

CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

August 2025

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



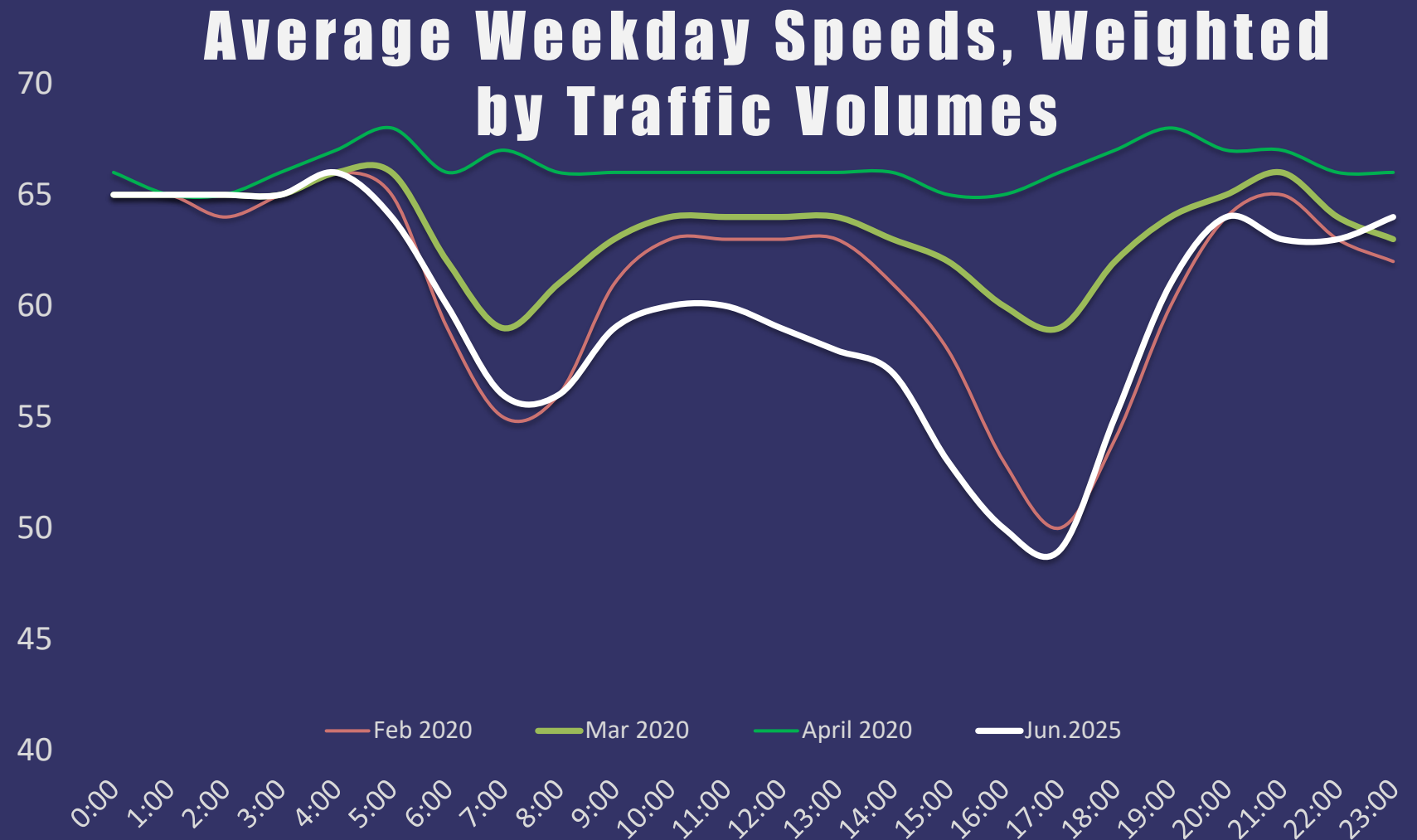
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Transit Ridership (-26%, June)



ROADWAY TRENDS

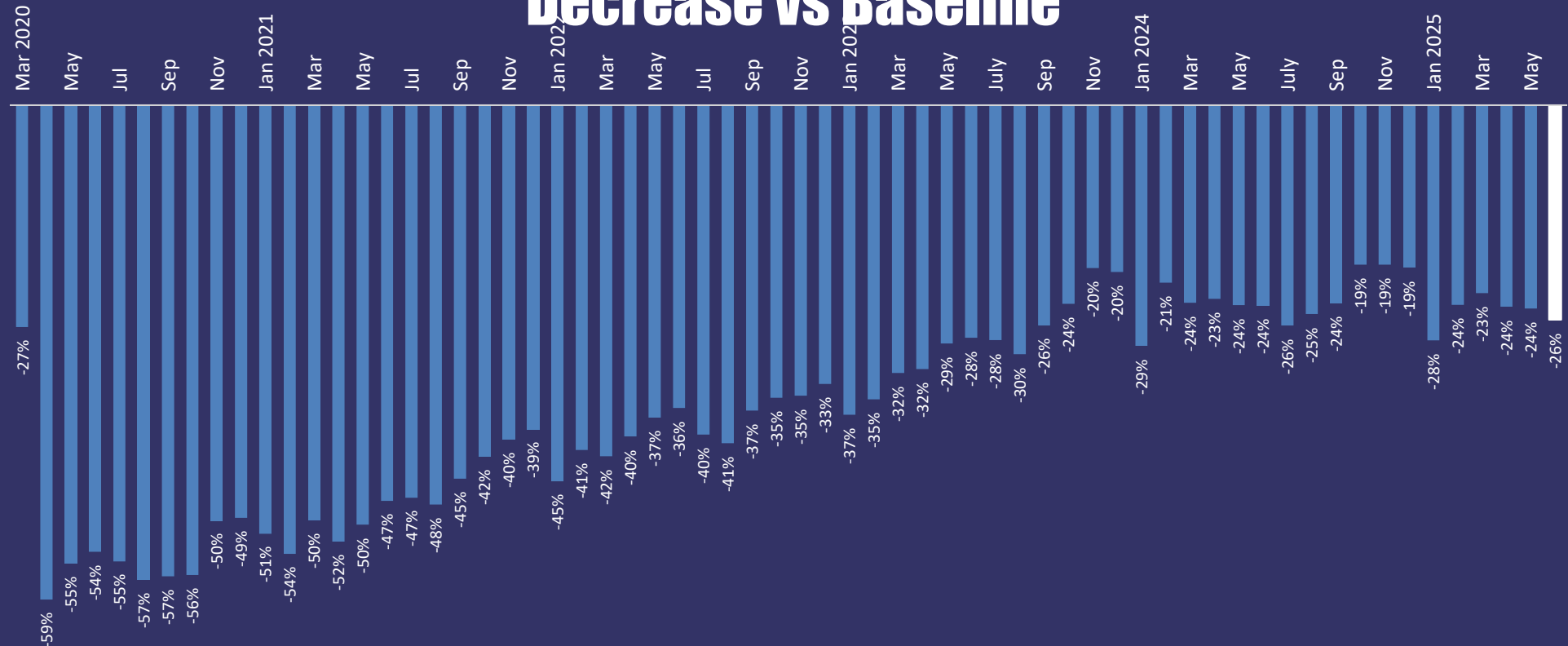
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

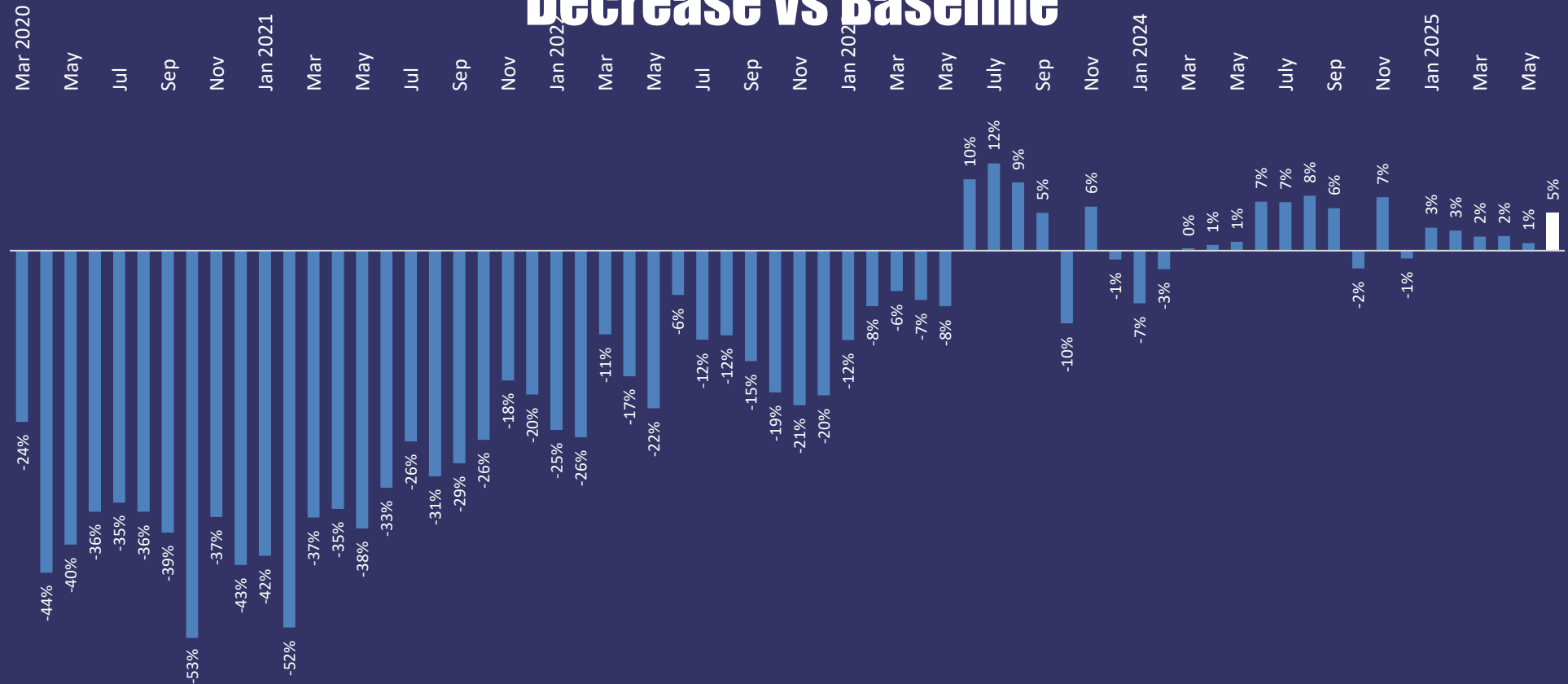
Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand
Weekday
Ridership



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

Note: October ridership numbers are compared against the 2019 baseline that included high ridership for the State Fair.



NCTCOG Transportation

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

Regional Transportation Council

August 7, 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 5th 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
TOTAL	\$19,664	\$26,650	\$5,387	\$51,701



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%
Total Weighted Summary				8.6%



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 20th) – positive feedback
- ✓ Public Comment Pending – Public Comment Period July 14th – August 12th
No recommended adjustments at this time, subject to public comment



Summary of Major Changes

Overall DBE Goal Decreases: 17.0% to 8.6%

Increase in expected procurements in categories with lower DBE availability:

Transportation Equipment: \$22.8m at 2.1% DBE availability

Vehicle Maintenance & Operations Support: \$7.1m at 3.1% DBE availability

Decrease in expected procurements with higher DBE availability:

Construction: \$2.5m at 31.1% DBE availability

Planning/Engineering: \$6.2m at 30.9% DBE availability



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 12	
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

- RTC 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, subject to any final public comment.
 - 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 change.

RTC Action Item – August 7, 2025



CONTACT US



Aurelia Witt

Sr. Contracts & Risk Specialist

awitt@nctcog.org | 817-695-9290



Emily Beckham

Program Manager

ebeckham@nctcog.org | 817-608-2308

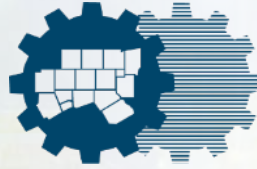


Ken Kirkpatrick

General Counsel

kkirkpatrick@nctcog.org | 817-695-9278





NCTCOG PRESENTATION

2026 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN

Regional Transportation Council | August 7, 2025

REGIONAL FUNDING ALLOCATIONS FOR 2017-2026 UNIFIED TRANSPORTATION PROGRAM

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	\$3.704
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893	\$9.700	\$8.866

* Amounts shown in billions



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



PROPOSED CATEGORY 12 FUNDING

- Through the 2026 UTP, the TTC is proposing to add Category 12 to the following projects:
 - \$250M for IH 345
 - \$31M of new Category 12 for US 80 (project has existing \$301M of Category 12)
 - \$100M of new Category 12 funding to IH 20 in the Fort Worth District (project has existing \$100M of Category 12)



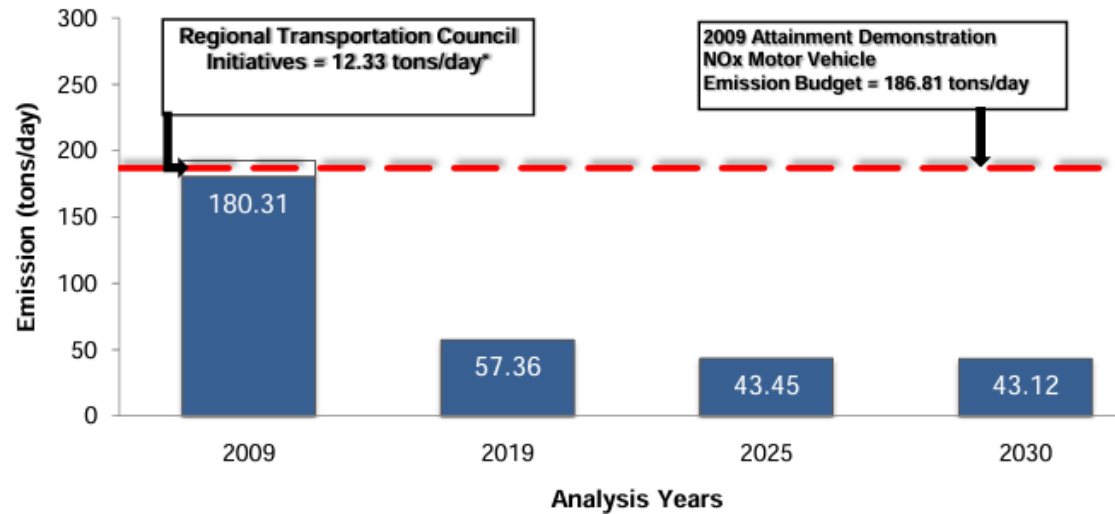
CMAQ FLEX FUNDING ALLOCATION PROPOSAL (\$ IN MILLIONS)

	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%		

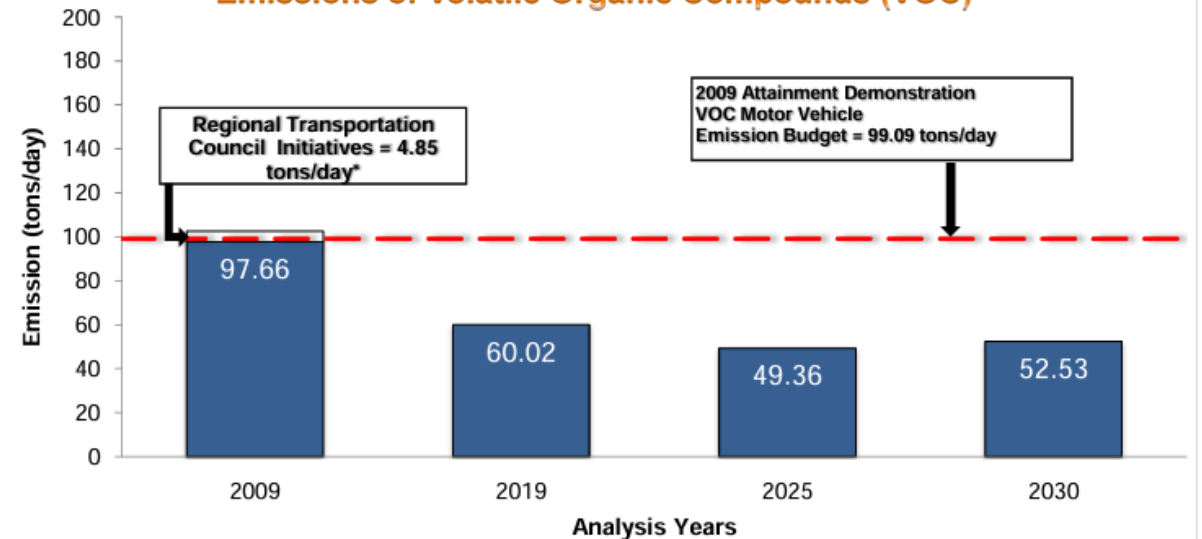
- TxDOT proposal included in draft 2026 UTP:
 - CMAQ flex – decreasing allocation to nonattainment areas and moving it to other/statewide categories
 - Maximize flexibility of most restrictive programs to utilize FHWA flexibility to transfer 50% of CMAQ funds to a less restrictive program in order to optimize use of federal funds faster
 - Reducing CMAQ levels incrementally statewide starting in FY 2029

2009 TRANSPORTATION CONFORMITY RESULTS

Emissions of Nitrogen Oxides (NOx)

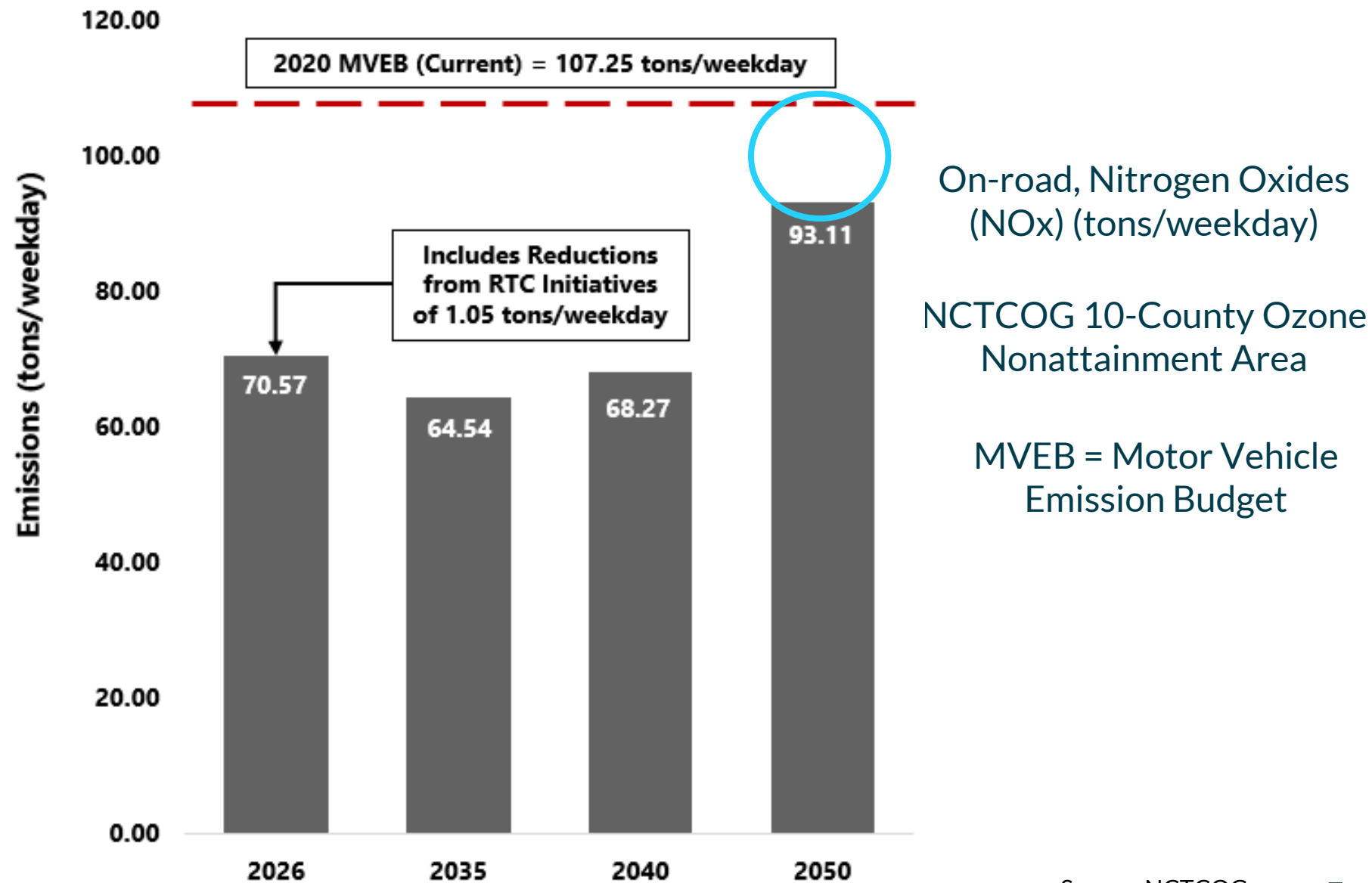


Emissions of Volatile Organic Compounds (VOC)



* Local Initiative Benefits Shown Represent Post Processed Estimates

2025 TRANSPORTATION CONFORMITY ANALYSIS RESULTS



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
Total	226	\$17,791,576,313

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



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

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.

RTC Action Item – August 7, 2025



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



HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

August 7, 2025 – Regional Transportation Council

Brendon Wheeler, PE



North Central Texas
Council of Governments



Dallas Morning News Op-Ed by John Kleinheinz

“Greenlit by the first Trump administration, the Dallas-Houston high-speed rail project is now shovel-ready with a decade of pre-construction work completed at no cost to taxpayers, including initial permitting and land acquisition.”

“A recent Boston Consulting Group study confirms that Texans are overwhelmingly in favor of the project. President Donald Trump has communicated clear support for a high-speed route with a build-out plan that stays on time and on track.”

“Texas Central fully supports the Trump administration’s decision to pull funding from Amtrak and agrees that this project should be led by the private sector. The next step is for local, state and federal leaders to work together and determine the mix of public-private funding that will see the project through to completion.”



Proposed Fiscal Year 2026 House THUD Appropriations Bill

Proposed Fiscal Year 2026 House Transportation, Housing and Urban Development (THUD) Appropriations bill, section 156 states:

“none of the funds appropriated under this Act or any other Act may be provided to the State of Texas for a high-speed rail corridor development project that is the same or substantially similar to the Amtrak Texas High-Speed Rail Corridor previously known as the Texas Central Railway Project.”

Amtrak Refocused on Traditional Nationwide Network

Dallas to Houston HSR: Texas Central Leading Again

- John Kleinheinz Op-ed in Dallas Morning News (July 22, 2025)
- 2016 Memorandum of Understanding between Texas Central and NCTCOG

“Support the development of one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas, and Houston through Texas Central’s Dallas passenger station...”



NCTCOG-Led High-Speed Rail Initiatives

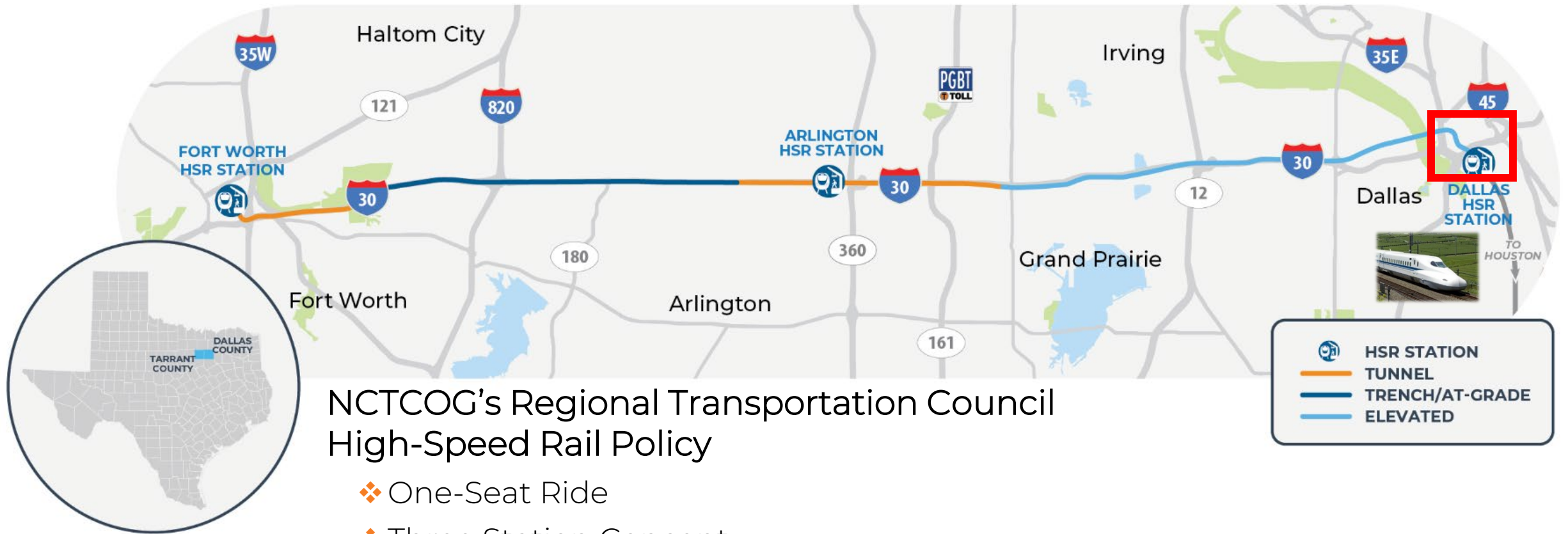
Federal Transit Administration (FTA) Oversight: Dallas-Fort Worth High-Speed Rail Study

- Phase 1: Alternative Analysis of Alignments and Modes
- Phase 2: Environmental Clearance of Preferred Alternative
- Purpose: promotion of corridor for private investment

Federal Railroad Administration (FRA) Oversight: Fort Worth to Houston (through Dallas) High-Speed Rail Corridor

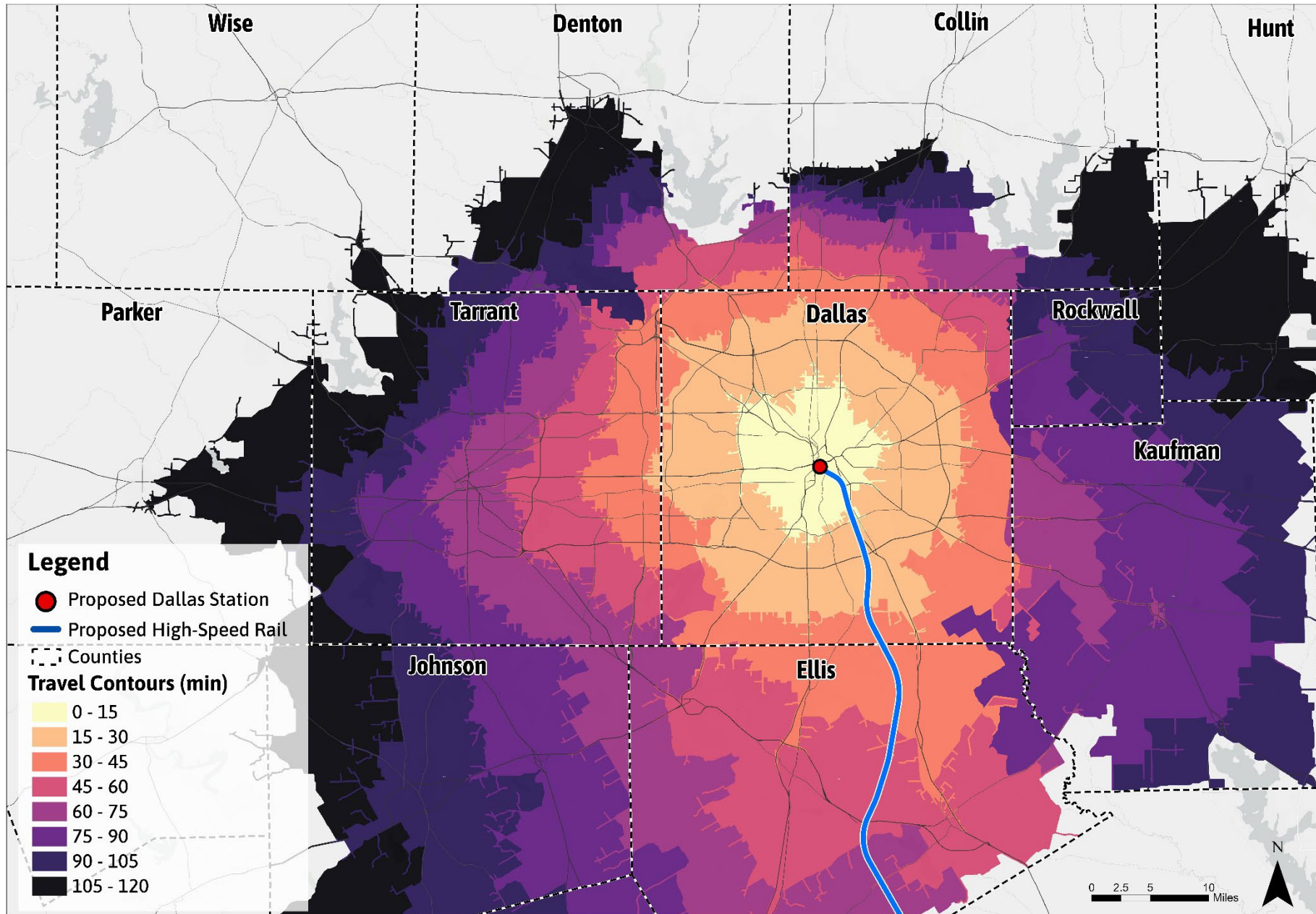
- FRA's Corridor Identification and Development (CID) Program
- Currently in Step 1 of 3
- Purpose:
 - Registers high-speed corridor in national inventory
 - Enables opportunity for future federal funding through Federal-State Partnership (FSP-National) Intercity Passenger Rail Program

Dallas-Fort Worth Alignment for NEPA Review (Early 2024)



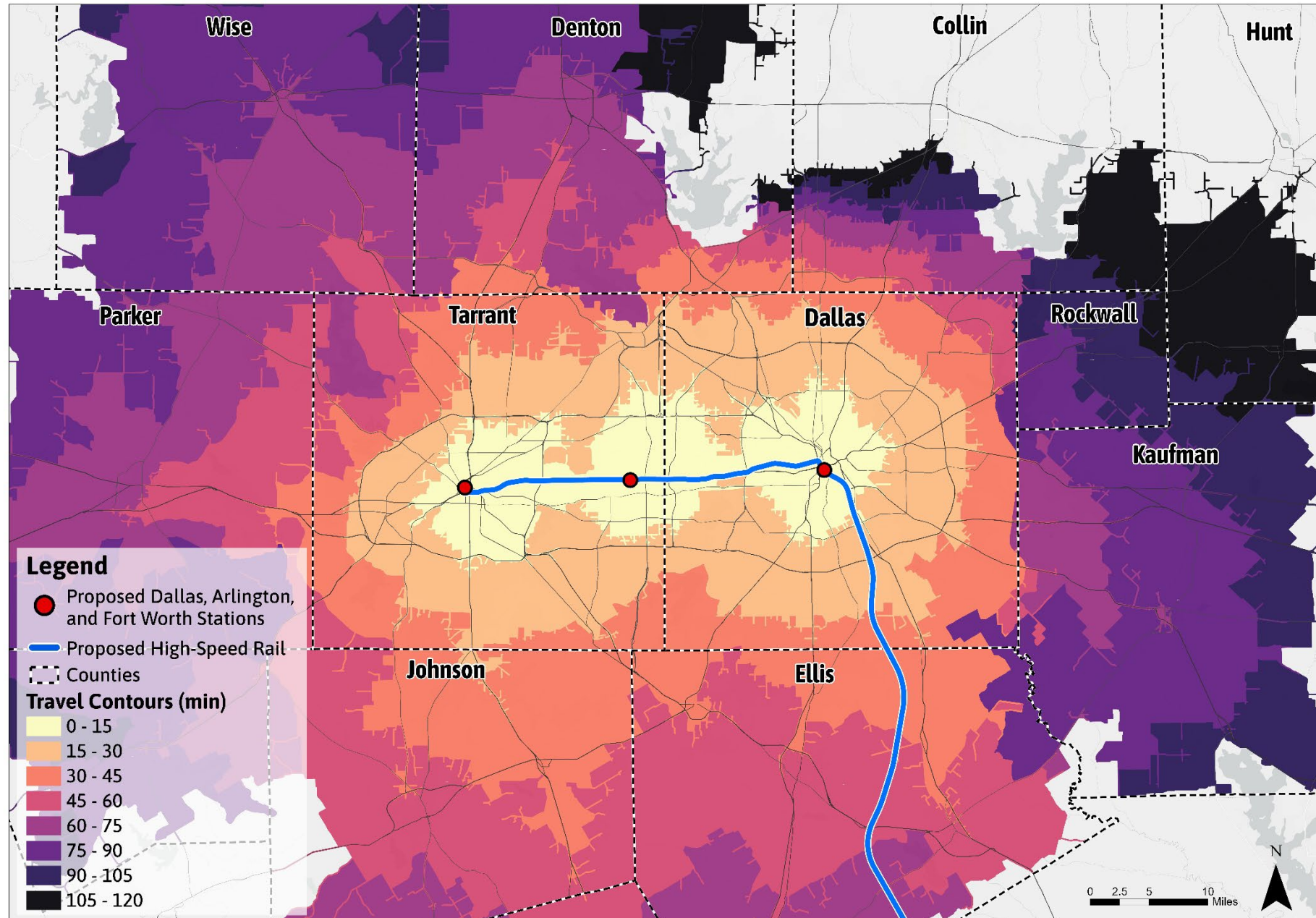
Dallas HSR Station Travel Time Contours in 2050

Time: AM Direction: Toward Facility Mode: No Managed HOV or Express



Fort Worth, Arlington, and Dallas HSR Stations Travel Time Contours in 2050

Time: AM Direction: Toward Facility Mode: No Managed HOV or Express





Dallas-Fort Worth High-Speed Rail (HSR) Study Status Update

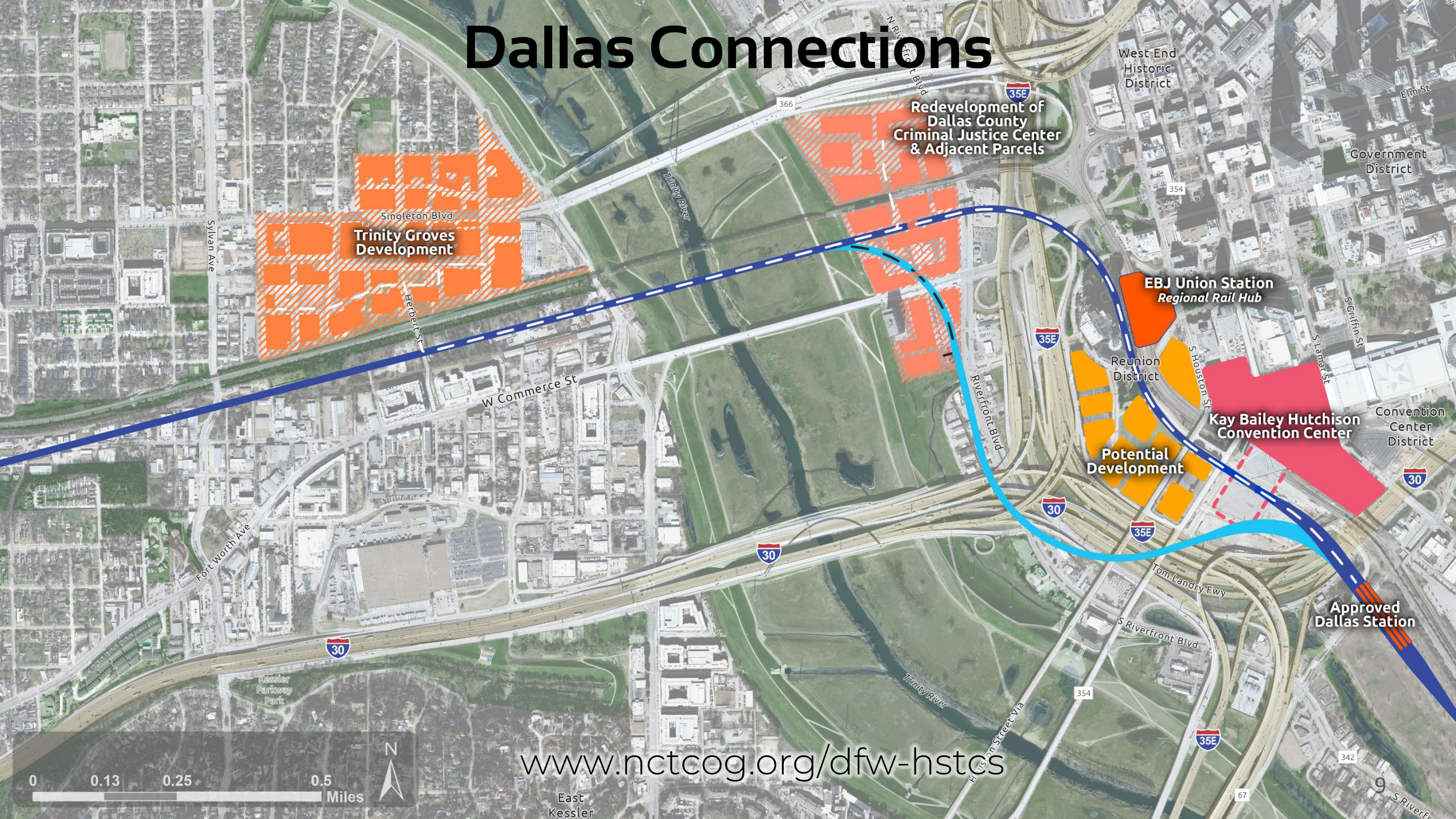
Preliminary engineering and environmental analysis on 95% of corridor

- Ongoing coordination with TxDOT on integrated IH 30 design
- Reviewed west Dallas alternatives given Trinity Park Conservancy and other stakeholder input
- Continued public involvement and stakeholder engagement

Dallas alignment alternatives (final mile)

- Advanced conceptual engineering for western concept
- Reviewed land use/development connectivity opportunities
- Ongoing coordination with Dallas' Kay Bailey Hutchison Convention Center Master Plan

Dallas Connections



Trinity Groves Development

Redevelopment of Dallas County Criminal Justice Center & Adjacent Parcels

EBJ Union Station
Regional Rail Hub

Potential Development

Kay Bailey Hutchison Convention Center

Approved Dallas Station

www.nctcog.org/dfw-hstcs

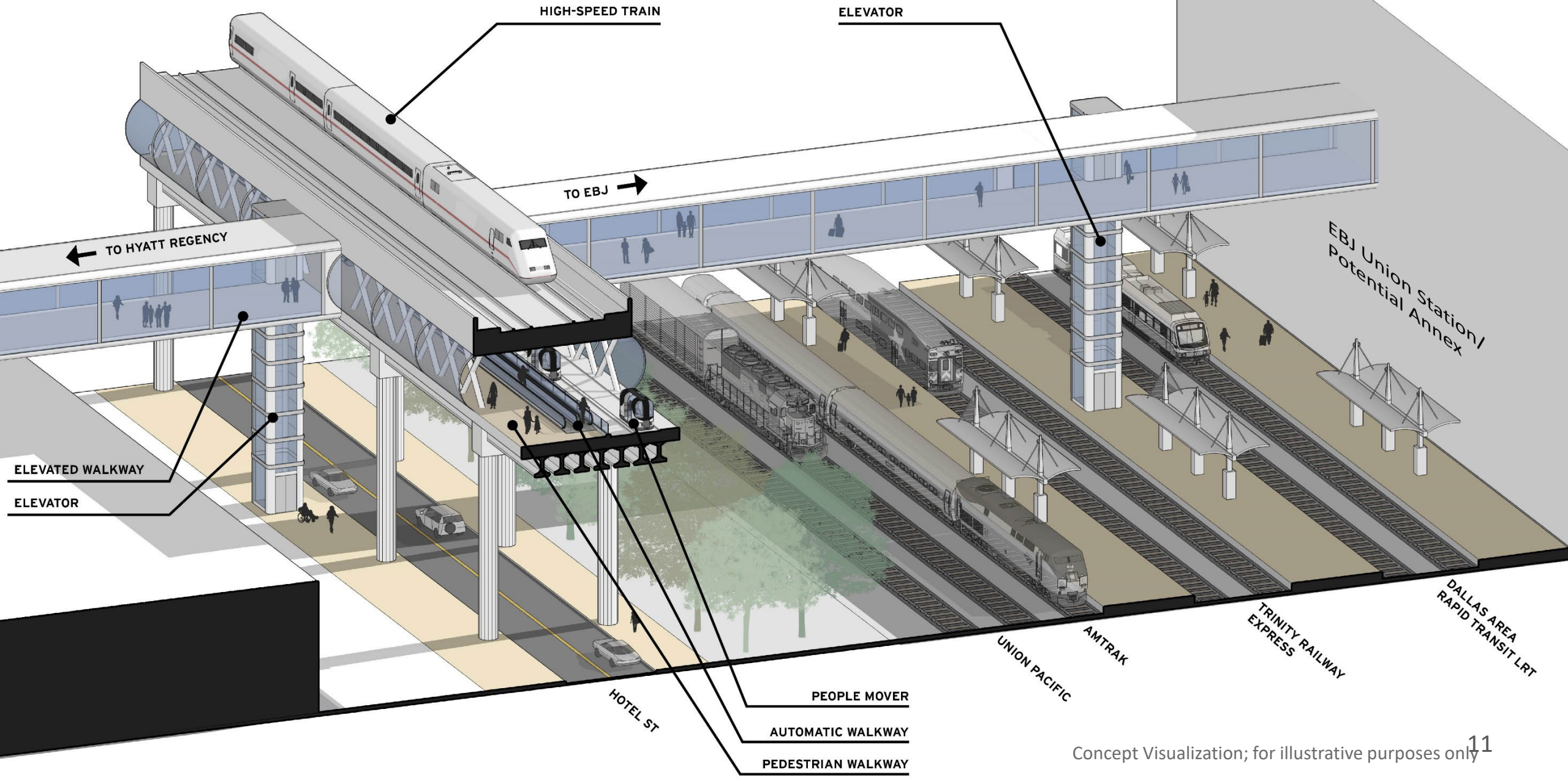
Trinity Groves District Master Plan



Image Source: Goldenrod Cos./Gensler

Gensler

Leveraging HSR to Create Connections



Fort Worth Connections



Convention Center
(under redevelopment)

New Texas A&M Campus
(under construction)

Underground
High-Speed Rail
Platform

Fort Worth
Central Station



Next Steps

Economic Impact Studies for Dallas-Fort Worth HSR

- Hunt's Study (The Perryman Group) complete Spring 2025
- City of Dallas Study (Boston Consulting Group) complete Spring 2025
- Cities of Fort Worth and Arlington Study (AECOM) complete late Fall 2025

NCTCOG Next Steps

- Downtown Dallas Alternatives
 - Coordinate with City of Dallas
 - Receive RTC direction
- Continue stakeholder coordination
- Continue FRA and FTA coordination
- Complete engineering and environmental analysis/documentation for Dallas to Fort Worth HSR corridor

REQUESTED ACTION – Letter to Congress Supporting High-Speed Rail Funding in Texas

RTC approval of:

Letter from the RTC Chair to the North Texas Congressional Delegation in the US House of Representatives and Congressional leadership opposing the current language in the Fiscal Year 2026 House THUD Appropriations bill regarding federal funds for high-speed rail corridor identification projects in Texas.



Contacts

www.nctcog.org/dfw-hstcs

Public Involvement

Rebekah Gongora
Program Manager
682.433.0477
rgongora@nctcog.org

Project Oversight

Dan Lamers, PE
Senior Program Manager
817.695.9263
dlamers@nctcog.org

Project Management

Brendon Wheeler, PE, CFM
Senior Program Manager
682.433.0478
bwheeler@nctcog.org

Ezra Pratt, AICP
Principal Transportation Planner
817.695.9259
epratt@nctcog.org

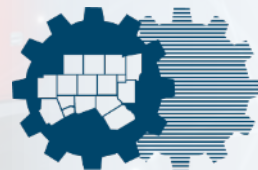


Acceptance of Transit 2.0 Information and Regional Transportation Council Subcommittee on a Transit Vision

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

August 7, 2025



TRANSIT 2.0 STUDY-TASK REPORTS

Task 2	Develop Transit Legislative Program ✓
Task 3	Develop Strategies to Increase Transit Authority Membership ✓
Task 4	Develop Collaborations Between Existing Transit Authorities ✓
Task 5	Develop Strategies for Transit Authority Board Partnerships & Teamwork ✓
Task 6	Develop Strategies for In-Fill Development ✓
Task 7	Review of Fare Collection Strategies ✓
Task 8	Develop Recommendations for Transit Authority/Member City Paradox ✓
Task 9	Final Report 2-Page Summary ✓
	Final Report ✓

Regional Transit 2.0 Written Reports Available at
www.nctcog.org/transit2.0

✓ Complete

TRANSIT 2.0 STUDY-TASK MEETINGS

Transit 2.0 Study Task Overview Meetings were held for the following tasks. Recordings of those meetings are available at the links below.

Tasks 3 & 7 - Develop Strategies to Increase Transit Authority Membership & Review of Fare Collection Strategies: <https://youtu.be/h0KaKKgHBY0>

- 2 Identical Meetings, RTC Member City Mayors/Judges & City Managers/County Administrators

Task 6 - Develop Strategies for In-Fill Development: <https://youtu.be/8xw3wBbgVPU>

- 3 Identical Meetings, RTC Member City Mayors & City Managers, Transit Authority Board Members

Task 8 - Develop Recommendations for Transit Authority/Member City Paradox: <https://youtu.be/0OPlecbE8hg>

- 3 Identical Meetings, RTC Member City Mayors & City Managers, Transit Authority Board Members

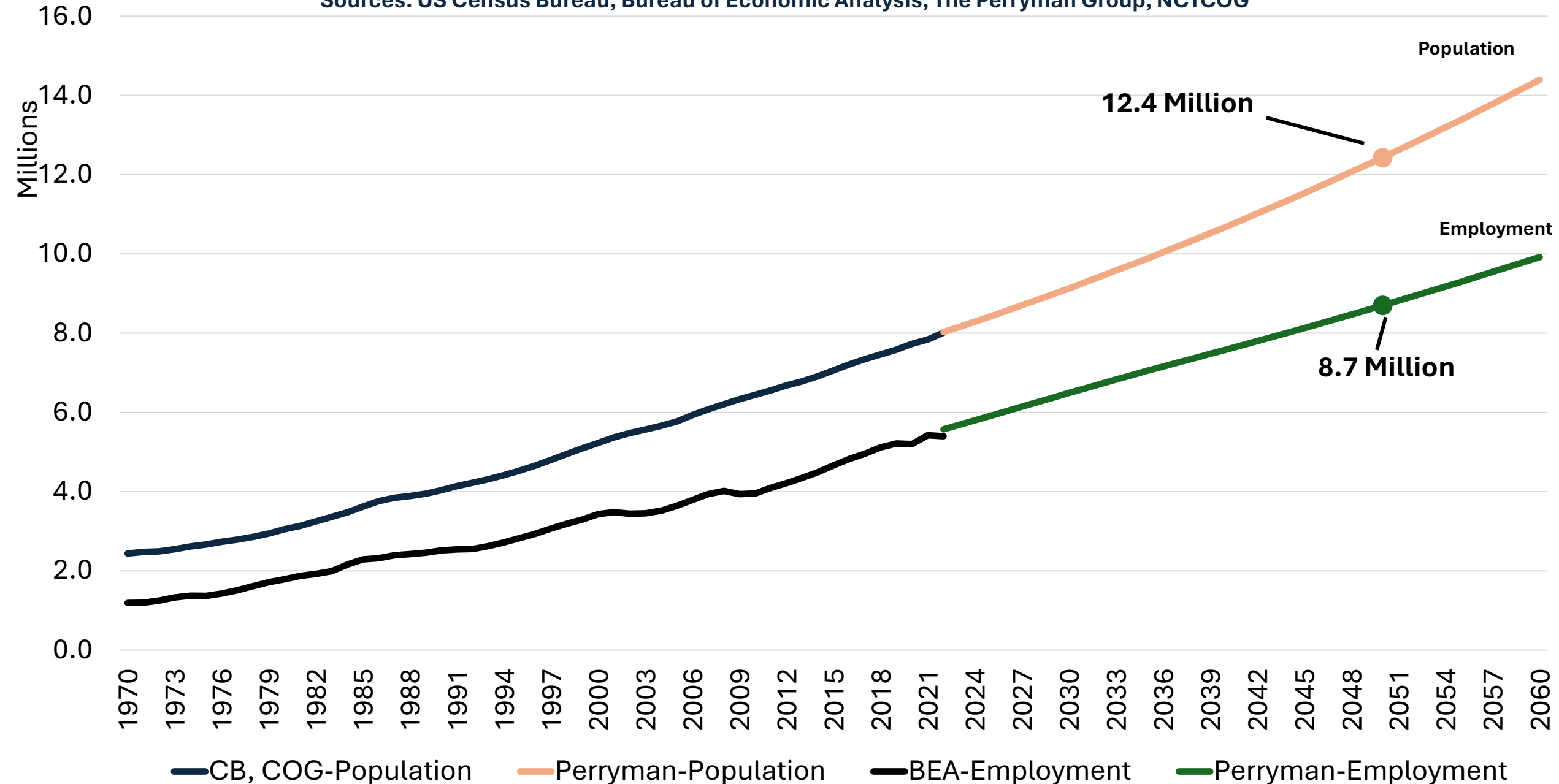
Task 9 – Final Report: <https://youtu.be/LIO9IU0bVFA>

- 3 Identical Meetings, RTC Members

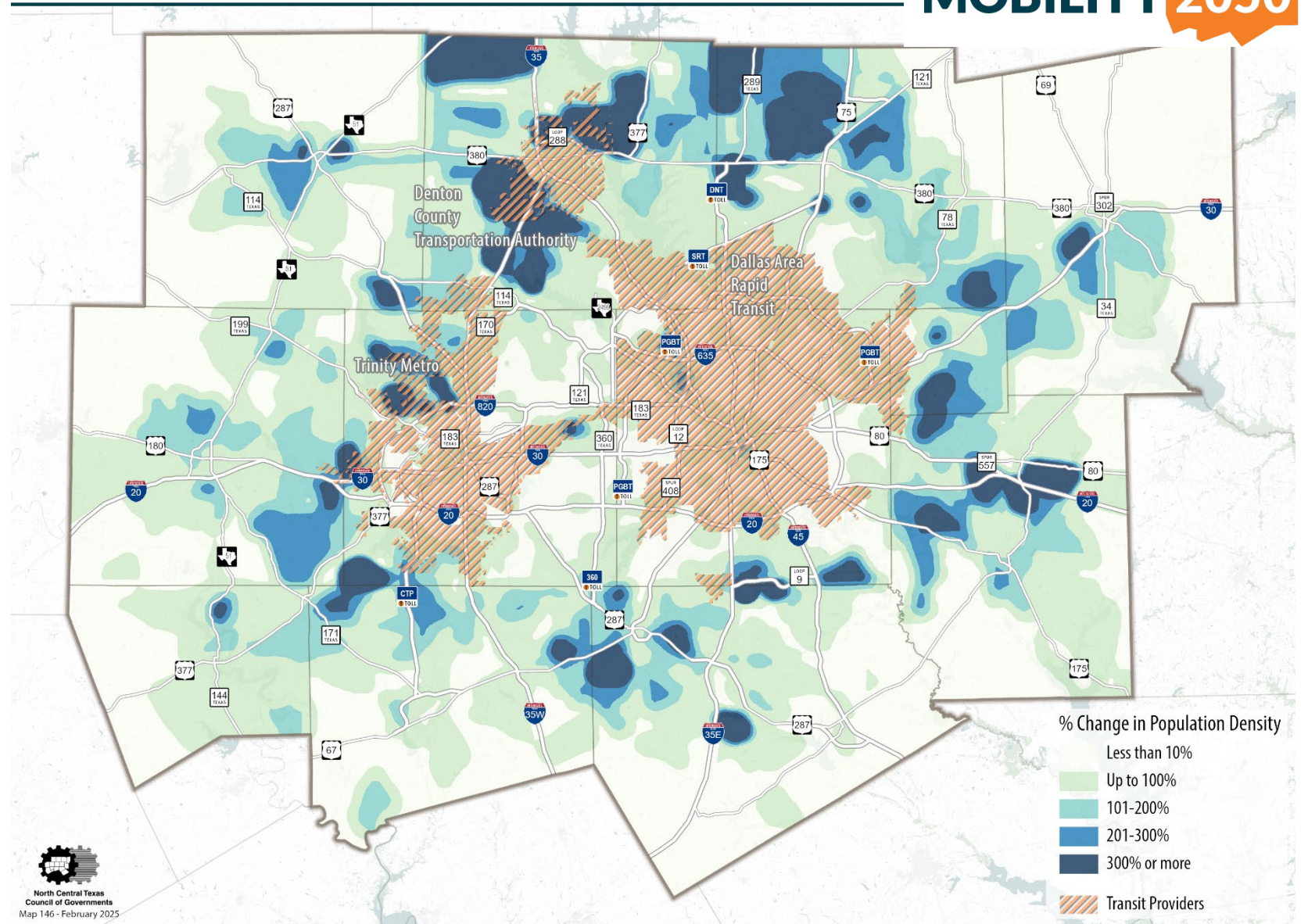


Historical and Projected Total Population and Employment – MPA

Sources: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG

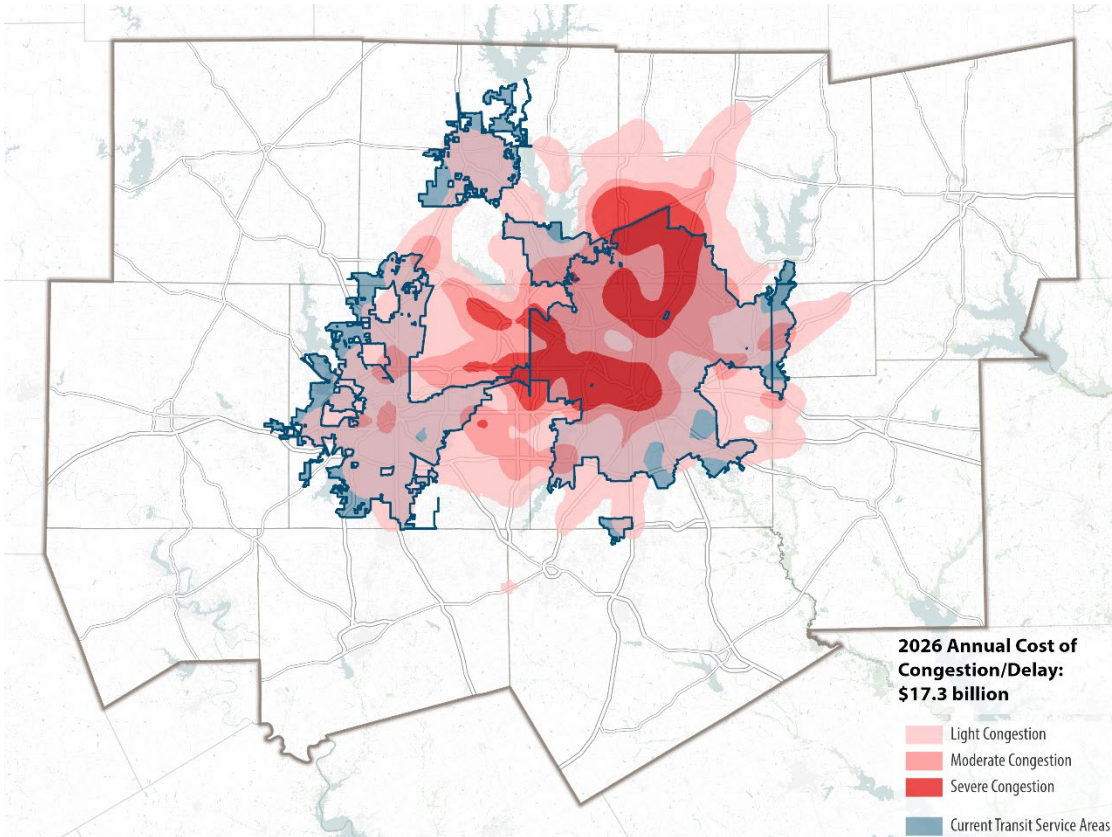


Year	Inside (%)	Outside (%)
2026	47%	53%
2050	38%	62%

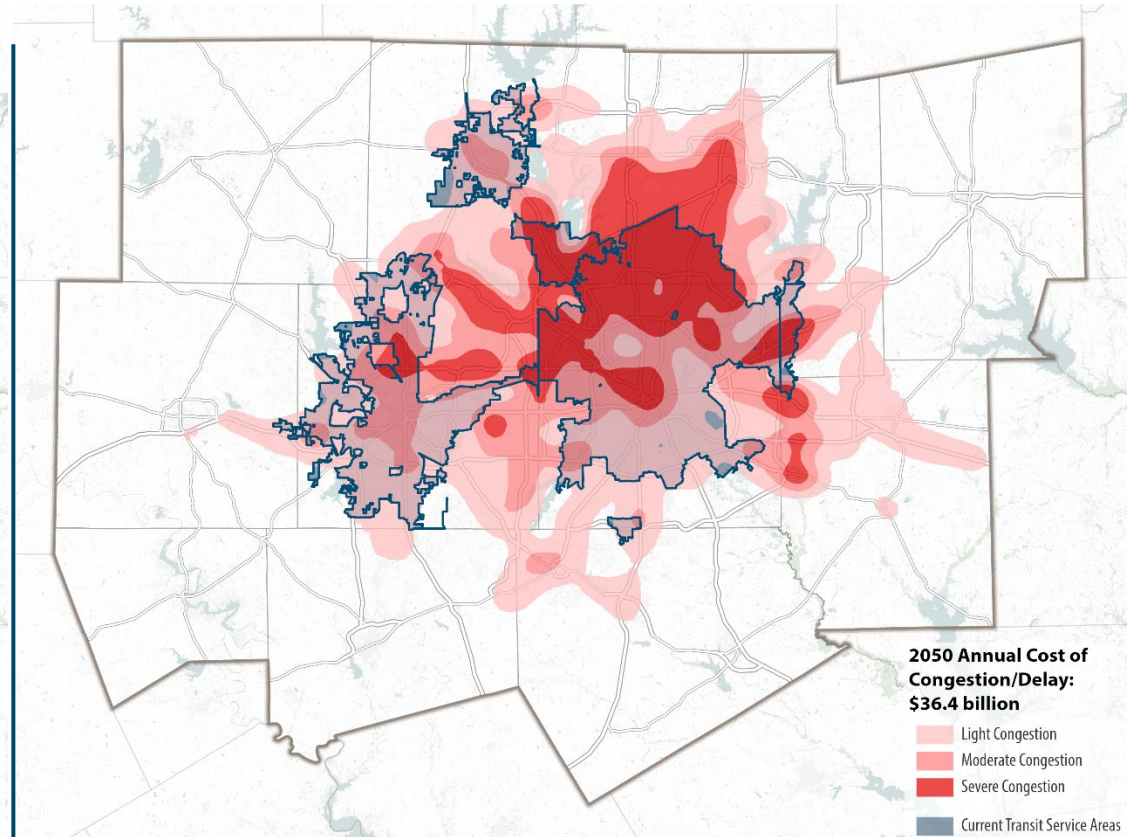


Congestion and Current Transit Coverage

2026



2050



Transportation Performance Measures

	Transit Authority Area		Non-Transit Authority Area	
	2026	2050	2026	2050
Vehicle Miles of Travel / Person	30.8	35.7	25.2	27.6
Vehicle Hours of Travel / Person	1.0	1.2	0.7	0.9
Hours of Congestion Delay / Person	0.3	0.4	0.15	0.3



REQUESTED ACTION – ACCEPT TRANSIT 2.0 REPORTS, VIDEOS, & POWERPOINT SLIDE DECKS OF 8 TASKS REQUESTED

- RTC action to:
 - ~~Accept~~ **Acknowledge** receipt of Consultant Transit 2.0 information.
 - Request RTC Subcommittee to review transit elements impacting the RTC for later RTC action.
 - Develop a transit vision to meet the needs of a 12+ million persons region by 2050.
 - 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 project.

RTC Action Item – August 7, 2025



The background is a complex collage. It features a blue bicycle in the upper left, a red transit bus in the lower left, and a city skyline at night. Overlaid on these are various digital elements: a network of white lines connecting dots, a grid of yellow squares, and a red and white 'transdev' logo. A street sign for 'Beckley Ave' and 'EXIT 44A' is also visible.

UPDATES REGARDING MPO-SELECTED FUNDING AND TXDOT COST OVERRUN FUNDS

CHRISTIE J. GOTTI
REGIONAL TRANSPORTATION COUNCIL
AUGUST 7, 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.



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
- 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
- Unified Transportation Program (UTP) allocation change proposed in 2026 UTP (CMAQ Flex)



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 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 with \$205 million in COCO funds received



STBG AND TASA¹ FUNDS

- Transportation Infrastructure Finance and Innovation Act (TIFIA) Redistribution
 - The US Department of Transportation has a sizable TIFIA loan balance that is being formula-allocated to MPOs
- Must be obligated by September 2028
- Results in additional funds for our region in FY 2026-2028:
 - \$20,117,378 in additional STBG funds
 - \$2,338,245 in additional TASA funds

¹Transportation Alternatives Set Aside



STATEWIDE FUNDING SLOWDOWNS

- Funding shortfalls at the State level can impact project schedules and future carryover balances:
 - TxDOT professional engineering procurement services budget
 - TxDOT right-of-way budget
 - “Level lettings” process



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%



QUESTIONS?



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338





NCTCOG PRESENTATION

89th TEXAS LEGISLATURE – FINAL ACTIONS

REBEKAH GONGORA

REGIONAL TRANSPORTATION COUNCIL MEETING

AUGUST 7, 2025

STATE BUDGET

TOTAL FUNDING

Senate Bill 1

Statewide Total for FY26-27:
\$338.02 billion in All Funds, All
Articles

- All Funds 5% increase over FY24-25; \$16.68 billion increase

House Bill 500

Supplemental Appropriations,
adjustments for current fiscal year

- \$25 billion in All Funds
- \$504.1 million to TxDOT

SB 1 ARTICLE VII – TxDOT FUNDING

TxDOT Total for FY26-27: **\$39.92**
billion in All Funds:

- \$21.2 billion in FY26
- \$18.72 billion in FY27

\$2.61 billion increase over FY24-25

This includes:

\$35.36 billion for highway planning
improvement project development and
delivery, roadway maintenance



STATE BUDGET

SB 1 AND HB 500 DFW REGION RIDERS

Southern Gateway Deck Park: \$10 million in Federal Funds administered by TxDOT for construction and buildout of the project, if the project meets federal funding requirements and approved by USDOT, FHWA.

Southwestern Medical District Transformation Project: \$20 million in Federal Funds administered by TxDOT to the Texas Trees Foundation, for planning and construction if the project meets federal funding requirements and approved by USDOT, FHWA.

TxDOT Aviation Services Funded:
\$14.8 million for McKinney National Airport



TRANSPORTATION FUNDING

SB 1555 (Nichols) Establishes a grant program for railroad grade separation projects.

- TxDOT would award grants for rail intersections at **off-system** roadways and public pedestrian crossings; \$250 million for FY26-27.
- Awarded to political subdivisions of the state; ten percent local match; effective immediately.

SB 2366 (Hughes) Establishes a grant program for Class II and III short line railroads.

- Grants could be used for track and bridge replacement, rail capacity improvements, or rail restoration.
- Awarded to rural rail districts; effective immediately.



TRAFFIC AND PEDESTRIAN SAFETY

SB 305 (Perry) Expands the current Move Over, Slow Down Law to include animal control vehicles and parking enforcement vehicles, using flashing lights as in current law.

SB 2039 (Hancock) Updates the definition of a sidewalk user to include non-pedestrians (bike, motor-assisted scooter, electric mobility assistance device, skateboard, roller skates). Amends existing law to ensure sidewalk users receive the same protections as pedestrians at intersections, crosswalks.

SB 2129 (Johnson) Increases the penalty for disobeying railroad grade crossing signals and ignoring flagger's warning.



MISCELLANEOUS SAFETY

SB 546 (Menendez) Requires three-point seat belts on all school buses; report to Texas Education Agency, Legislature if budget does not allow.

SB 826 (Parker) Increases the penalty for operating a motor vehicle while intoxicated in an active school crossing zone.

SB 1366 (Nichols) Requires information about construction or maintenance work zones to be included in driver education and driver safety courses.



HIGH-SPEED RAIL AND AUTOMATED VEHICLES

HB 2003 (Harris) Mandates entities proposing high-speed rail projects to disclose detailed annual information to TxDOT when included in the Texas Rail Plan. TxDOT to make available online.

- Information includes timelines, proposed route, method of financing, balance sheet, construction costs, ridership projections, organizational chart, disclosure of foreign investment.

SB 2807 (Hagenbuch) Regulates the operation of automated motor vehicles and automated driving systems, establishes authorization procedures by the Texas Department of Motor Vehicles.



LAND USE/PLANNING

SB 15 (Bettencourt) Establishes new size and density requirements for new subdivisions on at least five acres (promotes smaller lots and homes); prevents cities from enforcing some building regulations for smaller lots (in cities over 150,000 and counties over 300,000).

SB 840 (Hughes) Requires cities to allow mixed-use residential and/or multifamily residential development in areas already zoned for commercial uses and streamlines converting existing buildings into residential property (150,000/300,000).

SB 2477 (Bettencourt) Requires cities to allow conversion of an office building into a residential building; streamlines process (150,000/300,000).

SB 2835 (Johnson) Allows cities to amend their residential building codes to accommodate single staircase multifamily developments.



CONTACT US



Rebekah Gongora

Program Manager
Public Involvement and
Government Relations

rgongora@nctcog.org

(682) 433-0477



Jackie Nolasco

Communications Specialist
Government Relations

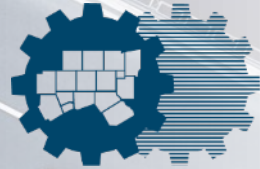
jnolasco@nctcog.org

(817) 695-9255



www.nctcog.org/legislative





New Regional Transit Safety Performance Measure Targets

Ezra Pratt, AICP

Regional Transportation Council | 8.07.2025

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	2025 (Pending Data Availability)	2025 (Pending Data Availability)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	February 2025 ✓	March 2025 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 2024 ✓	September 2024 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	February 2025 ✓	March 2025 ✓	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	August 2025	September 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years



Public Transportation Agency Safety Plan (Transit Safety) Overview

Public Transit Agency Safety Plans (PTASPs) are a means for transit providers and MPOs to monitor and improve the safety of transit systems under their jurisdiction.

Provider targets are established annually, while regional safety targets are established every four years.

The five required groups of performance measures are listed below:

- **Safety Events**
- **Fatalities**
- **Injuries**
- **Assaults on Transit Workers** [New Measure added in April 2024]
- **System Reliability**

Policy Direction

- Several new measures were added with updated Federal Transit Administration (FTA) regulations in April 2024
- Goal of the targets is to achieve a **10%** improvement from the regional baseline average performance by 2029
- Fatality targets are set to **zero**, in line with the regional safety position that, “Even one death in the transportation system is unacceptable”



PTASP Measures & Targets - Draft Updated Targets

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

Addressing Transit Safety Measures

All Transit Safety performance measures stand to be improved by policies, programs, and projects that are recommended by **Mobility 2050**

Policy TR3-007: Implement safety, management and operational efficiency, and multimodal system integration projects and programs as appropriate.

BUILD and other discretionary grant awards with transit infrastructure components

Numerous projects being implemented by transit providers

- DART removal of mid-platform pedestrian crossings at all rail stations
- Investments in multimodal enhancements at and near major transit centers, such as those resulting from NCTCOG's Routes to Rail Stations studies



Transit Performance Measures & PTASP Regional Target Update Schedule

Action	Date
Coordination with Regional Transit Providers on Draft PTASP Targets	Early March 2025
STTC Information on TAM/PTASP Performance and Draft Updated PTASP (Transit Safety) Targets	March 28, 2025
NCTCOG Hybrid Public Meeting on TAM/PTASP Performance and Draft Updated Transit Safety Targets	April 7, 2025
RTC Information on Draft Updated Transit Safety Targets	August 7, 2025
STTC Action to Recommend Adoption of New Regional Transit Safety Targets	August 22, 2025
RTC Action to Adopt New Regional Transit Safety Targets	September 11, 2025
NCTCOG Committee Action to Adopt New Transit Asset Management Targets	Late 2026



Contacts

Metropolitan Transportation Plan

Ezra Pratt, AICP

Principal Transportation Planner

epratt@nctcog.org

(817) 695-9259

Brendon Wheeler, PE, CFM

Senior Program Manager

bwheeler@nctcog.org

(682) 433-0478

Land Use & Mobility Options

Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org

(817) 608-2376

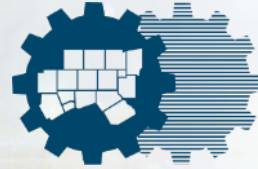
Gypsy Gavia

Program Manager

ggavia@nctcog.org

(817) 695-9134





Update on Regional Air Quality and Dallas-Fort Worth Air Quality Improvement Plan – Transportation Elements

Jenny Narvaez

North Central Texas Council of Governments

August 7, 2025

Comprehensive Air Quality Planning



Nonattainment for Ground-Level Ozone

Risk of Conformity Lapse and Section 185 Fees

Health Impacts



New Particulate Matter National Ambient Air Quality Standards (NAAQS)

Increased Transportation Conformity Requirements

Health Impacts



Population Growth to ~12.2M by 2050

Increased Vehicle Miles Traveled, Increased Emissions, Constrained Resources



Electricity Demand

Increased Emissions and Costs, Risk of Grid Outages (Reduced if Using Electric Vehicles to Strengthen Grid)



Limitations on Traditional Air Quality Planning

Other Pollutants, Regions, and Sectors Impacting NAAQS Attainment



Comprehensive Air Quality Planning

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

Due December 1, 2025*

Builds on Priority Action Plan submitted in 2024 (www.publicinput.com/dfwAQIP)

- Comprehensive Emissions Inventory
 - Projections and Targets
- Measures to Improve Air Quality in All Sectors Through 2050

**Comprehensive Stakeholder
Engagement**

**Air Quality Planning for All
Emissions of Local Concern**

**Integrating Regional and Statewide
Plans**

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

The Texas Commission of Environmental Quality is developing a [Statewide CAP](#) under the CPRG: Planning Grants



Completing the Plan

Today's Presentation

The Baseline: State of Air Quality and Emissions Projections

2022 Carbon Dioxide Equivalent (CO₂e) and Criteria Pollutant Inventories

“Business as Usual” or “Do Nothing”
Projections for Transportation Sector In 2050

October RTC Meeting

The Plan: Measures and Targets to Improve Future Air Quality

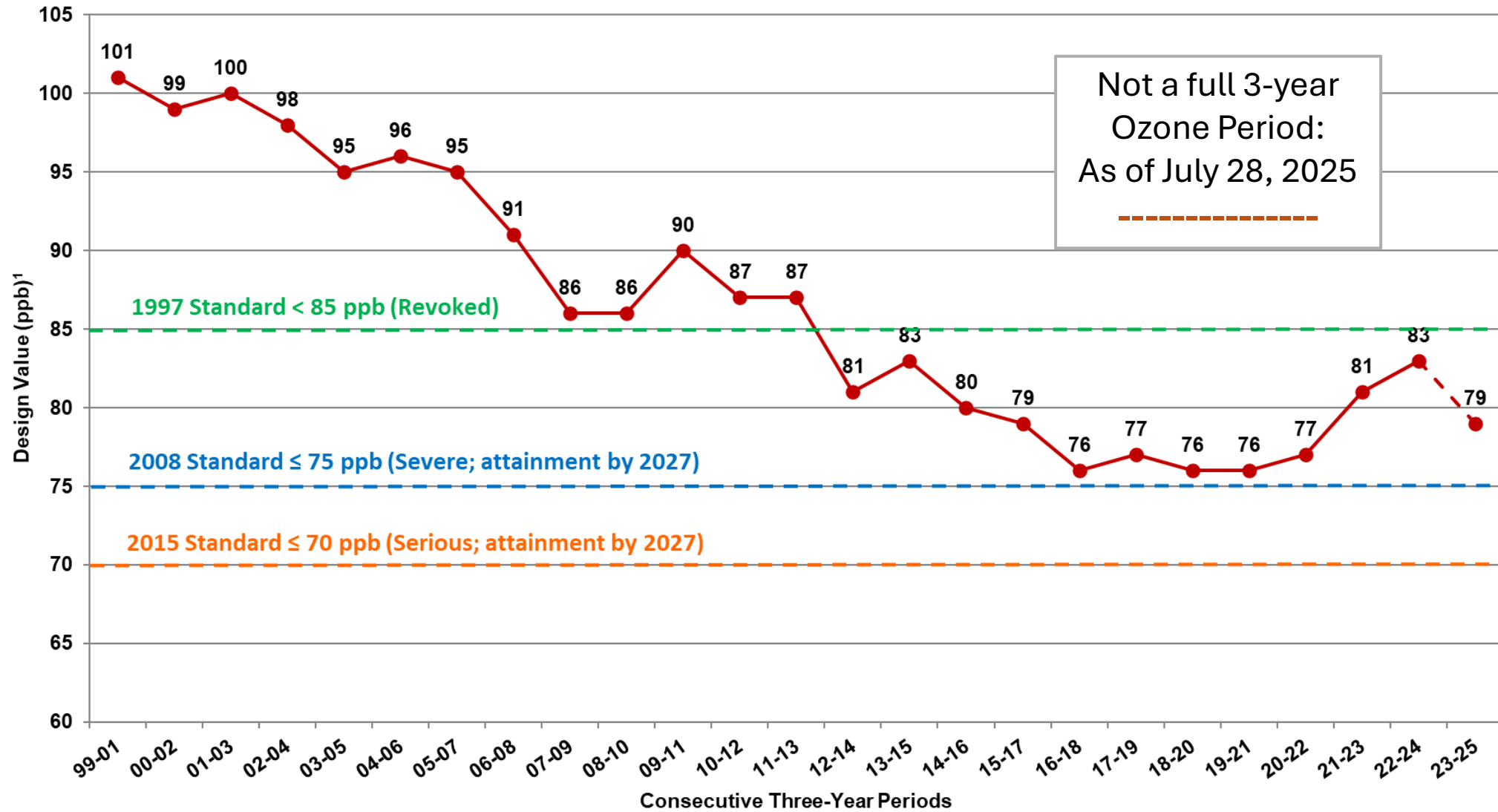
Targets/Goals for 2030 and 2050

Measures (i.e. projects, programs, and policies)
to Improve Air Quality Relative to Mobility
2050 Forecasts

Benefits, Funding, and Workforce Analysis



8-hour Ozone NAAQS Historical Trends



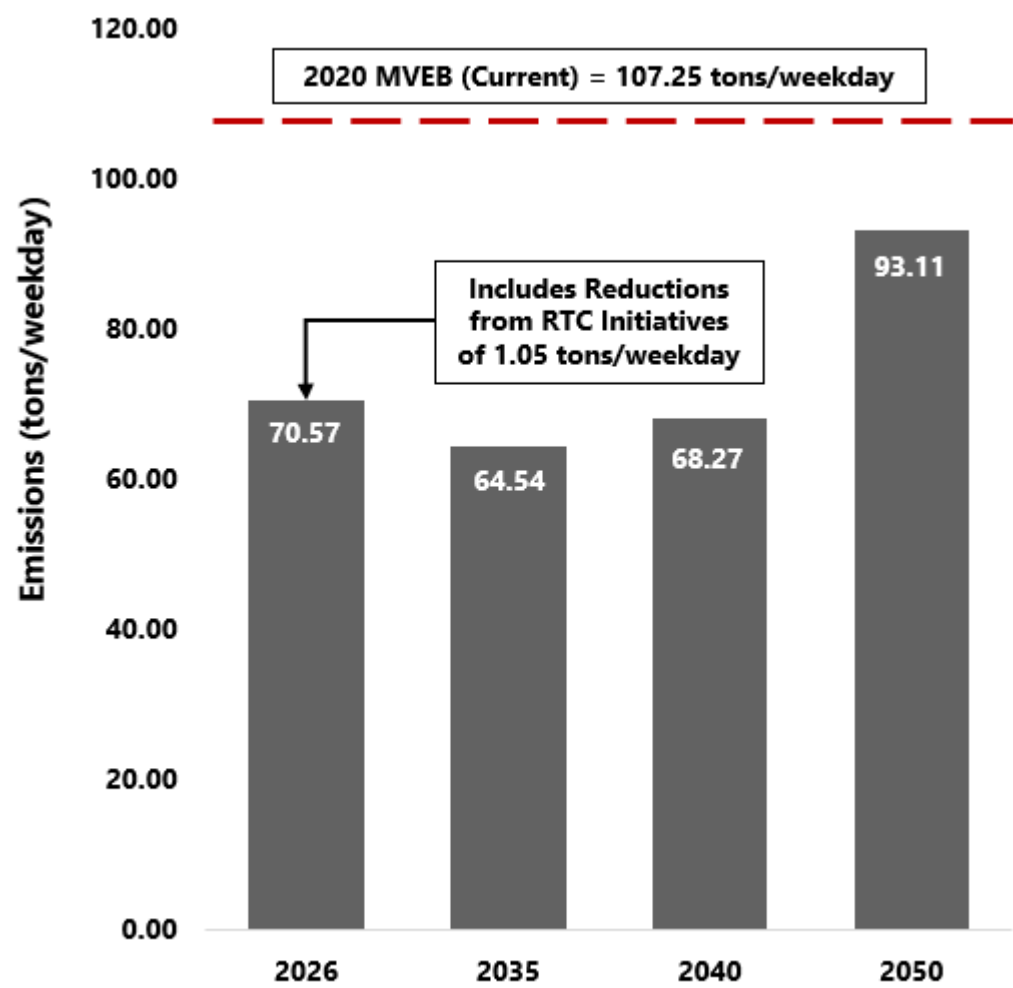
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: TCEQ



2025 Transportation Conformity Analysis Results

On-road, Nitrogen Oxides (NO_x), Weekday



Nitrogen Oxides (NO_x)
(tons/weekday)
NCTCOG 10-County Ozone
Nonattainment Area

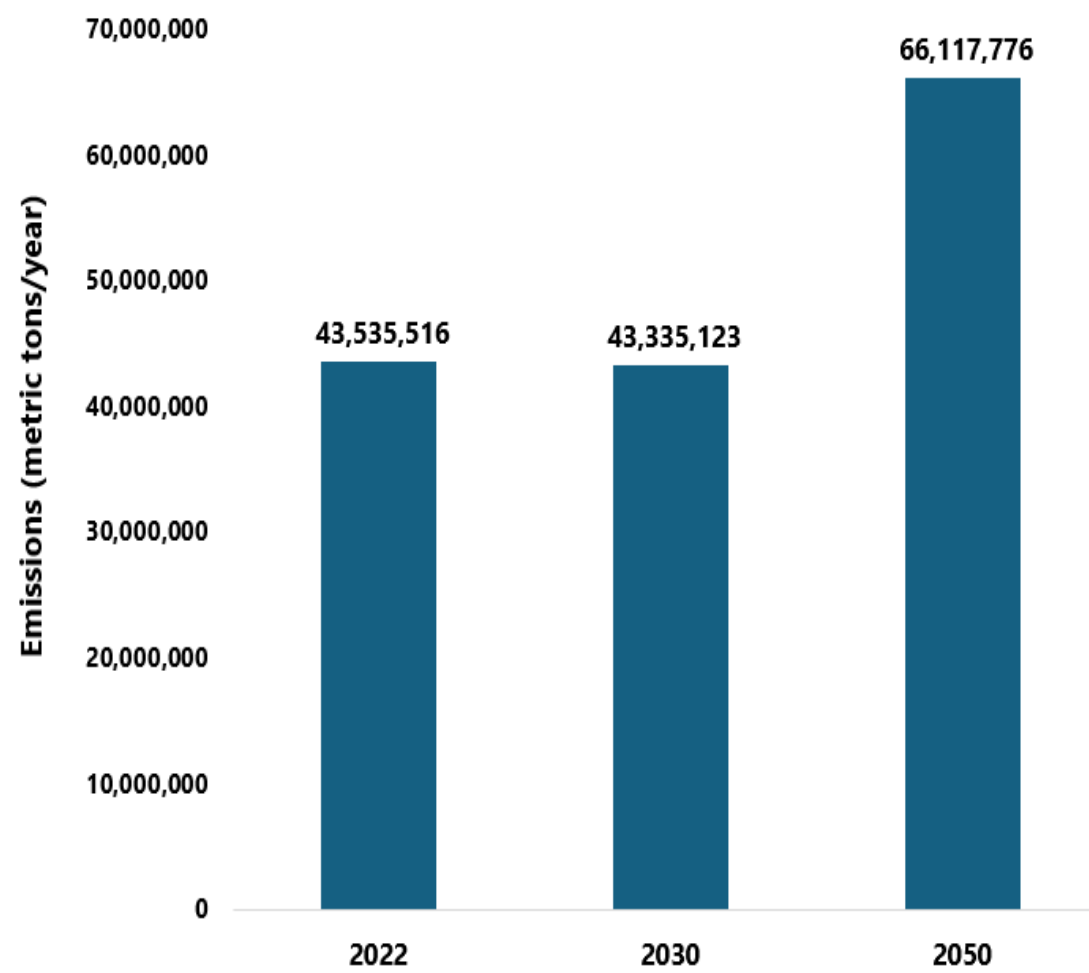
MVEB = Motor Vehicle Emission Budget



Emissions Inventory Results

On-road, Carbon Dioxide Equivalent (CO₂e), Annual

DRAFT



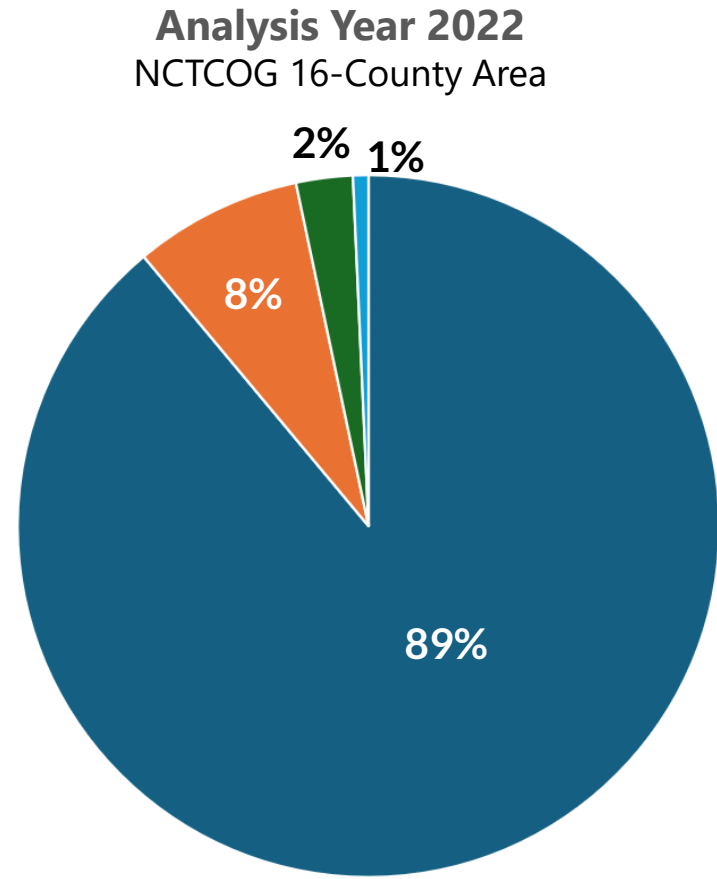
Carbon Dioxide Equivalent (CO₂e)
(metric tons/year)
NCTCOG 16-County Area



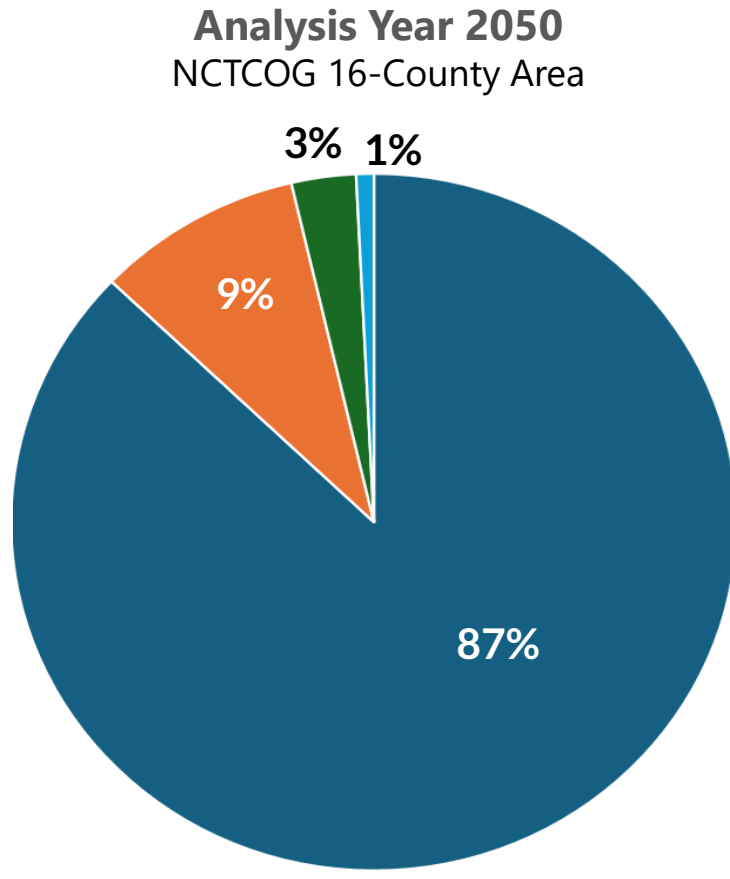
Emissions Inventory Results

Transportation Sector, Carbon Dioxide Equivalent (CO₂e), Annual

DRAFT



Carbon Dioxide Equivalent (CO₂e)
48,954,048 (metric tons/year)



Carbon Dioxide Equivalent (CO₂e)
75,883,394 (metric tons/year)

- On-road
- Off-road/Non-road
- Aviation
- Rail

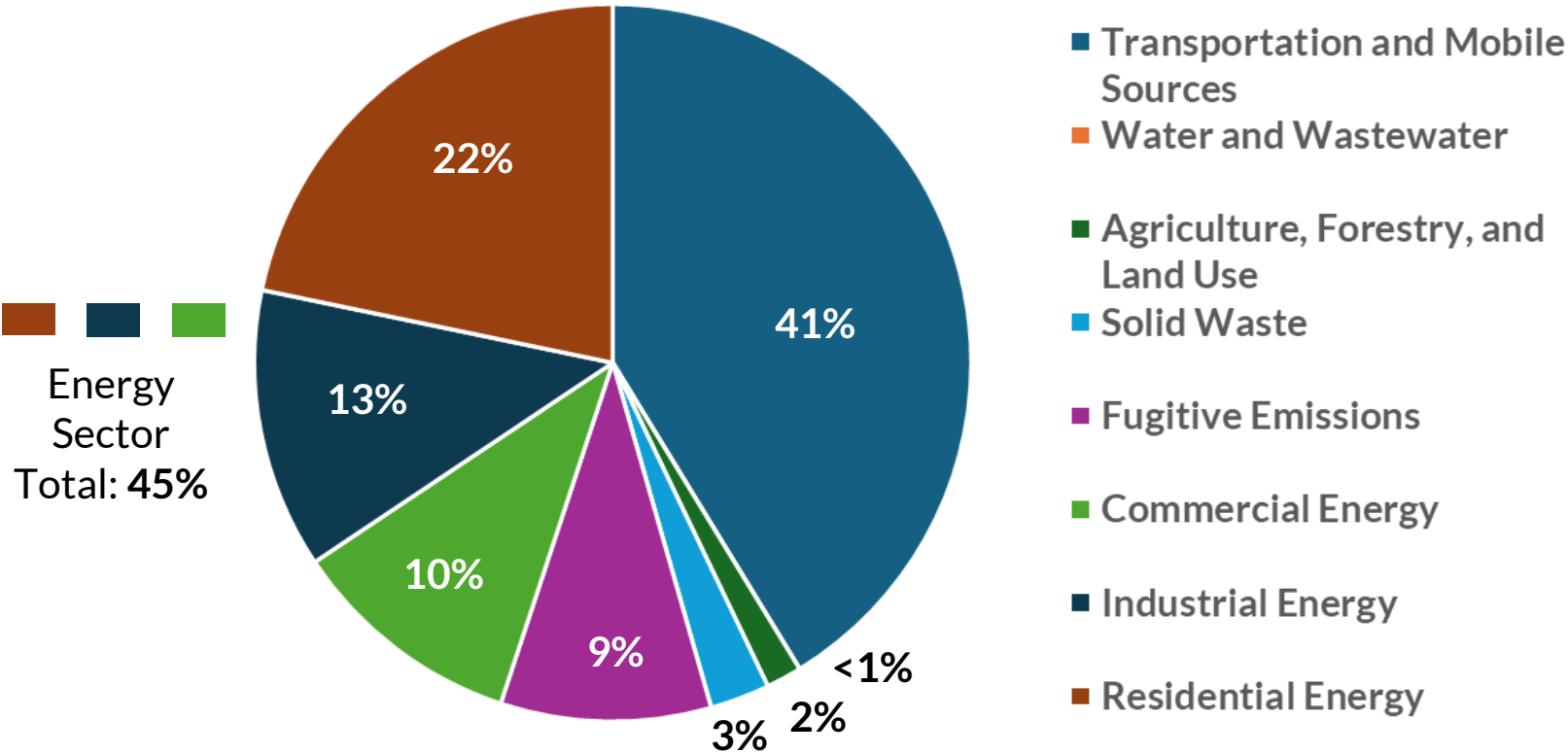


Emissions Inventory Results

All Sectors, Carbon Dioxide Equivalent (CO₂e), Annual

DRAFT

Analysis Year 2022
NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO₂e)
118,591,038 (metric tons/year)



Schedule

Process	Proposed Milestone	Date
Draft Emissions Inventory and Transportation Projections	STTC Information	June 27, 2025
	RTC Information	July 10, 2025
	Executive Board Information	August 28, 2025
Final Plan	STTC Action – Transportation Only	September 26, 2025
	RTC Action – Transportation Only	October 9, 2025
	Executive Board Action – Final Plan	October 23, 2025
	Submit Plan to EPA	No Later Than December 1, 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

