2027 to support rail project improvements. NCTCOG staff will oversee project management of the NT MOVES/BUILD grant rail project improvements once initiated and will also oversee other freight rail initiatives. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for planning and management work activities. Federal Transit Administration funds may be utilized for potential pass-through administrative costs for the NT MOVES Program once project implementation begins. NCTCOG is the responsible agency. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Reports and studies regarding freight conditions in the Dallas-Fort Worth region, including a Truck Bottleneck Analysis and Rail Crossing Analysis;
- Recommended follow-up studies identified in Freight North Texas 2022, including Truck Safety Analysis, First-and-Last Mile Improvement Study, Air Cargo Analysis and a Data Collection Program which could include traffic counts, classification counts, and origin/destination data for the Regional Freight Model;
- Support to the US Department of Transportation, Federal Highway Administration, and Texas Department of Transportation for various projects as needed;

- Corridor studies;
- Truck routing criteria;
- Roadway assessments;
- Railroad crossing improvement program;
- Program management of the NT MOVES/BUILD grant projects;
- Public outreach and educational programs; and
- Technical assistance to local governments for freight planning.

Regional Truck Routing Guidance and Principles for Municipalities

Transportation Planning Funds

In FY2026, NCTCOG will develop guidance to assist local governments in planning for truck routes. The Regional Truck Routing Guidance and Principles for Municipalities planning study will support local government efforts when establishing, designating, and reclassifying roadways as potential truck routes. Activities related to the review of existing routes and planning, documenting, and providing recommendations for truck routes will be completed through this effort. NCTCOG is the responsible agency. Anticipated products include:

- Review of current truck routes;
- Identification of standard truck route parameters; and
- Recommendations, guidance, and principles for truck routes.

Regional Rail Information System

Other Funding Sources

Ongoing throughout FY2026 and FY2027, this element includes planning and implementation activities related to the implementation, operation, and maintenance of Regional Rail Information System (RRIS) technology in the North Central Texas region to monitor and forecast train traffic conditions for both freight and passenger operations. With the development and implementation of RRIS technology, NCTCOG seeks to remediate railroad congestion and delay in the Dallas-Fort Worth region on the basis of current operation and projected rail traffic growth. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) grant program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. A portion of these funds will be used to support initiation of the RRIS technology. Federal Transit Administration funds, Surface Transportation Block Grant Program funds matched with Transportation Development Credits, Regional Transportation Council Local funds, and local funds will support work activities. Consultant assistance will be utilized to carry out project activities. NCTCOG is the responsible agency. Anticipated products include:

- Initiation, operation, and maintenance of a Regional Railroad Information System in the Dallas-Fort Worth region.

Engineering for Passenger Rail/Roadway Interfaces

Other Funding Sources

This element is ongoing throughout FY2026 and FY2027 and includes working with local municipalities and project stakeholders to determine the most regionally significant projects to progress in design/engineering, environmental, and design review. Agreements will be established with project stakeholders and consultant assistance procured to complete the project. These agreements would enable streamlined design, environmental review, engineering, and design review of projects. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for work activities. NCTCOG is the responsible agency. Anticipated products include:

- Agreements with project stakeholders; and
- Review of regionally significant rail/roadway projects.

5.07 Roadway and Railroad Safety

This subtask contains planning efforts to develop safety policies, programs, and projects.

Transportation Safety

Transportation Planning Funds

During FY2026 and FY2027, NCTCOG staff will continue to coordinate with the Regional Safety Advisory Committee, the Texas Department of Transportation (TxDOT), Texas Department of Public Safety, Federal Highway Administration, local governments other partners to develop strategies for regional safety planning efforts, data collection, and analysis. These partners also assist in developing policies, programs, and projects to improve safety related to the transportation system. NCTCOG is the responsible agency. Anticipated products include:

- Collection, processing, and analysis of regional safety data, including crash data from TxDOT's Crash Records Information System, fatality data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System, and hazardous material spill data from the National Response Center;
- Regional Safety Information System implementation and assessment activities;
- Regional and Federal safety performance measure target setting and reporting activities;
- Traffic safety-related education and training courses for member agencies; and
- Coordination efforts for the Regional Safety Advisory Committee.

Other Funding Sources

Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, local funds, and Transportation Development Credits will also be utilized to support this program. NCTCOG staff will provide oversight of this project and consultant services may be utilized. NCTCOG is the responsible agency. Anticipated products include:

- Regional Safety Information System application tool, including crash analysis technology;
- Development and implementation of driver safety public education, outreach, and information programs, including a behavioral contributing factor public education campaign and updates to the Drive Aware North Texas website;
- Strategic targeting of aggressive driving and road rage;
- Regional roadway safety plan prioritization and implementation activities;
- Implementation of roadway safety plan countermeasures;
- Systemic safety improvements;
- Development and execution of Interlocal Agreements with local agencies;
- Development and maintenance of an inventory of safety strategies and countermeasures included in the Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies;
- Development and maintenance of an inventory of implemented safety strategies and best practices;
- Coordination and organization activities for the Friends of the Statewide Safety Task Force (i.e., organization of meetings, drafting of agendas, recruitment of speakers, and meeting summary documentation); and
- Monitoring of regional safety statistics and performance measures to compare with previous years and with the implementation of projects.
- Development and implementation of youth safety training to reduce fatalities;
- Implementation of improvements on select rural roadways with maintenance needs in Denton and Johnson Counties to increase the safety of users, addressing issues such as potholes, pavement cracking, pavement edge drop-offs, and other safety items.

Railroad Crossing Coordination

Other Funding Sources

This element is ongoing throughout FY2026 and FY2027. NCTCOG work activities include the identification, planning, and implementation of rail crossing projects throughout the Dallas-Fort Worth region. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project. NCTCOG is the responsible agency. Anticipated products include:

- Regional rail crossing assessments;
- Analysis of rail safety data to identify target areas for educational efforts;
- Public outreach and education efforts in the region; and
- Enhanced regional partnerships.

Advancing Regional Safety in the Dallas-Fort Worth Region

Other Funding Sources

In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation under the Safe Streets and Roads for All (SS4A) grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits, Safe Routes to School planning, and demonstration projects. NCTCOG staff will continue to oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region project. Consultant assistance will be utilized. Federal Highway Administration

funds and Regional Toll Revenue funds will support these activities in FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Roadway Safety and Safe Routes to School reports;
- Demonstration project evaluation reports;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Documentation of compliance to grant requirements through monitoring and onsite reviews.

5.08 Regional Aviation Planning and Education

This Work Program subtask includes planning for the regional aviation system and linkages to surface transportation assets within the region. The safe integration of Uncrewed Aircraft Systems into the Dallas-Fort Worth region, in addition to public outreach, to help expand and enhance aviation and aerospace education and career skills are also included.

Surface Access to Aviation

Transportation Planning Funds

This element is ongoing throughout FY2026 and FY2027. NCTCOG work activities include data collection and planning efforts to assess infrastructure to aviation facilities and associated improvement needs. This item includes a review of travel-time contours, air cargo trends and connectivity, and land use implications surrounding aviation facilities. This project also includes reporting to the Regional Transportation Council and the Air Transportation Advisory Committee, and input into the Metropolitan Transportation Plan and other transportation planning activities. NCTCOG is the responsible agency. Anticipated products include:

- Inventory and data collection of aviation needs;
- Analysis and recommendations for infrastructure improvements affecting aviation;
- Travel-time contours for aviation facilities;
- Inventory of surface transportation access to aviation facilities; and
- Monitoring and assessment of Metropolitan Transportation Plan Policy Bundles survey and other planning activities for aviation-related components.

Urban Air Mobility and Advanced Air Mobility Integration

Transportation Planning Funds

This element includes continued work by NCTCOG staff in FY2026 and FY2027 around Urban Air Mobility (UAM) and Advanced Air Mobility (AAM) integration into the traditional transportation planning process. Urban Air Mobility envisions a safe and efficient transportation system that will use highly automated aircraft that will operate and transport passengers or cargo at lower altitudes than traditional aircraft within urban and suburban areas to complement and relieve congestion on the existing surface transportation system. The main program for this effort is the North Texas Uncrewed Aircraft System (UAS) Safety and Integration Initiative, including the UAS Safety and Integration Task Force and Working Groups. UAM will be comprised of an ecosystem that

considers the evolution and safety of aircraft, the framework for operation, access to airspace, infrastructure development, and community engagement. Advanced Air Mobility builds upon the UAM concept by incorporating use cases not specific to operations in urban environments such as cargo delivery, public services, private/recreational vehicles, emergency medical response, and infrastructure monitoring and inspection. NCTCOG is the responsible agency. Anticipated products include:

- Coordination of the North Texas UAS Safety and Integration Task Force and Working Groups;
- Planning for the integration between AAM and intermodal transportation hubs within the region, including planning assistance for infrastructure deployments in the region;
- Determination of synergies between AAM integration and the Automated Vehicle integration initiatives around the region;
- Planning for the integration of North Texas airports into the air taxi network for inter and intracity travel;
- Development of a best practice document for public outreach, engagement, and education strategy; and
- Assistance to the Federal Aviation Administration, NASA, local public safety officials, airport staff, and other relevant stakeholders in planning for the deconfliction of AAM and drone operations from traditional aviation operations and ground transportation.

Other Funding Sources

Utilizing Regional Transportation Council Local funds, NCTCOG work activities in FY2026 and FY2027 will focus on the management and deployment of required infrastructure to support Uncrewed Aircraft Systems, Urban Air Mobility, and Advanced Air Mobility. Activities also include providing community engagement regarding new policies and standards, as well as public education and overall liaison work with the above industries. Two notable initiatives are 1) the North Texas Airspace Awareness Pilot Program, which enables proactive adjustments to traffic management systems based on live aerial data by equipping cities with a browser-based platform for airspace visualization, and 2) infrastructure deployment for AAM operations for large-scale events like the World Cup Games in 2026. NCTCOG is the responsible agency. Anticipated products include:

- Establishment of Routine Beyond Visual Line of Sight drone operations in the region;
- Planning of air taxi and air cargo/package corridors or procedures between Dallas-Fort Worth International Airport and partner cities;
- Public engagement and education campaigns regarding the uncrewed aircraft industry;
- Management and development of the North Texas Airspace Awareness Program, which has participation from 20 local governments and partner vendors, to integrate real-time airspace monitoring to enhance safety across aerial and ground transportation;
- Funding for studies and long-term deployment of necessary infrastructure, software, training, and other associated costs;
- Funding for planning and the deployment of infrastructure for AAM operations during large-scale events such as World Cup 2026; and
- Assistance to Texas A&M and other stakeholders with the establishment of the National Center for Advanced Aviation Technology.

Aviation Education Integration and Outreach

Other Funding Sources

This initiative will continue through FY2026 and FY2027, supporting the implementation of key recommendations from the 2010 North Texas Aviation Education Study. NCTCOG's efforts will focus on expanding regional aviation education programs and engaging students through targeted outreach activities. A central component of this initiative is the continued promotion of the North Texas Aviation Careers Website, www.nctaviationcareers.com, an online platform designed to connect students, educators, and job seekers with information about aviation career pathways, regional training programs, scholarship opportunities, and industry events. These efforts, funded by Regional Transportation Council Local funds, aim to strengthen the regional aviation talent pipeline by enhancing awareness, access, and engagement across North Texas. NCTCOG is the responsible agency. Anticipated products include:

- Promotion of the North Texas Aviation Careers Website (www.nctaviationcareers.com);
- Participation in aviation advisory committees, school career days, and other outreach opportunities;
- Continued development of the Aviation Speakers Bureau;
- Enhancement of the aviation careers-based mentorship program;
- Assistance in program curriculum development and facilitation;
- Attendance at and support for regional workshops with educators, industry stakeholders, and policy officials; and
- Promotion of aviation careers and opportunities to regional trade organizations, clubs, and other relevant community organizations.

Regional Aviation System Planning

Other Funding Sources

This element is ongoing throughout FY2026 and FY2027 and includes continuous system planning efforts and implementation of the Regional General Aviation and Heliport System Plan. Ongoing technical assistance to local governments and stakeholders for development recommendations and preservation of the North Central Texas regional aviation system is provided. Coordination with State and federal governments and aviation stakeholders will be completed to provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and North Central Texas Council of Governments' documents (such as the Metropolitan Transportation Plan). Airport system evaluation may include demand forecasting and capacity assessments. Consultant services may be utilized. This project is funded through Regional Transportation Council Local funds. Funding from the Federal Aviation Administration for production of a new Regional General Aviation and Heliport System Plan will be requested. NCTCOG is the responsible agency. Anticipated products include:

- Air Transportation Advisory Committee meetings;
- Stakeholder meetings and associated outreach materials;
- Continued implementation of the Regional General Aviation and Heliport System Plan;
- Aviation system performance measures;
- Collection of geospatial data related to airport infrastructure;
- Geographical Information System (GIS) web interface;
- Monitoring of compatible development surrounding airports, including obstructions;

- Aviation environmental planning tools such as noise modeling and wildlife tracking; and
- Monitoring, coordination, and evaluation of the impacts of uncrewed aircraft systems on the regional aviation system.

5.09 Regional Military and Community Coordination

This Work Program subtask includes the planning and implementation of programs to support regional military and community coordination.

Naval Air Station Joint Reserve Base Fort Worth Land Use and Community Outreach Implementation

Other Funding Sources

Following a 2008 study funded through the Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) that focused on compatible development near military installations, the Naval Air Station Joint Reserve Base (NAS JRB) Fort Worth Regional Coordination Committee (RCC) was formed. Participating local governments include, but are not limited to, Tarrant County and the cities of Benbrook, Fort Worth, Lake Worth, River Oaks, Sansom Park, Westworth Village, and White Settlement. The interjurisdictional partnership is based on the identification of actions that can be taken jointly by the community and the installation to promote compatible development and address current and future encroachment as identified through the Joint Land Use Study. The RCC created a development review web tool for communities to discuss proposed developments near NAS JRB Fort Worth. NCTCOG staff provides support to this project and work will be ongoing throughout FY2026 and FY2027. Regional Transportation Council Local funds and other local funds will be utilized to support activities in this area. NCTCOG is the responsible agency. Anticipated products include:

- Community outreach meetings;
- Tracking of bills proposed in the State legislature;
- Regional Coordination Committee (RCC) development review web tool project inventory and comments;
- At least four RCC meetings and RCC Officer coordination; and
- Documentation and presentation material for forums, workshops, and meetings.

Regional Military Compatible Use Implementation

Other Funding Sources

The Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) funds implementation of recommendations from planning studies to maintain military operations and support compatible development surrounding military installations. The North Central Texas Council of Governments (NCTCOG) recently completed a Regional Joint Land Use Study (JLUS), now known as a Compatible Use Study, that contained over 150 recommendations. The Regional Military Compatible Use Implementation will involve work with federal and State military installations, the Texas Military Department, local governments, and the business community to implement the study recommendations. This element is ongoing throughout FY2026 and FY2027, and NCTCOG staff will carry out the work activities. Regional Transportation Council Local funds

will be used for this project. It is anticipated that Department of Defense funds could be used. NCTCOG is the responsible agency. Anticipated products include:

- Inventory of compatibility actions taken since initial 2008 JLUS;
- Homeowner relations program to inform new residents about quality-of-life issues near military installations and identify resources related to sound attenuation, including continued distribution of a Welcome Packet;
- Updates to local government zoning ordinances, future land-use plans, building codes, and statewide local government codes to increase compatibility near military installations, and participation in local government planning studies near military installations;
- Economic development and transportation projects near Texas Military Department installations;
- Efforts to protect military installations from encroachment by uncrewed aircraft systems (UAS);
- Continuation of the strategic parcel acquisition and re-use program; and
- Information exchanges between both military installations and local governments within the region and between communities across Texas that participate in the Department of Defense Compatible Use Program.

Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program

Other Funding Sources

The Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) funds work to provide resilience to the aviation, aerospace, and defense manufacturing industrial base. In coordination with partner stakeholders at the regional, industrial, and academic levels, NCTCOG will develop an agile curriculum program that will be guided by a governing body to identify training gaps and develop and deploy courses to students recruited to participate in the program. This element is scheduled for completion in FY2026. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. NCTCOG is the responsible agency. Anticipated products include:

- Framework agreement among the program stakeholders to determine roles and responsibilities;
- Inventory of current training programs related to aviation, aerospace, and defense manufacturing careers;
- Evaluation criteria, including performance metrics and a framework for data to be collected and reported;
- Program contact road map maintained with current points of contact for each program stakeholder defining institutional touch points and responsibilities;
- Establishment, and ongoing staff support, of an advisory governing body and technical committees;
- Feedback loop process and tool developed to collect data, report on progress towards outcomes, and identify needed program improvements related to academic implementation, student completion/graduation, career placement, and student career performance, among others;
- Based on prioritized training gaps identified, development of agile curriculum at the appropriate level (enhancement to existing courses, new courses, degree programs, certificates, training for specific employer, etc.) that may be targeted to upskilling existing employees or attracting new applicants;

- Student recruitment strategic plan;
- Student recruitment materials developed and distributed to students to encourage and raise awareness about career opportunities in aviation, aerospace, and defense manufacturing industries, including specific focus on individuals transitioning from military to civilian careers; and
- Grant management requirements.

Surface Access to Critical Infrastructure

Transportation Planning Funds

This element supports planning activities to help ensure the accessibility of critical infrastructure in North Texas, including military installations and energy, water, and communications facilities. NCTCOG will provide support for freeway and thoroughfare planning, support for feasibility studies by the Texas Department of Transportation and other implementing agencies, and technical assistance to military installations and other critical infrastructure facilities seeking transportation system performance data and transportation system improvements. Planning for the Strategic Highway Network (STRAHNET) and connections between the STRAHNET and military installations is included. This element is ongoing throughout FY2026 and FY2027. This work includes reporting to the Regional Transportation Council and NAS JRB Fort Worth Regional Coordination Committee, as well as input into the Metropolitan Transportation Plan (MTP) and other transportation planning activities. NCTCOG is the responsible agency. Anticipated products include:

- Inventory and data collection of surface transportation projects which serve and access military installations and other critical infrastructure;
- Analysis and recommendations for infrastructure improvements affecting military installations and other critical infrastructure; and
- Planning efforts to maintain and improve access to military installations and other critical infrastructure.

Community Noise Mitigation Program

Other Funding Sources

Through a grant award in FY2024 under the Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) for the Community Noise Mitigation Program, the North Central Texas Council of Governments will partner with Lake Worth Independent School District (LWISD) and White Settlement Independent School District (WSISD) to install noise mitigation upgrades in six buildings. The upgrades will include retrofit or replacement of windows and doors. The project will also include required environmental reviews and post-construction acoustical testing. This element is ongoing throughout FY2026 and FY2027. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. Consultant assistance may be utilized. NCTCOG is the responsible agency. Anticipated products include:

- Noise mitigation upgrades to Brewer Middle School;
- Noise mitigation upgrades to Effie Morris Early Learning Academy;
- Noise mitigation upgrades to Howry STEAM Academy
- Noise mitigation upgrades to Liberty Elementary School;

- Noise mitigation upgrades to Lake Worth ISD Operations Building; and
- Noise mitigation upgrades to White Settlement ISD Transition Center.

5.10 Transportation Technology and Innovation Program

Activities in Subtask 5.10 will support connected and automated vehicles, focusing on the implications that such vehicles may have regarding travel demand, land use, congestion, and transportation data, as well as vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2X) communications. Planning tools, including travel forecasting models, will be forced to adapt in ways that account for the effect upon the roadway system brought about by these technological innovations and transformations. Automated vehicles are no longer discussed solely in the context of automobile passenger travel, but also in the context of freight, transit, and people-mover/shuttle systems. Planning efforts will include coverage of associated technologies such as connected vehicle technologies and emerging technologies, including artificial intelligence and digital and virtual reality technologies, that allow people to engage in life activities without having to travel through physical space.

Automated Vehicles: Planning

Transportation Planning Funds

This program is ongoing throughout FY2026 and FY2027 by NCTCOG, providing planning for automated vehicles and related technologies and determining the impact of such vehicles and technologies on the transportation system. Strategies include analyzing the impact of automated vehicles and monitoring regulatory development relating to automated vehicles. NCTCOG is the responsible agency. Anticipated products include:

- Support for existing NCTCOG programs, including transportation planning and modeling;
- Monitoring of automated vehicle laws and policies;
- Maintenance of an information clearinghouse for the region on automated vehicle issues;
- Planning and coordination of pilot programs advancing the deployment of automated vehicles and related technologies; and
- Liaison on automated vehicle issues with public and private parties.

Work Zone Data Exchange

Other Funding Sources

During FY2026 and FY2027, NCTCOG will support agencies to collect, verify, and share information on work zones and present the data in the US Department of Transportation's Work Zone Data Exchange (WZDx) standardized format. Work zones are a common occurrence on roadways. A critical component to maintaining and upgrading the nation's roadways, work zones unfortunately require changes in traffic patterns, narrowed rights-of-way, and other construction activities that often create a combination of factors resulting in delays, crashes, injuries, and fatalities. The projects involved will allow selected agencies to share accurate and real-time reporting of work zones to the region. This program uses Surface Transportation Block Grant Program funds and Transportation Development Credits to support activities in this area. NCTCOG is the responsible agency. Anticipated products include:

- Coordination and support for local agencies and selected projects;
- Implementation and evaluation of selected WZDx projects across the region;
- Integration of work zone data into the regional data hub and 511DFW systems;
- Coordination meetings with agencies and private partners interested in sharing work zone data;
- Support for the US Department of Transportation's Work Zone Data Exchange protocol; and
- Advancement of Work Zone Data Exchange reporting in region.

Updated Regional Automated Vehicle Program

Other Funding Sources

The Automated Vehicles Program consists of three elements – 1) “Planning for Local Partners”: Planning assistance for public entities that are planning ahead for the deployment of AVs in their communities; 2) “Cost Coverage for Local Partners”: Funding to help public entities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; and 3) “Regional Strategic Investments”: Comprehensive support for AV deployment projects supporting use cases/communities that have not attracted AV developer interest but offer an important opportunity to solve a transportation “pinch-point.”

In 2020, NCTCOG procured a consultant to lead the effort in developing a regional planning framework for connected and automated vehicles as part of Planning for Local Partners. This framework included, but was not limited to, traffic modeling, identifying use cases, policy development, public outreach and education, scenario planning, and land-use planning. The regional plan that resulted is the basis for continued outreach and planning efforts by NCTCOG. The grants linked to Cost Coverage for Local Partners will be accessible by public entities with active or in-development deployments of connected and automated vehicle technology. Eligible costs for reimbursement could include, but are not limited to, local government staff and consultant time, infrastructure upgrades, legal services, public education, safety, and software and technical expertise. Regional Strategic Investments will be selected from proposals on a competitive basis according to selection criteria determined by the Regional Transportation Council. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized. Consultant assistance may be utilized. NCTCOG is the responsible agency. Anticipated products during FY2026 and FY2027 include:

- Automated transportation planning resources for local partners;
- Reimbursement opportunities for local partners that deploy automated transportation solutions;
- Scoping and advancing broadband-as-transportation initiatives;
- Comprehensive projects that address transportation “pinch-points” in the region that require public intervention;
- Financial and operational support for local partners hosting an automated vehicle implementation;
- Development and deployment of automated vehicle technologies in the region; and
- Regional implementation of situational awareness applications.

Technology and Innovation Program 3.0

Other Funding Sources

Transportation Technology and Innovation Program (TTIP) 3.0 has two main components. First is supporting increased and improved broadband access in the region. Broadband access has emerged as a mode to transport people virtually to a variety of their life activities such as jobs, education, and healthcare. Having the option to access destinations virtually can be especially important for people who are unable to travel physically due to physical or financial restrictions. Regions that provide high-quality physical and virtual transportation will be best situated for economic growth. During FY2026 and FY2027, NCTCOG will advance planning efforts to help regionally identify strategies to address two key issues: 1) removing physical, financial, and training barriers that impede broadband access and 2) identifying and addressing barriers at destinations such as employment centers, government services providers, and educational institutions that prevent people from accessing those destinations virtually.

Under TTIP 3.0, NCTCOG will also support the US Department of Transportation's efforts to build a digital transportation infrastructure. Thus, TTIP will use staff efforts, and likely consultants, to identify and implement promising technologies and analytic tools to help build this digital infrastructure in Dallas-Fort Worth. Just as technology changes quickly, TTIP will move as fast as possible to identify promising technologies and implement them with the support and involvement of NCTCOG's local, State, and federal partners. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support project activities. NCTCOG is the responsible agency. Anticipated products in FY2026 and FY2027 include:

- Serving as a regional hub for information and resources for broadband access;
- Planning study to identify the most cost-effective way to optimize universal public access to broadband in Dallas-Fort Worth and the barriers that exist at various institutional destinations that prevent people from accessing those destinations virtually;
- Assistance to local partners in their efforts to expand and improve broadband access and the quality of virtual travel to and engagement with employment, education, medical, and other destinations;
- Support for workforce development and higher education research efforts to build the next generation transportation workforce; and
- Management of administrative tasks to facilitate projects.

Dallas-Fort Worth Freight Optimization Corridors

Other Funding Sources

During FY2026 and FY2027, this project will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region. There are safety, operational, and environmental benefits from reducing the number of truck stops/starts at intersections. NCTCOG and its consultant will focus on intersections with high volumes and proportions of freight traffic. An optimal mix of technologies and data sharing will be used to reduce the number of stops trucks make at signalized intersections. Deployment locations will be selected based on an assessment of potential benefits and costs, and after consultation with the local jurisdictions responsible and freight companies. The project will include continual performance monitoring and adjustment to deliver the maximum net benefits. Consultant

assistance will be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support project activities. NCTCOG is the responsible agency. Anticipated products include:

- Completion of before and after studies of focus intersections;
- Coordination meetings with the Texas Department of Transportation, freight industry, and other public agencies responsible for roadways in the focus areas;
- Evaluation, procurement, and implementation of connected vehicle and other technologies; and
- Development of data sharing tools that bridge platforms between public- and private-sector stakeholders.

5.11 North Texas Center for Mobility Technologies

Other Funding Sources

The North Central Texas Council of Governments has partnered with the Texas Research Alliance to develop a mobility research center, the North Texas Center for Mobility Technologies (NTCMT), that brings together North Texas' top mobility research talent to work on sponsored research projects. Regional Transportation Council Local funds will be utilized to support this initiative, with contributions from university partners as the initiative progresses. NCTCOG is the responsible agency. The primary functions and anticipated products of the NTCMT during FY2026 and FY2027 include:

- Readymade research and development network of and for mobility-related companies, municipalities, and other public agencies;
- Attraction of industry and academic talent to North Texas;
- Mobility-related research capabilities within North Texas universities;
- Facilitation of communication and collaboration among the universities with respect to research and development projects and the pursuit/execution of grants;
- Facilitation of university-public sector partnerships on mobility-related projects;
- Facilitation of mobility-related internships for workforce enhancement;
- Acting as a catalyst for building similar North Texas area university networks in other industry sectors;
- Research and industry reports, regional assessments, white papers, and scholarly articles focused on mobility innovation topics; and
- Applications for grants and other prospective funding sources.

5.12 Red River Navigation System Feasibility Study

Other Funding Sources

During the 86th Texas Legislative Session, Texas legislators approved execution of a feasibility study by the Red River Authority of Texas and the United States Army Corps of Engineers (USACE) on increasing Red River navigation between approximately Texarkana and Denison, Texas via a partnership effort between the States of Arkansas, Louisiana, Oklahoma, and Texas. During FY2026 and FY2027, NCTCOG will continue to participate in the ongoing collaborative planning process. The extension of Red River navigable waters could provide the Dallas-Fort Worth region with ocean access and result in goods movement logistics changes in the form of

additional freight transport options, freight traffic diversion, and electric power generation capabilities. These changes could translate into possible air quality benefits, as well as new opportunities to partner with federally recognized tribal nations. Regional Transportation Council Local funds will be utilized to support this initiative. NCTCOG is the responsible agency. Anticipated products include:

- Financial feasibility study, with accompanying technical memoranda, evaluating increased Red River navigation; and
- Supporting documentation and visual aids for distribution and/or presentation to the Regional Transportation Council and other policy-making entities, as needed.

5.13 Alternative Fuel Corridor Planning

Transportation Planning Funds

Through the Federal Highway Administration (FHWA) Alternative Fuel Corridor Program, many Texas highways have been designated as alternative fuel corridors for one or more of the following fuels: electricity, hydrogen, compressed natural gas, liquified natural gas, and/or propane (LPG). Corridor designation means that a driver could travel that roadway in the designated alternative fuel vehicle and be confident that refueling facilities for that fuel are available (e.g., electric charging stations are available on electric corridors). These fuels are becoming more widespread in the medium- and heavy-duty sector, which has a disproportionately high impact on ozone levels. In addition, biodiesel is now available to support freight trucking in the region. Planning to optimize placement and use of infrastructure can further support local air quality efforts while supporting the freight industry in its adoption of alternative fuels. NCTCOG work activities in FY2026 and FY2027 will build on the National Zero-Emission Freight Corridor Strategy (released by the Joint Office of Energy and Transportation in March 2024), the Rider 48 Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity (released by the Texas Department of Transportation [TxDOT] in September 2024), and TxDOT's implementation of the Texas Electric Vehicle Infrastructure Plan (re-approved by FHWA in August 2025). NCTCOG is the responsible agency. Anticipated products include:

- An inventory of recommended areas for deployment of alternative fuel infrastructure, especially to support operations of medium- and heavy-duty vehicles;
- Evaluation of opportunities to leverage alternative fueling and truck parking investments;
- As appropriate, recommendations to TxDOT staff for additional alternative fuel corridor nominations;
- Coordination with and recommendations to TxDOT staff related to implementation of phase 2 of the Texas Electric Vehicle Infrastructure Plan.
- Collaboration with neighboring regions to align corridors between regions and across state lines;
- An assessment of opportunities to post alternative fuel corridor signage;
- Evaluation of rail corridors for potential alternative fuel deployments in both rail and support vehicles (e.g., cranes, drayage and maintenance vehicles);
- Support to stakeholders in pursuing deployments, including technical assistance and identification of funding opportunities;
- Maintenance of relevant alternative fuel corridor information on a webpage; and
- Promotion of availability of alternative fuels.

E. Funding Summary

Table 5a: Task 5 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA	CMAQ	DOD	FHWA	FRA
5.01	NCTCOG	\$1,041,838	\$0	\$0	\$0	\$0	\$141,000
5.02	NCTCOG	\$866,775	\$0	\$0	\$0	\$0	\$0
5.03	NCTCOG	\$987,397	\$507,000	\$0	\$0	\$3,294,000	\$0
5.04	NCTCOG	\$61,912	\$0	\$0	\$0	\$0	\$0
5.05	NCTCOG	\$30,956	\$0	\$0	\$0	\$0	\$0
5.06	NCTCOG	\$231,638	\$22,500,000	\$0	\$0	\$0	\$0
5.07	NCTCOG	\$346,923	\$0	\$0	\$0	\$1,880,000	\$0
5.08	NCTCOG	\$204,952	\$0	\$0	\$0	\$0	\$0
5.09	NCTCOG	\$178,265	\$0	\$0	\$3,205,000	\$0	\$0
5.10	NCTCOG	\$209,221	\$0	\$0	\$0	\$0	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.13	NCTCOG	\$116,353	\$0	\$0	\$0	\$0	\$0
Total		\$4,276,230	\$23,007,000	\$0	\$3,205,000	\$5,174,000	\$141,000

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	RTR	STBG	TxDOT	Local	NTTA	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
5.01	NCTCOG	\$960,000	\$3,023,000	\$191,000	\$260,000	\$33,000	\$5,649,838	\$0
5.02	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$866,775	\$76,000
5.03	NCTCOG	\$366,000	\$3,505,000	\$0	\$805,500	\$0	\$9,464,897	\$272,374
5.04	NCTCOG	\$0	\$236,000	\$0	\$0	\$0	\$297,912	\$0
5.05	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$30,956	\$0
5.06	NCTCOG	\$0	\$3,832,000	\$0	\$296,000	\$0	\$26,859,638	\$0
5.07	NCTCOG	\$1,579,000	\$1,546,000	\$0	\$1,500,000	\$0	\$6,851,923	\$0
5.08	NCTCOG	\$0	\$0	\$0	\$1,713,000	\$0	\$1,917,952	\$0
5.09	NCTCOG	\$0	\$0	\$0	\$600,000	\$0	\$3,983,265	\$0
5.10	NCTCOG	\$0	\$3,991,000	\$0	\$0	\$0	\$4,200,221	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$254,000	\$0	\$254,000	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$197,000	\$0	\$197,000	\$0
5.13	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$116,353	\$0
Total		\$2,905,000	\$16,133,000	\$191,000	\$5,625,500	\$33,000	\$60,690,730	\$348,374

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5b: Task 5 – FY2027 Funding Summary Table

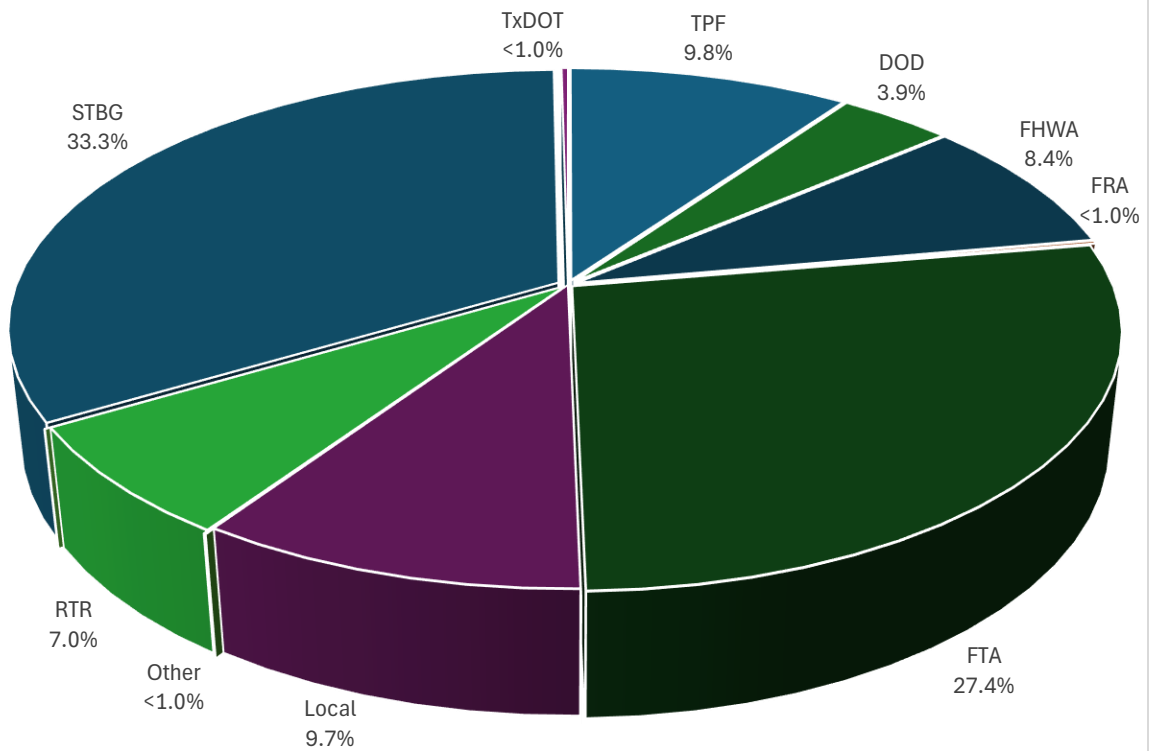
Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA	CMAQ	DOD	FHWA	FRA
5.01	NCTCOG	\$1,239,782	\$0	\$0	\$0	\$0	\$0
5.02	NCTCOG	\$1,127,547	\$0	\$0	\$0	\$0	\$0
5.03	NCTCOG	\$707,705	\$245,000	\$0	\$0	\$1,955,000	\$0
5.04	NCTCOG	\$102,882	\$0	\$0	\$0	\$0	\$0
5.05	NCTCOG	\$31,176	\$0	\$0	\$0	\$0	\$0
5.06	NCTCOG	\$4,157	\$881,000	\$0	\$0	\$0	\$0
5.07	NCTCOG	\$362,686	\$0	\$0	\$0	\$313,000	\$0
5.08	NCTCOG	\$207,843	\$0	\$0	\$0	\$0	\$0
5.09	NCTCOG	\$58,196	\$0	\$0	\$273,000	\$0	\$0
5.10	NCTCOG	\$257,725	\$0	\$0	\$0	\$0	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.13	NCTCOG	\$235,902	\$0	\$0	\$0	\$0	\$0
Total		\$4,335,601	\$1,126,000	\$0	\$273,000	\$2,268,000	\$0

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	RTR	STBG	TxDOT	Local	NTTA	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
5.01	NCTCOG	\$328,000	\$2,539,000	\$0	\$0	\$0	\$4,106,782	\$0
5.02	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$1,127,547	\$76,000
5.03	NCTCOG	\$2,202,000	\$3,212,000	\$0	\$1,061,700	\$0	\$9,383,405	\$293,940
5.04	NCTCOG	\$0	\$35,000	\$0	\$0	\$0	\$137,882	\$0
5.05	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$31,176	\$0
5.06	NCTCOG	\$0	\$2,177,000	\$0	\$0	\$0	\$3,062,157	\$0
5.07	NCTCOG	\$728,000	\$2,831,000	\$0	\$1,500,000	\$0	\$5,734,686	\$0
5.08	NCTCOG	\$0	\$0	\$0	\$260,000	\$0	\$467,843	\$0
5.09	NCTCOG	\$0	\$0	\$0	\$36,000	\$0	\$367,196	\$0
5.10	NCTCOG	\$0	\$2,461,000	\$0	\$0	\$0	\$2,718,725	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$93,000	\$0	\$93,000	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5.13	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$235,902	\$0
Total		\$3,258,000	\$13,255,000	\$0	\$2,950,700	\$0	\$27,466,301	\$369,940

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Task 5 Funding Summary - FY2026 and FY2027



VII. Overview of Work Program Funding

The work described in this document will be accomplished during the period October 1, 2025, to September 30, 2027. This work will be a cooperative effort between local, regional, state, and federal government agencies and will include citizens, private companies, and interest groups. This Work Program is prepared in cooperation with local governments and transportation partner agencies across the region.

The metropolitan planning process is designed to assist local governments and to address the increasingly complex regional transportation problems. The Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) reflects the Metropolitan Planning Organization's (MPO's) goals to meet MPO planning requirements and guidelines reaffirmed by the Infrastructure Investment and Jobs Act. These goals focus on the implementation of projects contained in the Metropolitan Transportation Plan through an efficient, cost-effective, and balanced system of project programming and prioritization in the Transportation Improvement Program; development and implementation of a regional Congestion Management Process, continued regional efforts to improve air quality, and assistance local governments and transportation providers with transportation planning activities.

Disadvantaged Business Enterprises

The North Central Texas Council of Governments (NCTCOG) encourages participation by Disadvantaged Business Enterprises (DBEs) for various planning, engineering, and technical transportation services. NCTCOG, in the past years, has established a Transportation Department-wide goal of varying amounts. On October 3, 2025, the US Department of Transportation issued an interim final rule eliminating the sex and race-based presumptions in

the DBE program. NCTCOG is assessing the implications of this rule change and developing next steps on updating the DBE goal consistent with these new requirements.

Proposed Budget

This section summarizes the budget for the FY2026 and FY2027 UPWP. Financial support for FY2026 and FY2027 will be provided from a number of sources, including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Department of Defense (DOD), the Department of Energy (DOE), the Environmental Protection Agency (EPA), the Federal Railroad Administration (FRA), the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Water Development Board (TWDB). In addition, various local sources will be acquired to assist in the funding of this program.

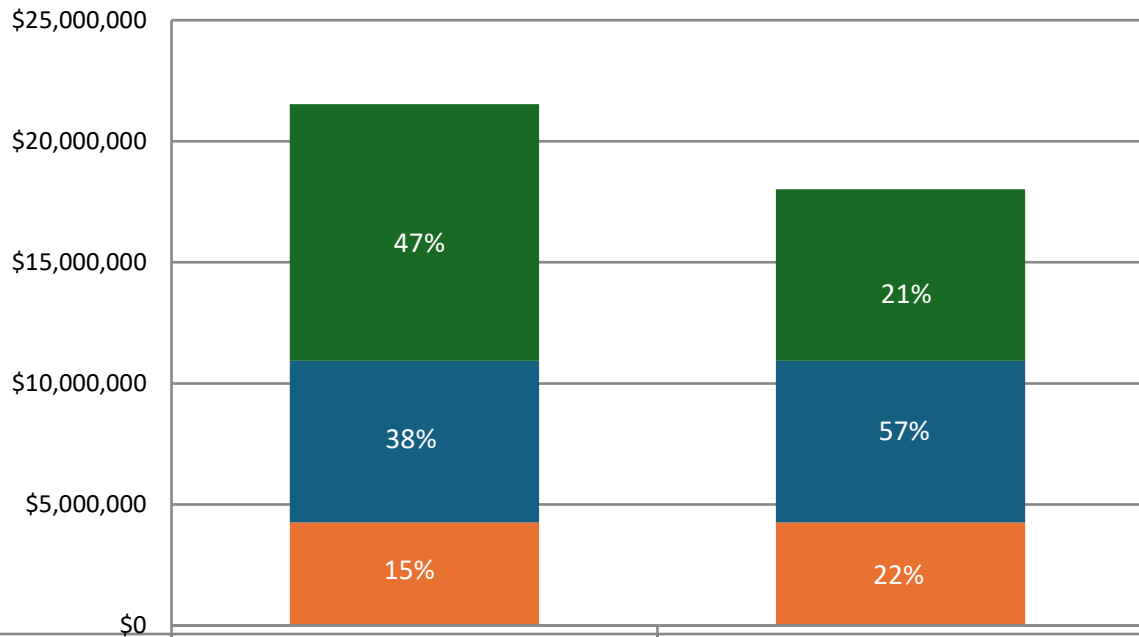
The US Department of Transportation provides Transportation Planning Funds (TPF) through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL-112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent in-kind match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA-112 and FTA 5303 funds for FY2026 and FY2027 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2026 and FY2027 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VII-1. The formula-based FHWA PL-112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is anticipated to be \$10,597,666 in FY2026 and \$10,597,666 in FY2027 for a two-year total of \$21,195,331. The FTA 5303 funding is anticipated to be \$4,265,938 in FY2026

and \$4,265,938 in FY2027 for a two-year total of \$8,531,876. An estimated balance of \$6,669,030 in unexpended/unobligated FHWA PL-112 funding will be available from the FY2025 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL-112 and FTA 5303 funding for the FY2026 and FY2027 UPWP is estimated at \$36,396,237. Transportation Planning Funds in the amount of \$36,396,237 have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VII-2. These programmed funds include the FTA 5303 allocation of \$8,531,876, the estimated FY2025 FHWA PL-112 fund balance of \$6,669,030, and \$21,195,331 of Fiscal Years 2026 and 2027 FHWA PL-112 funding. NCTCOG anticipates spending \$32,847,600 of this funding in Fiscal Years 2026 and 2027. This will result in an estimated carryover balance of \$3,548,637 of Transportation Planning Funds into FY2028.

EXHIBIT VII-1
FY2026 and FY2027 TPF Programming Summary

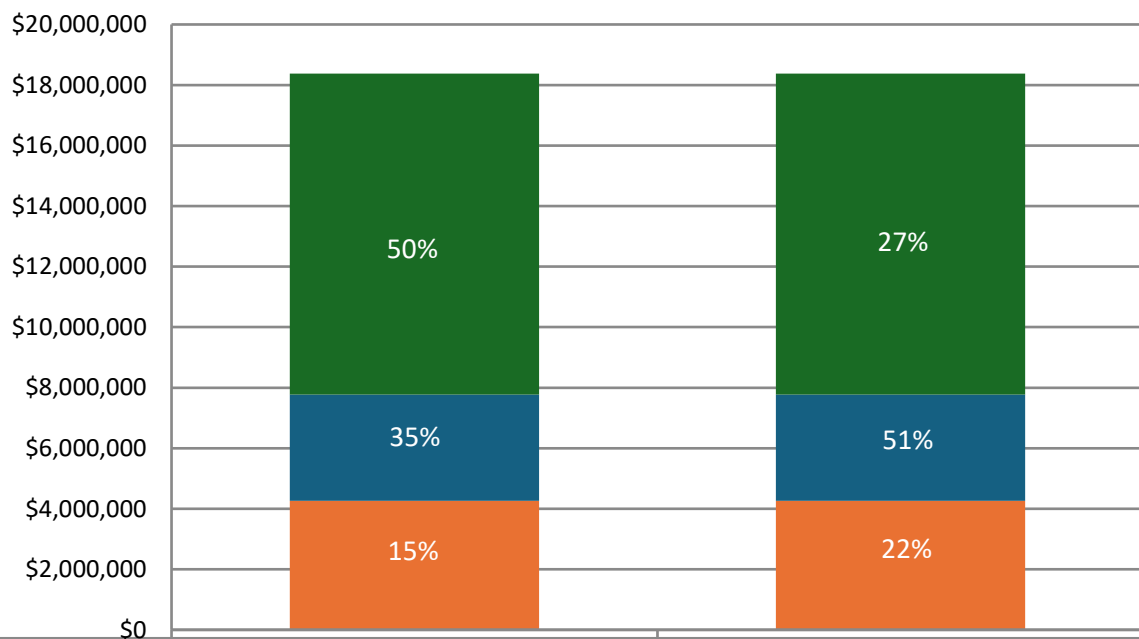
	FY2026		FY2027	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	\$4,265,938	\$4,265,938	\$4,265,938	\$4,265,938
FHWA (PL-112)				
Carryover	\$6,669,030	\$6,669,030	\$3,509,696	\$3,509,696
New Allocation	\$10,597,666	\$7,087,970	\$10,597,666	\$10,597,666
Total TPF	\$21,532,634	\$18,022,938	\$18,373,299	\$18,373,299
Carryover		\$3,509,696		\$0
Two-Year Totals				
FTA Section 5303	\$8,531,876			
FHWA PL-112	\$27,864,361			
Total	\$36,396,237			
Total Programmed	\$36,396,237			
Anticipated Expenditures	\$32,847,600			
Balance to carryover	\$3,548,637			

Summary of TPF 2026 Funding Levels



FHWA (PL-112)	\$10,597,666	\$7,087,970
Carryover	\$6,669,030	\$6,669,030
FTA (5303)	\$4,265,938	\$4,265,938

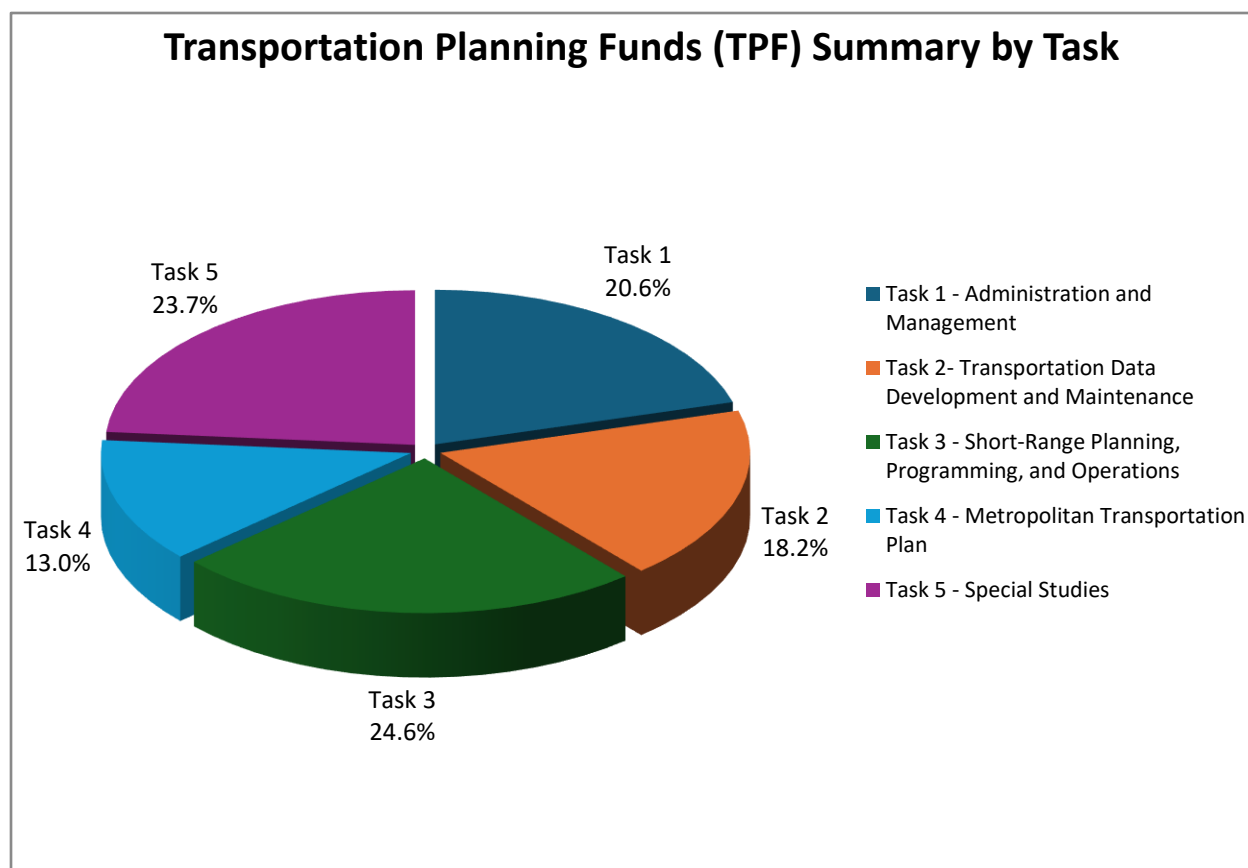
Summary of TPF 2027 Funding Levels



FHWA (PL-112)	\$10,597,666	\$10,597,665
Carryover	\$3,509,696	\$3,509,696
FTA (5303)	\$4,265,938	\$4,265,938

EXHIBIT VII-2
FY2026 and FY2027 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY2026	FY2027	Total
1.01	Community Outreach	\$3,209,842	\$3,394,072	\$6,603,914
1.02	Program and Policy Administration	\$219,897	\$268,117	\$488,014
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$230,571	\$172,509	\$403,080
	Task 1 - Administration and Management	\$3,660,310	\$3,834,698	\$7,495,008
2.01	Development of Travel Models	\$535,863	\$485,313	\$1,021,176
2.02	Transportation Data Collection and Development	\$220,964	\$223,431	\$444,395
2.03	Model Applications	\$540,133	\$634,960	\$1,175,093
2.04	Demographic Data and Forecasts	\$688,510	\$650,548	\$1,339,058
2.05	Data Management	\$1,048,242	\$1,070,390	\$2,118,632
2.06	Ensuring Nondiscrimination in MPO Planning/Program Activities	\$114,218	\$115,353	\$229,571
2.07	Performance-based Planning and Coordination	\$147,309	\$142,372	\$289,681
	Task 2 - Transportation Data Development and Maintenance	\$3,295,239	\$3,322,367	\$6,617,605
3.01	Transportation Project Programming	\$1,996,144	\$2,027,506	\$4,023,650
3.02	Regional Air Quality Planning	\$736,545	\$744,077	\$1,480,622
3.03	Air Quality, Fuels, and Energy Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$1,102,683	\$1,025,704	\$2,128,387
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$652,216	\$656,783	\$1,308,999
3.07	Congestion Management Operations	\$0	\$0	\$0
	Task 3 - Short-Range Planning, Programming, and Operations	\$4,487,588	\$4,454,070	\$8,941,658
4.01	Metropolitan Transportation Planning	\$1,992,942	\$2,110,643	\$4,103,585
4.02	Coordination of Transportation and Environmental Planning Processes	\$276,471	\$281,627	\$558,098
4.03	Understanding the Public Return on Investment for Transportation Funding	\$34,159	\$34,294	\$68,453
	Task 4 - Metropolitan Transportation Plan	\$2,303,572	\$2,426,564	\$4,730,136
5.01	Regional Transportation Studies	\$1,041,838	\$1,239,782	\$2,281,620
5.02	Subarea Studies and Local Government Assistance	\$866,775	\$1,127,547	\$1,994,322
5.03	Land-Use/Transportation Initiatives	\$987,397	\$707,705	\$1,695,102
5.04	Transportation Asset Management	\$61,912	\$102,882	\$164,794
5.05	Transportation System Security and Emergency Preparedness	\$30,956	\$31,176	\$62,132
5.06	Regional Freight Planning	\$231,638	\$4,157	\$235,795
5.07	Roadway and Railroad Safety	\$346,923	\$362,686	\$709,609
5.08	Regional Aviation Planning and Education	\$204,952	\$207,843	\$412,795
5.09	Regional Military and Community Coordination	\$178,265	\$58,196	\$236,461
5.10	Transportation Technology and Innovation Program	\$209,221	\$257,725	\$466,946
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	Alternative Fuel Corridor Planning	\$116,353	\$235,902	\$352,255
	Task 5 - Special Studies	\$4,276,230	\$4,335,601	\$8,611,831
	FUNDING TOTALS	\$18,022,938	\$18,373,299	\$36,396,237



UPWP funding is composed of seven types of revenue. The first type is federal formula Transportation Planning Funds (FHWA PL-112 and FTA 5303) allocated to NCTCOG to support regional transportation planning activities. The second type funds non-formula, one-time project/program planning activities primarily using Surface Transportation Block Grant Program (STBG) funds. Funds awarded through federal competitive grant programs for specific projects represent a third source of revenue. The fourth revenue type funds periodic internal and external Management and Operations, or implementation projects, through the use of funding sources such as Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Block Grant Program funds, Regional Toll Revenue (RTR) funds (proceeds from SH 121 up-front payment), or Regional Transportation Council Local funds. The fifth type of revenue is provided through the Transportation Improvement Program for specific planning or implementation activities and includes FTA (5307, 5310, 5311), RTR, STBG, CMAQ, and other

sources. Local air quality and sustainable development implementation and planning projects are examples of initiatives funded with Regional Transportation Council Local funds as a sixth type of revenue. The seventh source of revenue is derived from planning activities carried out in support of various agencies such as NTTA, TxDOT, and TCEQ.

Provided in Exhibit VII-3 is an inventory of computer hardware, software/licenses, and maintenance items, as well as other equipment anticipated to be purchased during the period of the FY2026 and FY2027 Unified Planning Work Program to support work activities outlined in Tasks 1 through 5 of the Work Program. Also included are the video/web hosting services required to live stream and record/post meetings of the Regional Transportation Council per State legislation, as well as other meetings, as appropriate. The source of funding utilized to obtain these items or services is provided in the table, along with the specific Work Program Subtask in which the funding is programmed to accommodate the work activities.

EXHIBIT VII-3
Anticipated Equipment/Software Purchases

Quantity	Description	Estimated Price	Funding Source	Subtask
150	Microcomputer systems (desktops, portable, lab computers, tablet)	\$535,000	RTC Local	1.04
2	Laser printers and image scanners for network group usage	\$6,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$40,000	RTC Local/TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses and one TransModeler license	\$156,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SmartSheet, Adobe licenses, AI, and Turning Point), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$170,000	TPF	1.04

Quantity	Description	Estimated Price	Funding Source	Subtask
---	Traffic simulation and dynamic traffic assignment software	\$300,000	STBG	2.01
---	Software system to assist in analyzing regional crash data and determining crash hotspots	\$650,000	STBG	3.07
---	Audio/video equipment, updates, and maintenance for Transportation Department meeting rooms, including the Transportation Council Room; video/web hosting services for the Transportation Council Room	\$5,000	RTC Local	1.04
---	Bicycle-pedestrian count equipment	\$43,000	STBG Local	5.03
---	Public involvement subscriptions	\$184,000	TPF	1.01
---	Outreach and educational subscriptions	\$135,000	Allocation	1.01

The Texas Department of Transportation (TxDOT) has approved an MPO Revolver Fund through a partnership with NCTCOG, the Regional Transportation Council, City of Dallas, Dallas and Collin Counties, and Dallas Area Rapid Transit. Federal programs administered by NCTCOG require that costs be incurred and paid prior to seeking reimbursements from TxDOT and/or the appropriate federal agency. The MPO Revolver Fund will enable NCTCOG to cash flow the federal programs administered by NCTCOG.

The UPWP will be modified over the course of the fiscal year(s) as additional funds become available. Funding from each source is summarized by task in Tables 6a and 6b. FHWA and FTA formula funding is summarized under Transportation Planning Funds (TPF).

Budget Summary

Table 6a: Funding Summary - FY2026

UPWP Task	Description	TPF ¹	FTA Section 5307 Funds	FTA	CMAQ	DOD	DOE	EPA
1	Administration – Management	\$3,660,310	\$0	\$0	\$949,000	\$0	\$0	\$0
2	Data Development and Maintenance	\$3,295,239	\$0	\$0	\$0	\$0	\$0	\$0
3	Short Range Planning	\$4,487,588	\$8,211,000	\$7,142,000	\$2,896,000	\$0	\$959,000	\$12,330,000
4	Metropolitan Transportation Plan	\$2,303,572	\$0	\$0	\$0	\$0	\$0	\$0
5	Special Studies	\$4,276,230	\$0	\$23,007,000	\$0	\$3,205,000	\$0	\$0
Total		\$18,022,938	\$8,211,000	\$30,149,000	\$3,845,000	\$3,205,000	\$959,000	\$12,330,000

UPWP Task	Description	FHWA	FRA	RTR	STBG	TCEQ	TxDOT	NCTCOG Local
1	Administration – Management	\$0	\$0	\$181,000	\$1,183,600	\$0	\$0	\$71,900
2	Data Development and Maintenance	\$0	\$0	\$0	\$3,275,000	\$0	\$84,000	\$0
3	Short Range Planning	\$14,342,000	\$0	\$5,625,000	\$13,666,500	\$382,000	\$0	\$0
4	Metropolitan Transportation Plan	\$0	\$0	\$362,000	\$921,000	\$0	\$0	\$0
5	Special Studies	\$5,174,000	\$141,000	\$2,905,000	\$16,133,000	\$0	\$191,000	\$0
Total		\$19,516,000	\$141,000	\$9,073,000	\$35,179,100	\$382,000	\$275,000	\$71,900

UPWP Task	Description	NTTA	Local Funds	TWDB	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
1	Administration – Management	\$0	\$841,085	\$0	\$6,886,895	\$0
2	Data Development and Maintenance	\$0	\$0	\$0	\$6,654,239	\$0
3	Short Range Planning	\$0	\$30,739,000	\$0	\$100,780,088	\$300,000
4	Metropolitan Transportation Plan	\$0	\$378,000	\$973,000	\$4,937,572	\$0
5	Special Studies	\$33,000	\$5,625,500	\$0	\$60,690,730	\$348,374
Total		\$33,000	\$37,583,585	\$973,000	\$179,949,523	\$648,374

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY2027

UPWP Task	Description	TPF ¹	FTA Section 5307 Funds	FTA	CMAQ	DOD	DOE	EPA
1	Administration – Management	\$3,834,698	\$0	\$0	\$1,003,000	\$0	\$0	\$0
2	Data Development and Maintenance	\$3,322,367	\$0	\$0	\$0	\$0	\$0	\$0
3	Short Range Planning	\$4,454,070	\$7,117,000	\$4,289,000	\$2,602,000	\$0	\$312,000	\$25,795,000
4	Metropolitan Transportation Plan	\$2,426,564	\$0	\$0	\$0	\$0	\$0	\$0
5	Special Studies	\$4,335,601	\$0	\$1,126,000	\$0	\$273,000	\$0	\$0
Total		\$18,373,299	\$7,117,000	\$5,415,000	\$3,605,000	\$273,000	\$312,000	\$25,795,000

UPWP Task	Description	FHWA	FRA	RTR	STBG	TCEQ	TxDOT	NCTCOG Local
1	Administration – Management	\$0	\$0	\$119,000	\$1,003,000	\$0	\$0	\$71,900
2	Data Development and Maintenance	\$0	\$0	\$0	\$3,630,000	\$0	\$255,000	\$0
3	Short Range Planning	\$15,803,000	\$0	\$2,621,000	\$8,711,000	\$0	\$0	\$0
4	Metropolitan Transportation Plan	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
5	Special Studies	\$2,268,000	\$0	\$3,258,000	\$13,255,000	\$0	\$0	\$0
Total		\$18,071,000	\$0	\$6,198,000	\$26,599,000	\$0	\$255,000	\$71,900

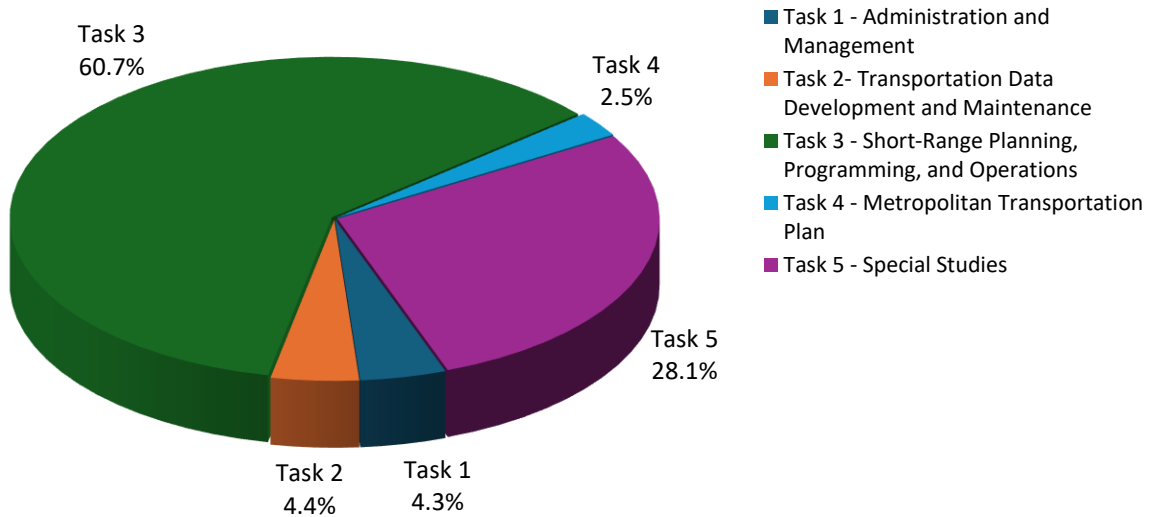
UPWP Task	Description	NTTA	Local Funds	TWDB	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
1	Administration – Management	\$0	\$643,700	\$0	\$6,675,298	\$0
2	Data Development and Maintenance	\$0	\$0	\$0	\$7,207,367	\$0
3	Short Range Planning	\$0	\$18,235,000	\$0	\$89,939,070	\$300,000
4	Metropolitan Transportation Plan	\$0	\$17,000	\$358,000	\$3,001,564	\$0
5	Special Studies	\$0	\$2,950,700	\$0	\$27,466,301	\$369,940
Total		\$0	\$21,846,400	\$358,000	\$134,289,599	\$669,940

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

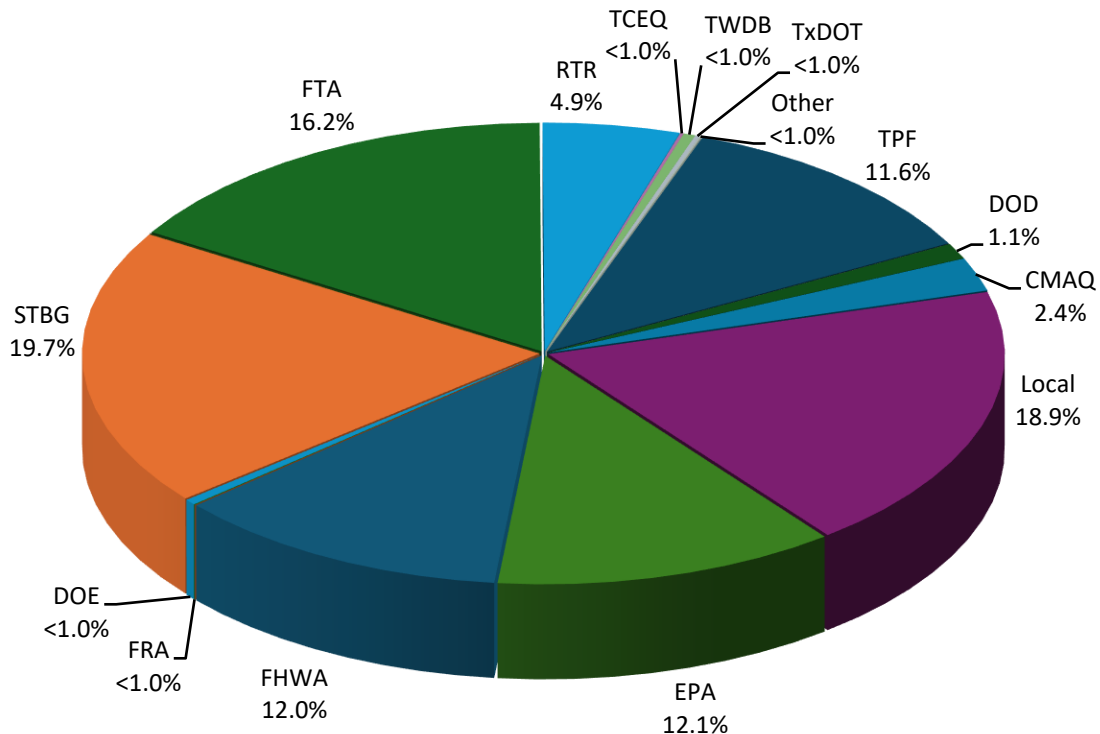
² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY2026 and FY2027	\$29,727,207
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	\$6,669,030
TOTAL TPF for FY2026 and FY2027	\$36,396,237

Summary of All Funding by Task



Summary of All Funding



Activity Schedule

Work in the FY2026 and FY2027 UPWP will be ongoing and continuous throughout the two-year timeframe. Work Program tasks conducted for, or in cooperation with, local agencies are dependent upon their participation in the process and are scheduled accordingly. Some projects, such as preparing the Transportation Improvement Program, can be described as year-round activities when accounting for individual project revisions and their technical and local impact reviews. In addition, the performance of consultant studies for local transit operators and other cities must be timed in accordance with locally determined priorities, which thus precludes setting a rigid advanced schedule. Task initiation will also depend on special needs or interests and resources available. Consequently, no specific schedule for work tasks has been provided in this Work Program.

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VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

In addition to the work outlined in this Unified Planning Work Program (UPWP), other transportation and air quality planning activities will be conducted by various transportation planning and implementation agencies. The metropolitan planning guidelines for preparation of the UPWP call upon Metropolitan Planning Organizations to include in the UPWP a detailed description of transportation and transportation-related planning activities anticipated within the metropolitan area during the period covered by the UPWP, regardless of funding sources. Local governments and transportation agencies throughout the metropolitan area were asked to submit a summary of these anticipated activities. The following information summarizes the efforts that were submitted to the North Central Texas Council of Governments for inclusion in this document.

City of Dallas

Dallas On-Street Parking/Curb Management Policy: As an extension of the Strategic Mobility Plan, the city is developing an On-Street Parking/Curb Management Policy report that will guide decisions around setting parking pricing, managing uses of the curb, and allocating its use to different functions (e.g., mobility, vehicle storage, deliveries, etc.).

Convention Center Master Plan: The City of Dallas has a study underway to look at improvements around the Kay Bailey Hutchison Convention Center. There are several projects and/or initiatives happening at or around the section of IH 30 from IH 3E to IH 45:

- The redevelopment of the IH 30 Canyon from IH 35E east to IH 45 led by the Texas Department of Transportation;
- High-speed rail station led by Texas Central;

- Multimodal facility and Oak Farms studies led by the City of Dallas;
- Oak Farms study led by NCTCOG;
- Dallas Convention Center Master Plan study led by the City of Dallas;
- Rail district led by NCTCOG/City of Dallas; and
- High-Speed Rail/Cedars Planning Study led by NCTCOG.

Based on the above, and since the frontage roads are eliminated, the city grid system is expected to provide the redundancy that is needed for rapid response to incidents in addition to supporting multimodal movements in the area. Combined, these efforts will identify needed improvements to the street grid and transportation system to encourage development and improve the quality of life in the Cedars and southern Downtown areas to make them more walkable and bikeable.

Oak Farms: The Oak Farms Study will include an infrastructure asset inventory to identify needed improvements, produce preliminary engineering for the overall improvements, and, if funds are sufficient, produce detailed engineering for the priority needs.

Harry Hines Wrong-Way Driving Prevention: This study will evaluate opportunities to activate areas outside/away from the immediate vicinity of the American Airlines Center (AAC) to relieve traffic congestion/pressure during events at AAC. The study area is bounded by Slocum on the West, McKinnon on the East, South of Oak Lawn on the North, and the Moody/Woodall Rodgers Northern Service Road on the South. Activities include obtaining and evaluating origin/destination volumes (i.e., vehicle, pedestrian, transit), assessing existing roadway circulation/infrastructure condition, identifying existing parking availability/needs, integrating findings with current/planned projects and accessibility evaluation/recommendations, addressing wrong-way driving challenges on the Dallas North Tollway and Harry Hines Boulevard/McKinnon Boulevard couplet network, and conducting public outreach/stakeholder engagement. This project is funded with \$3,000,000

of Surface Transportation Block Grant Program funds and regional Transportation Development Credits.

City of Plano

Interlocal Agreement Between the University of Texas at Dallas and the City of Plano for Collaboration Research on Air Quality Monitors: Since June 2016, Environmental Health and Sustainability Department (EHS) staff has participated in a broad consortium of North Texas stakeholders led by the University of Texas at Dallas (UTD). All are interested in developing a real-time air quality monitoring network for a region that is not in compliance with the Clean Air Act. Currently, there are no federal or State air quality monitors located in the City of Plano.

This research partnership with UTD allows the city to test newer and less expensive technology. UTD leads a team building and calibrating a 44-monitor system for deployment in Plano. It will provide real-time estimates of PM₁, PM_{2.5}, PM₁₀, and CO₂. The information can be used to lower risks of personal exposures and improve environmental health by informing policies and practices such as traffic management, signal light timing, vehicle idling, alternative transportation, and personal outdoor activities.

Expressway Corridor and Environmental Health Study: In 2018, Plano initiated a study to consider the health effects of adjacency to major transportation corridors in regard to air and noise pollution. This study identifies sensitive land uses where occupants would be more likely to be affected by these pollutants. An environmental health map was adopted denoting contours where noise levels are expected to be higher than what is considered to be appropriate by the Department of Housing and Urban Development. Zoning cases in these areas with sensitive land uses must complete an environmental health analysis and incorporate appropriate mitigation measures. Implementation of the results of this study is still underway.

Silver Line Corridor Market Assessment and Economic Development Strategy: This study will assess the market potential of Plano's transit corridors and offer economic development strategies to guide future investment, as well as land-use planning and zoning activities in these areas. This study supports Plano's transit-oriented development policy of the city's Comprehensive Plan, which proactively encourages an integrated mix of uses and civic spaces within walking distance of planned transit stations. The study area is one-half mile around each station. In particular, the focus of the study recommendations will be on the properties immediately surrounding the station areas. The Silver Line Corridor Market Assessment and Economic Development Strategy will consist of an assessment of the current economic market and climate condition and a projection of future development potential around Plano's two new Silver Line commuter rail stations and light rail transit station. Focus groups and one-on-one interviews with key stakeholders will further inform study recommendations.

Trinity Metro

East Lancaster Avenue Transit Oriented Development Plan: Trinity Metro is developing a transit-oriented development plan for station areas along East Lancaster Avenue from Downtown Fort Worth to Handley Drive in support of future high-capacity transit improvements.

Transit-Oriented Development Planning Study: Trinity Metro will sponsor a transit-oriented development (TOD) study to identify the opportunities to develop transit-oriented development around Mercantile Station, North Side Station, Terminal and Pacific Station and a future TEXRail station in the medical district. The resulting plan will include assessment of existing conditions, station area concept plans, zoning recommendations, multi-modal connectivity plans, analysis of value capture, recommendations for private-sector involvement, economic strategies to leverage community assets within walking distance of all TEXRail and other high-capacity transit stations, best practices from similar successful TODs and a phased TOD implementation plan. The work

is expected to commence in January 2026 and will take approximately one year to complete. The project will be funded by \$405,000 from the Pilot Program for Transit-Oriented Development Planning – Section 20005(b) and \$101,250 (20%) local match from Trinity Metro.

Comprehensive Evaluation of On-Demand Zones: This evaluation aims to assess the effectiveness, efficiency, and financial sustainability of existing on-demand services, while also exploring opportunities for service optimization. A key component of this study will be identifying zones that underperform or duplicate existing fixed-route services and recommending modifications or restructuring to enhance service efficiency and financial viability. By utilizing data-driven insights, the evaluation will inform strategic decisions on improving operational performance, optimizing service delivery, and expanding or restructuring zones to better align with demand patterns and community needs. Consultant will:

- Evaluate the operational performance of on-demand services .
- Analyze the financial sustainability and cost-effectiveness of the service delivery model .
- Provide actionable recommendations to optimize operations, improve service coverage, and develop a strategic growth plan.

This comprehensive approach will guide Trinity Metro in making cost-effective adjustments that support long-term sustainability and strengthen its transportation network.

Streetcar Feasibility Study: Trinity Metro would assess the feasibility of developing a streetcar network between downtown Fort Worth and nearby or adjacent districts such as Panther Island, the Cultural District, and Fort Worth South (Medical District). This study will assess routes identified in earlier streetcar studies, as well as more recent proposals. The feasibility study will consider the vehicle type, specific route options and alternatives, and station locations. Most importantly, the feasibility study will examine economic development opportunity, ridership

potential, and define the return on investment. The Texas A&M Innovation District, Fort Worth Convention Center renovation and expansion, and Panther Island and Stockyards development all present opportunities that can be accelerated and enhanced with urban rail.

TEXRail Transit-Oriented-Development Study: Develop Transit-Oriented Development Plan for TEXRail corridor in the City of Fort Worth with the following elements: (1) multimodal connectivity plans to TEXRail stations; (2) guidelines for regulatory codes for transit-oriented development; (3) framework for private sector involvement; (4) best practices to promote transit-oriented development and mixed-use development; (5) station-area plans; and (6) phased implementation plan.

Parking Utilization Study: Trinity Metro will employ the General Planning Contractor to determine the parking utilization rates by time of day at all Trinity Metro-owned public facilities, including park-n-rides along 1H 35W, TEXRail, and TRE stations in Tarrant County. Trinity Metro has further begun to allow paid overnight parking for Dallas Fort Worth International Airport travelers with some success which requires further study. Since COVID, parking utilization for commuter routes has not grown as expected. Data will be compared to other regional travel, land use, and demand data to identify opportunities for service or capital improvements. The data may also indicate and justify changes such as relocation of facilities or reduction in size or number of spaces. This is an effort to provide the most cost-effective service possible.

System Plan: Trinity Metro will internally create a new System Plan in 2027. This plan will evaluate the cost-effectiveness of each mode, route, zone, and service; assess the criticality of each to the residents of its service area; identify operational challenges and program changes designed to ensure financial sustainability; and allow for growth as the population increases in Fort Worth and

partner cities. This plan will also identify future corridors or zones and identify modes to guide the expansion of transit services in the Trinity Metro system.

Denton County Transportation Authority (DCTA)

Transit-Oriented Development Planning Analysis of the Kansas City Southern (KCS) Rail

Corridor: As a separate right-of-way for freight rail, the KCS corridor between the University of North Texas in Denton and Hebron Parkway in Plano will be the focus of a study to determine opportunities to enhance regional transit connectivity and spur economic development throughout Denton County. The rail line has the potential to connect to DCTA's A-train and other rail lines planned or in operation in the Dallas-Fort Worth area. The analysis and recommendations will reflect the transit-oriented development and multimodal needs and aspirations of each local community related to potential station locations.

City of Fort Worth

Access Butler Place: This project will identify mobility solutions that could transform the City of Fort Worth's Central Area roadway infrastructure and multi-modal networks to help people get around more easily and shape future downtown development potential. The \$2,500,000 is a mix of funding (\$2,000,000 Federal and \$500,000 local).

Connecting the Core: This project goal is to create a long-range transportation capital plan for the area within and near Downtown, Cultural District, Stockyards, and Panther Island. The plan will result in a data-driven program of transportation projects needed to address current and future multimodal travel needs. The \$550,000 project budget is funded with local funds.

Moving a Million: This project will create the City's first Master Transportation Plan that includes project phasing, funding and scoping of the City's multi-modal transportation systems (includes

TxDOT on system transportation network). The \$2,200,000 project budget is funded with local funds.

SMART Grant Weatherization Sensor Project: The projects funded by this grant aim to advance smart infrastructure and improve transportation efficiency and safety by deploying and testing weatherization sensors in the autonomous corridor for autonomous freight and advanced air mobility. The goal is to demonstrate how a network of low altitude and surface weather sensors can be integrated into micro-weather models, providing a refined and consistent picture of air and road conditions for efficient intermodal routing decisions. The \$2,000,000 project budget is funded with federal grants.

Eastside Transportation Study: As a supplement to the East Lancaster Improvement Project, the Eastside Transportation Plan aims to address the required transit, pedestrian, land use, and economic factors necessary to transform the Eastside of Fort Worth. The \$1,300,000 project budget is funded with local funds.

East Berry Street Corridor Study: The corridor study was identified to take an existing under-utilized corridor and transform East Berry Street into a walkable mixed-use corridor suitable for people of all ages. This study includes the creation of a form-based code and recommendations for economic incentives and pre-engineering for right-of-way improvements. The \$700,000 project budget is funded with local funds.

Southeast Downtown/High-Speed Rail Station Study: The purpose of this study is to identify a location for the upcoming High-Speed Rail Station in Southeast Downtown and study the adjacent land uses and infrastructure necessary to make it a success. The \$860,000 project budget is funded with local funds.

Jones Street and Calhoun Street Engineering: The purpose of this project is to design all the required pedestrian infrastructure required for the upcoming convention center expansion, Omni expansion, high-speed rail station, Amtrak expansion, TexRail expansion, and Texas A&M expansion. This project is funded with \$4,000,000 in federal funds and \$765,000 in local funds.

McCart H.O.T. Corridor Study: This study examines about 10 miles of the southern portion of this corridor from near Interstate 20 (SW Loop 820) to the Burleson city limits. This plan will develop a set of context-sensitive capital projects and form-based zoning code that supports different modes of transportation and a sense of place. The study will advance economic and community development concepts. The study is funded with \$850,000 of local funds.

2026 Bond Transportation Investment Program: The goal of the transportation investment program is to scope out the bond projects for the next three bond cycles to include risk engineering, project phasing, and identify additional funding opportunities so that the bond cycle can be planned out and presented to the public as a systematic plan. The \$2,850,000 project is funded with local funds.

Dallas Area Rapid Transit (DART)

DART System Vulnerability Assessment and Resilience Plan: The DART System Vulnerability Assessment and Resilience Plan will assess the vulnerabilities of the DART system and identify and prioritize strategies to increase resiliency. DART will initiate the project through the development of public outreach and stakeholder activities that will drive the ultimate approach to the project and identify key goals and objectives that are consistent with the agency's strategic vision and focus on ensuring continuity of service in an equitable and reliable manner. Subsequently, an existing conditions overview will be conducted, which will evaluate comparable local, regional, and statewide efforts in resiliency, as well as evaluate current and planned DART

network changes, ridership trends and other factors that ensure the final plan is well-integrated with other planning initiatives. This phase will also include a comprehensive evaluation of extreme weather event data and projections that will drive DART's needs and focus areas as they relate to resiliency and vulnerability planning. After completing a Vulnerability and Risk Assessment, DART will have a series of assets that outline exposure, sensitivity, adaptive capacity, and a dashboard of critical assets and the level of vulnerability. These two activities will also provide DART with an analysis of the cost of inaction via a case study approach.

City of Arlington

AT&T Way Feasibility Study: The City of Arlington will lead a feasibility study of extending AT&T Way south from E Division Street (SH 180) to E Abram Street in order to develop an analysis of alternatives to improve roadway accessibility due to railroad conflicts. This feasibility study will assess the economic and environmental impacts for extending AT&T Way. The project involves city staff and will utilize engineering consultant assistance. The work will commence in mid FY2024 and is anticipated to be completed in FY2027. The project will involve public and stakeholder outreach; data collection; and analysis of existing transportation, land use, environmental conditions, and immediate adjacent area impacts, etc. The project will result in the development of a concept plan, alternatives analysis, and implementation strategies. Preliminary design feasibility work may be included. The project is funded with \$3,000,000 in federal Surface Transportation Block Grant Program funds and the required \$750,000 local match (provided by the City of Arlington) for a total of \$3,750,000.

Innovative Arlington Comprehensive Plan: The Comprehensive Plan serves as one of Arlington's key policy documents and charts a course for the city's future. The plan is a blueprint for Arlington and focuses on the guidelines for developing attractive and prosperous neighborhoods, coordinating land use and transportation, ensuring responsible growth, stimulating economic

development, and encouraging a sustainable environment. These strategies are also reflected in other city plans and regulations, which are the components and implementation tools of the Comprehensive Plan. The City's current Comprehensive Plan was adopted in 2015, and this new Comprehensive Plan will capture growth and changes in Arlington over the past decade. This project began in November 2024 and will continue through the end of 2026.

Dallas County

Traffic and Multimodal Study for the Southern Inland Port Area, including Truck Ordinance/Pedestrian Safety Elements in Downtown Wilmer: Dallas County will lead a traffic and multimodal study in the South Dallas Inland Port area bounded by Loop 9 to the south, SH 342/Lancaster Hutchins Road to the west and north of Pleasant Run Road to the north, and IH 45 to the east in southern Dallas County. This study will analyze the regional traffic control options (signalization, alternative intersection design) and right-of-way (ROW) needs for safe and efficient operations along thoroughfares in the southern portion of the Dallas County Inland Port (DCIP). This study will also include an evaluation of context sensitive solutions for truck ordinance and pedestrian safety elements primarily focused on Wilmer since the City of Wilmer is experiencing truck traffic passing through downtown Wilmer on Belt Line Road despite posted truck traffic restrictions to discourage truck traffic in this part of the city. The project involves county, city staff, consultant services, and possibly NCTCOG staff. The work will commence in early FY2025 and is expected to take approximately 12 months for completion. The project will involve public and stakeholder outreach, and data collection and analysis of existing transportation, land use, market, utilities and environmental conditions, and immediately adjacent areas that impact capacity and delay time. The anticipated final deliverables include a comprehensive traffic impact analysis along the regional thoroughfare corridors within this area to be in compliance with Mobility 2050 and an analysis of the resulting ultimate ROW needs at full build out plus a special focus on Belt Line Road in downtown Wilmer with respect to truck restrictions and pedestrian

safety elements. The project is funded with \$380,000 in Regional Toll Revenue funds and a Local Contribution of \$345,000 for a total of \$725,000.

City of Mesquite

Transit Development Plan: The City of Mesquite is initiating the development of a Transit Development Plan (TDP) to serve as the transit-specific component of a broader Long-Range Transportation Plan. This TDP will guide short- to mid-term strategic decisions related to the planning, enhancement, and expansion of public transportation services within the city.

Funded with \$70,000 in Federal Transit Administration (FTA) Section 5307 funds and matched with 14,000 in Transportation Development Credits, the project is transit-focused and compliant with FTA eligibility criteria. The plan will identify existing service gaps, assess current and projected transit needs, and propose actionable recommendations related to route structure, service frequency, capital improvements, and operational enhancements over a five-year planning horizon.

Key activities will include:

- Engaging a qualified transit planning consultant;
- Reviewing existing transit-related documents, including the 2017 Mesquite Service Plan and the Eastern Dallas, Kaufman, and Rockwall Counties (EDKR) Transit Study;
- Conducting robust community and stakeholder engagement through transit-specific surveys, public meetings, and workshops;
- Evaluating current transit service performance, unmet demand, and ridership trends;
- Developing service recommendations, including multimodal integration, transit infrastructure improvements, and expanded service options;
- Outlining implementation strategies, funding scenarios, and a phased timeline for execution.

The final deliverable will be a **Transit Development Plan** that informs the transit portion of the city's overall transportation vision and supports future transit-related funding applications. The project is anticipated to begin in FY2025 and conclude in FY2026.

City of Hurst

Active Transportation Plan: The City of Hurst, in partnership with Halff and Associates, is applying to the TxDOT TA Grant Program to develop a Citywide Active Transportation Plan to guide the development of network recommendations, priority corridors, and implementation guidance for a system of active transportation trails and on-street bikeways that will connect users to key destinations within Hurst and provide connection to adjacent communities. The planning process will include public and stakeholder engagement, needs assessment, facility toolbox, and the development of a phased implementation plan.

Parker County

Thoroughfare Plan Update: Parker County adopted its first thoroughfare plan on December 18, 2018, and amended it on June 25, 2020. Since then, the county has experienced significant growth, with several large ranch properties developing land use plans, some of which are already in progress. Additionally, changes in annexation laws have impacted city growth plans, which will be considered in the thoroughfare plan update. The update will also evaluate the possibility of entering into a County Corridor Agreement Program with TxDOT, ensuring alignment between the corridor agreement and the county's thoroughfare plan. To achieve a seamless integration of local plans, the county will coordinate closely with Tarrant County, Wise County, the City of Fort Worth, the City of Weatherford, the City of Willow Park, and the City of Aledo. The update is scheduled to begin in Q3 of 2025 and be finalized by Q1 of 2026.

Texas Department of Transportation

NCTCOG has developed cooperative agreements with the Texas Department of Transportation (TxDOT) for data collection and acquisition. TxDOT will be conducting household, commercial vehicle, and workplace surveys in the Metropolitan Planning Area during the next two years. These surveys will be directly used by NCTCOG to develop and enhance analytical tools for planning and traffic analysis. TxDOT also acquires several large data purchases for the entire state which are significantly beneficial for traffic analysis and transportation planning. The products of these purchases would be available to NCTCOG, as well as TxDOT staff.

Regional Partners

Safe Streets for All (SS4A) Planning Grant Projects: In Fiscal Years 2022, 2023, and 2024, various communities in the Dallas-Fort Worth region were selected for funding in the Safe Streets and Roads for All Planning and Demonstration Grants federal program. Projects will include various local safety plans and Americans with Disabilities (ADA) transition plans. A list of projects is provided below.

Project Title	Lead Applicant	Total Federal Funding	Fiscal Year Award
Safety Action Plan	City of Arlington	\$240,000	2022
Safe Streets and Roads for All Action Plan Grant	City of DeSoto	\$160,000	2022
Citywide Safety Action Plan	City of Fort Worth	\$419,506	2022
Multimodal Transportation Safety Plan	City of Alvarado	\$236,000	2023
ADA Transition Plan	City of Arlington	\$385,000	2023
Action Plan Grant	City of Balch Springs	\$160,000	2023
Safety Action Plan	City of Frisco	\$280,000	2023
Active Transportation and Safety Plan	City of Mansfield	\$548,800	2023
Safety Action Plan	City of McKinney	\$240,000	2023
SS4A Action Plan Grant	City of Mesquite	\$256,000	2023
Mobility Safety Action Plan	City of Midlothian	\$107,284	2023
Comprehensive Safety Action Plan	City of Richardson	\$320,000	2023
Comprehensive Safety Action Plan	City of Saginaw	\$184,000	2023
Road Safety Action Plan	City of Terrell	\$168,000	2023

Project Title	Lead Applicant	Total Federal Funding	Fiscal Year Award
Safe Streets and Roads for All Action Plan	City of Watauga	\$160,000	2023
Comprehensive Safety Action Plan	City of Weatherford	\$224,000	2023
Safe Streets, Safe Schools Arlington	City of Arlington	\$2,472,500	2024
Comprehensive Safety Action Plan	City of Cresson	\$140,000	2024
Vision Zero Plan	City of Denton	\$576,000	2024
Comprehensive Safety Action Plan	City of Grand Prairie	\$280,000	2024
Comprehensive Safety Action Plan	City of Grapevine	\$244,000	2024
Comprehensive Safety Action Plan	City of Lake Worth	\$200,000	2024
Comprehensive Safety Action Plan	City of Lewisville	\$480,000	2024
Comprehensive Safety Action Plan	City of Pilot Point	\$194,667	2024
Comprehensive Safety Action Plan	Dallas County	\$264,546	2024
Safety Action Plan and ADA Self-Evaluation and Transition Plan	Town of Little Elm	\$800,000	2024
Total		\$9,740,303	

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IX. NCTCOG Planning and Implementation Activities Beyond the FY2026 and FY2027 Unified Planning Work Program

The following table reflects non-locally funded planning and implementation projects that have been approved by the Regional Transportation Council for FY2028 and beyond. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the 2025-2028 Transportation Improvement Program. The FY2026 and FY2027 Unified Planning Work Program covers the period of October 1, 2025, through September 30, 2027. Initiation of the projects in the table below falls outside the timeframe of this Work Program and the projects are being shown here to reflect NCTCOG's commitment to the projects and aid in the federal review of the Transportation Improvement Program.

FY2028 Non-Locally Funded Projects Approved by the Regional Transportation Council for Inclusion in the Transportation Improvement Program

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2028+ FUNDING
14091.1	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287; PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	STBG	LOCAL	\$1,250,000
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	STBG	TDCs	\$7,550,000
21018	TARRANT COUNTY PEOPLE/GOODS MOVER; ALONG SH 360; ENGINEERING AND CONSTRUCTION OF AN AUTOMATED CARGO MOVEMENT SYSTEM TO IMPROVE FREIGHT AND GOODS MOVEMENT	STBG	TDCs	\$11,000,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2028+ FUNDING
21044	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	STBG	TDCs	8,000,000
			Subtotal	\$ 39,298,697

X. Regional Transportation Council Funding to Advance Project Implementation

The following table inventories non-planning funding initiatives approved by the Regional Transportation Council (RTC) and included in the North Central Texas Council of Governments' (NCTCOG) Transportation Improvement Program to support the implementation of transportation-related projects. These initiatives are managed by NCTCOG staff. For example, the use of RTC Local funding may be approved as backstop or contingency funding for activities to keep a project moving forward and avoid unintended consequences. Funds may be expended, may never need to be spent, or may be repaid, depending on the particular situation.

Project	Funding Source	Amount
Enhancing Mobility within the Southern Dallas Inland Port	RTC Local	\$1,004,000
Meandering Road	RTC Local	\$950,000
Transit Subrecipients	RTC Local	\$200,000
Heartland Flyer Intercity Passenger Rail	RTR	\$100,000
Regional Air Quality Initiatives Program	RTC Local	\$300,000

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APPENDIX A

POLICY AND TECHNICAL COMMITTEE MEMBERSHIP,
AND NCTCOG TRANSPORTATION DEPARTMENT STAFF ROSTER

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Commissioner
Johnson County

Stephen Mason, Vice Chair
Mayor
City of Cedar Hill

Jill Jester, Secretary
Councilmember
City of Denton

Daniel Alemán Jr.
Mayor
City of Mesquite

Bruce Arfsten
Mayor
Town of Addison

Steve Babick
Mayor
City of Carrollton

Adam Bazaldua
Deputy Mayor Pro Tem
City of Dallas

Elizabeth M. Beck
Councilmember
City of Fort Worth

Curtis Bergthold
Mayor
City of Richland Hills

Alan Blaylock
Councilmember
City of Fort Worth

Ceason Clemens, P.E.
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Texas Department of Transportation,
Dallas District

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City of Fort Worth

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Trinity Metro

Pat Deen
County Judge
Parker County

Andy Eads
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Denton County

Michael Evans
Mayor
City of Mansfield

Vernon Evans
Vice Chair
Dallas Fort Worth International Airport

Carlos Flores
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City of Fort Worth

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Mayor
City of Lewisville

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City of Arlington

Lane Grayson
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Ellis County

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North Texas Tollway Authority

Clay Lewis Jenkins
County Judge
Dallas County

Ron Jensen
Mayor
City of Grand Prairie

Matt Krause
Commissioner
Tarrant County

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Councilmember
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Vice Chair
Denton County Transportation Authority

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City of Garland

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City of Dallas

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City of Plano

Omar Narvaez
Councilmember
City of Dallas

Matthew Porter
Mayor
City of Wylie

Manny Ramirez
Commissioner
Tarrant County

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Mayor
City of Arlington

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District Engineer
Texas Department of Transportation,
Fort Worth District

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Chair
Dallas Area Rapid Transit

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County Judge
Hunt County

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Citizen Representative
City of Dallas

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Commissioner
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and Public Works
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Director of Transportation and
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City of Southlake

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City of Keller

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Cabrera
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City of Farmers Branch

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Transportation Planner III

Norma Zuniga
Communications Coordinator

Total: 195 Employees

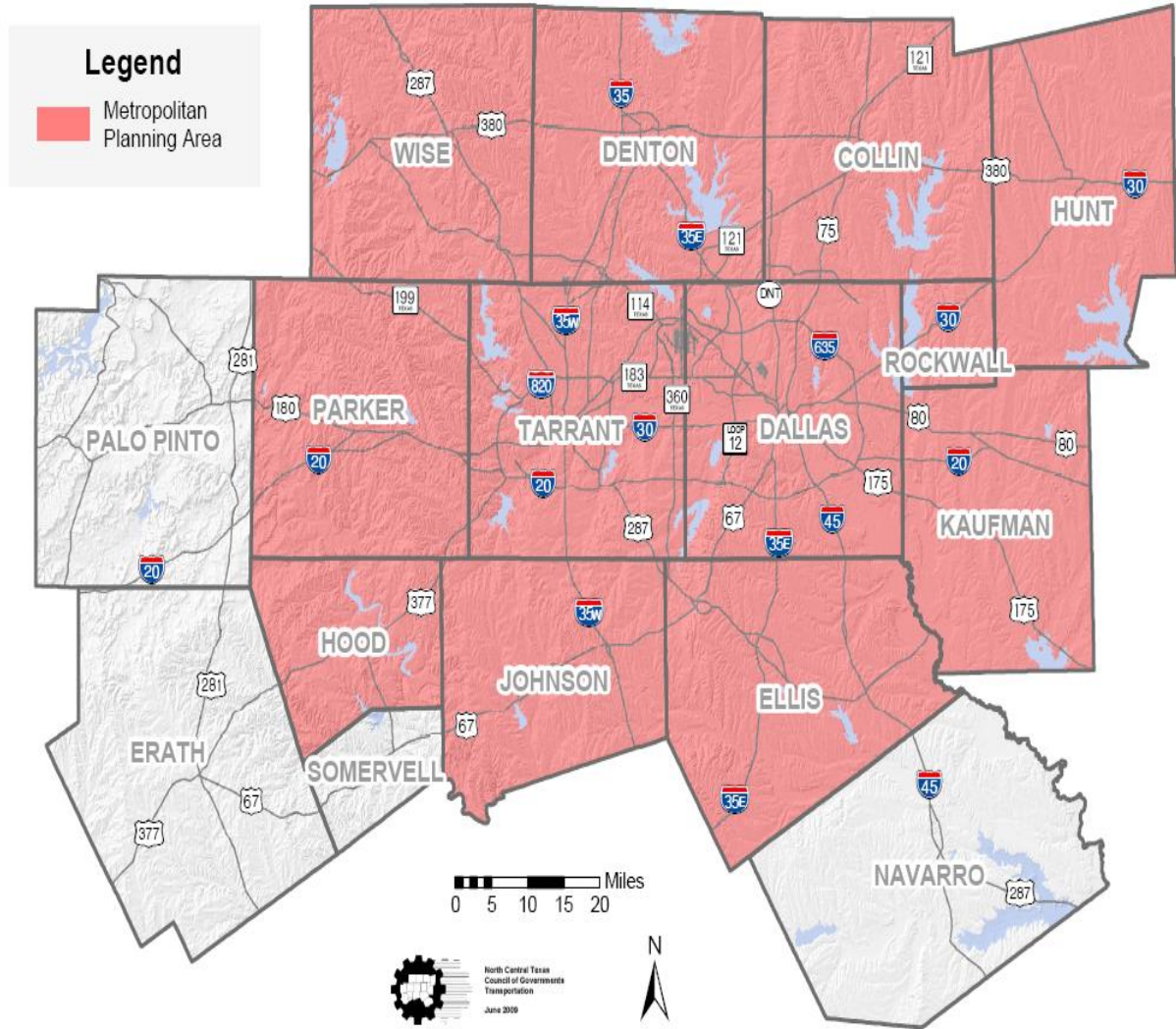
APPENDIX B

METROPOLITAN PLANNING AREA BOUNDARY MAP

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Metropolitan Planning Area Boundary

Approved by TxDOT October 29, 2009



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APPENDIX C

DEBARMENT CERTIFICATION
(Negotiated Contracts)

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APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **North Central Texas Council of Governments**, as **CONTRACTOR**, certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*


Rick Bailey, Commissioner, Johnson County
Regional Transportation Council - Chair
North Central Texas Council of Governments

6-12-25
Date

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APPENDIX D
LOBBYING CERTIFICATION

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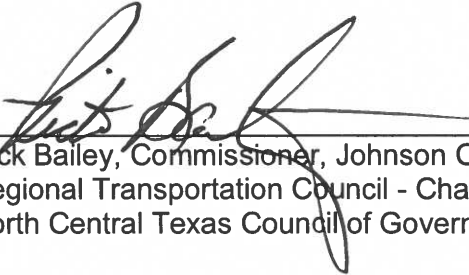
APPENDIX D

LOBBYING CERTIFICATION

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.


Rick Bailey, Commissioner, Johnson County
Regional Transportation Council - Chair
North Central Texas Council of Governments

6-12-25
Date

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APPENDIX E

CERTIFICATION OF CONTRACT AND PROCUREMENT PROCEDURES COMPLIANCE

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APPENDIX E

CERTIFICATION OF CONTRACT AND PROCUREMENT PROCEDURES COMPLIANCE

I, Rick Bailey, Chair, Regional Transportation Council,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the North Central Texas Council of Governments
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.


Rick Bailey, Commissioner, Johnson County
Regional Transportation Council - Chair
North Central Texas Council of Governments

6-12-25
Date

Attest:


Michael Morris

Director of Transportation
Title

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APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

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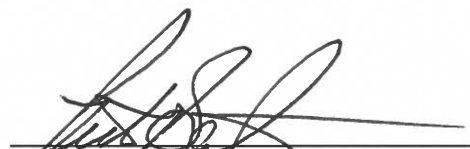
APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Rick Bailey, Chair, Regional Transportation Council,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of North Central Texas Council of Governments
(MPO)

hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.


Rick Bailey, Commissioner, Johnson County
Regional Transportation Council - Chair
North Central Texas Council of Governments

6-12-25
Date

Attest:


Michael Morris

Director of Transportation
Title

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EXHIBIT G

PUBLIC PARTICIPATION PLAN

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Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

2025 Update



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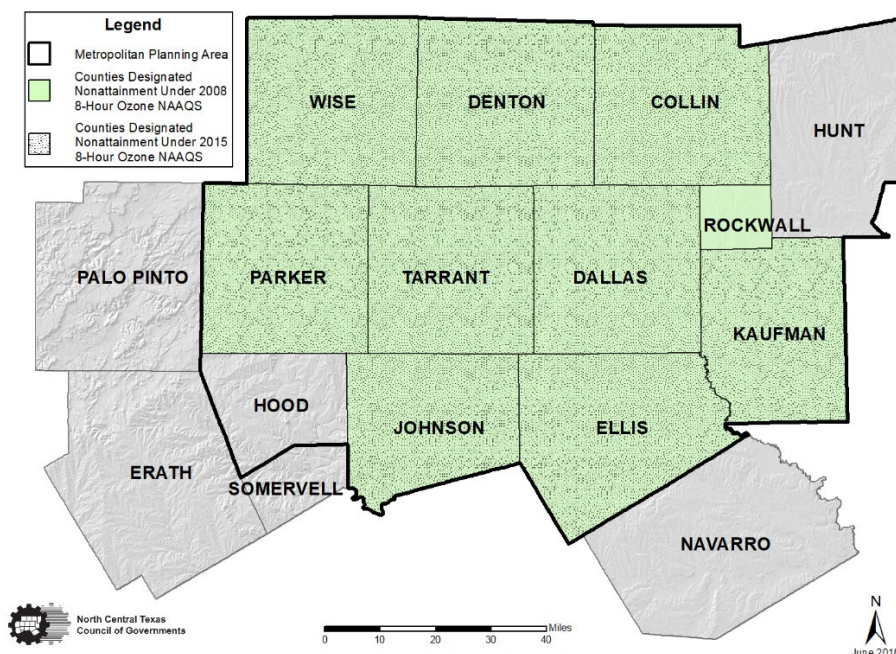
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1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 8 million people live in the region today, and that is expected to increase to over 12 million by 2050. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, micro transit, bus, bicycle and pedestrian facilities, innovative and automated forms of transportation, etc.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals, families and communities and discusses the principles, goals and strategies it employs to broadly engage the many different audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, family, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). The map on page 3 outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

Commitment to Balanced Engagement

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the many individuals, families and communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase meaningful participation of North Texans in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating fair access elements and Title VI considerations into its Public Participation Plan. It is the responsibility of all staff to consider the needs of all North Texas communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have meaningful access to information and opportunities to give input. Furthermore, demographic data is analyzed to maximize the efficiency and effectiveness of public engagement efforts by selecting appropriate locations for public meetings and outreach events as well as to identify opportunities to better target outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to individuals with language barriers. The LAP outlines demographic information, analysis of department activities, language assistance provided and communication to individuals with language barriers about the availability of assistance.

Title VI states that no person is excluded from participation in, denied the benefit of or subjected to discrimination under any program or activity receiving federal financial assistance on basis of race, color, national origin, age, sex, disability or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved. This document may be accessed at www.nctcog.org/titlevi.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all the region's communities in the planning process. NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve North Texans. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number of people reached through the planning process include, but are not limited to:

- **Media Outreach:** Regularly research newspapers, online publications and blogs serving many groups in North Texas and update the media contact database as needed
- **Paid Education** Continue to promote public input opportunities in a variety of publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- **Language Translation:** Advertise public input opportunities in multiple language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including chambers of commerce throughout the region
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

Collaboration with Audiences and Stakeholders

Collaboration with the region's many audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, families, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals and families exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals and families is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

Audiences Required for General Public Participation and Outreach

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Households with limited resources
- Communities
- Other interested parties

Audiences Required for Metropolitan Transportation Plan and TIP Outreach

- Agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation
 - State and local planned growth
 - Economic development
 - Tourism
 - Natural disaster risk reduction
 - Environmental protection
 - Airport operations
 - Freight movements
- Indian Tribal governments
- Federal land management agencies when the MPA includes Federal public lands

Audiences Required for Metropolitan Transportation Plan Outreach

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

Audiences Required for Congestion Management Plan Outreach (if developed in the future)

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to households with limited resources

Audiences Required for Housing Coordination Plan Outreach (if developed in the future)

- State and local entities responsible for land use
- State and local entities responsible for economic development
- State and local entities responsible for housing
- State and local entities responsible for management of road networks
- State and local entities responsible for public transportation
- Appropriate public or private entities

Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination in planning for transportation and air quality issues in the region. The RTC is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the MPA. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice regarding the surface transportation system to the RTC. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings and other information.

3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage North Texans in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are balanced effective, transparent and meet its desired outcomes for the public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals and families in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information, resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

Goal 2: Engage Comprehensive Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, community groups, businesses, nonprofits, stakeholders and interested residents who have a stake in these outcomes have

opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline. This includes any comments received on NCTCOG Transportation Department social media platforms.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will

be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancellation of one or more public meetings, NCTCOG will first notify the public of the cancellation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging North Texans in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 45 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted	45 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media

	online at www.nctcog.org/input Whenever possible, a livestream will be provided as well.		• Newspaper ad, including community publications • News release
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input .	45 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Typographic or grammatical correction	None	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Modifications	A summary of RTC-approved modifications will be accessible from	Not applicable	• Availability of information included on next notice for a public input opportunity

Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage North Texans in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously included projects and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Metropolitan Transportation Plan	Summary of modifications accessible from www.nctcog.org/input	Not applicable	• Availability of information included on next notice for a

administrative revisions	for informational purposes.		public input opportunity
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Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input .	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	• Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and	None	Not applicable	Not applicable

modifications
supporting previous
RTC action

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all the region's planned transportation projects is within limits established by the Texas Commission on Environmental Quality in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input .	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications

	Whenever possible, a livestream will be provided as well.		• News release
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input .	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	• News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for the Transit Strategic Partnership Program. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Funding recommendations	One public meeting shall be held at least 30 days	30 days	• Information sent to public involvement contact list

for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.		• NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
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Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual .	Not applicable	• Information sent to public involvement contact list • NCTCOG publication article • Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate and manage the travel-demand system. These strategies complement costly infrastructure improvements. This plan is required for metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting	30 days	• Information sent to public involvement contact list • NCTCOG publication article • Social media

	will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.		• Newspaper ad, including community publications • News release
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Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies:

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcog.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review, it will be available at www.nctcog.org/input. This webpage provides the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Instagram, Nextdoor, LinkedIn, YouTube and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

Video

Video is one of several visualization techniques and is used to increase the understanding of complex transportation plans, policies and programs. Video recordings of public meetings, including livestreams, are posted online at www.nctcog.org/input. Regional Transportation Council meetings are available online at www.nctcog.org/video.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen's Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets*
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Reports
- Unified Planning Work Program

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, special public involvement projects, public meetings, open houses, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of or significant changes to plans, programs and policies as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also ensure a meaningful public involvement process.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the area directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of 72 hours advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including community publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#)

website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled to request assistance in sharing information via email, websites and social media accounts.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year, such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including community chambers), houses of worship, representatives of tribal governments, individuals and families.

Subscribers receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website, returned mail and requests for additions and deletions from various other sources.

Paid Education

Paid education is used to announce public meetings, opportunities for public review and comment and other initiatives. The Infrastructure Investment and Jobs Act (IIJA) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid education complements other outreach and communications efforts. Ads are placed in select newspapers, including community publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Speaking Opportunities

Staff often speak to organizations and groups, such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and actively involve them in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 250 reporters at local media outlets and community news sources. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color aid in visualizing ideas, concepts, plans, projects and programs. These elements are integrated in presentations, publications, website and social media content.

Surveys and Polling Technology

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment towards certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue or may be related to large-scale planning endeavors.

Polling technology is another tool used to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond online, via a phone application or with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to better engage stakeholders in the transportation planning process.

Online Public Engagement Platform

A comprehensive online public engagement platform is utilized to host hybrid meetings. These input opportunities are announced through NCTCOG Transportation Department communications, and interested individuals can attend in person, participate via phone or watch online and provide input in real time. An audio recording is also posted online and shared with members of the public who are not able to participate. The platform offers a wide array of engagement formats, making it flexible and useful for various public outreach needs.

Community Networks

The population of the Dallas-Fort Worth area is more than 8 million people and growing. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with

community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience.

In the coming years, NCTCOG is planning to engage local community-based organizations (CBOs) to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to meaningful engagement and ensuring a comprehensive public involvement process.

6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	- Total number of visits - Average time spent on significant webpages	- Identification of trends and changes for website usage - Prioritization of and increased accessibility of information and public input opportunities - Refined use of metadata to drive traffic
Social Media and Video	<i>Facebook</i> - Total reach - Average engagement rate per post <i>YouTube</i> - Number of subscribers - Number of views <i>LinkedIn</i> - Total reach - Average engagement rate per post <i>Next Door</i> - Number of impressions - Number of likes and shares	- Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions - Increased feedback and public input - Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	- Number of print copies of each publication distributed - Number of unique views for each digital publication	- Information in multiple formats accessible to all communities in the region - Informed understanding of planning process - Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	<i>Public Meetings</i> • Number of public input opportunities (online and hybrid) • Total number of participants per hybrid meeting and/or online public input opportunity • Accessible locations for individuals with disabilities • Notification of how to request language interpretation or special accommodations • Number of contacts receiving public meeting notifications <i>Public Meeting Advertising</i> • Average reach for each Facebook ad • Average engagement for each Facebook ad <i>Community Events</i> • Number of events distributing NCTCOG Transportation Department information • Geographic representation in event locations	• Information about policies, programs and projects accessible in multiple formats to all communities throughout the region • Greater awareness of policies, programs and projects • Timely notification through multiple strategies about opportunities to provide input and engage with staff • Increased feedback and public input • Planned opportunities for the public to interact directly with staff • Increased accessibility of staff to communities and partners • Transparency in public involvement efforts and the planning process
Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Comments	• Total number of comments received • Most common comment topics	• Transparency in public involvement efforts and the planning process • Identification of trends and changes in public attention and concerns
Speaking Opportunities	• Number of presentation requests • Number of presentations given	• Increased awareness of the planning process and specific plans, programs and projects

		• Increased accessibility of staff to communities and partners • Greater participation by communities and organizations in the planning process
Media Relations	• Number of media releases issued • Number of media requests • Number of media mentions	• Transparency in public involvement efforts and the planning process • Proactive media relations to communicate public input opportunities, policies and programs • Understanding of local, regional, statewide and national media coverage of transportation and air quality issues • Understanding of the NCTCOG Transportation Department's public image

Public Participation Plan

Appendix A: Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

The Infrastructure Investment and Jobs Act (IIJA)

The IIJA, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, IIJA legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the FAST Act). While the FAST Act added a requirement to provide a reasonable opportunity for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process, IIJA added language encouraging the use of technology and web-based tools for public participation in developing a long-range transportation plan.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Hybrid public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public input opportunities will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP

and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
- (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and taking into account areas needing additional transportation services, such as households with limited resources, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other

than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Public Participation Plan

Appendix B: Language Assistance Plan (Updated 2025)

NCTCOG values public involvement and feedback and encourages participation by all communities. To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify individuals with language barriers who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of individuals with language barriers.
- Provide notice to individuals with language barriers.
- Monitor and update plans and strategies that address how individuals with language barriers have access to information and opportunities for program participation.

Spanish-speaking individuals with language barriers can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of communities with language barriers and, consequently, the services NCTCOG provides to these communities.

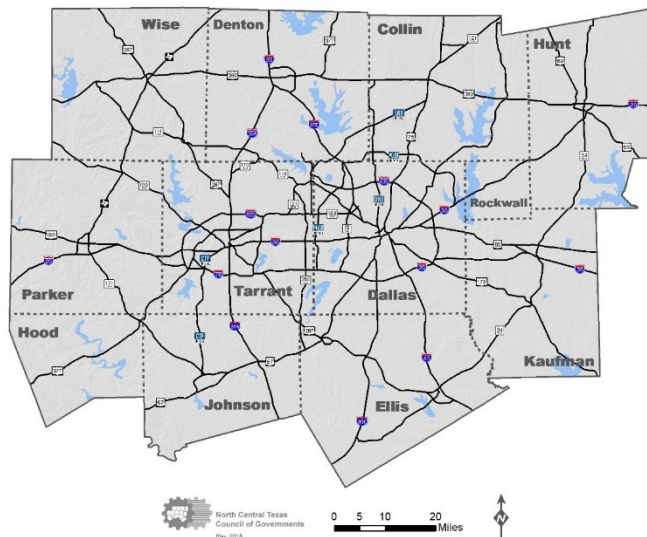
Identification of Populations with Language Barriers and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting individuals with language barriers. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to individuals with language barriers.

Factor 1: The number or proportion of individuals with language barriers eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Language Barrier Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016, 2015-2019, and 2019-2023 American Community Survey datasets. Individuals with language barriers were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate population of individuals with language barriers decreased by 1.78 percentage points between 2016 and 2023 and by 5,621 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

In 2023, the population of individuals with language barriers was 873,499, which was 11.86 percent of the region's 7,365,458 residents age five or older. Spanish was the largest language represented among the population of individuals with language barriers, with 8.81 percent of the region's total population age five or older.

Language Barriers Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
Total Population Age 5 Years and Older	6,446,768		6,866,398		7,365,458	

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Spanish: Speak English less than "very well"	694,804	10.78%	707,165	10.30%	648,735	8.81%
Other Indo-European Languages: Speak English less than "very well"	37,081	0.58%	42,571	0.62%	46,814	0.64%
Vietnamese: Speak English less than "very well"	41,086	0.64%	41,222	0.60%	43,768	0.59%
Other Asian and Pacific Island Languages: Speak English less than "very well"	26,677	0.41%	32,745	0.48%	36,713	0.50%
Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"	22,953	0.36%	24,557	0.36%	25,709	0.35%
Other and Unspecified Languages: Speak English less than "very well"	15,461	0.24%	19,914	0.29%	22,804	0.31%
Korean: Speak English less than "very well"	13,363	0.21%	13,191	0.19%	14,622	0.20%
Arabic: Speak English less than "very well"	8,918	0.14%	11,729	0.17%	13,095	0.18%
French, Haitian, or Cajun: Speak English less than "very well"	6,130	0.10%	8,279	0.12%	8,208	0.11%

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Tagalog (incl. Filipino): Speak English less than "very well"	5,432	0.08%	6,112	0.09%	6,124	0.08%
Russian, Polish, or other Slavic Languages: Speak English less than "very well"	5,326	0.08%	5,352	0.08%	5,804	0.08%
German or other West Germanic Languages: Speak English less than "very well"	1,889	0.03%	1,534	0.02%	1,103	0.01%
Total Population	879,120	13.64%	914,371	13.32%	873,499	11.86%

Source: 2012-2016, 2015-2019, and 2019-2023 American Community Survey 5-Year Estimates, C16001

An individual with a language barrier is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all."

In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center's Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as "understanding, evaluating, using and engaging with written text to participate in society, to achieve one's goals, and to develop one's knowledge and potential."¹ People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies

Location	Population Size Age 16-74*	Percent Below Level 1 Literacy
Texas	19,698,535	28%
Collin County	664,152	12%
Dallas County	1,839,032	33%
Denton County	578,297	14%
Ellis County	117,488	23%
Hood County	39,207	16%
Hunt County	65,414	24%
Johnson County	114,766	22%
Kaufman County	81,450	22%
Parker County	91,526	15%
Rockwall County	64,473	14%
Tarrant County	1,426,715	24%
Wise County	45,891	22%

*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau's method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.

This Language Assistance Plan outlines how the needs of the individuals with language barriers population in the Metropolitan Planning Area will be addressed, how language services will be made available and how individuals with language barriers will be notified of these services.

Factor 2: The frequency with which individuals with language barriers come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization (MPO) dictate that the majority of contact with the public and individuals with language barriers is through inquiries submitted to the MPO, public input opportunities, public outreach events, the MPO website and program implementation activities.

In order to better inform NCTCOG outreach strategies to individuals with language barriers, a staff survey of encounters with individuals with language barriers was updated in 2025. Department staff members were asked if they had encountered an individual with language

¹ National Center for Education Statistics, What PIAAC Measures, <https://nces.ed.gov/surveys/piaac/measure.asp>

barriers in the past three years, and if so, what languages they had encountered, the frequency and what type of work activity they were conducting. Of the approximately 200 department staff members who received the survey, 34 indicated they encountered individuals with language barriers speaking six total languages in a period of three years. Spanish was the most common, followed by rare encounters with Vietnamese, Chinese, Arabic, Korean and other Indo-European languages. The most frequent work activities in which staff encountered individuals with language barriers were community outreach events, phone calls and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to individuals with language barriers. If an employee encounters an individual with language barriers with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 18 languages are represented in this language assistance directory.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved, or have the opportunity to be involved in, the decision-making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program that provides short-range planning for transportation investments, a Unified Planning Work Program that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodation for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to community publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person. NCTCOG staff regularly work with community stakeholders to determine translation needs in advance of formal public input opportunities.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.18 per word, although the rate varies by language. At no cost, the Google Translate tool was added to the NCTCOG

Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for individuals with language barriers. All language assistance is provided at no charge.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of communities with language barriers are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to individuals with language barriers.

Increased use of visualization tools will be used to make information more understandable and improve communication.

Plans, projects and programs for areas with a high number of individuals with language barriers will have materials that address the needs of the population in those areas. Communities are mapped whenever possible to provide plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of 72 hours advanced notice is required for these arrangements to be provided for a public input opportunity.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve populations with language barriers to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of Individuals with Language Barriers

The NCTCOG Transportation Department hosts quarterly committee meetings to provide in-person training on the requirements and techniques for providing meaningful access to services for individuals with language barriers. The committee comprises members of every department program area, and these employees serve as liaisons to their teams, ensuring that individuals with language barriers are considered at every stage of the planning process. Training materials and resources continue to be available for review by all staff, including new employees.

Notice of Assistance Available for Individuals with Language Barriers

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI

Complaint Procedures is accessible online and in a brochure made available online, at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
Email: transinfo@nctcog.org
Website: www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies that Address How Individuals with Language Barriers Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Public Participation Plan

Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
(a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.).
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20%

state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Public Participation Plan

Appendix D: Regional Transportation Council Rules for Public Comments

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks

must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

REGIONAL TRANSPORTATION COUNCIL

Normas para los Comentarios Públicos

The Regional Transportation Council (RTC, por sus siglas en inglés) establece por la presente normas razonables con respecto al derecho del público a dirigirse al Consejo en reuniones abiertas consistentes con el Texas Open Meeting Act. La intención de estas normas es de escuchar las opiniones del público antes de que el RTC considere los temas. Estas normas también promueven un proceso ordenado y justo a través del cual el RTC puede recibir comentarios públicos.

Participación y Conducta Pública en las Reuniones de RTC

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bullicioso. Los miembros del público deben abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

Comentario Público

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.

Registro para el Orador

Las personas que desean hablar deben de completar y regresar al personal una tarjeta de registro antes del comienzo de la reunión de RTC. Las tarjetas de registro son imprimidas en papel amarillo, están disponibles en la sala de reunión del RTC, y como mínimo, deben incluir la siguiente información:

1. Nombre del orador;
2. Ciudad de residencia;
3. Código postal;
4. Tema(s) de la agenda sobre el cual el orador planea hablar;
5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
6. Toda otra información solicitada por el personal de RTC.

Ejecución

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.

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EXHIBIT H

MEMORANDUM OF UNDERSTANDING

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**MEMORANDUM OF UNDERSTANDING
AMONG
THE DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION ("MPO"),
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT"),
PUBLIC TRANSPORTATION OPERATORS, AND OTHER TRANSPORTATION AGENCIES**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 Code of Federal Regulations (CFR) 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operators are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operators serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program (TIP), and development of the annual listing of obligated projects, and

WHEREAS, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality-related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality-related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996, and

WHEREAS, the federal regulations require that the MPO, State DOT, and the Public Transportation Operators shall jointly agree upon and develop specific written procedures

for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS), and

WHEREAS, other transportation agencies in the MPA desire to cooperate in transportation planning related to the MPA, as set forth in below.

NOW THEREFORE, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Dallas-Fort Worth MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), the Regional Transportation Council, as the transportation policy body of the North Central Texas Council of Governments, serving together as the Dallas-Fort Worth MPO, and Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority, City of Arlington, City of Grand Prairie, City of McKinney, and City of Mesquite ("Public Transportation Operators"), and, Collin County Toll Road Authority, North Texas Tollway Authority, Dallas Fort Worth International Airport ("Other Transportation Agencies") in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties.**

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form, and decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) and TIP.

- c. Cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Endeavor to ensure that the Unified Planning Work Program (UPWP) required to be developed by the MPO will detail and document these responsibilities, deliverables and associated costs. Each party will bear its own costs for activities required by this MOU, unless the MPO allocates funding for such activity and it is reflected in the UPWP.

3. Performance Based Planning and Programming

- a. Developing transportation performance data
 - i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data it they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
 - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPO. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

- i. TxDOT performance targets will be reported to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- ii. MPO performance targets will be reported to TxDOT.
 1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
 - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
 - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
 - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of the MPO's resolution or meeting minutes.
- iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

- iv. The MPO will include information outlined in 23 CFR 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
 - v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
- i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS
- i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

- e. Invite Public Transportation Operators and Other Transportation Agencies to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Dallas-Fort Worth MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operators and Other Transportation Agencies

The Public Transportation Operators and Other Transportation Agencies will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit or other projects for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit or other obligated projects with federal funds.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.

- i. Each Public Transportation Operator shall establish transit asset management performance targets and share them with the MPO and other interested parties.

6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO, Public Transportation Operators, and Other Transportation Agencies, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO, Public Transportation Operators, and Other Transportation Agencies in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall remain in full force and effect until such time it is terminated in writing by a party, at which time the terminating party's rights and obligations shall cease. Termination by a single party will not terminate the Memorandum as to the remaining parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.
10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(SIGNATURE PAGES TO FOLLOW)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

METROPOLITAN PLANNING ORGANIZATION

Regional Transportation Council

DocuSigned by:

Michael Morris _____

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Michael Morris, P.E., Director of Transportation

Date: 6/15/2018

North Central Texas Council of Governments

DocuSigned by:

Mike Eastland _____

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MIKE Eastland, Executive Director

Date: 6/15/2018

PUBLIC TRANSPORTATION OPERATORS

Dallas Area Rapid Transit

DocuSigned by:

Gary C. Thomas _____

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Gary C. Thomas, President/Executive Director

Date: 6/11/2018

Denton County Transportation Authority

DocuSigned by:

James C. Cline, Jr. _____

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James C. Cline, Jr., P.E. President

Date: 6/15/2018

Fort Worth Transportation Authority

DocuSigned by:

Paul Ballard _____

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Paul J. Ballard, President and Chief Executive Officer

Date: 6/8/2018

City of Arlington

DocuSigned by:



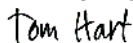
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Jim Parajon, Deputy City Manager

Date: 6/15/2018

City of Grand Prairie

DocuSigned by:



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Tom Hart, City Manager

Date: 6/15/2018

City of McKinney

DocuSigned by:



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Paul Grimes, City manager

Date: 6/12/2018

City of Mesquite

DocuSigned by:



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Cliff Keheley, City Manager

Date: 6/8/2018

OTHER TRANSPORTATION AGENCIES

Collin County Toll Road Authority

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The Honorable Keith Self, President

Date: 6/8/2018

North Texas Tollway Authority

DocuSigned by:



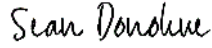
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Gerry Carrigan, CEO/Executive Director

Date: 6/11/2018

Dallas/Fort Worth International Airport Board

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Sean Donohue, Chief Executive Officer

Date: 6/11/2018

STATE OF TEXAS, THROUGH THE DEPARTMENT OF TRANSPORTATION

Texas Department of Transportation

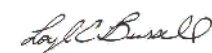
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Mohamed "Mo" K. Bur, P.E., District Engineer
TxDOT Dallas District

Date: 6/11/2018

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Loyd Bussett, P.E., District Engineer
TxDOT Fort Worth District

Date: 6/8/2018

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Noel Paramanathan, P.E., District Engineer
TxDOT Paris District

Date: 6/11/2018

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APPENDIX I

REGIONAL TRANSPORTATION COUNCIL ADOPTED PERFORMANCE TARGETS

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REGIONAL TRANSPORTATION COUNCIL ADOPTED TRANSPORTATION PERFORMANCE TARGETS

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to implement a common system of transportation performance measures for state Departments of Transportation and Metropolitan Planning Organizations (MPOs). FHWA and FTA have developed a series of measures through five rulemaking processes. The North Central Texas Council of Governments (NCTCOG) is implementing and integrating the required measures. This common set of measures makes it easier to evaluate the existing national system and the effectiveness of funding programs. It also allows for region-to-region comparison of transportation system performance.

NCTCOG continues to monitor and report on these federal performance measures and has responded to all five major performance measure rulemakings as required. The rulemakings include measures related to Roadway Safety (PM1); Pavement and Bridge Condition (PM2); System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) (PM3); Transit Asset Management (TAM); and Transit Safety (PTASP). Rulemaking for PM2 and PM3 measures establishes a four-year performance reporting period cycle; the current four-year period runs from 2022 to 2026. MPOs like NCTCOG and state departments of transportation like the Texas Department of Transportation (TxDOT) must set two-year and four-year targets for measures in these rulemakings corresponding to the performance period cycle. The Regional Transportation Council (RTC) adopted 2024 and 2026 targets for PM3 measures in September 2022 and PM2 measures in July 2023. In subsequent actions, RTC reaffirmed 2026 targets for PM3 in September 2024 and March 2025, and reaffirmed support for TxDOT's 2026 targets for PM2 in March 2025. Other performance measure rulemakings (PM1, TAM, and PTASP) are adopted either annually or according to their own multi-year performance cycles.

Roadway Safety (PM1) Measures

MPOs must establish targets specific to the planning area for five safety performance measures for all public roads in the planning area. NCTCOG worked closely with TxDOT to establish annual targets for each of these measures. Coordination between stakeholders is key when setting targets. As part of the TxDOT Strategic Highway Safety Plan development process, stakeholders from TxDOT, NCTCOG, local governments, law enforcement, emergency medical services, educators, and others worked collaboratively utilizing a data-driven, multi-year process to develop both statewide and regional safety performance measure targets. No targets for these measures are currently being met. However, fatalities and fatal crashes in the region have fallen steadily after peaking in 2021. Measures will be positively impacted by NCTCOG's upcoming \$57 million Safety Program, which will fund speed enforcement and enhanced education, Bicycle/Pedestrian enhanced education and engineering, Freeway operations engineering, a youth safety program, and an edge pavement program. Additionally, measures will be impacted by decreasing travel speeds due to increasing congestion. Measures will be negatively impacted by driver behavior and increases to average travel speed due to congestion relief projects recommended by Mobility 2050. The RTC last approved 5-year average targets (expressed as percent reductions) for a five-year performance period for the safety measures in February 2023. 2026 targets resulting from this action are presented below.

Safety Performance Measures	Draft 2026 Targets (NCTCOG)
Fatalities	610.31
Fatality Rate	0.739
Serious Injuries	3,752.4
Serious Injury Rate	4.54
Non-Motorized Fatalities and Serious Injuries	624.6

Pavement and Bridge Condition (PM2) Measures

Federal performance measures and targets relating to pavement and bridge condition pertain to roadways designated as part of the National Highway System (NHS). Developed by the Federal Highway Administration (FHWA) in cooperation with the states, local officials, and metropolitan planning organizations (MPO), the NHS is comprised of all Interstate Highways as well as other roadways critical to the nation's economy, defense, and mobility. Texas has the largest network of NHS facilities in the nation, composed of nearly 72,280 lane-miles of pavement and over 18,130 bridges. In the 12-county North Central Texas Council of Governments (NCTCOG) region, the NHS included almost 12,440 lane-miles of pavement (17.2% of state total) and 3,910 bridges (21.6% of state total).

As with all states, the Texas Department of Transportation (TxDOT) is required within each four-year performance period (initial four-year performance period established in 2018) to set two-year and four-year pavement and bridge condition targets for the entire statewide NHS network, regardless of facility ownership. Just over 8,600 lane-miles of pavement (11.9% of state total) and 1,680 bridges (9.3% of state total) throughout Texas are defined as "off-system" NHS, meaning those assets are not owned or maintained by TxDOT, but instead by local governments or toll road authorities. Comparatively, NCTCOG region "off-system" NHS consists of about 3,800 lane-miles of pavement (30.5% of regional total) and 850 bridges (7.9% of regional total), both substantial amounts of the state's "off-system" NHS subtotal (47.6% and 50.2% for pavement and bridges, respectively).

When TxDOT sets new or adjusts statewide targets for pavement and bridge condition during the performance period, for each target NCTCOG and other state MPOs are provided a 180-day window to report to TxDOT whether it will either: (1) affirm to plan a program of projects contributing to the new and/or adjusted statewide target; or (2) commit to a separate quantifiable target within the metropolitan planning area. In establishing targets, state departments of transportation (DOTs) and MPOs must coordinate to the maximum extent practicable to ensure consistency with state DOT risk-based transportation asset management plans (TAMPs), long-term state of good repair (SOGR) objectives, and all relevant state and metropolitan planning requirements and investment strategies.

For pavement condition, targets are set according to the percentage of pavement (in lane-miles) for Interstate NHS facilities and non-Interstate NHS facilities in "good" and in "poor" condition. In the current four-year performance period (2022-2026), the pavement condition measure for both NHS facilities is based on the metric of International Roughness Index (IRI) rating plus three distress metrics of cracking, rutting, and faulting. The Regional Transportation Council (RTC) affirmed its support for the statewide 2026 targets in 2025.

Performance Measure	2022 Observed	2024 Observed	2024 Target	2026 Target
Interstate NHS – Good Condition	64.5%	65.6%	63.9%	63.6%
Non-Interstate NHS – Good Condition	51.7%	51.3%	45.5%	46.0%
<i>These measures represent the percentage of Interstate and non-Interstate NHS pavements in “good” condition across the entire State. Increasing value represents an improvement.</i>				
Interstate NHS – Poor Condition	0.1%	0.1%	0.2%	0.2%
Non-Interstate NHS – Poor Condition	1.3%	1.7%	1.5%	2.5%
<i>These measures represent the percentage of Interstate and non-Interstate NHS pavements in “poor” condition across the entire State. Decreasing value represents an improvement.</i>				

For bridge condition, targets are set according to the percentage of NHS bridges (by deck area) in “good” and in “poor” condition. With all NHS bridges, the condition measures are based on the minimum National Bridge Inventory (NBI) rating identified for each structure’s deck, superstructure, and substructure components. NCTCOG evaluated mid-range performance period changes and the RTC affirmed its support for both statewide bridge targets in 2026.

Performance Measure	2022 Observed	2024 Observed	2024 Target	2026 Target
All NHS Bridges – Good Condition	49.2%	48.9%	48.5%	47.6%
<i>This measure represents the percentage of NHS bridges by deck area in “good” condition across the entire State. Increasing value represents an improvement.</i>				
All NHS Bridges – Poor Condition	1.1%	0.9%	1.5%	1.5%
<i>This measure represents the percentage of NHS bridges by deck area in “poor” condition across the entire State. Decreasing value represents an improvement.</i>				

System Performance, Freight, and CMAQ (PM3) Measures

This broad set of required measures addresses travel time reliability, freight movement, excessive delay, commuter mode share and air quality. For most of these measures, NCTCOG opted to establish its own targets for 2024 and 2026 for the current performance period, though in some cases these targets must be agreed upon with TxDOT. The RTC reevaluated and reaffirmed the 2026 targets in two actions in late 2024 and early 2025.

Performance Measures	2023 Observed	2024 Target	2026 Target
Interstate Reliability (Person Miles Traveled)	73.4%	80.9%	82.1%
<i>This measure represents the percentage of travel on the region's Interstates that occurs on facility segments that meet the threshold for reliability/predictability of travel specified in the rulemaking. Increasing values represent an improvement.</i>			
Non-Interstate NHS Reliability (Person Miles Traveled)	79.3%	77.8%	79.5%
<i>This measure represents the percentage of travel on the region's Non-Interstate National Highway System (NHS) that occurs on facility segments that meet the threshold for reliability/predictability of travel specified in the rulemaking. Increasing values represent an improvement.</i>			
Truck Travel Time Reliability Index	1.85	2.10	2.60
<i>This measure is a reliability index that represents the amount of extra time that truck drivers have to add to median trip times because of predictability issues to arrive on time at their destinations. If a hypothetical trip in the region is typically 10 minutes, truck drivers needed to plan for 17.6 total minutes in 2020 to arrive on time 95% of the time. Lower values represent an improvement.</i>			
Peak Hour Excessive Delay (Person-Hours per Capita) – Dallas-Fort Worth-Arlington Urbanized Area	14.70	12.91	12.51
Peak Hour Excessive Delay (Person-Hours per Capita) – Denton-Lewisville Urbanized Area	8.20	4.10	3.70
Peak Hour Excessive Delay (Person-Hours per Capita) – McKinney Urbanized Area	4.50	1.30	0.90
<i>The rulemaking defines "excessive delay" as delay during peak travel times that occurs either below 20mph or 60% of the speed limit, whichever is lower. The measure reported is the amount of this delay per capita, which represents the impact that delay has on individual users of the roadway system. Lower values represent an improvement. This measure now applies to all Urbanized Areas over 200,000 in population.</i>			
Percent Non-SOV Mode Share (% Commuter Trips) – Dallas-Fort Worth-Arlington Urbanized Area	26.7%	22.7%	23.0%
Percent Non-SOV Mode Share (% Commuter Trips) – Denton-Lewisville Urbanized Area	28.2%	22.8%	22.9%
Percent Non-SOV Mode Share (% Commuter Trips) – McKinney Urbanized Area	33.4%	22.8%	22.9%
<i>This measure is the percentage of commuters in the urbanized area who traveled to work using a means other than driving alone as reported by the latest available American Community Survey data. Higher values represent an improvement. This measure now applies to all Urbanized Areas over 200,000 in population.</i>			

Performance Measures		2023 Observed	2024 Target	2026 Target
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)	4,929.94	2,330.64	4,195.15
	VOC (kg/day)	865.80	599.90	1,035.83
<i>This measure is the cumulative reduction of certain pollutants that will be eliminated by the construction of projects funded with CMAQ funding. The 2024 and 2026 targets are cumulative totals for the performance period. Higher values represent an improvement.</i>				

Transit Asset Management

NCTCOG is required by the federal government to set regional transit asset management (TAM) targets in coordination with transit providers. The regional targets of transit assets focus on ensuring that public transportation vehicles, rail lines and other capital assets are in a state of good repair. TAM will help prioritize funding to achieve or maintain the state of good repair by evaluating the condition of transit assets compared to the regional targets. The RTC last approved targets for the transit asset management measures in September 2022. RTC action on new targets is anticipated in 2026, at which time updated information will be available.

Asset Category	Target (Large Providers)	Target (Small Providers)	Metric
Rolling Stock (transit vehicles)	0%	5%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Infrastructure (rail track)	0%	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	25%	25%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Facilities (buildings, stations, park and rides)	0%	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.

Transit Safety

As part of the federal rulemaking related to Public Transit Agency Safety Plans (PTASP), NCTCOG is required to adopt regional targets for four performance measures related to the safety of the region's transit system: Fatalities, Injuries, Safety Events, and System Reliability. The RTC adopted regional targets for these measures September 2025.

Transit Safety Measures	Target
Fatalities -Total Number	0.00
Fatalities - Rate per 100k Miles	0.00
Injuries - Total Number	244
Injuries - Rate per 100k Miles	0.357
Safety Events -Total Number	217
Safety Events - Rate per 100k Miles	0.320
Total Assaults on Transit Workers	0
Assaults on Transit Workers Rate	0.00
System Reliability - Miles Between Major Mechanical Failures	22,826

RTC Action Slides

September 11, 2025:

PTASP Measures & Targets - Draft Updated Targets				ELECTRONIC ITEM 5
NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	Current Target	New Draft Target	
Total Major Events	➡	490	217	
Major Events rate*	➡	0.770	0.320	
Collisions rate*	➡	NA	0.169	
Pedestrian Collisions rate*	➡	NA	0.088	
Vehicular Collisions rate*	➡	NA	0.061	
Total Fatalities	➡	0	0	
Fatalities rate*	➡	0.000	0.000	
Transit Worker Fatalities rate*	➡	NA	0.000	
Total Injuries	➡	143	244	
Injuries rate*	➡	0.220	0.357	
Transit Worker Injuries rate*	➡	NA	0.033	
Total Assaults on Transit Workers	➡	NA	0	
Assaults on Transit Workers rate*	➡	NA	0.000	
System Reliability (Average Miles between Major Mechanical Failures)	➡	19,841	22,826	

* Rate per 100,000 Vehicle Revenue Miles

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March 13, 2025:

PM2 Measures and Targets (Statewide)

Asset	System	Condition	Desired Trend Indicating Improvement	2022 Observed	2024 Observed	2024 Target	2026 Target
Pavement	Interstate Pavements	Good	➡	64.5%	65.6%	63.9%	63.6%
		Poor	➡	0.1%	0.1%	0.2%	0.2%
	Non-Interstate NHS Pavements	Good	➡	51.7%	51.3%	45.5%	46.0%
		Poor	➡	1.3%	1.7%	1.5%	2.5% 1.5%
Bridge	All NHS Bridges	Good	➡	49.2%	48.9%	48.5%	47.6%
		Poor	➡	1.1%	0.9%	1.5%	1.5%

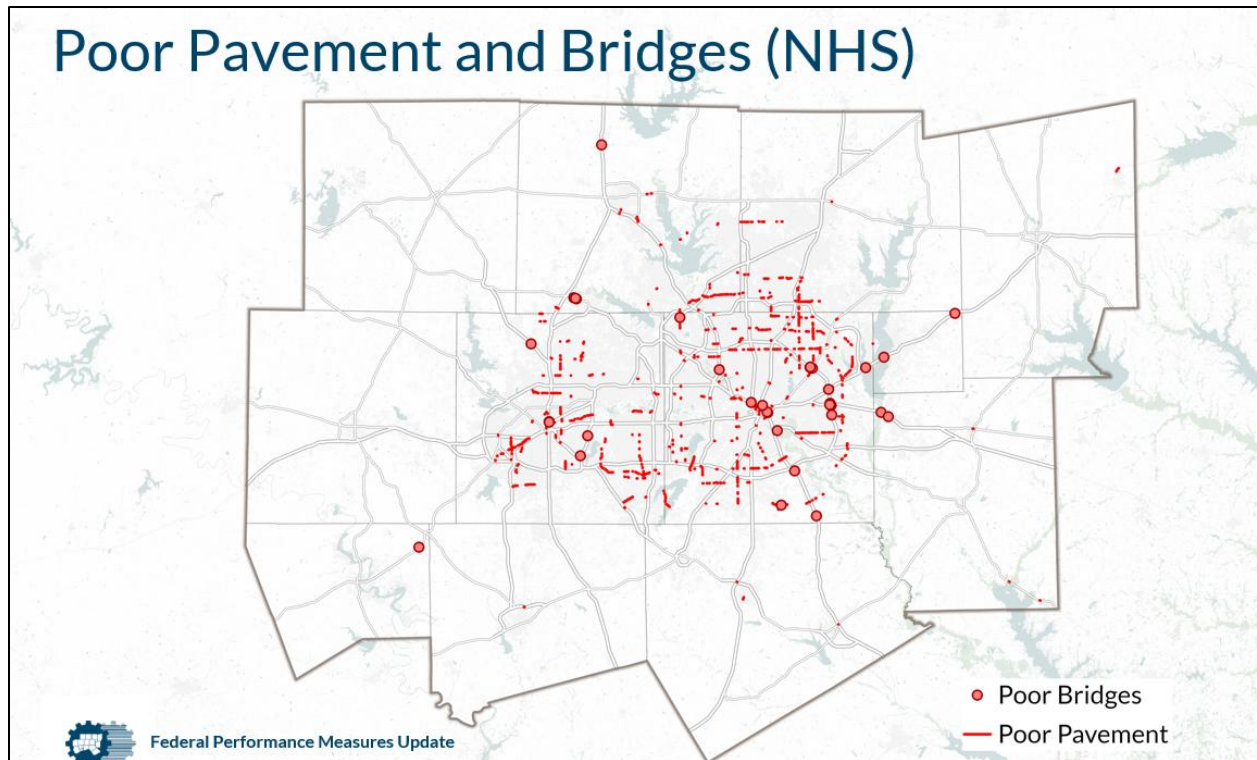
Action sought to reaffirm our support for TxDOT's 2026 targets

PM2 Measures (Region)

Classification	Good Condition		Fair Condition		Poor Condition	
	2022	2024	2022	2024	2022	2024
Pavement						
Interstate (On-System)	56.18%	54.26%	43.75%	45.71%	0.07%	0.02%
Non-Interstate Freeway (On-System)	47.75%	43.86%	51.97%	55.93%	0.28%	0.21%
NTTA Toll Roads (Off-System)*	99.70%	98.40%	0.30%	1.60%	0.00%	0.00%
Arterials (On-System)	31.96%	27.11%	67.54%	72.18%	0.50%	0.71%
Arterials (Off-System)	0.99%	0.77%	91.37%	84.87%	7.64%	14.36%
Bridge						
NHS (On-System)	52.2%	46.4%	45.6%	51.3%	2.2%	2.3%
NHS (Off-System)	51.8%	46.8%	48.2%	53.1%	0.0%	0.1%

* Values for toll roads are sourced from NTTA's Condition Rating System (CRS), which evaluates condition based on surface condition, IRI, rutting, faulting, & pavement type. All other values calculated from data provided by TxDOT using procedures detailed in 23 CFR 490. Reconciliation of methods used by NTTA and TxDOT/FHWA is under evaluation and does not impact target action.

Poor Pavement and Bridges (NHS)



Addressing PM2 Measures

Pavement

Ongoing maintenance and reconstruction has addressed much of the region's Poor pavement; however, the amount of pavement in Good condition slipped across the board

NHS Arterials in Poor Condition no longer as dire a concern due to changes in pavement measure reporting; however, these facilities still warrant attention

Action will likely include statement committing to continuing to work with local government to improve off-system arterials

Many Poor pavements have funded (TIP) or recommended (Mobility 2045 Update) improvement

Bridges

Ongoing maintenance and bridge replacements have removed many "Poor" bridges from the list

However, 36 NHS bridges in NCTCOG Region in Poor Condition in 2024

Many are good candidates for Bridge Investment Program (BIP) or other grant programs

Many have funded (TIP) or recommended (Mobility 2045 Update) improvements

PM3 Measures and Targets - Part 2 (Region)

Measure	Desired Trend Indicating Improvement	Latest Observed			Current Adopted Targets		Conclusions
		2021	2022	2023	2024	2026	
Interstate Reliability	➡	78.9%	74.5%	73.4%	80.9%	82.1%	More time needed to assess post-pandemic trend
Non-Interstate NHS Reliability	➡	86.1%	83.2%	79.3%	77.8%	79.5%	Still above pre-pandemic levels
Truck Travel Time Reliability	➡	1.76	1.81	1.85	2.10	2.60	On track to meet 2026 target

Action sought to reaffirm our previously adopted 2026 targets

Addressing PM3 Measures

Many measures still impacted by COVID-19 pandemic; post-pandemic “new normal” not yet evident

All PM3 measures stand to be improved by policy, program, and projects to be recommended by Mobility 2045 Update

RAISE, BUILD grant awards

PM3 measures and similar calculations using the same source data integrated into:

Transportation Improvement Program, Congestion Management Process, and 10-Year Plan

Truck Travel Time Reliability:

Recent Interstate construction projects, including IH 20 frontage roads and IH 30/SH 360 interchange

Mobility Assistance Patrol Program (MAPP)

Proposed Action

Reaffirm support for TxDOT’s 2026 targets for:

- ❖ Interstate Pavements in Good and Poor Condition
- ❖ Non-Interstate NHS Pavements in Good and Poor Condition
- ❖ NHS Bridges in Good and Poor Condition

Reaffirm NCTCOG’s previously adopted 2026 targets for:

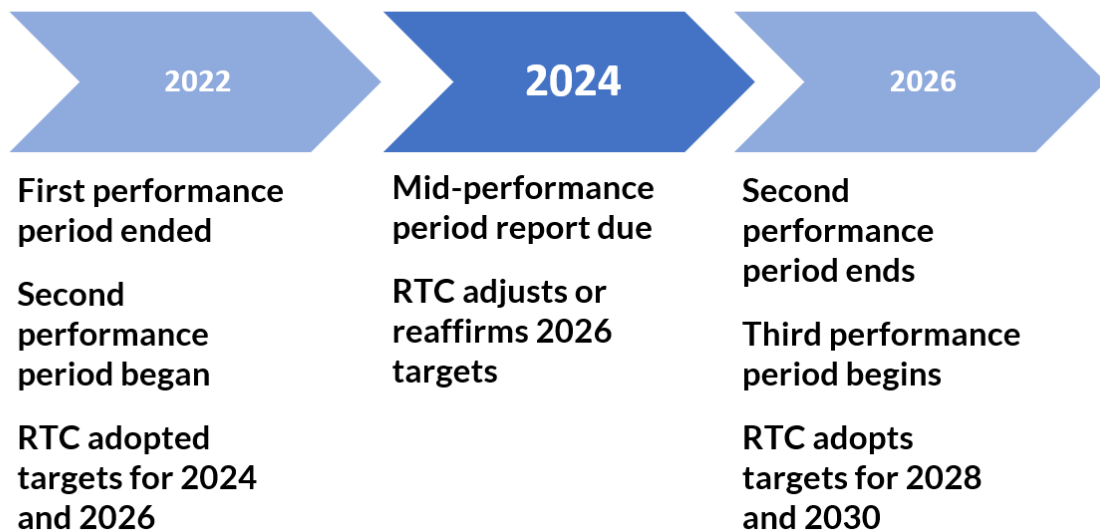
- ❖ Interstate Reliability
- ❖ Non-Interstate NHS Reliability
- ❖ Truck Travel Time Reliability

September 12, 2024:

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2025 (Information Only)	Early 2025 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Early 2025	Early 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 23, 2024	September 12, 2024	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Early 2025	Early 2025	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	Early 2025	Early 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years

PM3 Schedule



PM3 Schedule

Partner schedules and reporting requirements necessitate splitting PM3 target-adjustment action

Part 1: Urban-area specific targets on which the state DOT and MPO are required to agree need to be adjusted and reported sooner (RTC action sought today)

Non-SOV Travel

Peak Hour Excessive Delay

Cumulative Emissions Reductions

Part 2: Other targets can wait until 180 days after state DOT adjusts their targets (RTC action expected in early 2025)

Reliability (Interstate/Non-Interstate)

Truck Travel Time Reliability

PM2 (Pavement and Bridge) target adjustments likely to be brought at the same time

PM3 Measures and Targets (Part 1)

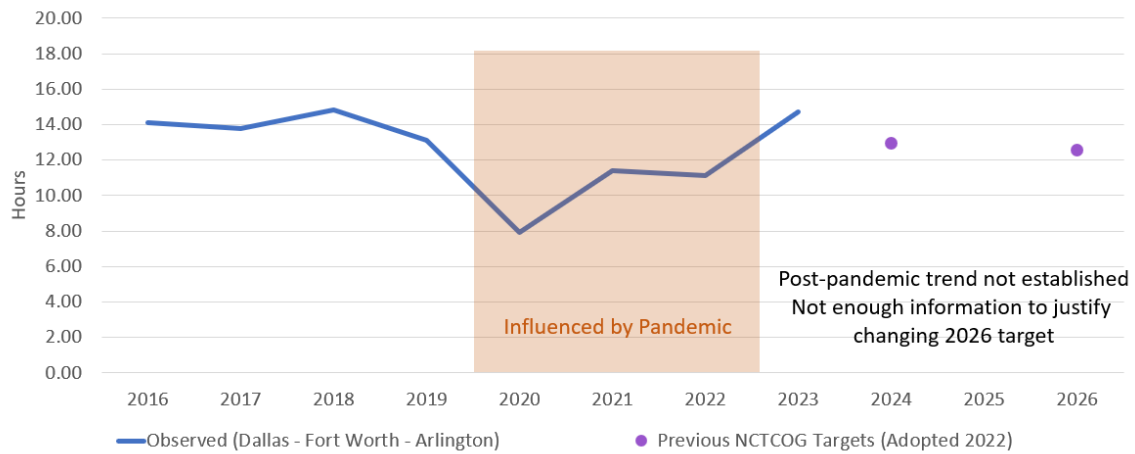
Measure		Desired Trend Indicating Improvement	Latest Observed (2022 or 2023)	Current Adopted Targets	
				2024	2026
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		14.70 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville		8.20 hrs.	4.10 hrs.	3.70 hrs.
	McKinney		4.50 hrs.	1.30 hrs.	0.90 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington		26.7%	22.7%	23.0%
	Denton-Lewisville		28.2%	22.8%	22.9%
	McKinney		33.4%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		4,929.94	2,330.64	4,195.15
	VOC (kg/day)		865.80	599.90	1,035.83

Action to reaffirm 2026 targets sought today

Peak Hour Excessive Delay Trend



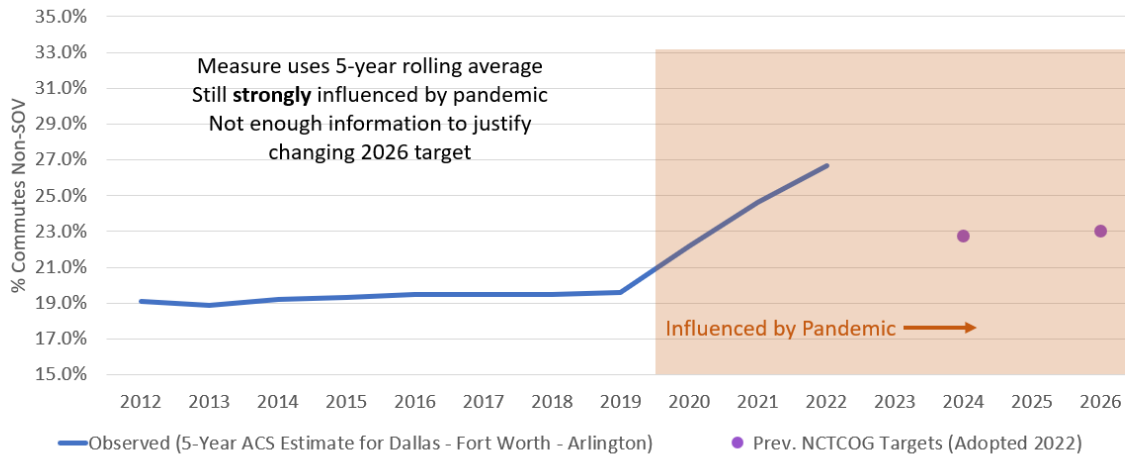
(Lower values
indicate improvement)



Non-SOV Trend



(Higher values
indicate improvement)



Addressing PM₃ Measures

Many measures still strongly impacted by COVID-19 pandemic

5-year averages required by the Non-SOV measure

All PM₃ stand to be improved by policy, program, and projects to be recommended by Mobility 2050

PM₃ measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Additionally, PM₃ measures and similar calculations using the same source data integrated into:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring

Proposed Action

Reaffirm existing 2026 targets for the following PM₃ measures:

Non-SOV Travel for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

Peak-Hour Excessive Delay for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

On-Road Mobile Source Emissions Reductions (Cumulative) for the following pollutants:

NO_x

VOC

NCTCOG Safety Performance Targets 2023

Safety Performance Targets	2022 Adopted Targets	Proposed 2023 Targets	Target Reduction
No. of Fatalities	579.5	590.4	50% by 2035
Fatality Rate	0.755	0.767	50% by 2035
No. of Serious Injuries	3,032.9	3,711.5	2% per year
Serious Injury Rate	3.939	4.615	2% per year
No. of Non-motorized Fatalities and Serious Injuries	594.7	637.3	50% by 2035 for fatalities, 2% per year for serious injuries

TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	14.7%	5%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	62.2%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%

 Regional Performance Measures Update 10

TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	5.8%	0%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	3.39%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	59.8%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	1.7%	0%

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