



TOTAL PROGRAMMING INCREASES/ DECREASES IN OTHER FUNDING SOURCES (CONTINUED)

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 5.01 – High-Speed Passenger Technology	FRA - \$311,000	\$311,000
Subtask 5.03 – Regional Trail Wayfinding Signage and User Count Equipment	STBG - \$775,000	\$775,000
Subtask 5.03 – Community Schools and Transportation	RTC Local - \$125,000	\$125,000
Subtask 5.03 – Transit-Oriented Development	RTC Local - \$125,000	\$125,000
Subtask 5.03 – Bicycle and Pedestrian Planning	RTC Local - \$150,000	\$150,000
Total Increase		\$2,683,000 \$2,994,000



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING PROCESS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
October 24, 2025

OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Roadway Capacity Improvement



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING REQUIREMENTS

To be eligible, agencies must:

1. Develop and maintain a Traffic Signal Maintenance Standard Operating Procedures and Replacement Strategy (all 22 elements).
City Develop or NCTCOG Support
2. Monitor traffic signal performance through INRIX platform.
3. Participate in regional data sharing efforts consistent with Traffic Management Data Dictionary (TMDD) standards for Center-to-Center communication.
4. Participate in NCTCOG Traffic Signal Committee and Peer-to-Peer subject matter experts.

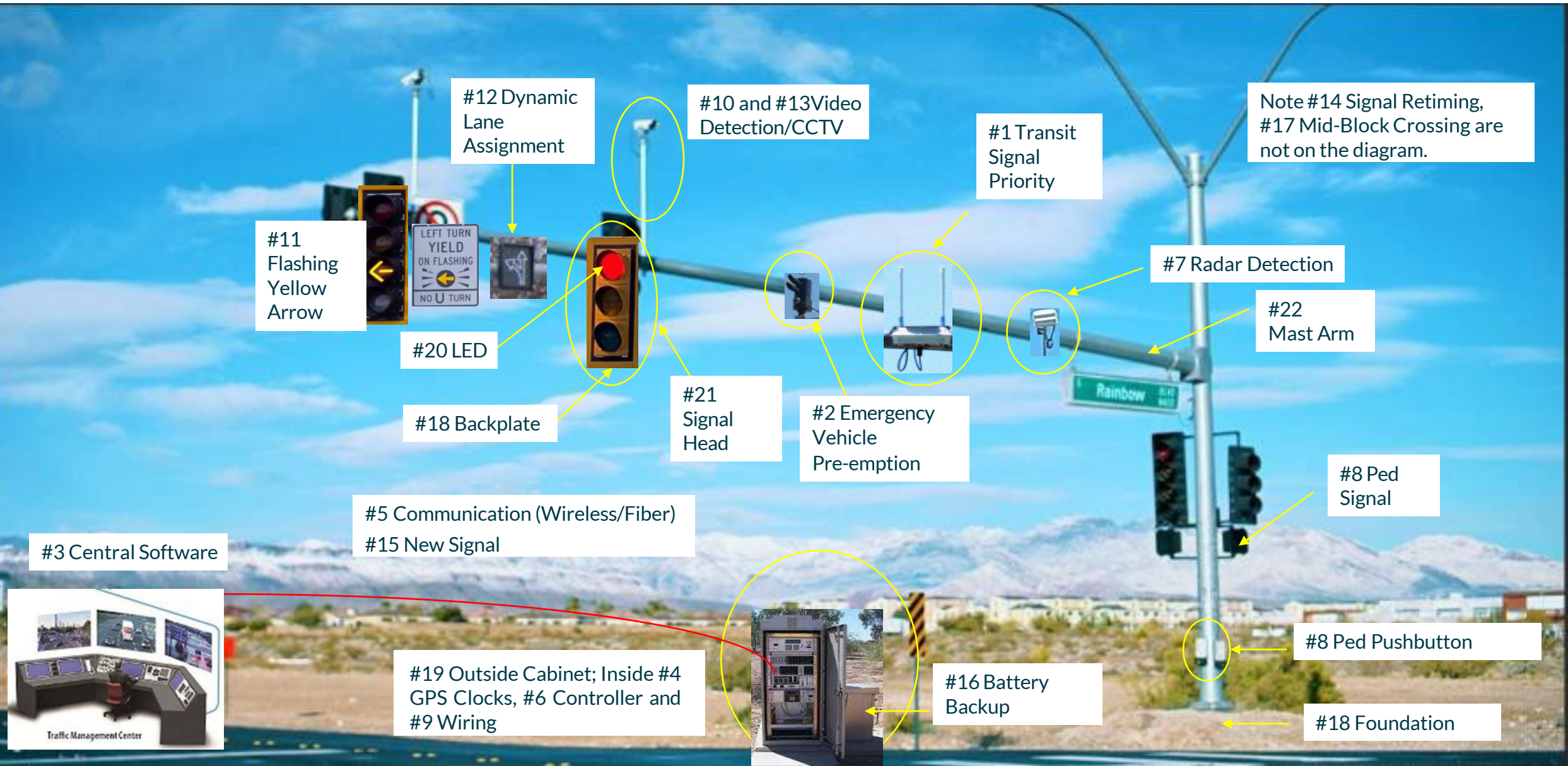


EVALUATION PROCESS FOR SIGNAL FUNDING REQUESTS

1. Review Equipment Inventory Assessment
 - Review age, condition, and availability of key components (e.g., controllers, detection, cabinets).
2. Review Signal Performance Measures
 - Use of INRIX Signal Analytics to evaluate delay, arrivals on green, split failures, coordination issues.
3. Identify / Prioritize Improvements
 - Identify upgrades aligned with improvement categories and available funding.



TRAFFIC SIGNAL COMPONENTS



STEP 1. REVIEW EQUIPMENT INVENTORY ASSESSMENT (BEGAN 2022; UPDATED 2024)

Projects are evaluated based on the type of improvement and corridor characteristics.

Improvement Category: Central Software, Coordination Equipment, Operations and Physical Equipment.

Corridor Characteristics: Located on transit, freight, or special event corridors or documented safety concerns or crash history.



STEP 2. REVIEW SIGNAL PERFORMANCE MEASURES (BEGAN 2024)

Evaluate Average Control Delay/Vehicle

24 hour
AM peak
PM peak
Weekend

- A ≤ 10 seconds
- B > 10 - 20 seconds
- C > 20 - 35 seconds
- D > 35 - 55 seconds
- E > 55 - 80 seconds
- F > 80 seconds



STEP 3: CATEGORIZING IMPROVEMENTS

#	Types of Improvements	Cost Sharing (Federal / Match)
1	Transit Signal Priority / Transit Signal 2.0	80/20
2	Emergency Vehicle Pre-Emption	80/20
3	Central Software	80/20
4	GPS Clocks	80/20
5	Communication (Fiber or Wireless)	80/20
6	Controllers	80/20
7	Vehicle Detection (No Loops)	80/20
8	Bike / Ped Equipment / Low and High-End Volume Warrant	80/20
9	Wiring	80/20
10	Freight Signal Optimization	80/20
11	Flashing Yellow Arrows	80/20



STEP 3: CATEGORIZING IMPROVEMENTS (CONT.)

	Types of Improvements	Cost Sharing (Federal / Match)
12	Dynamic / Reversible Lane Assignments	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	80/20
14	Signal Retiming / Safety / High Volumes	80/20
15	New Signals (Warrants 4,5,6,7,and 9)	80/20
16	Battery Back-Up	80/20
17	Mid-Block Crossing	0/100
18	Backplate	0/100
19	Cabinets / Foundations	0/100
20	LEDs	0/100
21	Signal Head Replacement	0/100
22	Span Wire to Mast Arm / Poles	0/100



SCHEDULE

Action	Meeting	Date
Information – Traffic Signal Program	STTC	June 27, 2025
Information – Traffic Signal Program	RTC	September 11, 2025
Action – Traffic Signal Program	STTC	October 24, 2025
Action – Traffic Signal Program	RTC	November 13, 2025



REQUESTED ACTION – PROPOSED TRAFFIC SIGNAL FUNDING PROCESS

- **Recommendation for RTC approval of:**
 - Approve eligibility requirements, evaluation criteria for funding requests, categorization of traffic signal improvements, and cost-sharing.
 - Develop funding program through RTC to implement traffic signal needs identified as part of this process.
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program.

STTC Action Item – October 24, 2025



CONTACT US



Natalie Bettger
Senior Program Manager

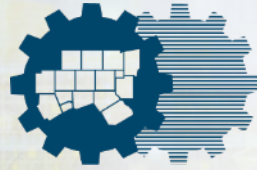
nbettger@nctcog.org | 817-695-9280



Gregory Masota
Principal Transportation Planner

gmasota@nctcog.org | 817-695-9264





Approval of Dallas-Fort Worth Air Quality Improvement Plan- Transportation Elements

Vivek Thimmavajjhala and Savana Nance

Surface Transportation Technical Committee

October 24, 2025

Comprehensive Air Quality Planning

Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan (CAP)*

Outlines through 2050:

- Comprehensive Emissions Inventory and Projections
- Targets and Measures to Improve Air Quality in All Sectors

Includes:

- Comprehensive Stakeholder Engagement
- Air Quality Planning for All Emissions of Local Concern
- Integrating NCTCOG Regional and Statewide Efforts**

Potential Impact of Regional Growth:



Nonattainment and
Conformity Lapse



Section 185 Fees (*Failure to
Attain Fees*)



Constrained Resources and
Lacking Infrastructure



Health Impacts

*The DFW AQIP development is supported by funding from Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants

**TCEQ's Comprehensive Roadmap to Reduce Emissions <https://www.tceq.texas.gov/agency/climate-pollution-reduction-grants>



Establishing a Future Target

Transportation Conformity

Required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c))

Ensures Metropolitan Transportation Plans (MTP) align with air quality goals in the State Air Quality Plan

State Air Quality Plan emphasizes **Nitrogen Oxides** reductions

Impacts of Failing Conformity

Significant Project Delays - building or expanding roadways

Planning Disruptions – MTP and TIPs must be revised - Increased administrative burden

Proposed Multi-Pollutant Emissions Reduction

Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOC), Particulate Matter (PM_{2.5}), and Carbon Dioxide Equivalent (CO₂e)

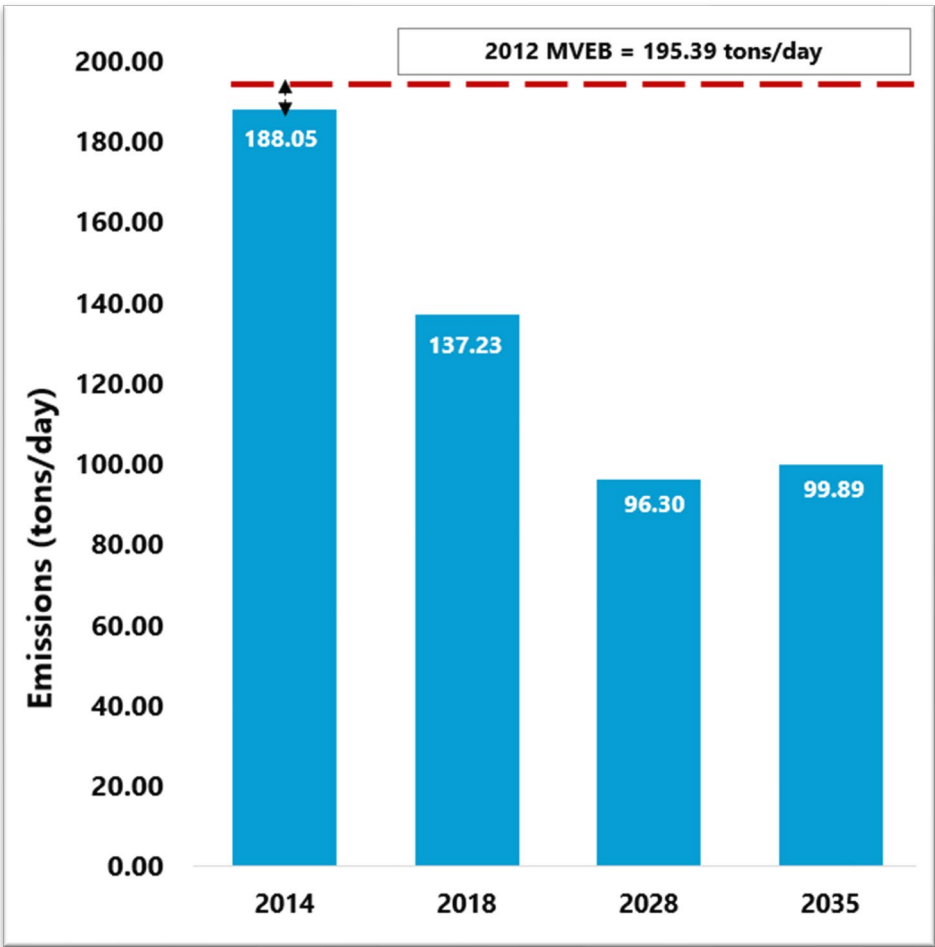
25% **Nitrogen Oxides** reduction by 2050 Horizon Year



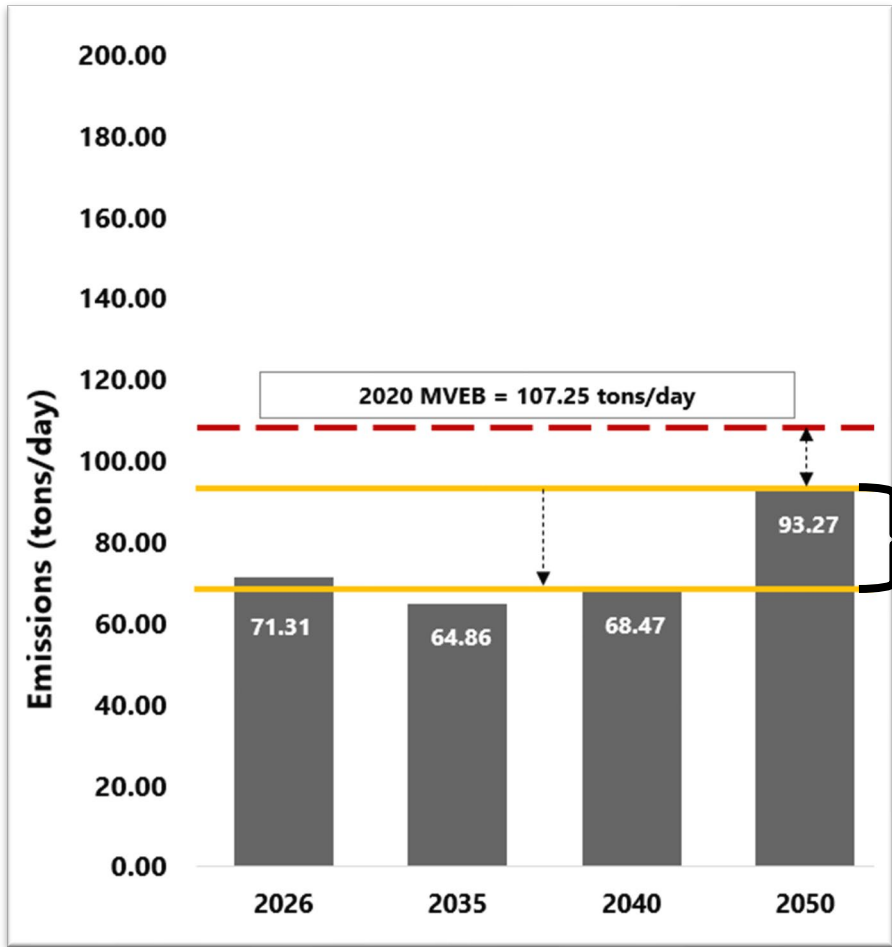
Historical and Modeled Future Nitrogen Oxides (NOx)

On-road, Tons/Weekday, NCTCOG 10-county ozone nonattainment area

Old - Conformity Analysis



New - 2025 Conformity Analysis



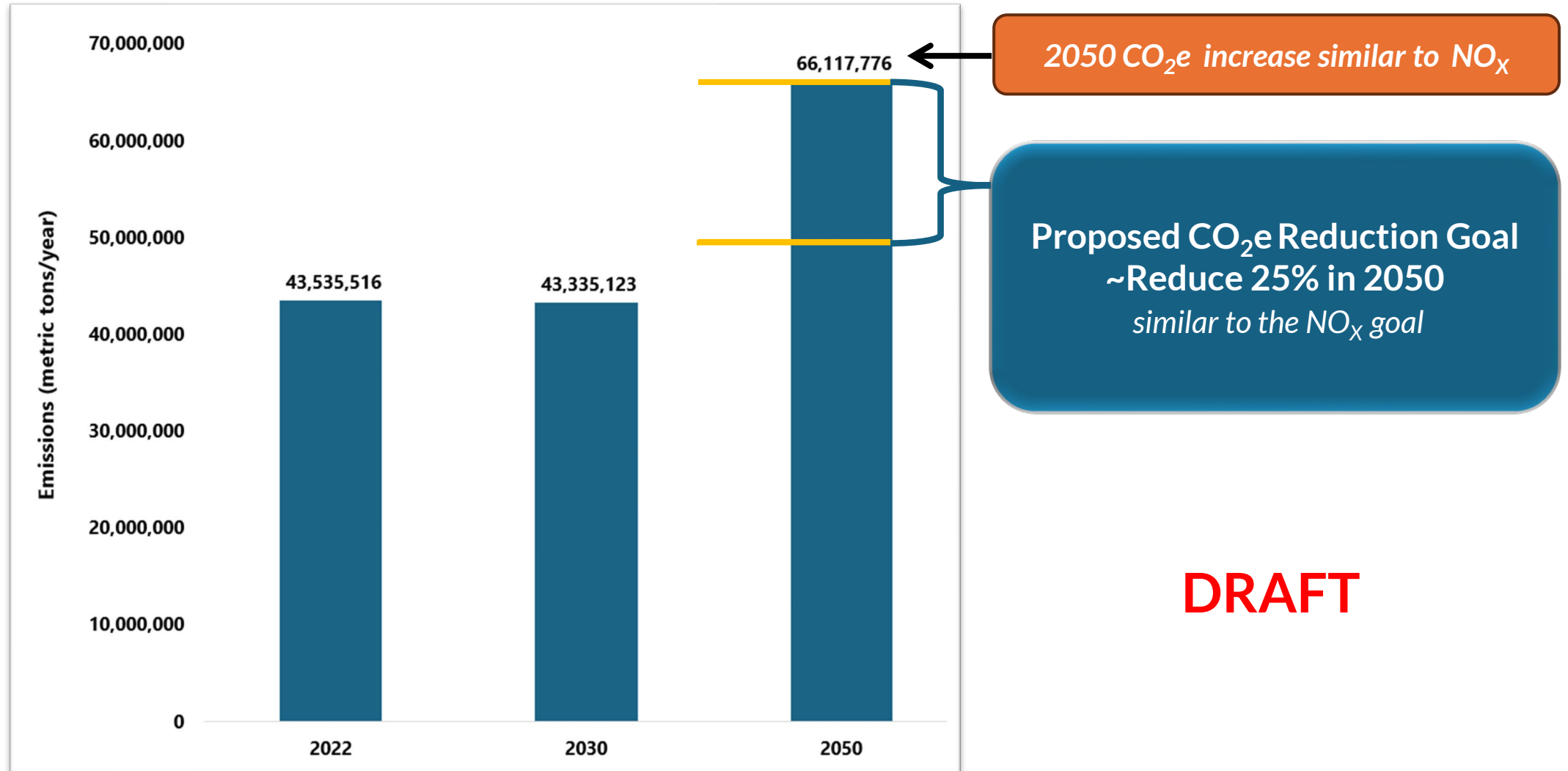
Proposed NO_x Reduction Goal
~**Reduce 25% in 2050**
Align 2050 NO_x emissions with levels around current analysis year (2026)

Combination of Federal, State, and Local efforts needed



DFW AQIP Emissions Inventory and Projections

On-road, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year, NCTCOG 16-county area

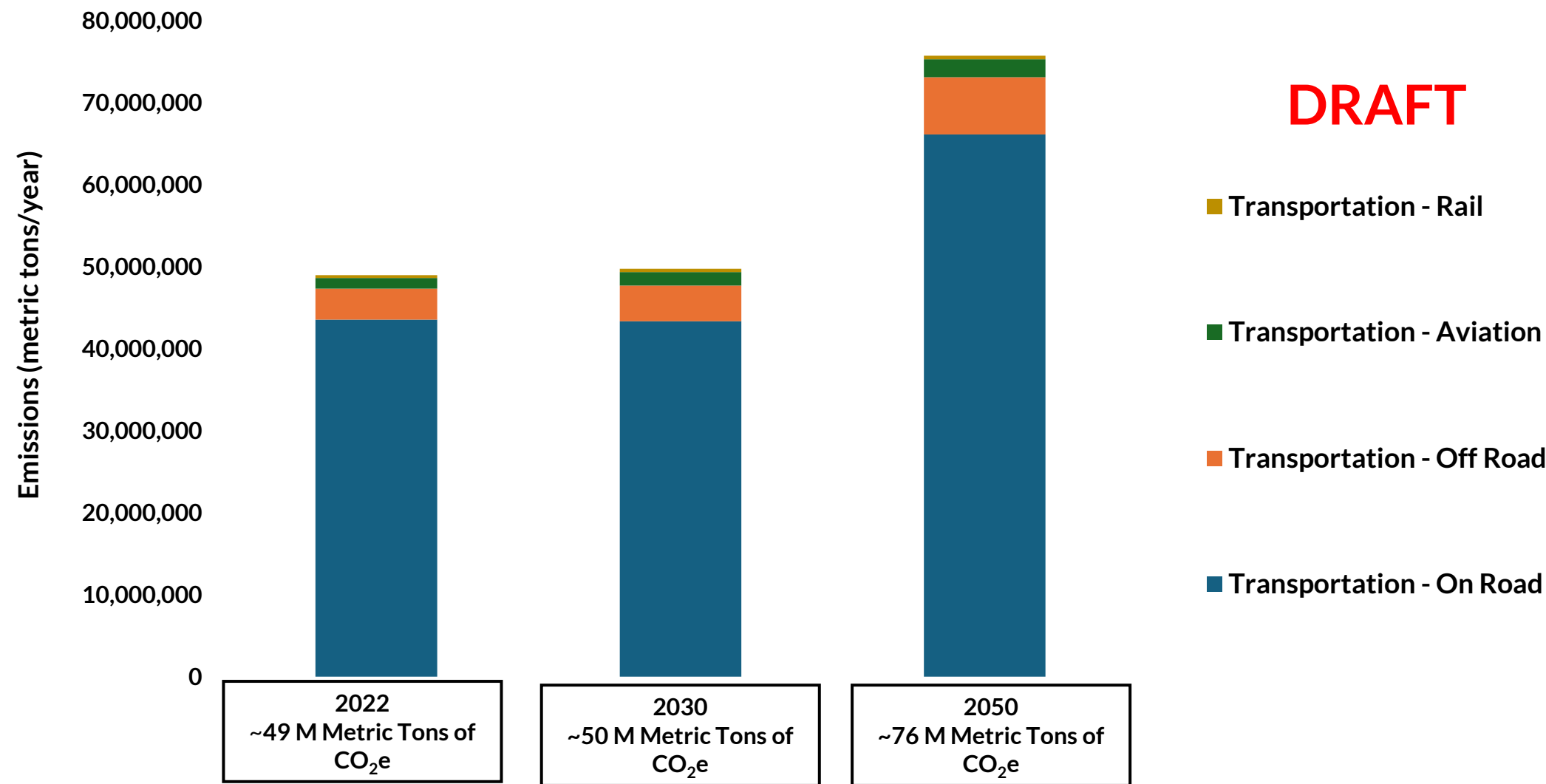


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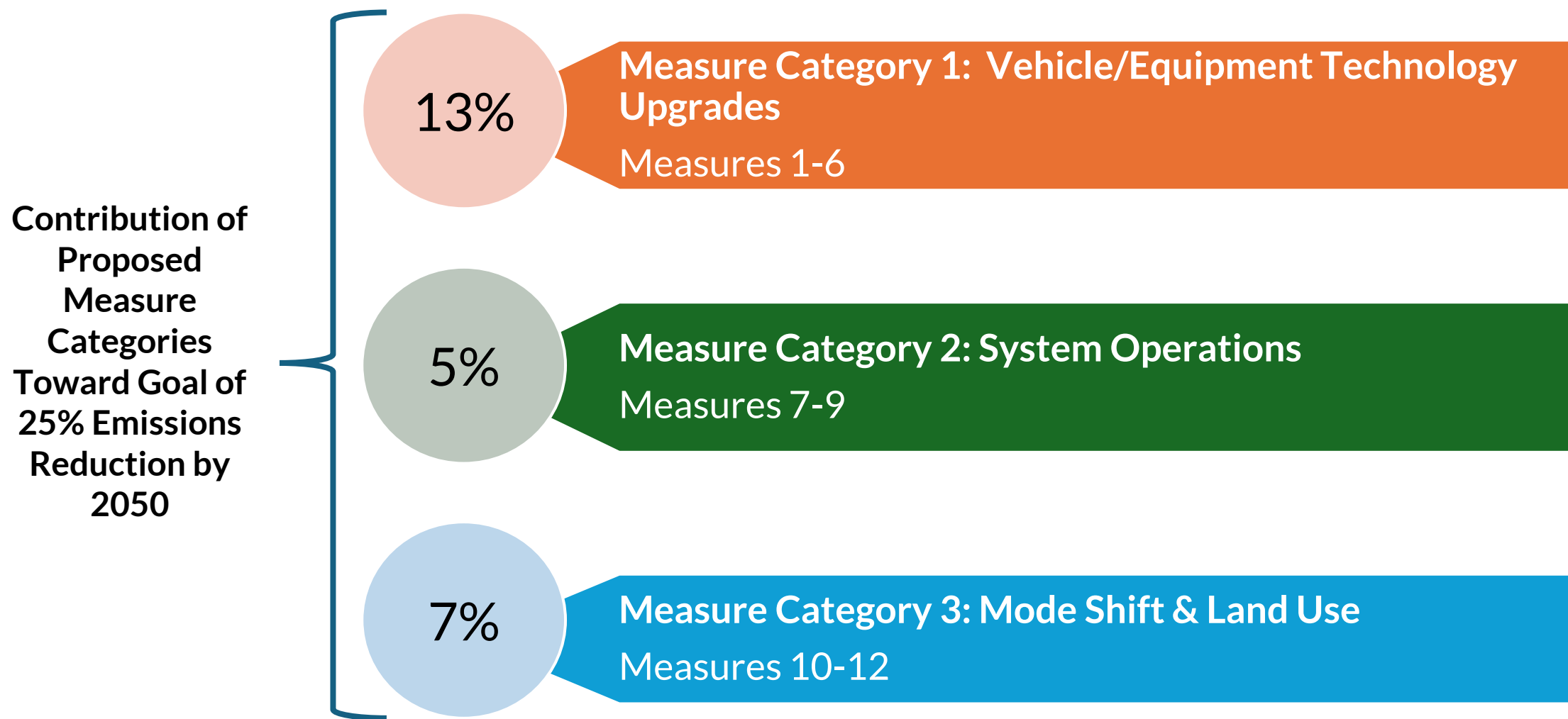


DFW AQIP Emissions Inventory and Projections

Transportation, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year, NCTCOG 16-county area



Path to 2050 Goals and Measures



Measures Support Policy and Programs within Mobility 2050



Schedule

Process	Proposed Milestone	Date
Draft Emissions Inventory and Transportation Projections	STTC Information	June 27, 2025
	RTC Information	August 7, 2025
	Executive Board Status Report	October 23, 2025
	STTC Action – Transportation Elements Only	October 24, 2025
Final Plan	RTC Action – Transportation Elements Only	November 13, 2025
	Executive Board Status Report– Final Plan	November 20, 2025
	Submit Plan to EPA	No Later Than December 1, 2025
Status Report	Status Report to EPA	December 2027

Other Sectors (Water/Wastewater, Energy, Materials Management, Agriculture/Forestry/Land-Use, and Fugitive Emissions, will be approved by other subject matter expert committees/working groups



REQUESTED ACTION – Dallas-Fort Worth Air Quality Improvement Plan

Recommend RTC Approval of :

- DFW AQIP: Comprehensive Action Plan - Transportation Elements
 - Emissions Inventories
 - 2030 and 2050 Transportation Emissions Projections
 - 25% Emission Reduction Goal
 - Transportation Measures
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.

STTC Action Item – October 24, 2025



Contact Us



616 Six Flags Drive
Arlington, TX 76011



dfwaqip@publicinput.com



Publicinput.com/dfwaqip



Lori Clark
Senior Program Manager &
DFWCC Director
lclark@nctcog.org

Chris Klaus
Senior Program Manager
cklaus@nctcog.org

Susan Alvarez, P.E., CFM
Director of Environment &
Development
salvarez@nctcog.org



Savana Nance
Principal Air Quality Planner
snance@nctcog.org

Vivek Thimmavajjhala
Senior Transportation System
Modeler
vthimmavajjhala@nctcog.org

Corinne Buckley
Environment &
Development Planner
cbuckley@nctcog.org



Jenny Narvaez
Program Manager
jnarvaez@nctcog.org

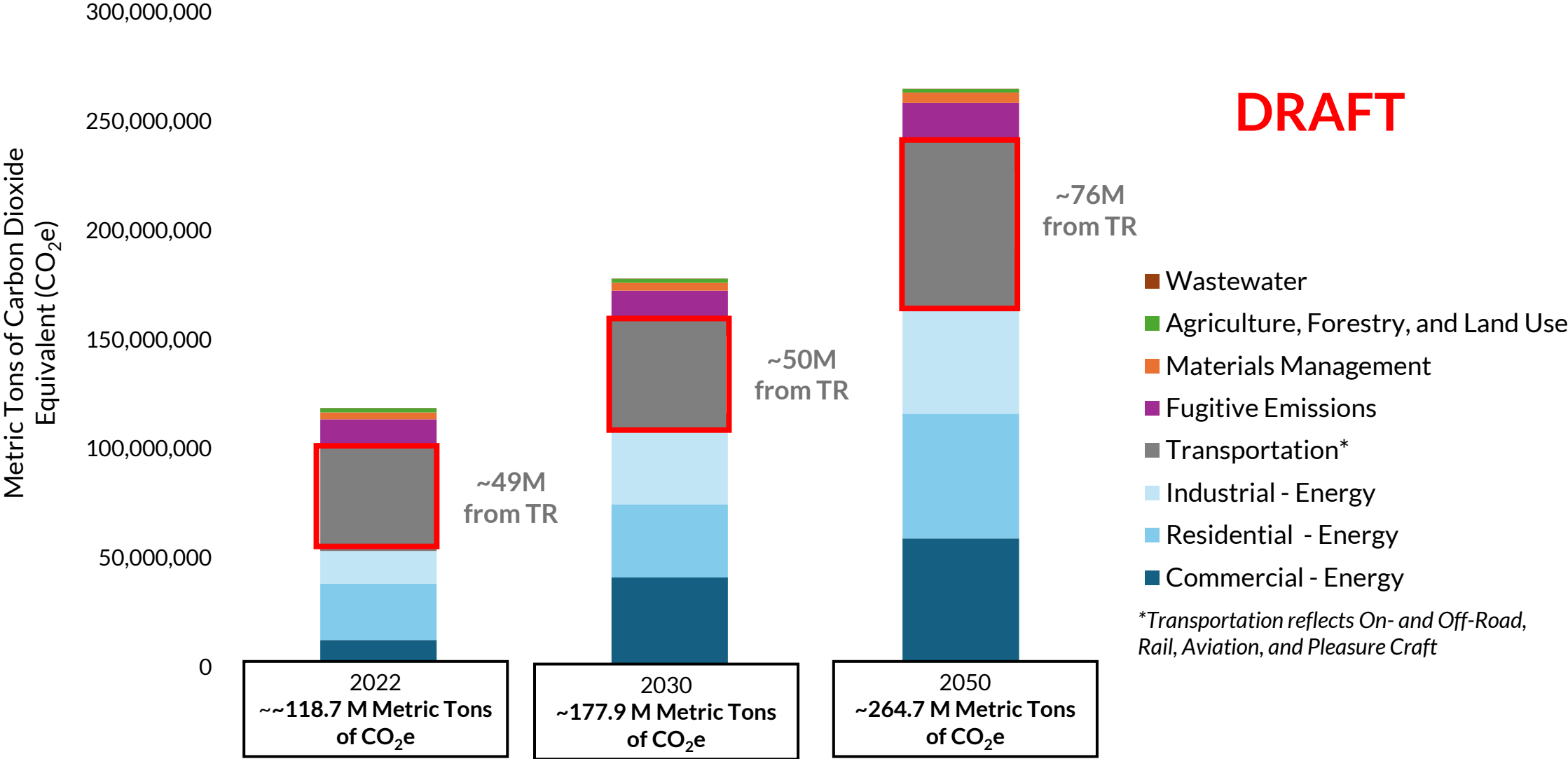
Daniela Tower
Air Quality Planner
dtower@nctcog.org

Alyssa Knox
Environment & Development
Planner
aknox@nctcog.org



DFW AQIP Emissions Inventory and Projections

All sectors, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year NCTCOG 16-county area





NCTCOG Transportation

Disadvantaged Business Enterprise Program – USDOT Interim Final Rule

Ken Kirkpatrick | Surface Transportation Technical Committee
October 24, 2025

NCTCOG DBE Program FY26-28

U.S. Department of Transportation Assisted Contracting Opportunities.

NCTCOG went through the standard process of the DBE goal update for 2026-2028, based on regulatory requirements at the time.

On August 7, 2025, and August 28, 2025, the RTC and Executive Board approved an updated goal of 8.6%.

The updated DBE goal was slated to go into effect on October 1, 2025.



Context of DBE Interim Final Rule

MID-AMERICA MILLING COMPANY VS. USDOT

(Case No. 3:23-cv-00072-GFVT)

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 5th Amendment.

May 28, 2025 – Joint Consent Order filed (not signed) with the Court.

June 25, 2025 – Solicitor General advised Speaker of the House that the DOJ concluded the DBE program's sex and race-based presumptions violate the constitution and would no longer defend these aspects in court.

As of October 2025, this court case is not resolved.



Release of DBE Interim Final Rule

October 1, 2025 – The USDOT posted a draft DBE Interim Final Rule (IFR) along with DOT guidance to the [US DOT DBE Laws, Policy and Guidance website](#).

October 3, 2025 – The IFR was published to the Federal Register effective immediately with a public comment period of thirty (30) days.



Significant Changes in Interim Final Rule

Recertification

All currently certified DBEs to be reevaluated. (timeframe unknown)

Race- and sex-based presumptions of social and economic disadvantage are eliminated.

Social and economic disadvantage to be demonstrated through individualized evidence.

Existing Contracts and Future Procurements

DBE goals cannot be enforced.

DBE commitments and participation cannot be counted toward goal attainment during re-certification period.

Cannot include DBE goals in future procurements.



Information from Funding Agencies

Department of Transportation (DOT) ¹	Texas Department of Transportation (TxDOT) ²
Unified Certification Programs (UCP) may not use race- or sex-based presumptions in determining DBE eligibility;	No new DBE goals will be set on Contracts;
UCPs must reevaluate the eligibility of existing DBEs;	DBE goals on existing Contracts are suspended;
Until a UCP completes the reevaluation process, the UCP may not • Include DBE Contract goals • Count any participation toward overall DBE goals	DBE participation will not be reported during this period;
	No collection of race and sex information for contractors on Contracts.

1) [DBE IFR Guidance.9-30-2025.pdf](#)

2) [dbe-program-update-statement-100325.pdf](#)



Next Steps

UCPs will complete reevaluations of all DBE firms – no timeline provided for this effort.

NCTCOG to develop communication to existing and pending contractors and subrecipients.

NCTCOG will continue to monitor prevailing wage, certified payroll, and prompt payment compliance as these provisions were not impacted by the IFR.

NCTCOG to update the DBE program, upon completion of re-certification process.



CONTACT US



Aurelia Witt

Sr. Contracts & Risk Specialist

awitt@nctcog.org | 817-695-9290



Emily Beckham

Program Manager

ebeckham@nctcog.org | 817-608-2308

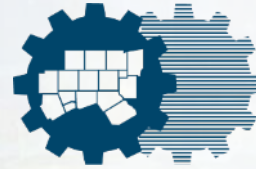


Ken Kirkpatrick

General Counsel

kkirkpatrick@nctcog.org | 817-695-9278





NCTCOG PRESENTATION

MCKINNEY PASSENGER RAIL CORRIDOR STUDY

BRENDON WHEELER | STTC | 10.24.2025

Corridor Description

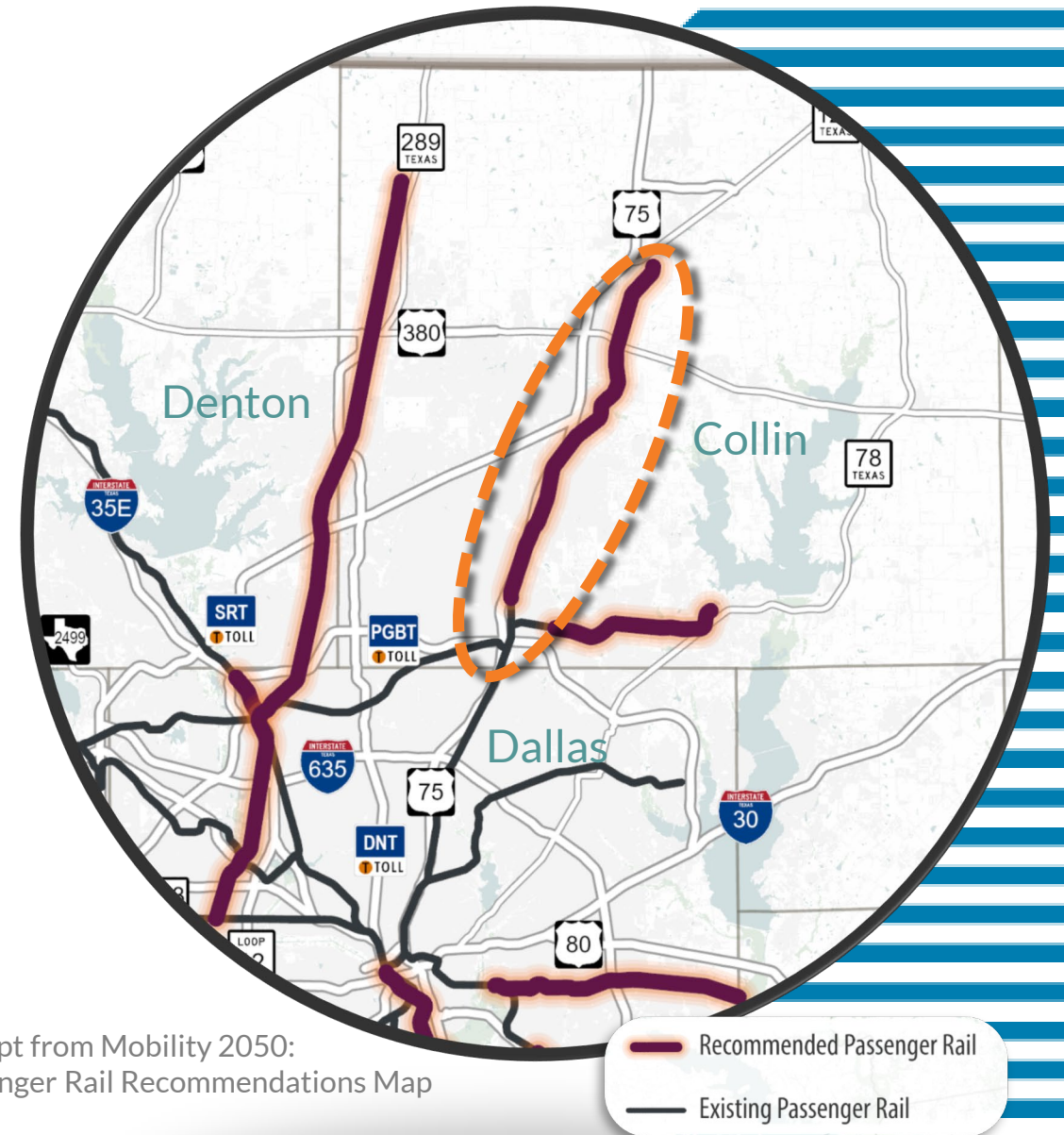
18 Miles from Plano to North
McKinney

DART-owned right-of-way

Minimal freight activity (north of
Industrial Blvd. in South McKinney)

Connects high-growth areas along
US 75 corridor in Collin County with
Plano/Dallas County

Strong ridership performance in
Mobility 2050 if seamlessly
integrated with existing services



Excerpt from Mobility 2050:
Passenger Rail Recommendations Map



Study Background

Regional Rail Corridor Study (RRCS) – 2005

Conceptual Engineering and Funding Study (CEFS) – 2010

Collin County Transit Study – 2021

Transit 2.0 Study – 2025/Ongoing Transit Vision Subcommittee



Collin County Transit Study Recommendations

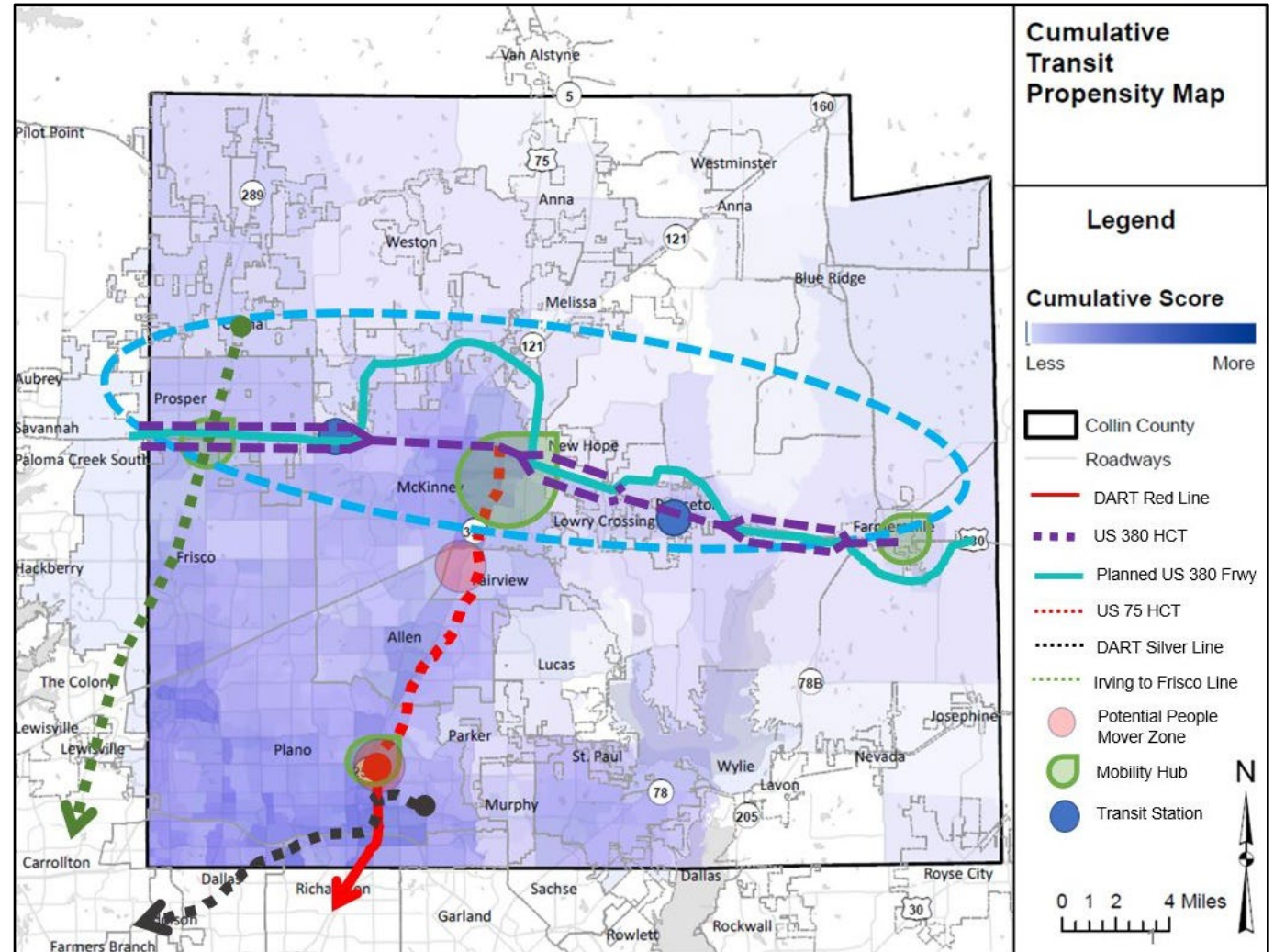
Layered transit propensity
throughout county

Identified major corridor
movements

Phased approach to
recommendations

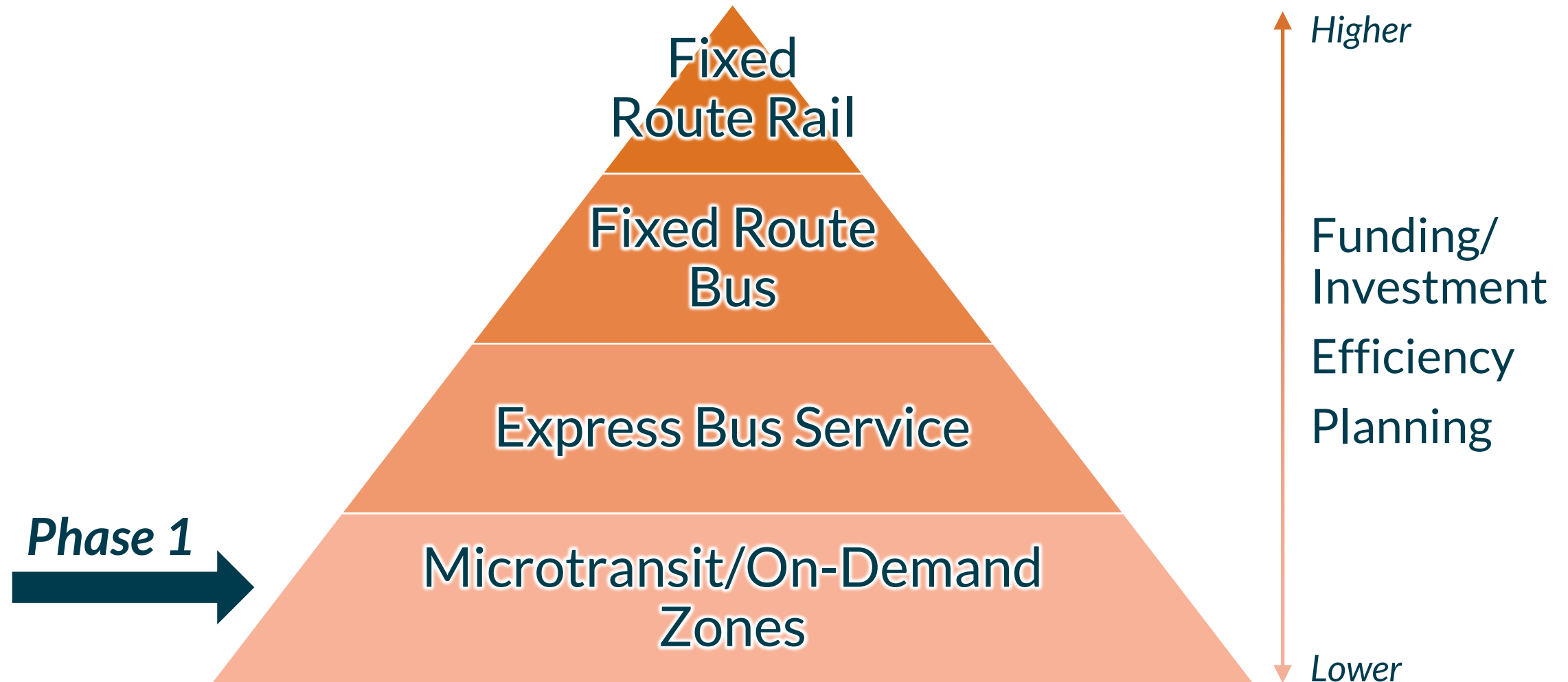
Advanced McKinney Line
study

Continued coordination
among county, cities, and
transit agencies: *focus on
microtransit implementation*



Collin County Transit Study

Implementation Strategies – Phased Approach



Study Purpose

Confirm logical termini

- Southern connectivity through Plano
- Northern extent

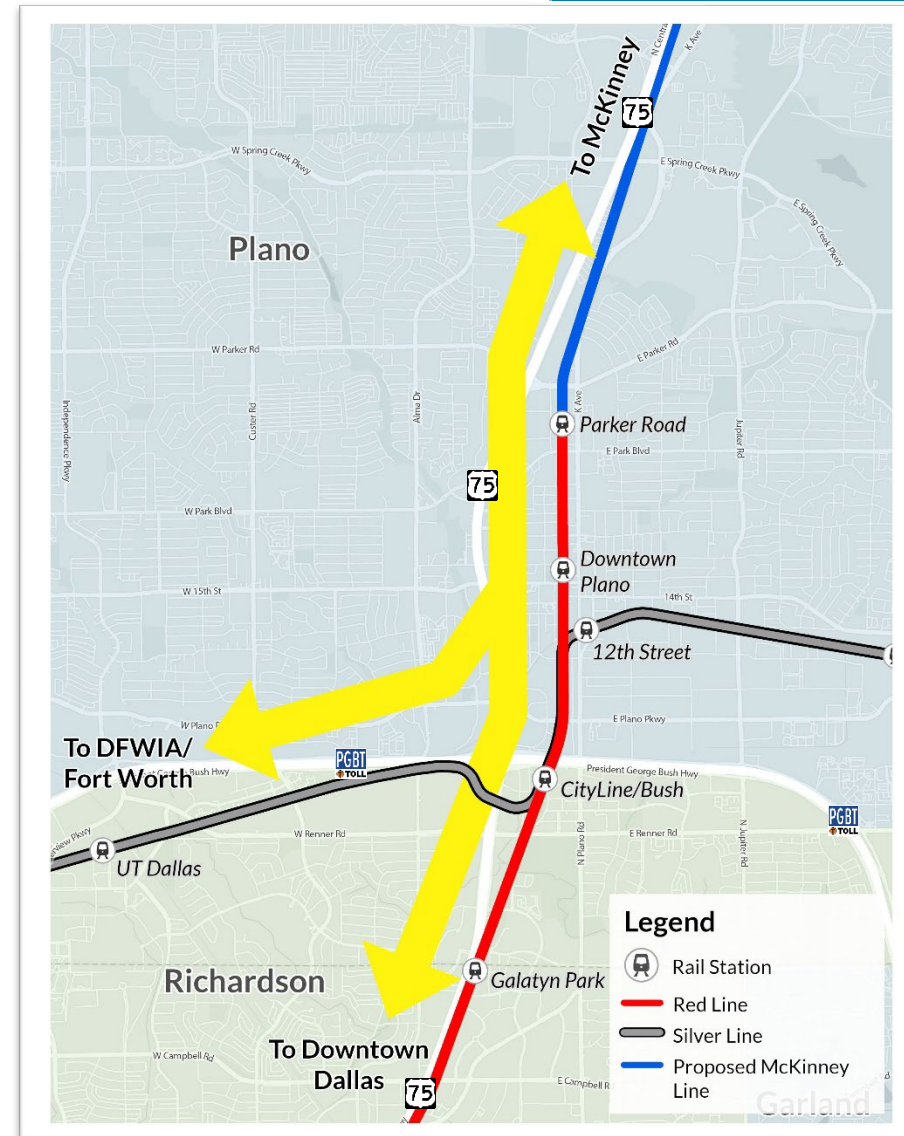
Review station locations

- Land use analysis, include demographic scenarios
- Multimodal connectivity

Determine mode

- Ultimate recommendation
- Interim opportunity
 - Minimize throw-away
 - Ensure continued operation during construction of ultimate

Establish stakeholder and public interest in this corridor (phased approach)



Study Approach

Policy and Technical Advisory Committee

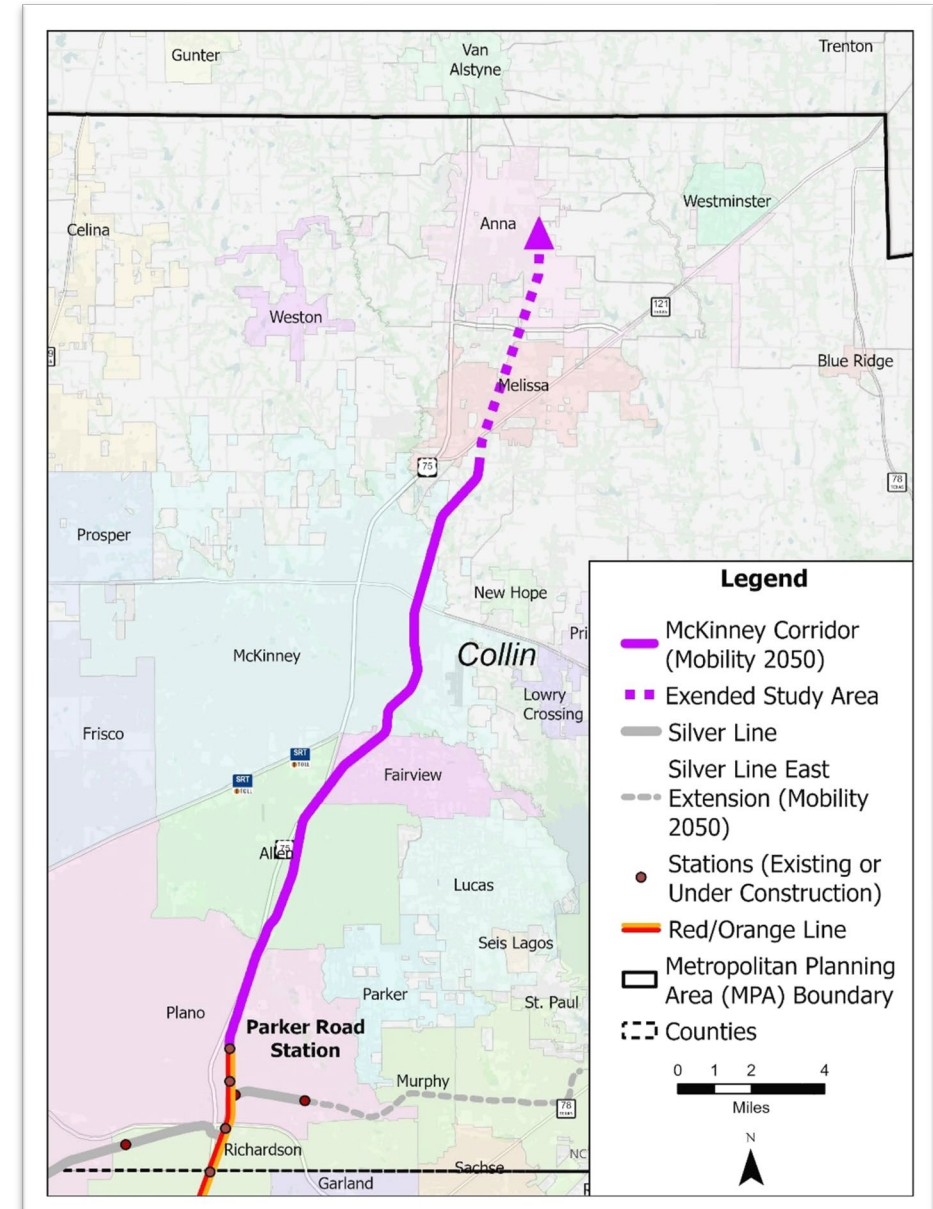
- Collin County
- DART and DCTA
- Plano, McKinney, Allen, Fairview, Melissa, and Anna
- Freight Railroad Operators

Travel demand forecasting (2050)

Capital and operations cost analysis

Governance and funding

Transit Vision Subcommittee has the lead



Phased Approach

Phase 1 Focus:

- Public and Stakeholder Engagement
- Needs Assessment
- Alternatives Analysis

Go/No-Go Decision

Phase 2 Focus:

- Preferred Alternative Development
- Station Area Planning
- Implementation Strategies



Project Schedule

January 13, 2022	Collin County Transit Study results presented to RTC
May 2025	Transit 2.0 Final Report published
September 22, 2025	Preproposal Conference held for McKinney Corridor Study
October 24, 2025	STTC Information
November 13, 2025	RTC Information
January 22, 2026	Executive Board for consultant contract
March / April 2026	Study Kickoff with Project Advisory Committee

16-month study

Planned regular updates to STTC, RTC, and Transit Vision Subcommittee



CONTACT US



Skylar Staffaroni

Transportation Planner II

[ssstaffaroni@nctcog.org](mailto:sstaffaroni@nctcog.org) | 682-433-0478



Donald Parker

Principal Transportation Planner

dparker@nctcog.org | 817-608-2380

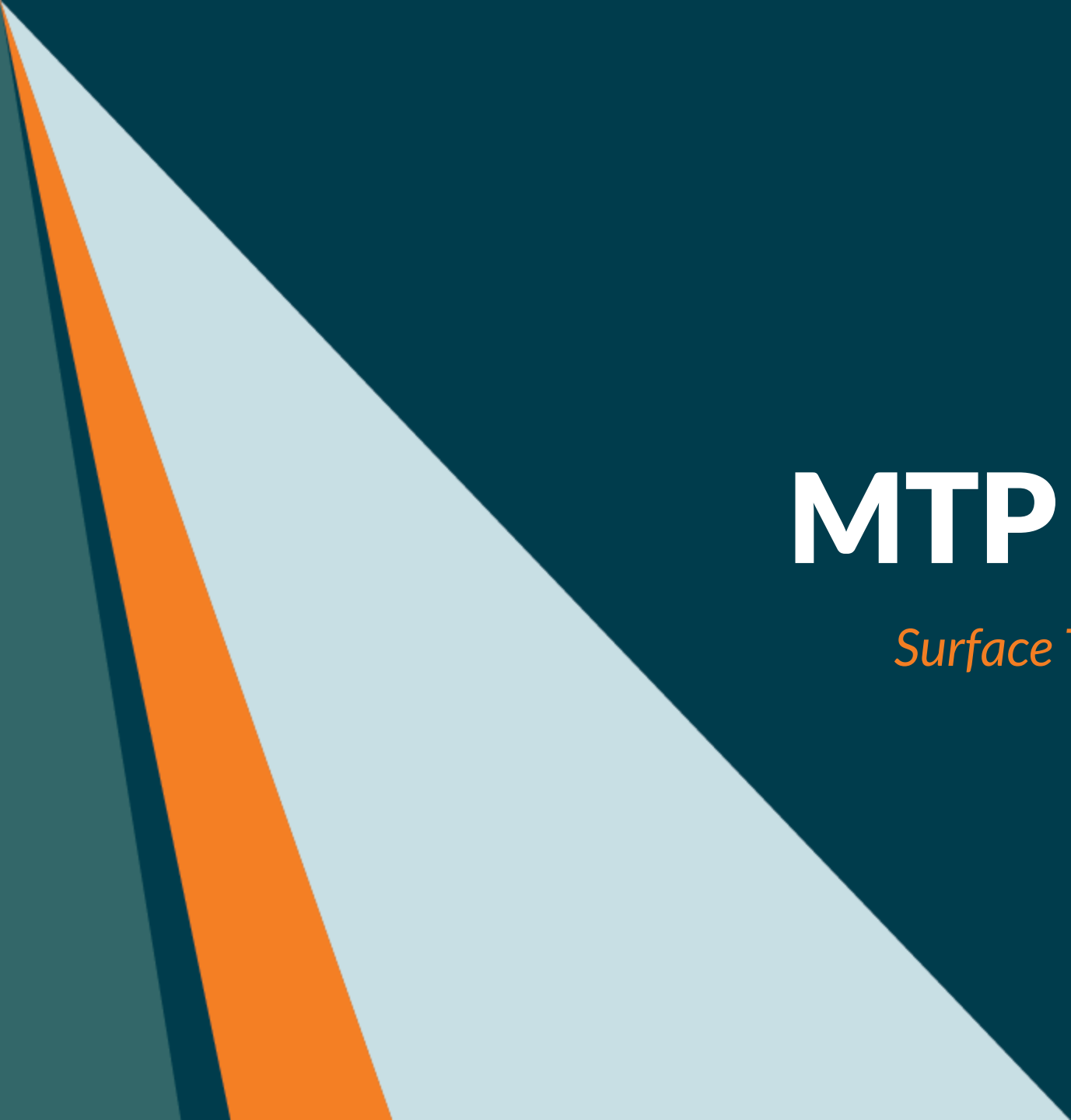


Brendon Wheeler, PE

Senior Program Manager

bwheeler@nctcog.org | 682-433-0478





MTP Policy Bundle

Surface Transportation Technical Committee
October 24, 2025

MTP POLICY BUNDLE

- | | | | |
|---|------------------------------|---|--|
|  | Set of policies from the MTP |  | Advances regional priorities like safety, air quality, transit |
|  | Voluntary participation |  | Rewards qualifying entities with TDCs |

TRANSPORTATION DEVELOPMENT CREDITS

- | | | | | |
|---|---|---|---|---|
|  | Toll road investment ~a decade ago incentivized by federal government |  |  | Regional pot of TDCs available for use in the Policy Bundle Program |
|  | Substitute for required local match for federal projects |  |  | Frees up local cash to use for other priorities |

HISTORY

- 2016 | Round 1 • 11 awardees
- 2017 | Round 2 • 15 awardees
- 2018 | Round 3 • 14 awardees
- 2020 | Round 4 • 22 awardees
- 2023 | Round 5 • 16 awardees

Evolution over time from documenting actions already taken to encouraging outcome-based implementation



Lessons from Prior Rounds

Rounds 1-5 Structure

- No to minimal distinction for policies' varying levels of difficulty (e.g., transit funding compared to attending advisory committee meetings)
- Favored quantity over impact
- Didn't recognize proportionally significant efforts beyond entity size

Round 6 Proposed Structure

- Difficulty to implement plus priority to region factor into point values
- Balances offering choices with recognizing major commitments
- Responds to recommendations from Transit 2.0

Draft Policy List – Round 6

Air Quality & Environment

Clean Fleet

Tire Recycling

Idling Restrictions

Stormwater

Air Quality Improvement Plan

Technology & Innovation

ITS Integration

Advanced Air Mobility

Uncrewed Aircraft Systems

Safety & Multimodal Transportation

Roadway Safety

Transit Authority Regionalism

Traffic Incident Management

Railroad Safety

Regional Trip Reduction

Asset Management

Land Use & Development

School Access & Siting

Street Connectivity

Freight-Oriented Development

Land Use Strategies

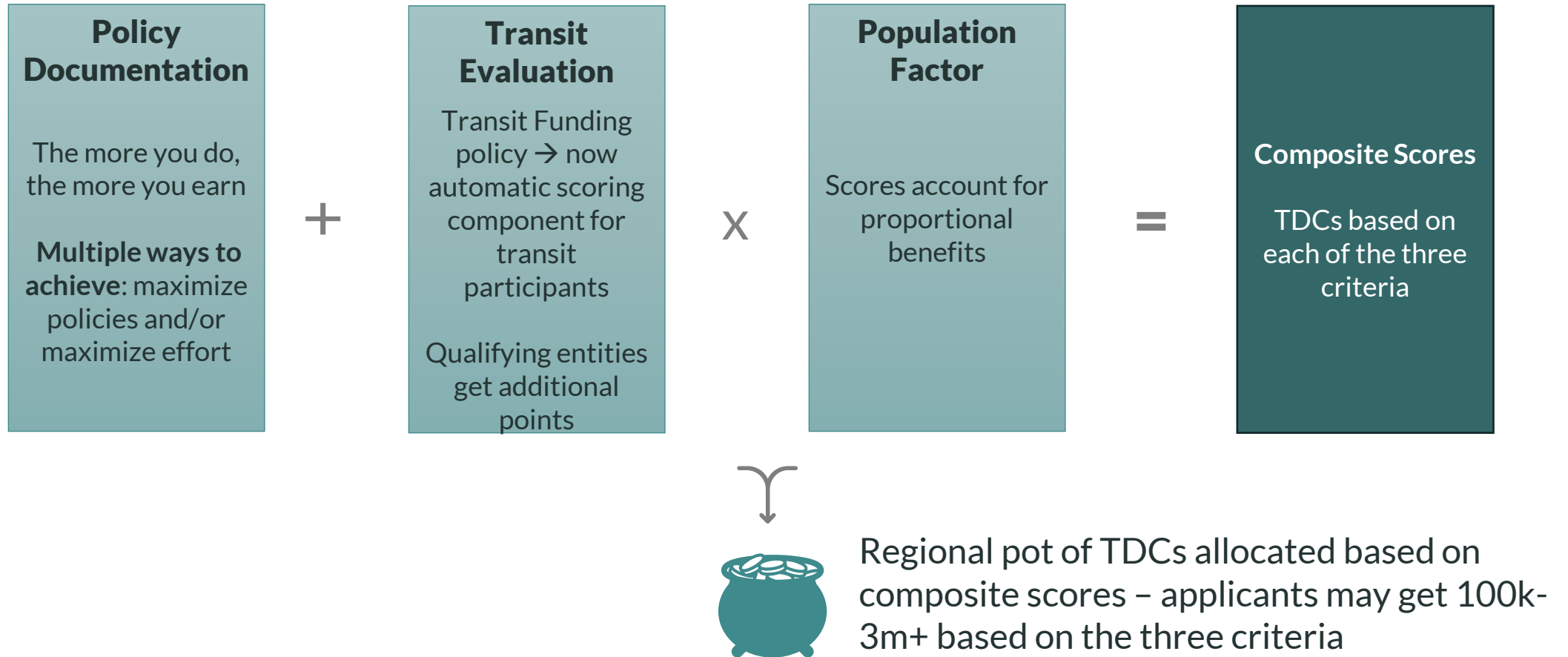
Parking Management

Strategic Density

Proposed New Policy Details

- **Advanced Air Mobility** – rewards entities involved in planning efforts for AAM and plans for vertiports or pads.
- **Strategic Density (choose one)**
 - **In strategic area** – single requirement for zoning showing higher density thresholds in a downtown, main street, town center, etc.*
 - **Near existing rail stations** – single requirement of Floor to Area Ratio (FAR) > 1.75 within a half mile of rail stations.
- **Transit Authority Regionalism** – options for shared purchasing and actions towards interoperability, adjusting service offerings, and increasing membership.

Scoring



Schedule

2025 Activities

Date	Item
October 2025	STTC Information
November 2025	RTC Information RTC Transit Vision Subcommittee
December 2025	STTC Action
December 2025	RTC Action

2026 Activities

Date	Item
January – February 2026	Policy list available for review
March 2026	Round 6 opens
April 2026	Early deadline
May 2026	Final deadline
June 2026	Application scoring and notification
July 2026	STTC Information (awards)
August 2026	RTC Information (awards) STTC Action
September 2026	RTC Action
October 2026	Round 6 TDCs available for use by awardees

CONTACT US



Skylar Staffaroni

Transportation Planner II

[ssstaffaroni@nctcog.org](mailto:sstaffaroni@nctcog.org) | 682-433-0478



Amy Johnson

Principal Transportation Planner

ajohnson@nctcog.org | 817-704-5608



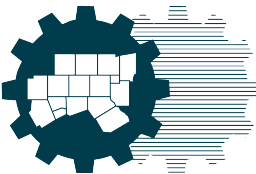
Brendon Wheeler, PE

Senior Program Manager

bwheeler@nctcog.org | 682-433-0478

Technology and Innovation Program Projects Update

**Summary of Projects and New Technology
Project Identification**



Completed AV Projects

Project	Description	Agency	TIP Code	Funding	Status
IH - 30 Test Corridor	Support TX dot connected freight corridor (TCFC) project along IH 30 from Dallas to FW.	NCTCOG	11670	\$250,000	Completed
TxDOT-Dallas Connected Freight Corridor	Smart freight corridors through deploying advanced vehicle-to-vehicle and vehicle-to-infrastructure communication technologies.	TxDOT - Dallas	11670.2	\$1,000,000	Completed
Multi-Purpose AV Design/Development	Multipurpose automated vehicle design, development, testing and deployment.	NCTCOG	11671	\$549,780	Completed
AV Planning	Procure planner(s) to assist public entities attracting or facing AV deployments.	NCTCOG	11685	\$1,666,000	Completed
Paul Quinn College Food & Internet (Infrastructure)	Infrastructure improvements (e.g., sidewalk repairs, clearing obstructions) to support autonomous delivery bots' operations.	NCTCOG	11684	\$250,000	Completed
UTA/Arlington AV Deployment	Support deployment of low-speed shuttles/AVs on UTA campus.	City of Arlington	11684.8	\$1,520,000	Completed
Optimized Freight Movement Project	Freight signal priority technology automatically extends green or reduces red lights for trucks to keep freight moving efficiently.	NCTCOG	11696.2 & 11696.1	\$5,000,000	Partially Completed



Cancelled AV Projects

Project	Description	Agency	TIP Code	Funding	Remaining Funds	Status
Paul Quinn College Food & Internet (Service)	Deployment of delivery robots on campus to provide students with convenient access to meals and internet connectivity services.	NCTCOG	11684	\$1,575,000	Transferred to Broadband Project	Cancelled
DFWIA Automated Parking Project	Automated parking test bed implementing low-speed vehicle automation, supervisory management, and active curb management systems.	DFWIA	11684.7	\$1,500,000	\$1,500,000	Cancelled
McKinney/Dallas AV Wellness Wagons	Mobile telemedicine vans using teleoperation technology to deliver healthcare services and supplies in McKinney and South Dallas.	NCTCOG	11684.6	\$5,000,000	\$5,000,000	Cancelled
		Total			\$6,500,000	



Ongoing AV Projects

Project	Agency	TIP Code	Funding
Fort Worth Broadband	City of Fort Worth	11684	\$3,000,000
Work Zone Data Exchange	NCTCOG	11678	\$2,500,000
Dallas College AV Workforce Dev.	Dallas College	11684.3	\$8,700,000
IH 35W AV Truckport	City of Fort Worth	11684.2	\$4,797,578
Richardson CAV Infrastructure	City of Richardson	11684.5	\$4,800,000
DART Bus Technology	DART	11684.1	\$1,750,000



Funding Available - Technology Project Identification (TPI)

Technology and Innovation

\$8,700,000 Surface Transportation Block Grant Program (STBG)

Funding Split:

69% Eastern Sub-Region = \$6,003,000

31% Western Sub-Region = \$2,697,000

Local Match – Transportation Development Credits



Process - Technology Project Identification (TPI)

New Process Framework

1. Submit Ideas

Agencies provide concept submissions addressing “**how, what, when, and how much**”.

2. Evaluate

Staff assess **eligibility** and alignment with program **criteria**.

3. Regional Procurement

NCTCOG leads procurement for selected ideas.



Focus Areas - Technology Project Identification (TPI)

Emphasis Areas for Project Ideas

Roadway Safety Technologies

- Advanced tools that protect pedestrians, cyclists, and other road users (e.g., connected warnings, speed management systems, and automated incident detection).

Food Desert Elimination

- Expanding access to fresh food through innovative mobility solutions.

Delivery Bots & Drones

- Deploying small-scale autonomous delivery devices and unmanned aerial systems (UAS) for last-mile freight and congestion reduction.

Next-Gen Traffic Signals

- Advanced signal control, transit priority, and connected systems to improve flow and safety.

Autonomous Shuttles

- Low-speed AVs for first/last-mile trips or campus and neighborhood circulation.



Proposed Criteria

Proposal	Description	Score
Innovative approach to solve a transportation need	Innovative solution that supports listed emphasis areas, engages the community, improves job access, and drives economic growth.	50%
Strong Case for Regional Investment	Clearly articulates why regional funds are needed, and how the project can be transferable across regions.	40%
Public/Private sector partnership	Involves coordinating between public/private partner to enhance regional value.	10%
	Total Score	100%



Proposed Eligibility

Eligibility	Description
Costs	Equipment and Software costs involved in project implementation are eligible for reimbursement. Maximum project cost \$3M.
Location	Project must be located within the NCTCOG's 12 counties MPO boundaries and demonstrate direct benefits to the region.
Technology Readiness	Projects must demonstrate a Technology Readiness Level (TRL) between 6 and 9, indicating they are ready for prototype demonstration, testing or deployment.
Data Sharing	Share performance data with NCTCOG and enable data integration with 511DFW and Regional Data Exchange Platforms.
System Interface	Follow connected vehicles systems interface guidelines.
Maintenance & Operations	Project ideas must address how the technology or infrastructure will be maintained and operated after project completion.
Buy America	Buy America compliance from the manufacturer or distributor.
Procurement And Vendor	Follow the federal procurement process when acquiring equipment.
Schedule	Projects must begin by December 31, 2028.



Project Readiness Stage

TRL STAGE	STAGE GATE CRITERIA
TRL 1	Idea phase in which the outlines of a product are described
TRL 2	Aspects of the product are recorded in more detail for investigation
TRL 3	Mathematical/Experimental modeling validates the viability of the product and related technology
TRL 4	Proof concept is developed
TRL 5	Experiments with a subsystem of the product is tested in a controlled environment that mimics the real environment
TRL 6	A prototype of the product is tested in a relevant environment
TRL 7	A prototype of the product is field-tested
TRL 8	Product testing in the intended environment successfully
TRL 9	Successful introduction to the market

Projects must fall within TRL 6 to TRL 9 to be eligible

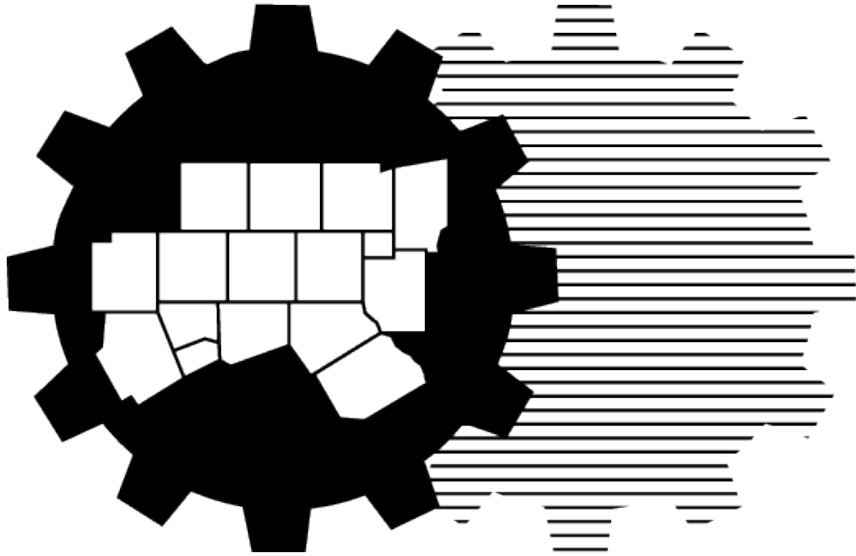


Draft Schedule

Date	Action
October 24, 2025	STTC Information
November 10, 2025	Public Meeting
November 13, 2025	RTC Information
December 5, 2025	STTC Action
January 8, 2026	RTC Action
January 9, 2026	Open Call for Ideas (60 Days)
April 10, 2026	Close Call for Ideas
May 2026	STTC Information – Submitted Ideas
June 2026	RTC Information – Submitted Ideas
June 2026	Public Meeting
June 2026	STTC Action – Recommended Ideas
July 2026	RTC Action – Final Ideas



Contact



Natalie Bettger

Senior Program Manager

North Central Texas Council of Governments
Transportation Department

O: (817) 695-9280

nbettger@nctcog.org

Braulio Bessa

Transportation Planner II

North Central Texas Council of Governments
Transportation Department

Technology and Innovation

O: (817) 640-7806

bbessa@nctcog.org



NCTCOG PRESENTATION

PROJECT STATUS REPORT: MPO MILESTONE POLICY AND FY2025/FY2026 PROJECT TRACKING UPDATE

Surface Transportation Technical Committee | October 24, 2025

BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- Fiscal Year (FY)2025/2026 Project Tracking
 - Focuses on projects slated for implementation in FY2025 and FY2026 funded with the following categories:
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives Set-Aside (TASA)
 - Carbon Reduction Program (CRP)
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions if needed to avoid accumulation of carryover balances



MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (OCTOBER 2025)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2026	6	Medium Risk	\$80,991,988
Scheduled Letting FY2027	1	Low Risk	\$212,015,095
Total	7		\$293,007,083

1: To date, 14 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.



FISCAL YEAR 2025 PROJECT TRACKING



END OF YEAR SUMMARY OF FY2025 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2025) ^{2, 3, 4}	FY2025 Project Phases ⁵		Project Phases Obligated to Date	Percentage of Project Phases Delayed
	September 2025	September 2025	Oct. 2024	Sept. 2025	September 2025	September 2025
CMAQ	\$174,945,522	\$46,237,079	39	22	20	49%
STBG	\$180,037,654	\$111,263,033	63	34	33	48%
TASA	\$41,734,302	\$3,517,268	9	4	4	56%
CRP	\$25,563,965	\$25,563,965	2	2	2	0%

Notes:

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

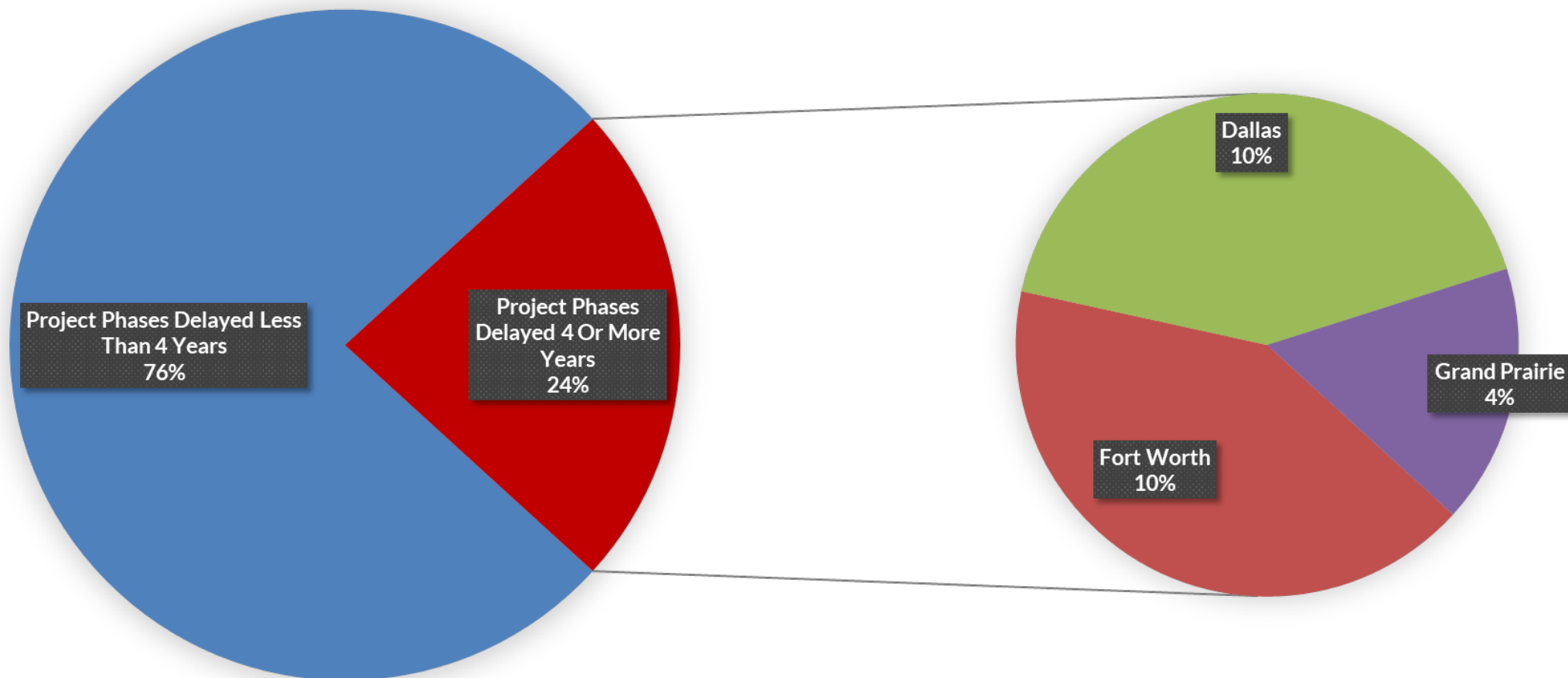
³ Obligation amounts as of 9/30/2025

⁴ When applicable, obligated amounts include funding issued on multiple projects through pre-award authority which may result in obligated funding being greater than available funding

⁵ Decreased due to phases being delayed to a later fiscal year or removed altogether



CMAQ FY2025 PROJECT PHASES DELAYED 4 OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2025
- Transit projects not included and will be reviewed separately

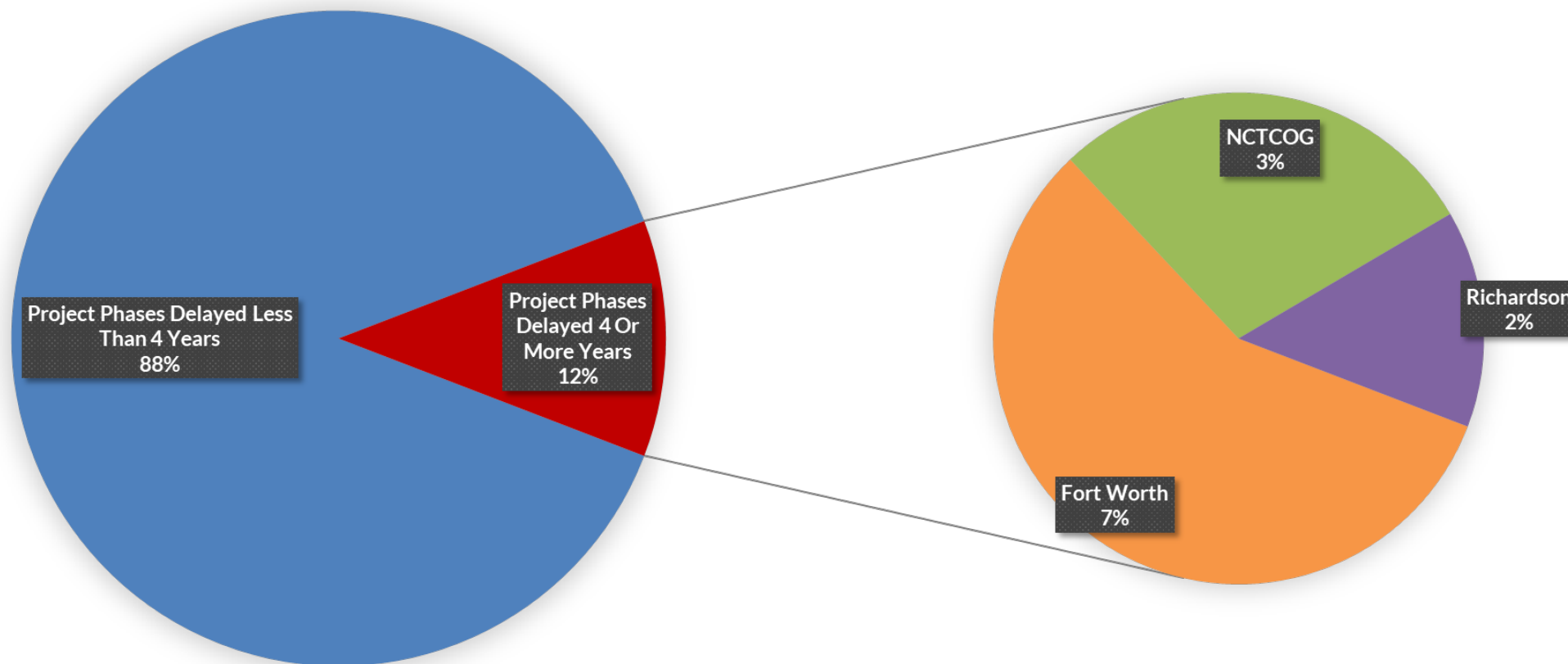


PROJECT SPONSORS WITH CMAQ PROJECT PHASES DELAYED 4 OR MORE YEARS

- City of Dallas
 - 5 Project Phases, \$5,690,000 Total Federal Funding, 4-7.5 Years of Delay
- City of Fort Worth
 - 5 Project Phases, \$19,920,075 Total Federal Funding, 4.7-8.4 Years of Delay
- City of Grand Prairie
 - 2 Project Phases, \$568,830 Total Federal Funding, 4.4-5.3 Years of Delay



STBG FY2025 PROJECT PHASES DELAYED 4 OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2025
- Transit projects not included and will be reviewed separately

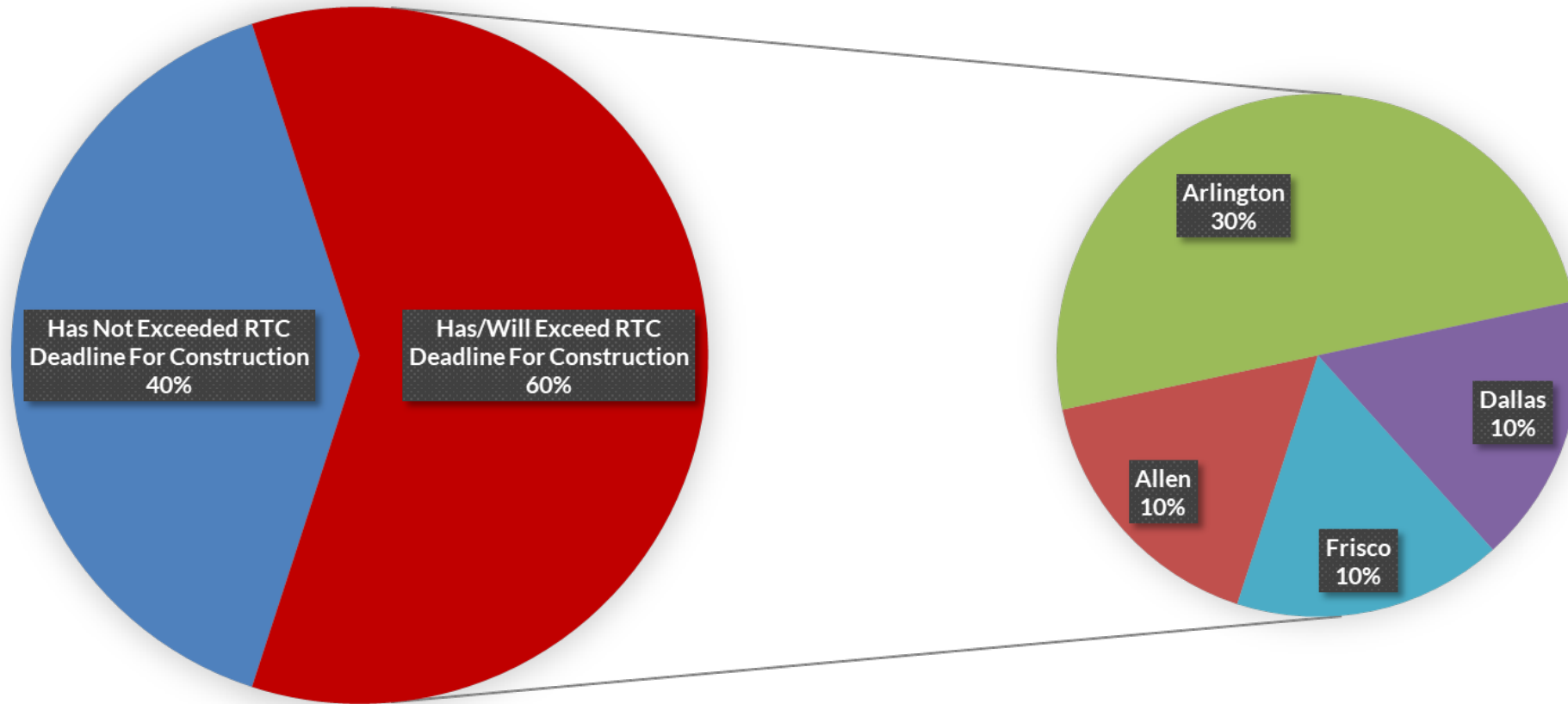


PROJECT SPONSORS WITH STBG PROJECT PHASES DELAYED 4 OR MORE YEARS

- City of Fort Worth
 - 4 Project Phases, \$14,450,953 Total Federal Funding, 4.4-8.4 Years of Delay
- NCTCOG
 - 2 Project Phases, \$4,000,000 Total Federal Funding, 4.2 Years of Delay
 - TIP 21028/CSJ 0918-47-364 has been delayed due to ongoing regional discussions and delays around high-speed rail, and TIP 21044/CSJ 0918-47-380 is to be cancelled via the 2027-2030 TIP Development
- City of Richardson
 - 1 Project Phase, \$1,542,668 Total Federal Funding, 4.3 Years of Delay



TASA PROJECT PHASES THAT HAVE EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION



- This chart only represents project phases that were slated for implementation in FY2025
- Based on actual and estimated let dates



PROJECT SPONSORS WITH TASA PROJECT PHASES THAT EXCEED THE RTC DEADLINE FOR CONSTRUCTION

- City of Allen
 - 1 Project Phase, \$3,200,000 Total Federal Funding, 0.1 Years Exceeding TASA Deadline
- City of Arlington
 - 3 Project Phases, \$4,867,533 Total Federal Funding, 0.1-1.6 Years Exceeding TASA Deadline
- City of Dallas
 - 1 Project Phase, \$3,836,092 Total Federal Funding, 2.8 Years Exceeding TASA Deadline
- City of Frisco
 - 1 Project Phase, \$4,200,000 Total Federal Funding, 0.6 Years Exceeding TASA Deadline



FISCAL YEAR 2026 PROJECT TRACKING



SUMMARY OF FY2026 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2026) ^{2, 3}	FY2026 Project Phases	Project Phases Obligated to Date
	October 2025			
CMAQ	\$210,703,025	\$0	59	0
STBG	\$199,143,095 ⁴	\$0	113	0
TASA	\$59,470,216 ⁴	\$0	11	0
CRP	\$19,831,396	\$0	1	0

Notes:

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 10/15/2025

⁴ Includes amounts redistributed from TIFIA program through the Fiscally Responsible Highway Funding Act of 2024



NEXT STEPS

- It is important to note that the summary of delayed projects is not a comprehensive list of projects, only phases in 2025.
 - This is a much more widespread issue
 - NCTCOG plans to bring a future item with a broader analysis across all years
- Additionally, NCTCOG is considering recommending potential penalties for agencies with significant project delays, including restricting access to Transportation Development Credits and/or funding for new projects.



CONTACT US



Christie Gotti, Senior Program Manager
cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager
bdell@nctcog.org | 817-704-5694

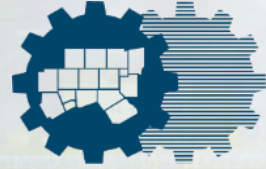


Cody Derrick, Senior Transportation Planner
cderrick@nctcog.org | 817-608-2391



Dylan Niles, Transportation Planner II
dniles@nctcog.org | 682-433-0512





NCTCOG PRESENTATION

Senate Bill (SB) 1555: Texas Off-System Rail Grade Separation State Fund Program

Surface Transportation Technical Committee | October 24, 2025
Savannah Briscoe, Transportation Planner II

SB 1555 Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, & Delivery Details

Key Points

- Program is focused specifically on projects that are located off the TxDOT system.
- Projects must be for the construction of a grade separation structure that will either eliminate one or more adjacent at-grade rail-highway grade crossings or provide a grade-separated pedestrian-rail crossing.
- The project sponsor must be a political subdivision of the state (e.g., county, city, special district, ISD) with jurisdiction over project location.
- Additional details likely to be posted on October 24, including link to October 28 Program Webinar; the Call for Projects will open on November 3.

SB 1555 Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, and Delivery Details

- Available Funding – \$250M
- Call for Projects – November 3, 2025
- Applications Due – TBD (*posted October 24*)
- No Application Limit per Sponsor
- Project Eligibility:
 - (1) Roadway grade separation that eliminates one or more adjacent at-grade roadway/rail crossings, or
 - (2) Pedestrian/rail grade separation
 - Located off the State Highway system
 - Increase public safety, enhance economic development, and/or reduce traffic
 - Constitute logical, self-contained work unit that can be constructed as an independent project
- Sponsor Eligibility:
 - Political subdivision of state (*e.g., county, city, special district, ISD*) with jurisdiction over project location
 - Authority to undertake project and enter into agreement with TxDOT
- Non-State Funding Match:
 - 10% minimum (*economically disadvantaged county adjustment possible per Transportation Code 222.053*)
 - Participating railroad must share in the project cost in accordance with 23 CFR 646.210
- Project Selection – 90% Urban/10% Rural
- Project Delivery:
 - Before funding, sponsor must execute TxDOT agreement, demonstrate required public involvement has been provided, and complete environmental documentation
 - TxDOT agreement must be executed within ONE year of Commission award
 - Construction must be initiated within THREE years of Commission award
 - TxDOT responsible for project inspection, final acceptance, and certification
- Additional details likely to be posted on October 24, including link to October 28 Program Webinar

CONTACT US



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | (817) 695-9263



Jeffrey C. Neal, PTP

Senior Projects Manager

jneal@nctcog.org | (817) 608-2345



Mike Johnson

Principal Transportation Planner

mjohnson@nctcog.org | 817-695-9160



Christie Gotti

Senior Program Manager

cgotti@nctcog.org | (817) 608-2338



Jeff Hathcock

Program Manager

jhathcock@nctcog.org | 817-608-2354



Savannah Briscoe

Transportation Planner II

sbriscoe@nctcog.org | 817- 608-2347