



NCTCOG Transportation

# Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update

Surface Transportation Technical  
Committee

July 25, 2025

# DBE Program Authority

What is current statutory/regulatory authority for DBE Program?

Statutory: Reauthorized in 2021 through Infrastructure Investment and Jobs Act

Regulatory: 49 Code of Federal Regulations Part 26

Federal Transit Administration Master “Grant” Agreement 33, Amended April 25, 2025

Who is required to have a DBE Program?

Certain Recipients of Federal Funds (FTA, FHWA, FAA)

When is the DBE Goal updated?

Updated DBE goal every three years (new goal due August 1, 2025)

What is the current DBE Goal?

Current Goal of 17% active through September 30, 2025, covered FY 2023-2025

How are DBE Firms Certified?

Firms are Certified through the Texas Unified Certification Program

# Context of DBE Goal Update

## Mid-America Milling Company vs. USDOT

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5<sup>th</sup> Amendment.

Proposed Joint Consent Order filed with the Court (May 28, 2025)

Defendants (USDOT) are stipulating the DBE Program's use of race- and sex-based presumptions are unconstitutional.

USDOT re-evaluated prior position based on Supreme Court's decision in *Students for Fair Admissions, Inc. v. President & Fellows of Harvard College*

Various Minority Contracting Associations have been granted authority to intervene and are opposing the Entry of the Joint Consent Order



# Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY 26-28)

## DBE Goal Development

- ✓ Step 1: Determine Ready, Willing and Able DBE Firms
- ✓ Step 2: Consider Adjusting Based on Other Data (in progress)

- ✓ Initiate Public Input/Stakeholder Involvement

- ✓ Publish Goal for Public Comment/Review

- ➡ Committee Review/Consideration

Implement New DBE Goal – October 1, 2025



# FY26-28 Potential Awards (Step 1)

## *NCTCOG and Subrecipients*

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA	Potential Awards (in \$1,000s) Other	Potential Awards (in \$1,000s) TOTAL
Construction	\$1,621	\$0	\$957	\$2,578
Marketing, Advertising, and Public Relations	\$126	\$390	\$0	\$516
Office Supplies & Equipment (Rental & Purchase)	\$758	\$0	\$0	\$758
Operational Administrative, Communications, Support Services	\$8,101	\$0	\$460	\$8,561
Planning/Engineering	\$975	\$4,618	\$595	\$6,188
Software and Ancillary Information Technology Professional Services	\$990	\$2,050	\$150	\$3,190
Transportation Equipment	\$0	\$19,592	\$3,225	\$22,817
Vehicle Maintenance and Operations Support	\$7,093	\$0	\$0	\$7,093
<b>TOTAL</b>	<b>\$19,664</b>	<b>\$26,650</b>	<b>\$5,387</b>	<b>\$51,701</b>



# Preliminary DBE Availability Analysis (Step 1)

## *NCTCOG and Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$2,578	3,947	1,2692	31.1%
Marketing, Advertising, and Public Relations	\$516	351	1,503	23.4%
Office Supplies & Equipment (Rental & Purchase)	\$758	13	870	1.5%
Operational Administrative, Communications, Support Services	\$8,561	973	13,968	7.0%
Planning/Engineering	\$6,188	1,520	4,920	30.9%
Software and Ancillary Information Technology Professional Services	\$3,190	472	5,235	9.0%
Transportation Equipment	\$22,817	103	4,910	2.1%
Vehicle Maintenance and Operations Support	\$7,093	74	2,416	3.1%
TOTAL	\$51,701	7,453	46,514	16%
<b>Total Weighted Summary</b>				<b>8.6%</b>



## Step 2

### Consideration of Other DBE Data

#### *Items Reviewed for Potential Adjustments*

- ✓ Analyzed Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals – Propose No Changes

Agency	Goal	Program Period
Trinity Metro	14%	FY2023-2025
DART	29%	FY2026-2028
DCTA	9.5%	FY2024-2027

- ✓ Stakeholder Comment – DBE Consultation Workshop (June 20<sup>th</sup>) – positive feedback
- ✓ Public Comment Pending – Public Comment Period July 14<sup>th</sup> – August 12<sup>th</sup>

No recommended adjustments at this time, subject to public comment





# Schedule

TASK	DATE	STATUS
Consultation Meeting with DBE Stakeholders	June 20	✓
STTC Meeting: Information Item on Proposed Goal	June 27	✓
RTC Meeting: Information Item on Proposed Goal	July 10	✓
Public Meeting on DBE Goal Update Process & Opening of Public Comment Period	July 14	✓
Procurement/DBE Networking Open House	July 22	✓
Executive Board Meeting: Information on Proposed Goal	July 24	✓
STTC Action: Approval of DBE Goal	July 25	✓
Submit Draft Electronically to FTA	August 1	
RTC: Action Item on DBE Goal	August 7	
End of Public Comment Period	August 14	
Submit Final Approved DBE Goal to FTA	August 22	
Executive Board: Action Item on DBE Goal	August 28	
DBE Program Update and Goal Effective	October 1	





# REQUESTED ACTION – 2026-2028 DBE Goal Update

- STTC approval of:
  - Staff requests a recommendation for Regional Transportation Council approval of the 8.6% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2026-2028 for US Department of Transportation contracting opportunities.
  - Administratively amending any administrative and/or planning documents as needed to incorporate this recommendation.

STTC Action Item – July 25, 2025



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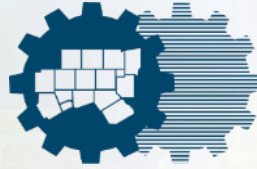


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NCTCOG PRESENTATION

# **2026 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE**

Surface Transportation Technical Committee | July 25, 2025

# BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with:
  - Category 2 (MPO selected)
  - Category 4 (TxDOT District selected)
  - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)



# PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Prioritize fully funding existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in the UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding



# REGIONAL FUNDING ALLOCATIONS FOR 2017-2026 UTPs

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP	2026 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470	\$3.448	\$2.930
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341	\$2.626	\$2.232
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082	\$3.626	<u>\$3.704</u>
<b>Total Allocation</b>	<b>\$5.426</b>	<b>\$7.290</b>	<b>\$6.864</b>	<b>\$8.094</b>	<b>\$7.342</b>	<b>\$6.880</b>	<b>\$7.930</b>	<b>\$9.893</b>	<b>\$9.700</b>	<b><u>\$8.866</u></b>

\* Amounts shown in billions



# PROPOSED CATEGORY 12 FUNDING

- Through the 2026 UTP, the TTC is proposing to add Category 12 to the following projects:
  - \$250M of Category 12 funding to IH 345 in the Dallas District
  - \$31M of new Category 12 funding to US 80 (East of Belt Line Road to Lawson Road) in the Dallas District (project has existing \$242M of Category 12 and \$59M of Category 12 from other US 80 breakout projects)
  - \$100M of new Category 12 funding to IH 20 (from Little Road to Park Springs Blvd.) in the Fort Worth District (project has existing \$100M of Category 12)





# PROJECT PROGRESS SINCE THE 2017 UTP\*

Project Status	Number of Projects	Total UTP Funding
Completed	43	\$1,169,333,904
Under Construction	98	\$8,815,043,946
Future Projects	85	\$7,807,198,463
<b>Total</b>	<b>226</b>	<b>\$17,791,576,313</b>

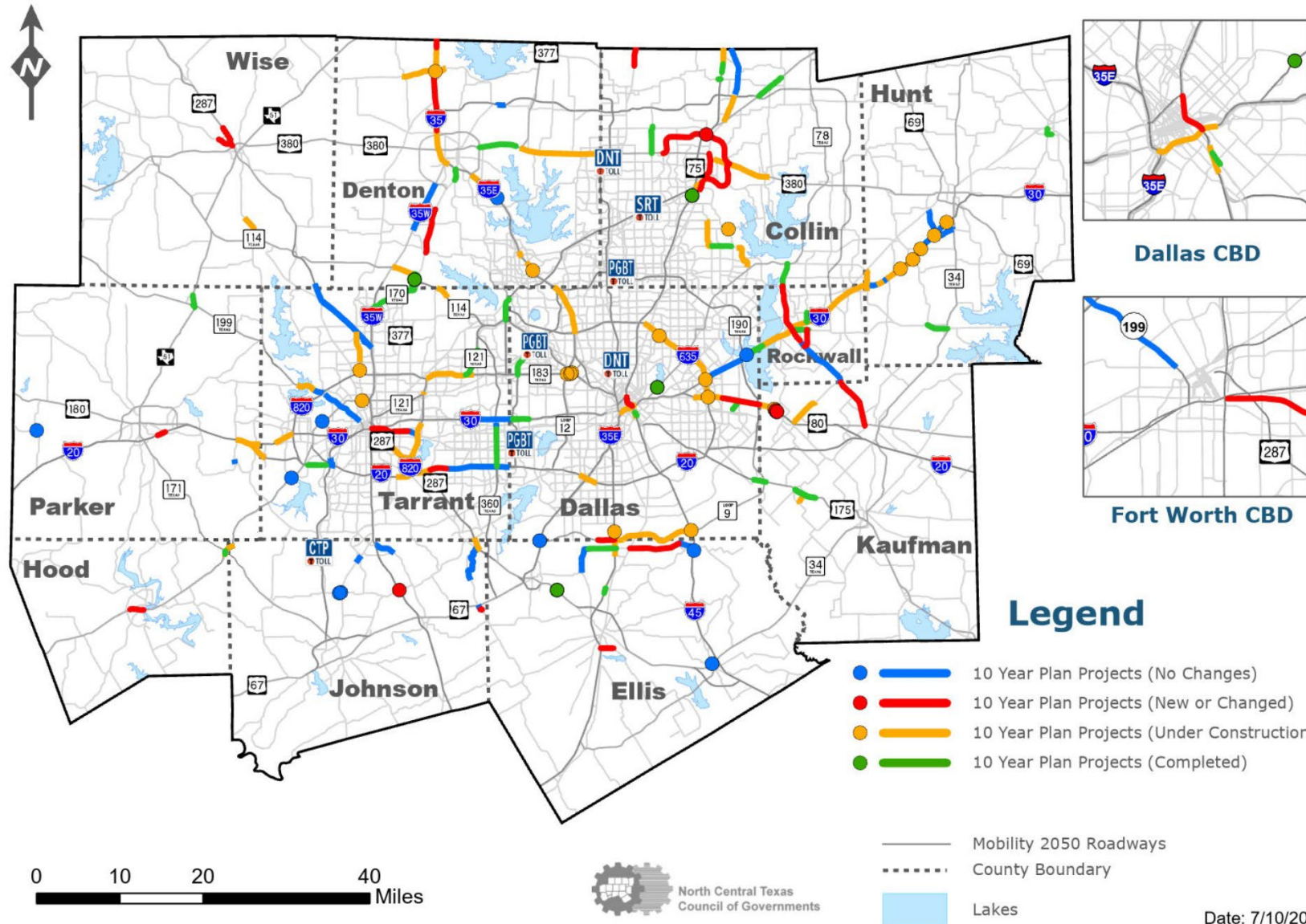
\*The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.



# Dallas-Fort Worth Regional 10 Year Plan Projects

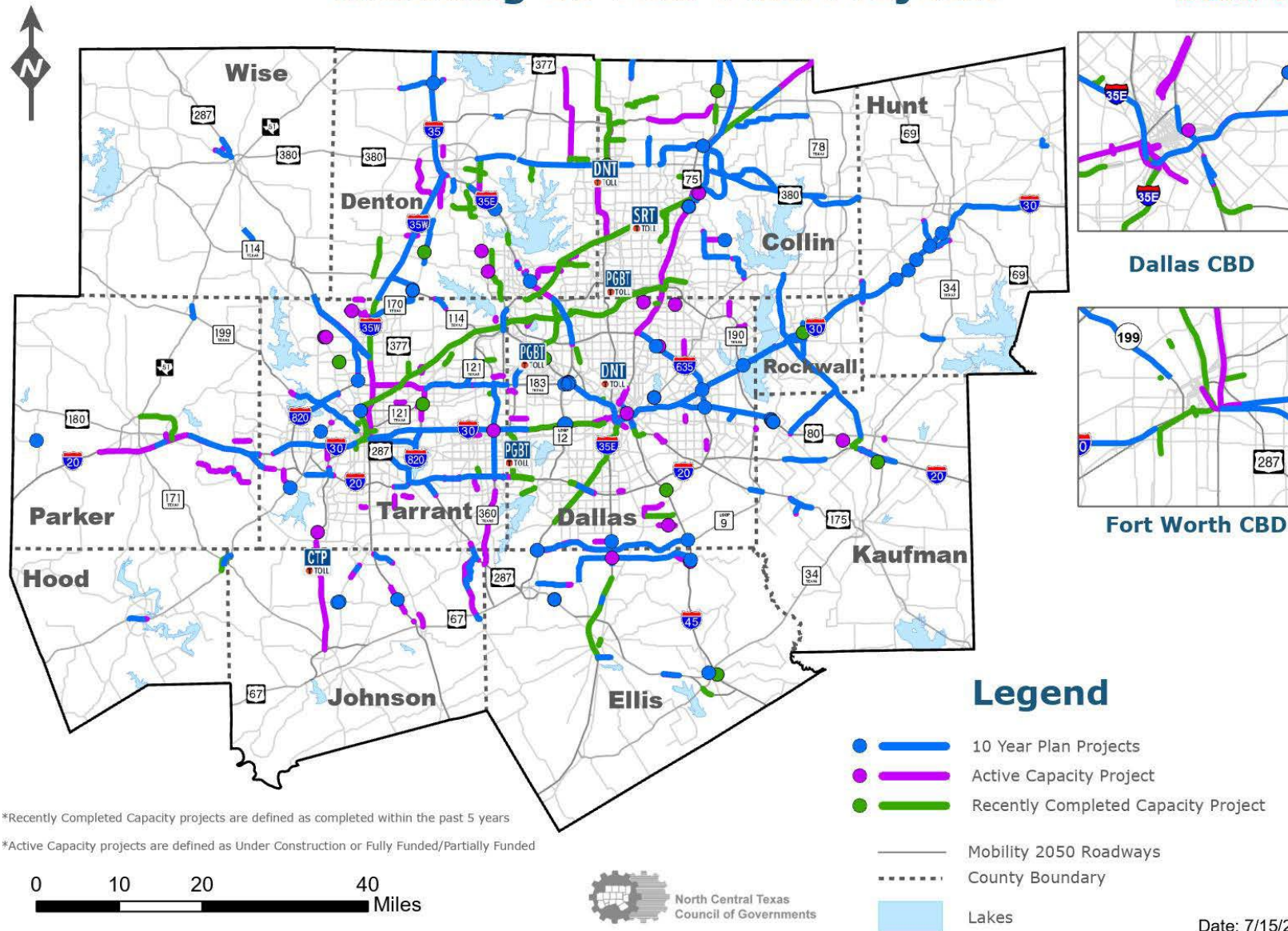
**DRAFT**

FY 2017 - FY 2035



# Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects

**DRAFT**



\*Recently Completed Capacity projects are defined as completed within the past 5 years

\*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded





# WEST/EAST DISTRIBUTION – CATEGORY 2

	West	East	Total
2026 UTP Allocation <sup>1</sup>	\$908,388,596	\$2,021,897,199	\$2,930,285,795
Carryover <sup>2</sup>	-\$66,745,719	-\$803,582,090	-\$870,327,809
Remaining Funding for 2026 UTP	\$841,642,877	\$1,218,315,109	\$2,059,957,986
Currently Approved 2025 UTP Projects <sup>3</sup>	\$785,343,930	\$1,164,020,262	\$1,949,364,192
Proposed 2026 UTP Category 2 Additions <sup>4</sup>	\$59,631,404	\$12,877,307	\$72,508,711
<b>Remaining Balance</b>	<b>-\$3,332,457</b>	<b>\$41,417,540</b>	<b>\$38,085,083</b>

1: Applied 31% West and 69% East formula

2: Includes projected carryover from 2024 to 2025 plus anticipated lettings, change orders, and cost increases in 2025; Negative carryover indicates that our region is advancing projects faster than other regions of the State, so able to use more than our typical allocation for a given year

3: Includes approved project funding in 2025 UTP for projects in 2026+

4: Includes any proposed new projects and/or cost increases/decreases on existing projects in 2026+



# NEXT STEPS

- Bring back any project changes to the committees if the TTC action is different than proposed project listings



# REQUESTED ACTION – 2026 UTP/ REGIONAL 10-YEAR PLAN UPDATE

Recommend RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

STTC Action Item – July 25, 2025



# TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 3, 2025
Initial draft list due to TxDOT	February 14, 2025
STTC Information	June 27, 2025
RTC Information	July 10, 2025
Public Involvement	July 2025
STTC Action	July 25, 2025
RTC Action	August 7, 2025
TxDOT Public Involvement for 2026 UTP	July 2025
Anticipated TTC Approval of 2026 UTP	August 2025





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# The Case for State Funding in Urban Transit: Partial Transition of DART Cities to 4A and 4B

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

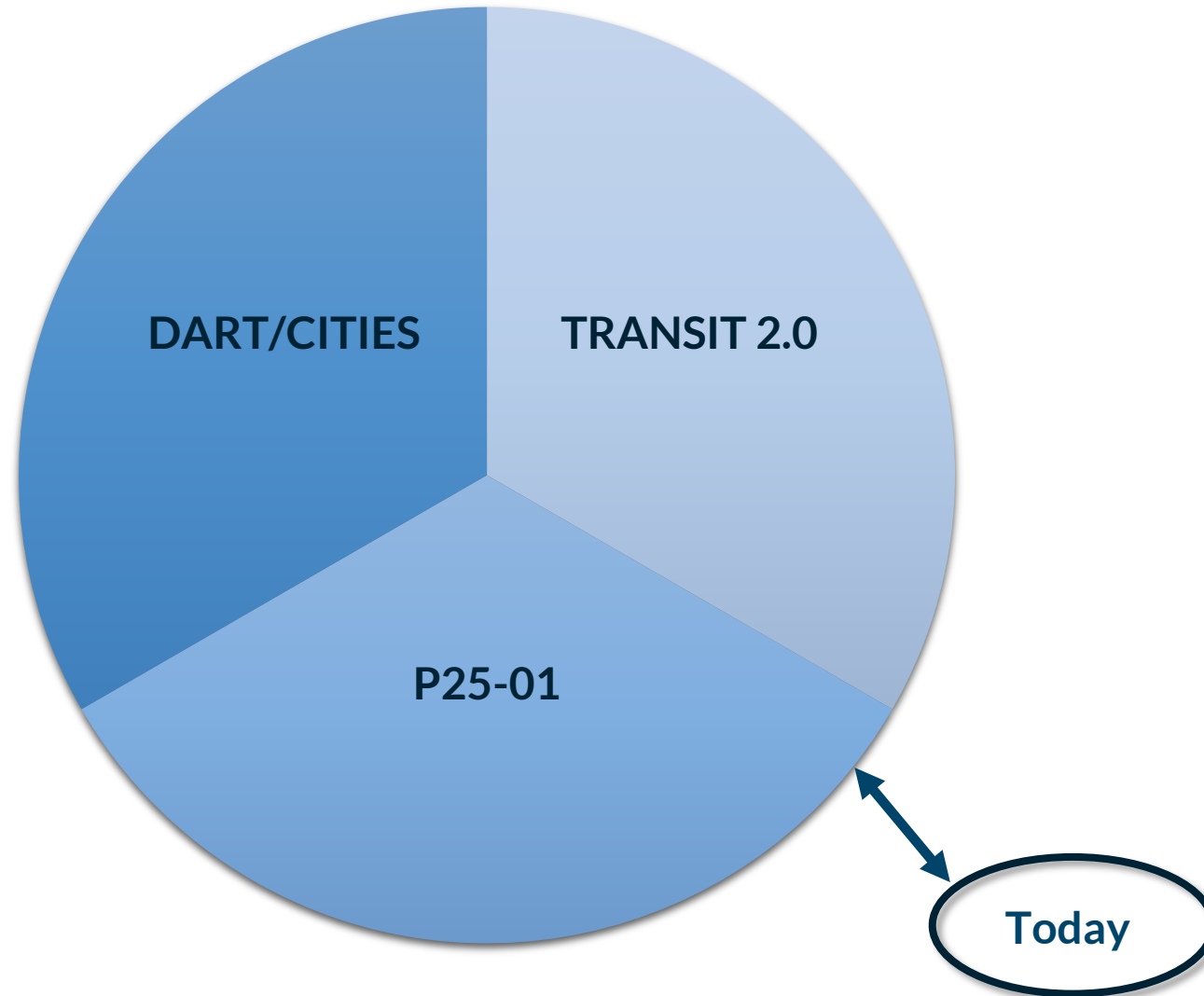
July 10, 2025

# Resolution of Transit Issues in the DFW Region

- 1.) DART and Member Cities Continue to Resolve Their Problems
- 2.) Transit Agencies and Local Governments Should Implement Transit 2.0
- 3.) RTC Consider Advancing Broader Transit Conversations (P25-01)
  - < \$1 Million (RTC Local Funds)
  - Advancing Revenue of the State
  - Equity Adjustments for Rail Station Status and Sales Tax Collections



# Three Components



Source: NCTCOG

# PART 1 New State Revenues (Help All The Authorities)

Potential Fund Source	Outcome Needed
Transit 2.0: Reduce Congestion by 10 – 20% (TxDOT)	Economic Development Around Rail Station (“Cost Avoidance”)
State of Texas Bonus Sales Tax Collection (Later Slide)	Regional 4 County: Micro-transit or Regional Passenger Rail
Texas Mobility Funds (Transit Eligible)	Capital Transportation Projects
Texas Water Ferry System Equity Funding	Regional Passenger Rail
Police and Fire Freeway Response Reimbursement	LGC, 4A / 4B



# 12-County Sales Tax Impact Region/State Comparison

Item	2013	2024
Region Population	6,796,661	8,342,425
Texas Population	26,448,193	31,290,831
% Region Population	25.7%	26.7%
Region Total Sales Tax	\$7,188,461,931	\$13,719,801,309
State Total Sales Tax	\$25,944,000,000	\$47,160,000,000
% Region Sales Tax	27.7%	29.1%
Ratio	1.078	1.091

**State Donor Impact**  
 $(1.091 - 1.078) * 47,160,000,000 =$   
**\$612 million/year**

Sources: Texas Comptroller of Public Accounts; US Census Bureau; NCTCOG

Dallas-Fort Worth Sales Tax: Allocation Comparison Summary Reports (<https://comptroller.texas.gov/transparency/local/allocations/sales-tax/>)

State Sales Tax: Annual Tax Collections ([https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm\\_source=chatgpt.com](https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm_source=chatgpt.com))

This analysis was conducted with the assistance of AI tools to support data location. All data was verified with the original source.



Source: NCTCOG

# DART Funding Steps (Ideas)

Part 1: State Revenue 

Part 2: City Effective Tax Rate Metering Sales Tax Rate (Later Slide) 

Adjustment 1: 4 Cities Not Having Light Rail Station (Exists) 

Adjustment 2: Equity Regarding Sales Tax Contribution (New Data) 

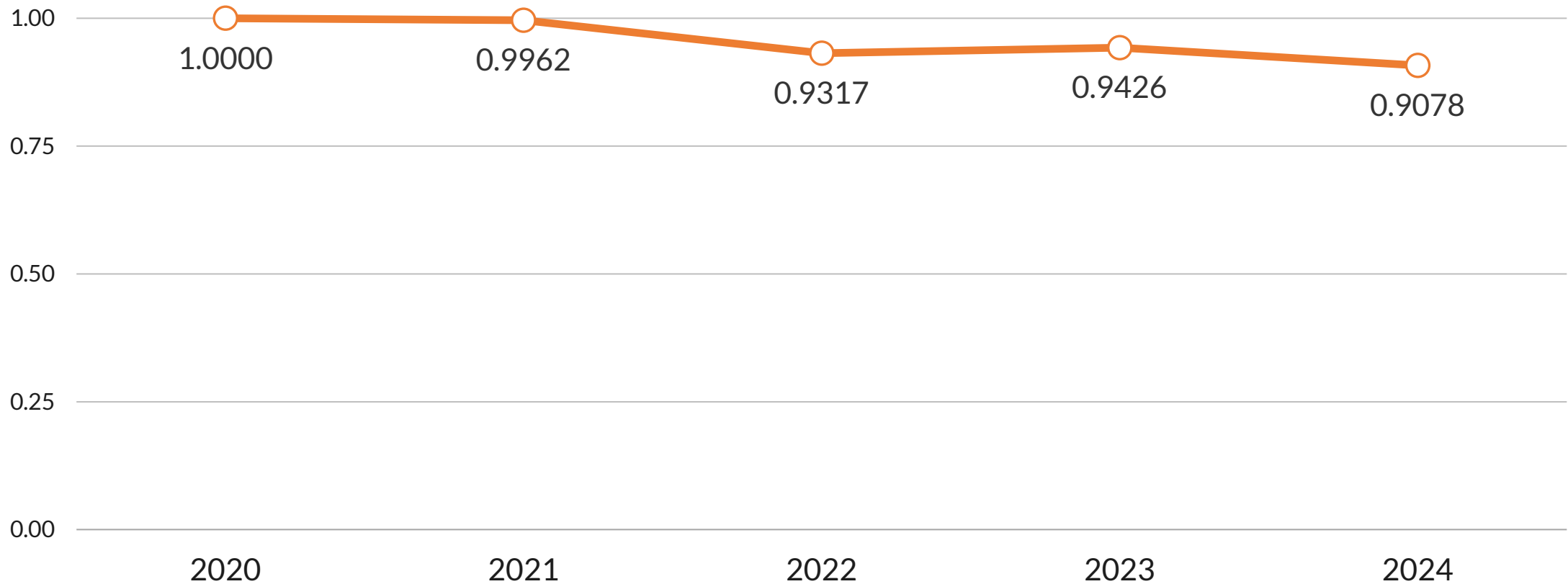
Adjustment 3: Cities Desiring Economic Development vs Mobility Funds 





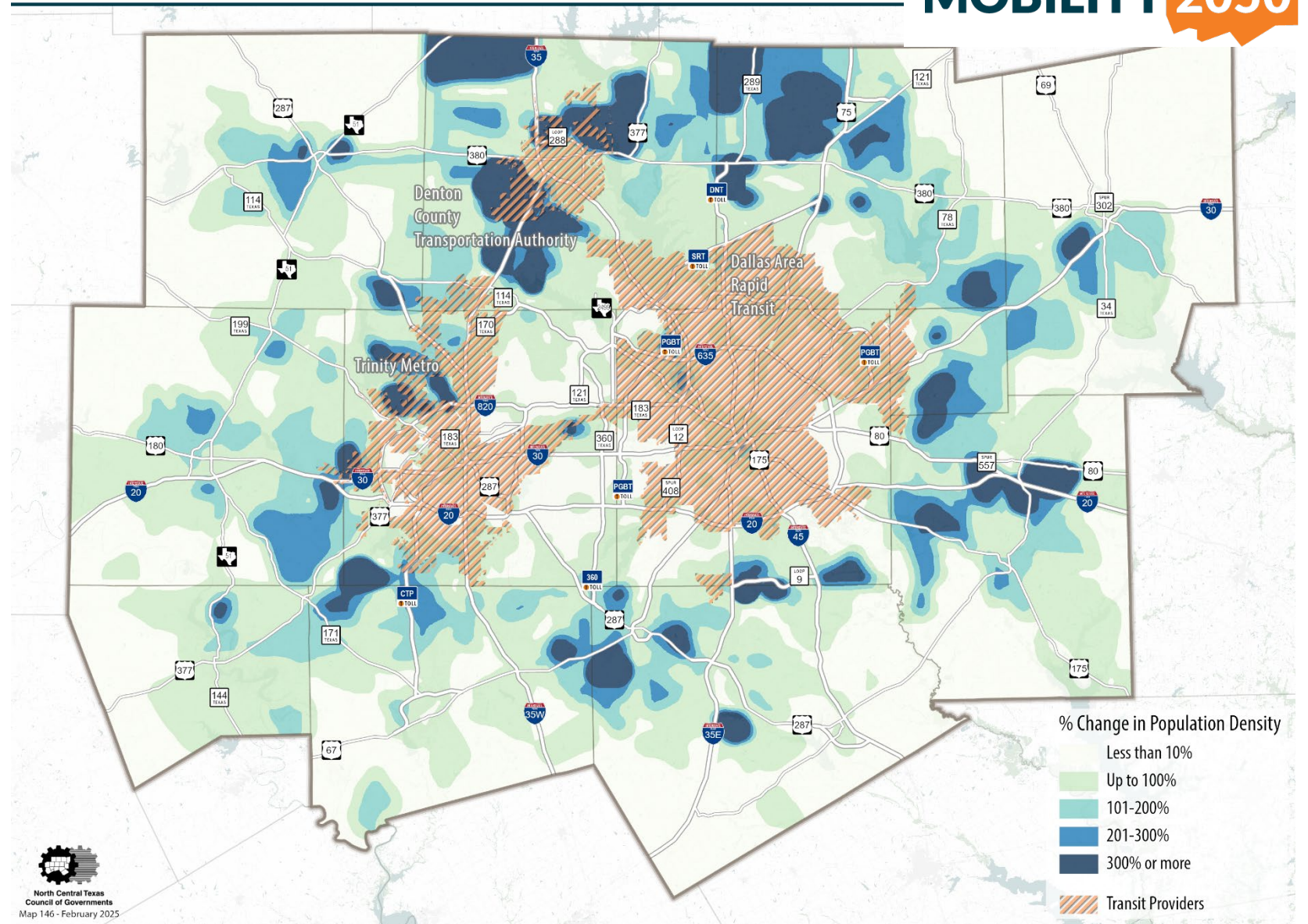
# Substituting State Funds for Local Funds

## (DART Cities Median Tax Rate Factor)



Source: NCTCOG

Year	Inside (%)	Outside (%)
2026	47%	53%
2050	38%	62%



# RTC Action

- 1.) Approve Policy P25-01
- 2.) Approve RTC Local Funding < \$1 Million
- 3.) No Conditions, Let Process Determine Outcome
- 4.) Action Included In All Documents
- 5.) Request to the RTC Chair Interest To Participate







# UPDATES REGARDING MPO-SELECTED FUNDING AND TXDOT COST OVERRUN FUNDS

CHRISTIE J. GOTTI

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

JULY 25, 2025



# BACKGROUND

- In January 2024, the Texas Transportation Commission approved a rule change creating a performance-based reallocation program for the major Metropolitan Planning Organization (MPO) funds.
- This policy reduces the number of years available for MPOs to utilize these funds before they could be reallocated to state accounts (either directly or indirectly).
- As a result, MPOs must closely monitor implementation of MPO-selected funding to keep carryover balances as low as possible.



# TXDOT CONSTRUCTION COST OVERRUNS AND CHANGE ORDER FUNDS (COCO)

- Statewide allocation managed by a governance committee
- Approval of funds is on a case-by-case basis
- First introduced in the FY 2024 Unified Transportation Program (UTP)
- In order to qualify, Districts and MPOs are generally asked to contribute a portion of the overrun
- Example: IH 30 Canyon cost overrun, TxDOT committed \$98M of COCO funds and asked the MPO to contribute \$41M of Category 2 and \$57M of Surface Transportation Block Grant (STBG) funds
- Our region has received COCO funds on 11 projects thus far



# 10 YEAR PLAN ALLOCATION CHANGES

	Category 2		Category 4 Urban		Category 12	
	DFW Share	Statewide	DFW Share	Statewide	DFW Share	Statewide
2024 UTP	3,469.8	11,487	1,615.5	7,752	4,082	20,026
2025 UTP	3,448.2	11,487	1,811.9	8,749	3,626	20,026
2026 UTP	2,930.3	9,826	1,539.8	7,483	3,704	20,992
Difference	-517.9	-1,661	-342.1	-1,266	78	966
Percent Difference	-15%	-14%	-19%	-14%	2%	5%

- DFW Share of Category 2 funds is consistently 30%
- Both Category 2 and 4 decrease in draft 2026 UTP allocations
- Category 12 increases slightly in draft 2026 UTP allocation





# CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

- The new rule also solidified a policy that TxDOT Districts must sign off on Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects in advance
  - Led to creation of CMAQ Concurrence Form
  - District and MPO staff both must sign off on new projects before they go to the RTC for approval
  - Any projects selected by the RTC prior to December 2024 are exempt from this rule
- In addition, TxDOT has requested that we program ~50% of CMAQ funds for on system projects
  - Programming to date: 44% on system, 56% off system
- UTP allocation change proposed in 2026 UTP
  - CMAQ flex – decreasing allocation to nonattainment areas and moving it to other/statewide categories



# CMAQ FLEX FUNDING ALLOCATION PROPOSAL (\$ IN MILLIONS)

	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY34	FY 35	Total
2025 UTP	104.2	106.3	102.2	102.2	102.2	102.2	102.2	102.2	102.2	102.2	--	1,028.1
2026 UTP	--	108.9	104.8	104.8	104.1	96.1	88.1	80.1	72.1	64.1	56.1	879.2
Difference	--	2.7	2.6	2.6	1.9	-6.1	-14.1	-22.1	-30.1	-38.1		100.7
Percent Decrease	--	2.5%	2.5%	2.5%	1.8%	-6%	-14%	-22%	-29%	-37%		

- TxDOT proposal included in draft 2026 UTP:
  - Maximize flexibility of most restrictive programs to utilize FHWA flexibility to transfer 50% of CMAQ funds to a less restrictive program in order to optimize use of federal funds faster
  - Hold CMAQ at 2025 UTP levels through FY28
  - Then, reduce FY 2029-2035 levels incrementally



# CMAQ FLEX FUNDING IMPLICATIONS

- Transportation Conformity Implications
  - MPOs are responsible for demonstrating conformity of the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) with air quality emission budgets
  - CMAQ funds are an important tool this region has used for many years
  - Limiting half the State's CMAQ funds to non-air quality programs and further limiting the remaining half for on-system projects erodes the effectiveness in meeting emission budgets
  - Without meeting air quality targets, our region (and other non-attainment areas of the State) are at greater risk of failing conformity
  - The new air quality data and models are showing an uptick in air quality emissions, which puts our region at risk of exceeding the emissions budgets
  - If we cannot pass conformity, roadway projects will be halted by federal law
- Staff suggests submitting public comments to TxDOT about the proposed CMAQ flex funding allocation changes



# SURFACE TRANSPORTATION BLOCK GRANT FUNDS

- Transportation Infrastructure Finance and Innovation Act (TIFIA) Redistribution
  - The US Department of Transportation has a sizable TIFIA loan balance that they decided to allocate by formula to states
  - Must be obligated by September 2028
  - Funds are being added to the STBG and Transportation Alternatives Set Aside programs
  - Results in \$20,117,378 in additional STBG funds for FY 2026-2028
  - Propose to combine these funds with traditional STBG funds
- Carryover balance
  - The region has obligated ~\$95 million in total STBG funds this year out of \$316 million available
  - \$57M of the \$95M was for the cost overrun on IH 30 Canyon, which means that only \$38M in other projects have obligated this year
  - Significant improvement on project implementation timelines is needed



# UPDATES ON OTHER MPO SELECTED CATEGORIES

- Carbon Reduction Program (CRP)
  - TxDOT is proposing to reduce CRP by only allocating funds through the end of FY 2028,
  - CRP will expire in FY 2026 when IIJA expires
  - MPO has only allocated funds through FY 2026 as we do not expect this program to be extended
  - 99% has been allocated, 76% has been obligated thus far
- Regional Toll Revenue funds
  - Coordinating with TxDOT to finalize managed lane revenues vs. costs



# TRANSPORTATION ALTERNATIVES SET ASIDE FUNDS

- Transportation Alternatives Set Aside (TASA) has a significant carryover balance
  - Region receives ~\$24 million per year and the current carryover balance is over \$40 million
  - Transportation Funding and Land Use/Mobility Options teams are pressing implementing agencies and TxDOT to expedite implementation of existing TASA projects
- TIFIA Redistribution
  - Results in \$2,338,245 in additional TASA funds for FY 2026-2028
  - Must be obligated by September 2028
  - Propose to combine these funds with traditional TASA funds and request they be obligated on a project once the traditional TASA carryover balance is reduced



# STATUS OF MPO-SELECTED FUNDS IN DALLAS-FORT WORTH MPO

FY2025 (\$ in Millions)

DISTRICT / MPO	Allocation	Actuals	Scheduled	Adjustments*	Allocation Remaining	Percent Usage to Allocation
5 - NCTCOG MPO CMAQ	\$99.3M	\$41.4M	\$6.7M	\$2.1M	\$53.3M	54.12%
7 - NCTCOG MPO Metro Mobility & ..	\$316.0M	\$150.2M	\$10.9M	\$11.7M	\$166.6M	62.84%
9 - NCTCOG MPO Transportation Al..	\$57.6M	\$13.3M	\$0.7M	(\$2.6M)	\$41.0M	28.82%
10 - NCTCOG Carbon Reduction	\$43.7M	\$20.6M	\$0.0M	\$0.0M	\$23.1M	47.10%

\* **Adjustments** include PE/ROW, Federal Adjustments, Force Accounts, Incentives & Disincentives, Change Order, Variance.

Performance Assessment: Not failing, but not succeeding either  
Additional CRP funds have obligated since this data was reported

This number cannot exceed 200%





# WHAT CAUSES PROJECT DELAYS?

- The federal process itself is cumbersome
- Local government changes in priority, staff turnover, lack of action, etc.
- Advance Funding Agreements (AFA) between TxDOT and implementing agencies take 6 to 8 months minimum, sometimes in excess of 12-24 months, for execution
- Most recently, funding shortfalls at the State level:
  - TxDOT professional engineering procurement services budget
  - TxDOT right-of-way budget
  - “Level lettings” process



# QUESTIONS?



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North Central Texas  
Council of Governments



Dallas-Fort Worth  
CLEAN CITIES

# Electric Vehicle Charging Grant– Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and Other Government Agencies

Joslyn Billings  
Air Quality Planner

Surface Transportation Technical Committee

July 25, 2025



# NCTCOG Charging and Fueling Infrastructure (CFI) Community Award

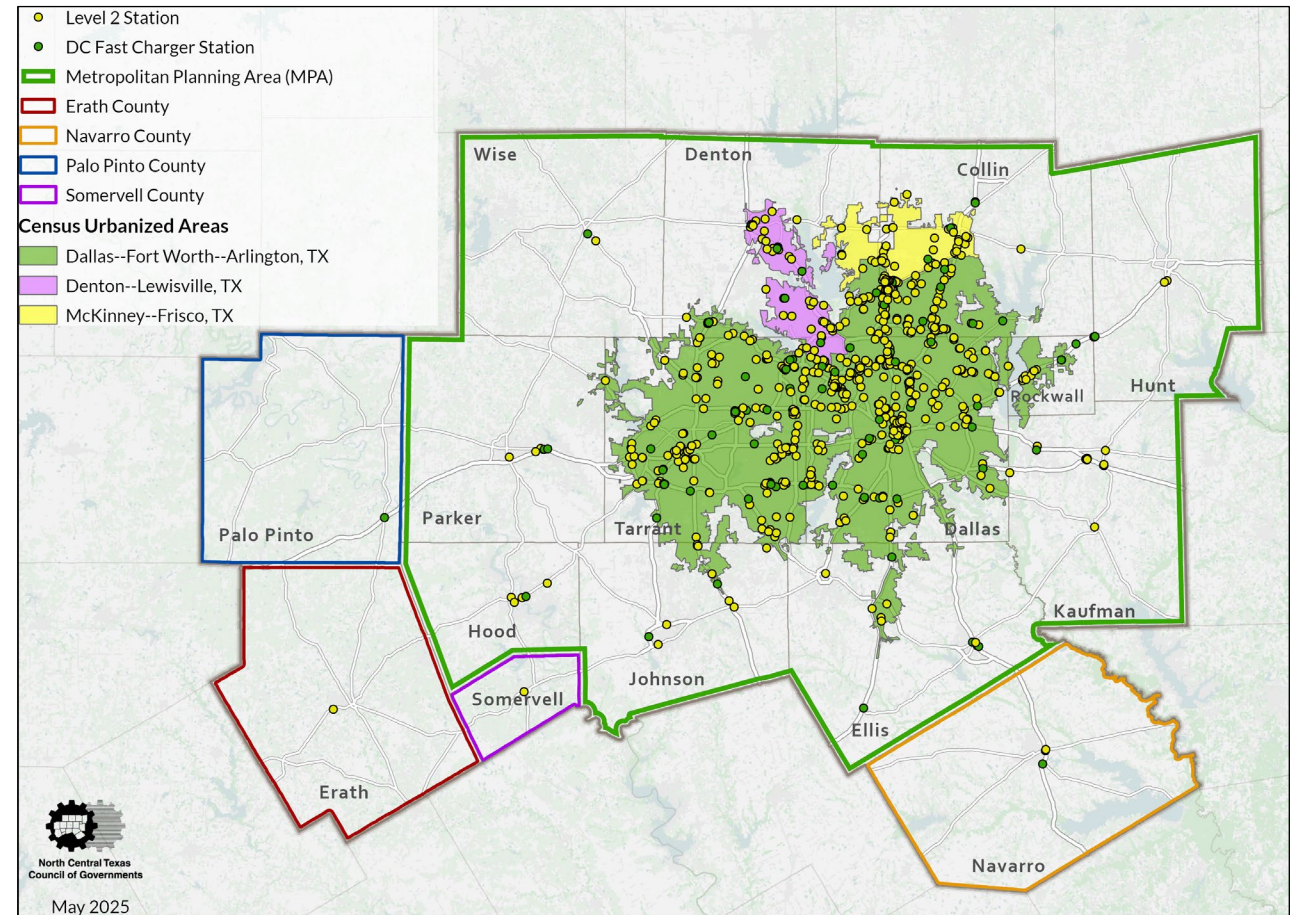
Awarded \$15 million from the Federal Highway Administration (FHWA) to build EV charging stations on **public property** to provide up to 100 new charging ports regionwide

Focus on filling gaps and achieving equal access across the region

Procured a "Deployment Dream Team" to streamline implementation

Set Asides for Navarro, Erath, Palo Pinto, and Somervell counties

Funds for Erath, Palo Pinto, and Somervell pending Federal Highway Administration obligation



# North Texas Electric Vehicle Infrastructure Call for Projects – Eligible Projects

**Level 2 and/or Direct Current Fast Charging stations on public sector property in the 16-county NCTCOG region**

- Must meet National Electric Vehicle Infrastructure (NEVI) Standards under [23 CFR 680](#)
  - Be “always” accessible to the public
  - Meet minimum power ratings
  - Charge at least 4 vehicles simultaneously
  - NCTCOG will procure vendor to ensure compliance
- Must commit to maintain operations for 5 years
- No limit on number of locations that can be submitted



**Level 2 Station**

*Image Courtesy of Dallas Area Rapid Transit*



**DCFC Station**

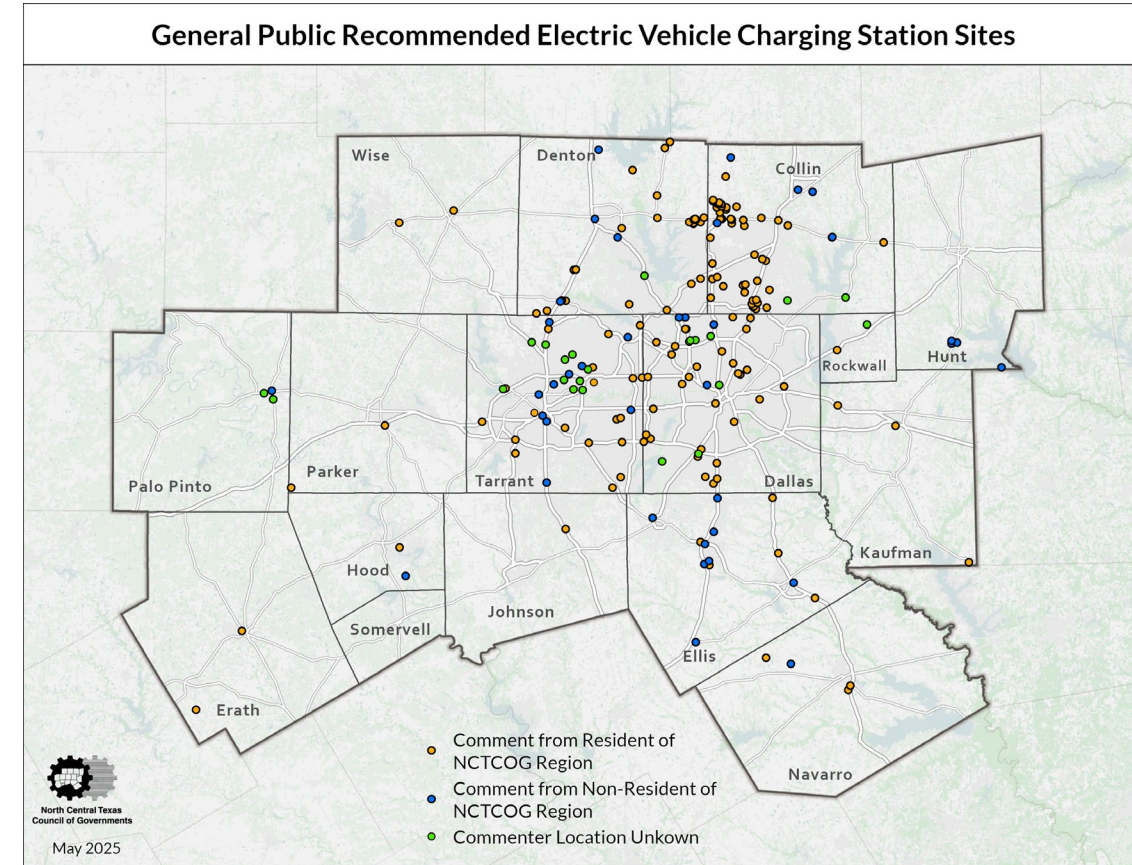
*Image Courtesy of Texas Department of Transportation*



# North Texas Electric Vehicle Infrastructure Call for Projects – Eligible Applicants

**Public agencies, including local governments, transit agencies, school districts, and public universities and colleges**

- Examples: Sports complexes, parks, city halls, community centers, libraries, multi-use service centers, transit stations, public schools
- Focus areas: Non-single family, multi-modal hubs and shared-use fleets/services, fleet vehicles that operate in communities, rural areas
- Funding: Federal share up to 80% of the initial deployment capital costs and 20% of O&M; Non-federal share to be contributed by EV charging station vendor(s)



# Deployment Dream Team Assistance

**Professional services available to support application development at no cost to applicant**

## **CFP Application Support**

- Provide one-on-one assistance
- Educate applicants on EV charger site selection and CFP
- Conduct desktop review and fatal flaw analysis
  - Utility regulations and nearby power infrastructure
  - Site layouts and nearby floodplains
- Develop test fits and conduct site visits for potential project locations
- Develop conceptual site plans for final sites considered for CFP application

## **Awarded Applicant Support**

- Provide one-on-one assistance
- Educate applicants on project approval processes
- Coordinate permitting processes
- Coordinate progress between all involved parties



# Implementation Roles and Responsibilities

## Construction and Installation

- Public agencies assist with developing vendor RFP; select chosen vendor
- Public agency cash-flows 80% federal share, to be reimbursed by NCTCOG
- Public agency assumes ownership of the station

## 5 Year Operations and Maintenance

- Public agency cash-flow 20% federal share, to be reimbursed by NCTCOG
- Public agency funding responsibility begins (if necessary)
- Vendor(s) answerable to the public agency for performance, repair, and O&M
- Vendor(s) allowed to recover return on investment
- Vendor(s) provide required reporting on charger utilization and uptime (federal program requirement)

**“Deployment Dream Team”  
Consultant Available to  
Guide All Parties Throughout  
Implementation**

## After 5 Year O&M

- Public agency obligations end after 5 years, ongoing operations at public agency discretion

# Call for Projects Workshops and Next Steps

## Call for Projects Workshops

- City of Mesquite
  - Thursday, August 14, 2025
  - 10:00-11:30am
  - In-person
- NCTCOG Offices in Arlington
  - Thursday, August 21, 2025
  - 1:30-3:00pm
  - Hybrid, recording will be posted online
- 2-3 Additional In-Person Workshops in process; contact us if interested in hosting

## Program Details at [nctcog.org/EVcharginggrant](https://nctcog.org/EVcharginggrant)

- Workshop information
- CFP Guidelines and Application
- Public outreach toolkit

# Anticipated Call for Projects Schedule

Proposed Milestone	Date
STTC Action – Call for Projects	June 27, 2025
RTC Action – Call for Projects	July 10, 2025
Executive Board Action – Call for Projects	July 24, 2025
Call for Projects Opens	July 25, 2025
<b>Call for Projects Application Workshops</b> Mesquite (in-person) NCTCOG Offices (hybrid)	<b>August 14, 2025</b> <b>August 21, 2025</b>
Call for Projects Deadline (14 weeks)	October 31, 2025
STTC Info – Award Recommendations	December 5, 2025
RTC Info – Award Recommendations	December 11, 2025
Executive Board Info – Award Recommendations	December 18, 2025
STTC Action – Award Recommendations	January 23, 2026
RTC Action – Award Recommendations	February 12, 2026
Executive Board Action – Award Recommendations	February 26, 2026

# Contact Us



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