



# 2025 RTC PRIORITIES FOR SURFACE TRANSPORTATION REAUTHORIZATION

**REBEKAH GONGORA**

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**

**REGIONAL TRANSPORTATION COUNCIL**

**OCTOBER 9, 2025**

# UPCOMING FEDERAL ACTIONS

The Infrastructure Investment and Jobs Act (IIJA), the current authorization for Federal surface transportation programs, expires on September 30, 2026.

Congress is in the early stages of crafting the next surface transportation bill.

Authorizing committees in both chambers are expected to release draft text later this year.

Floor action is expected next year.



# PROPOSED RTC FEDERAL PRIORITIES

Adequately Fund the Transportation System

Streamline Project Delivery by Formula Allocation

Pursue Safety through Technology

Expand Options

Increase Efficiency



# PROPOSED RTC FEDERAL PRIORITIES

## Adequately Fund the Transportation System

Enact a long-term bill that provides stable funding and addresses the solvency of the Highway Trust Fund. This should include increasing traditional revenue sources for all modes of transportation and air quality programs, leveraging innovative funding methods, and updating allocation formulas to reflect current needs.



# PROPOSED RTC FEDERAL PRIORITIES

## Streamline Project Delivery by Formula Allocation

Shift select competitive grants to formula funding, empower MPOs to act as direct recipients of certain federal funds, and reduce local match requirements. This would simplify funding processes, enhance flexibility, and accelerate transportation project implementation.



# PROPOSED RTC FEDERAL PRIORITIES

## Pursue Safety Through Technology

Utilize technology to enhance the transportation system by improving safety and congestion. This includes the consistent and safe implementation of technological advances, such as autonomous vehicles and data sharing, as well as examining new technologies to deter unsafe driving behaviors, [while opposing proposals that could increase risks, like raising truck weight or length limits.](#)



# PROPOSED RTC FEDERAL PRIORITIES

## Expand Options

Maximize transportation efficiencies through transit-oriented developments, support shared mobility solutions, and strengthen regional, state, and national goods movement with smart ports and multimodal freight networks. Encourage high-speed rail and deploy advanced air quality technologies, such as hydrogen fuel cell electric systems, to reduce congestion and emissions.



# PROPOSED RTC FEDERAL PRIORITIES

## Increase Efficiency

Incentivize regions that initiate streamlined project delivery and directly formula allocate funds to states and MPOs to increase efficiency. Additionally, encourage partnerships between federal agencies and focus on the preservation of existing transportation assets.



# REQUESTED ACTION – 2025 RTC PRIORITIES FOR SURFACE TRANSPORTATION REAUTHORIZATION

- RTC approval of:
  - Proposed 2025 Regional Transportation Council **Priorities** for Federal Surface Transportation Reauthorization
  - Proposed 2025 Regional Transportation Council **Principles** for Federal Surface Transportation Reauthorization

RTC Action Item – October 9, 2025



# CONTACT US

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North Central Texas Council of Governments

# North Texas MOVES Local Match Partnership

Regional Transportation Council

October 9, 2025

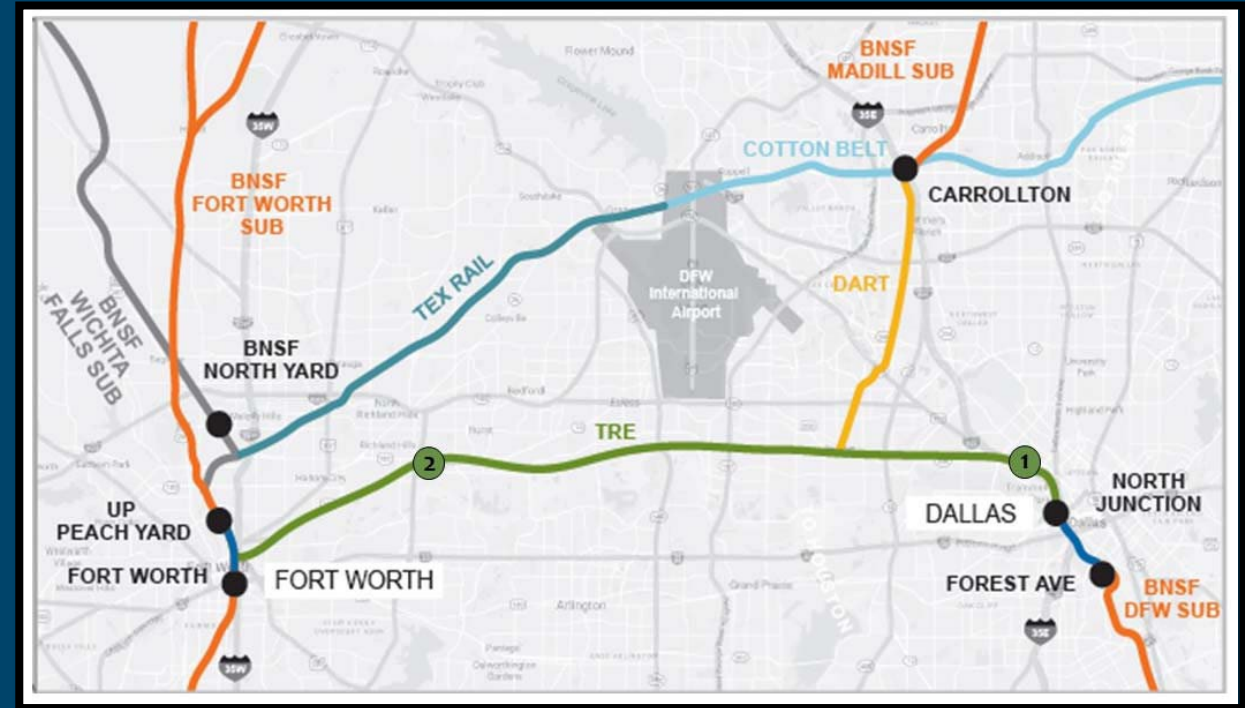
# NT MOVES – FY2020 BUILD GRANT PROJECT

## Project Overview:

- Collaborative effort between North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Trinity Metro, and Trinity Railway Express (TRE) to increase regional freight and passenger mobility
- Partially funded by a BUILD grant
- Projects are anticipated to begin construction in summer 2025

## Projects:

- Component 1 - Double Track Medical Market Center to Stemmons Freeway
- Component 2 - Double Track Handley Ederville Road to Precinct Line Road
- Component 3 - Clear Path Technology



Courtesy of NCTCOG

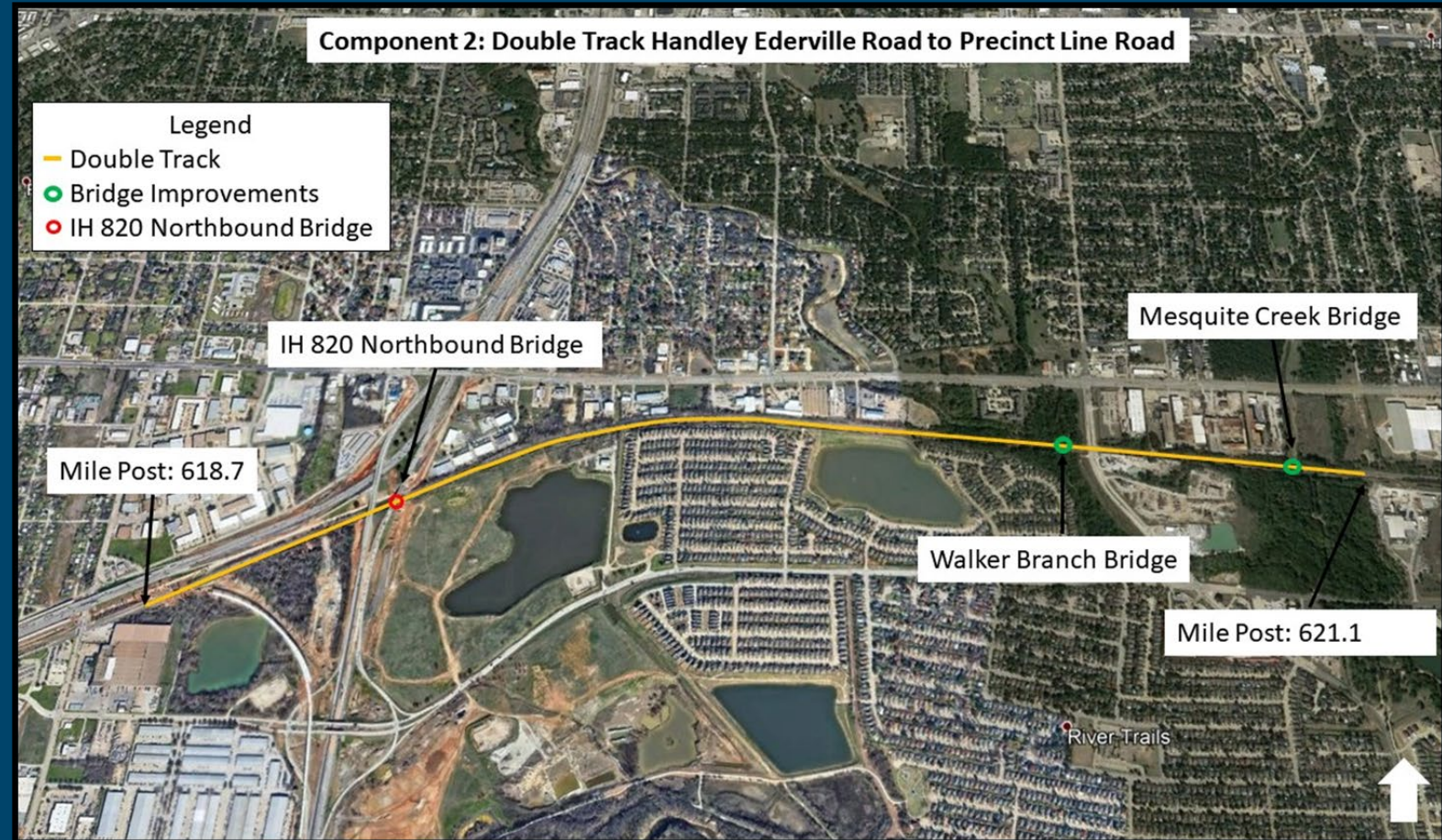
# FOCUS: COMPONENT 2 – WESTERN DOUBLE TRACKING PROJECT

## Project Overview:

- Double Track Handley Ederville Road to Precinct Line Road

## Project Details:

- Bridge repair projects on Walkers Branch bridge and Mesquite Creek bridge
- Working with TxDOT on IH 820 bridge replacement
- Project scope has not changed



Courtesy of NCTCOG

# COMPONENT 2 – COSTS AND FUNDING

- The original project application included a 47 percent federal and 53 percent local share
- In March 2025, the RTC approved a cost overrun on this project at the 95 percent plan level that included a revised local match
- Costs at 100 percent plans are slightly higher
- Trinity Metro indicated that they could no longer support this local match
- NCTCOG proposing a local match partnership to avoid losing federal discretionary dollars

| Original Application |               |
|----------------------|---------------|
| \$15,000,000         | BUILD         |
| \$18,600,000         | Trinity Metro |
| <b>\$33,600,000</b>  | <b>Total</b>  |

| Updated             |                                                              |
|---------------------|--------------------------------------------------------------|
| \$15,000,000        | BUILD                                                        |
| \$24,600,000        | Non-federal                                                  |
| \$2,052,000         | Surface Transportation Block Grant (STBG)                    |
| \$1,848,000         | Congestion Mitigation Air Quality Improvement Program (CMAQ) |
| <b>\$43,500,000</b> | <b>Total</b>                                                 |

# PARTNERSHIP ELEMENT 1 WITH TxDOT

- NCTCOG requested partnership with TxDOT to identify non-federal funds to match federal grant
- TxDOT has concurred with our request and agreed to provide \$15 million in Texas Mobility Funds (TMF)
  - TMF are transit eligible
  - Considered to be 100 percent State funds (counts as a non-federal commitment)
- TxDOT requested that the RTC replace \$15 million in Category 2 funds on a State-led project with STBG funds in return
  - Project is State Spur 394 from IH 35E to FM 877 in Waxahachie (CSJ 2921-01-010)
  - Aids the State in gaining additional letting capacity in FY 2026 through federal redistribution process
  - Creates room in the letting schedule for critical new thoroughfare for new high school
- \$9.6 million in non-federal funding still needed

# PARTNERSHIP ELEMENT 2 – RTR Exchanges

- Propose allocating Regional Toll Revenue (RTR) Funds
  - RTR funds are considered non-federal
  - Insufficient RTR funds are available in the Western Subregion
- Propose a funding exchange with Denton County and Dallas County RTR accounts to identify funds for the Western and Eastern Regional Accounts
  - Denton County Proposal
    - The RTC previously funded an on-system project with RTR funds on FM 407 at IH 35W (CSJ 1310-01-050)
    - Propose replacing \$37,675,733 in RTR funds with STBG funds on FM 407
    - In turn, move \$27 million in RTR funds to the regional RTR accounts (Eastern & Western)
    - \$10,675,733 in RTR funds would be returned to Denton County RTR funding pool
  - Dallas County Proposal
    - Recent Category 12/Category 2 funding exchanges have created a funding imbalance between the Eastern and Western Subregions
    - Dallas County received a sizable cost increase on the IH 30 Canyon project in May 2025
    - Propose moving \$10 million in RTR funds from the Dallas County RTR account to the Western Regional RTR account (leaves a \$64 million balance in Dallas County)

# ADDITIONAL DETAILS

- Resulting transactions that affect East-West Equity will be reflected in next East-West equity report
- Adjusts balances as follows:

|                                      | West Funding <sup>1</sup> | East Funding <sup>1</sup> | West Percentage | East Percentage |
|--------------------------------------|---------------------------|---------------------------|-----------------|-----------------|
| IIJA Equity Balance <sup>2</sup>     | \$519.56                  | \$2,584.20                | 16.74%          | 83.26%          |
| Texas Mobility Funds                 | +\$15.00                  |                           |                 |                 |
| Denton County RTR Funds <sup>3</sup> | +\$17.00                  | -\$17.00                  |                 |                 |
| Dallas County RTR Funds              | +\$10.00                  | -\$10.00                  |                 |                 |
| Revised balance                      | \$561.56                  | \$2,557.20                | 18.01%          | 81.99%          |

- Provides additional flexibility for RTR funds in the Eastern and Western Regional RTR accounts

Notes:

1: Funding in millions

2: Infrastructure Investment and Jobs Act balances as of August 2025

3: Propose moving \$10 million to Eastern Regional RTR Account and \$17 million to Western Regional RTR Account.

# REQUESTED ACTION – LOCAL MATCH PARTNERSHIP FOR NT MOVES PROJECT

- **RTC approval of:**
  - Partnership with TxDOT to:
    - Receive \$15 million in TMF funds
    - Release \$15 million in Category 2 funds from SS 394 (CSJ 2921-01-010)
    - Program \$15 million in STBG funds on SS 394
    - Utilize resulting TMF funds to cover \$15 million in non-federal match for NT MOVES BUILD grant
  - Partnership with Denton County and Dallas County RTR accounts to:
    - Add \$ 37,675,733 in STBG funds to FM 407 project (CSJ 1310-01-050) [includes 20% state match]
    - Reclassify \$27 million in Denton County RTR funds from the Denton County account to the Regional RTR Accounts (\$17 million Western, \$10 million Eastern)
    - Reclassify \$10 million in Dallas County RTR funds from the Dallas County account to the Western Regional RTR Accounts
    - Utilize \$9.6 million in RTR funds to cover non-federal match for NT MOVES BUILD grant
  - 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/policy/project/change.

# QUESTIONS/CONTACT INFORMATION

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# Approval to Open North Texas Zero Emission Vehicle Call for Projects

Lori Clark, Senior Program Manager and Dallas-Fort Worth Clean Cities Director

Regional Transportation Council

October 9, 2025

# North Texas Zero Emission Vehicle (NTxZEV) Call for Projects Background

**Overview:** \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

**Purpose:** Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric or hydrogen fuel cell electric)

**Eligible Applicants:** Public or Private Fleets

## NCTCOG Project Scope

| Activity                                                                                                       | Federal Funding     | Match Requirement                |
|----------------------------------------------------------------------------------------------------------------|---------------------|----------------------------------|
| Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure | \$58.6 million      | Provided by program participants |
| Workforce Development                                                                                          | \$1.4 million       | No match required                |
| Training                                                                                                       |                     |                                  |
| <b>Total Federal Funding:</b>                                                                                  | <b>\$60 million</b> |                                  |



# Eligible Vehicle Types

Class 6 or Class 7 vehicle (GVWR between 19,501 lbs to 33,000 lbs)

“Vocational Vehicles” as defined by [49 CFR Part 523](#)

Any vehicle that is equipped for a particular industry, trade or occupation such as construction, heavy hauling, mining, logging, oil fields, refuse; includes vehicles such as school buses, motorcoaches and RVs

**Straight/Box Truck**



**Step Van**



**Septic/Bucket Truck**



**Street Sweeper**



**Transit Bus**



Photo Credit: Trinity Metro

**Refuse Hauler**



**School Bus\***



**Other**



\*School bus eligible only if NOT operated as a typical school bus as defined by the EPA in [NOFO Section D.2.e.i](#)



# Eligible Funding Levels

Funding limited by cost share percentage or dollar funding cap, whichever is lower

Cost share percentage applies to vehicle only; dollar cap applies to vehicle and infrastructure

| Vehicle Type        | Battery Electric Vehicles<br>Maximum Funding | Vehicle Type        | Hydrogen Fuel Cell Electric Vehicles<br>Maximum Funding |
|---------------------|----------------------------------------------|---------------------|---------------------------------------------------------|
| School Bus*         | 75%, up to \$280,000*                        | School Bus          | N/A                                                     |
| Straight/Box Truck  | 65%, up to \$190,000                         | Straight/Box Truck  | 80%, up to \$400,000                                    |
| Step Van            | 65%, up to \$160,000                         | Step Van            | 80%, up to \$340,000                                    |
| Septic/Bucket Truck | 65%, up to \$330,000                         | Septic/Bucket Truck | 80%, up to \$670,000                                    |
| Other Vocation      | 65%, up to \$355,000                         | Other Vocation      | 80%, up to \$720,000                                    |
| Refuse Hauler       | 50%, up to \$260,000                         | Refuse Hauler       | 70%, up to \$600,000                                    |
| Street Sweeper      | 50%, up to \$315,000                         | Street Sweeper      | 70%, up to \$720,000                                    |
| Transit Bus         | 33%, up to \$265,000                         | Transit Bus         | 60%, up to \$780,000                                    |

\*ADA-compliant buses are eligible for an additional \$20,000 per-vehicle funding cap



# Steps to Project Selection



# Step 1: EPA Requirements - Vehicles

**Must replace existing internal combustion vehicles with zero-emissions vehicles (*no fleet expansion*)**

**Both vehicles must have similar form and function**

**Existing vehicles must meet minimum operational requirements**

**Focus on replacing 2010 or older diesel**

If none available, flexibility to replace other fuel types or newer diesel

**Scrap existing vehicles if 2010 or older**

If 2011 or newer, alternative disposition options: may sell/donate or put into reduced service

**New vehicles must be commercially available for purchase (*e.g. no demonstration vehicles*)**



# Step 1: EPA Requirements - Infrastructure and Implementation

## Infrastructure

- Eligible costs include equipment, design/engineering, installation, permitting, necessary software
- Must be associated with the new Zero Emissions Vehicle
- Must be Permanent (not temporary/mobile)
- Provide a Utility Partnership Agreement
- Meet additional technical requirements and certifications

## Implementation

- Meet applicable federal requirements
  - Davis Bacon and Related Acts
  - Build America, Buy America (expected to apply to public sector only, waivers may be available)
- Cannot combine with other federal grant funds



# Step 2: NCTCOG Requirements

## Applicants

- Must adopt policy consistent with RTC Clean Fleet Policy (RTC Resolution R14-10: [www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy))
- Must submit Risk Assessment form

## Geographic

- Vehicles will operate primarily within the NCTCOG 16-County region
- Any infrastructure must be installed within the NCTCOG 16-County region

## Alternative Disposition Options

- Reduced service is limited to transit agencies if needed to fulfill obligations for their fleet spare ratio

## Use of Funds

- Awarded funding must be directed at vehicle expenses first, can only pay for infrastructure if dollars remain within funding cap after all eligible vehicle costs are fulfilled

## Project Implementation

- Cannot place orders or make purchases until after signing contract with NCTCOG
- Must maintain operations of new vehicles and infrastructure for at least 5 years
- Must attend appropriate zero emission vehicle training (safety, first responder, etc.)



# Step 3: NCTCOG Project Selection Criteria

Each vehicle scored individually

Most points associated with regional air quality improvement



| Capital Cost per Ton*                                                    | Impact on Regional Air Quality                                                                                                                    | Feasibility and Risk                                                                                                             | Long-Term Sustainability Efforts                                                                                                                                                    |
|--------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Up to 30 points                                                          | Up to 30 points                                                                                                                                   | Up to 25 points                                                                                                                  | Up to 15 points                                                                                                                                                                     |
| Cost per Ton of nitrogen oxides reduced<br><b>(20 points)</b>            | % of time operating within ozone nonattainment area, rest of NCTCOG region, or areas bounded by the Texas Triangle highways<br><b>(10 points)</b> | Project schedule, implementation plan, and measures to mitigate asset damage <b>(15 points)</b>                                  | Broader environmental or sustainability planning and practices (e.g. <i>fleet transition plans, contract specifications, purchasing policies, etc.</i> )<br><b>(10 points)</b>      |
| Cost per Ton of volatile organic compounds reduced<br><b>(10 points)</b> | High idling hours per day<br><b>(10 points)</b>                                                                                                   | Beneficiary risk assessment and NCTCOG administrative burden (e.g. <i>large number of small projects</i> )<br><b>(10 points)</b> | Vehicle-to-grid compatibility and/or the use of distributed energy resources (e.g. <i>battery energy storage systems, renewable on-site power generation</i> )<br><b>(5 points)</b> |
|                                                                          | Vehicle Disposition Method (prioritize scrappage of 2010 and older vehicles)<br><b>(10 points)</b>                                                |                                                                                                                                  |                                                                                                                                                                                     |

\*Calculated by NCTCOG based on total federal funds requested



# Program Structure

## Funding Allocation

Initial set-asides by fuel type: 50% of funding for battery electric, 50% of funding for hydrogen fuel cell electric projects

May reallocate funds between electric and hydrogen projects based upon applications received

## Deadlines

Initial Application Deadline Friday, February 13, 2026

If not fully subscribed, continue accepting applications on rolling deadlines approximately every 90 days

## Applicant Resources

Three-Part Webinar Series on Heavy-Duty ZEV available at <https://www.dfwcleancities.org/events/2025>

Potential “vetted vendor” resources under evaluation

Free technical assistance available from the National Renewable Energy Laboratory



# Tentative Schedule

| Milestone                                                                                   | Date                                                                                    |
|---------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| Information Session with Prospective Applicants                                             | September 5, 2025                                                                       |
| Surface Transportation Technical Committee Action – Recommend Approval of Call For Projects | September 26, 2025                                                                      |
| Regional Transportation Council Action - Approve Call for Projects                          | October 9, 2025                                                                         |
| NCTCOG Executive Board Action - Approve Call for Projects                                   | October 23, 2025                                                                        |
| Call for Projects Open                                                                      | October 24, 2025                                                                        |
| Call for Projects Workshop                                                                  | November 6, 2025                                                                        |
| Call for Projects Deadline (16 Weeks)                                                       | Friday, February 13, 2026; Applications must be received “in-hand” by 5 PM Central Time |
| Ongoing Rolling Application Deadlines to Fully Award Funds                                  | ~90 Day Increments                                                                      |
| Committee Approvals of Rebate Awards                                                        | March-April 2026, ongoing as needed                                                     |
| Agreement Execution with Recipients                                                         | End of April 2026, ongoing as needed                                                    |
| Deadline for all Project Reimbursement Requests                                             | October 31, 2027                                                                        |



# Requested Action – North Texas Zero Emission Vehicle Call for Projects

RTC Approval of:

- Opening the North Texas Zero-Emission Vehicle Call for Projects, including:
  - Eligibility Requirements
  - Scoring Criteria
  - Funding Allocation
  - Schedule
- Updating any administrative and/or planning documents as needed to incorporate the North Texas Zero Emission Vehicle Call for Projects

RTC Action Item – October 9, 2025



Approval to Open North Texas Zero Emission Vehicle Program Call for Projects

# For More Information

Project Website: [www.nctcog.org/NTxZEV](http://www.nctcog.org/NTxZEV)

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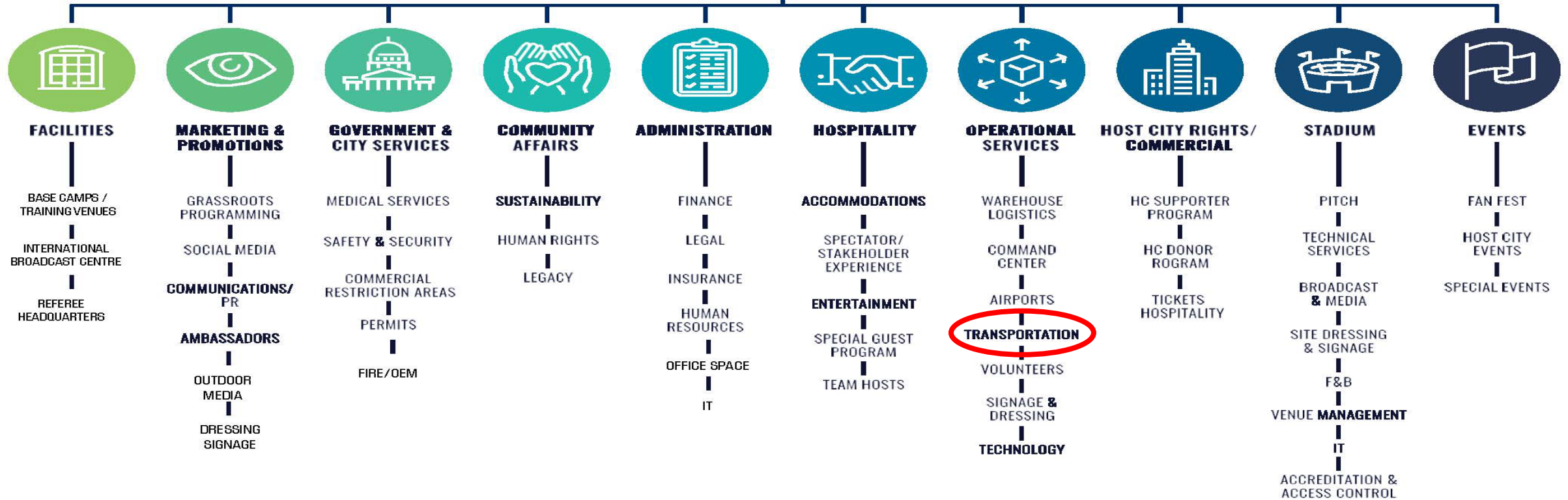
# DALLAS 2026

## Transportation

Regional Transportation Council

**October 9, 2025**

**North Central Texas Council of Governments**



# Transportation Committee



## **Purpose:**

The purpose of this committee is for information sharing from the various Transportation Working Groups to coordinate Federal, State and local agency operational support and resourcing to plan and deliver a seamless, safe and reliable transportation system, support the delivery of a world class, and successful FIFA World Cup Dallas 26 tournament operation and review and endorse all Transport deliverables.

## **Responsibilities:**

Reporting to Host Committee

Provide centralized feedback during the development of the Mobility Plan

Assign agency specific representative to Transportation Working Groups

Interface with other Host Committee Working Groups

## **Core Members:**

Transit Agencies: DART and Trinity Metro

TxDOT – Dallas and TxDOT- Fort Worth

NCTCOG

City of Arlington

City of Dallas

Texas Rangers

Dallas Cowboys

**To Sign-up please email – Natalie Bettger @ [nbettger@nctcog.org](mailto:nbettger@nctcog.org)**

# Transportation Working Groups

1. Roadway Operations
2. Apps Coordination
3. Parking Permits / Routing Instructions
4. Technology Companies (Uber, Lyft, etc.)
5. Seamless Traveler (formerly Batton Pass System Integration)
6. Transit
7. Limousine (Vehicle for Hire Program)
8. Travel Demand Management (TDM)
9. General Aviation (Reservation System)
10. Advanced Air Mobility

# Dallas Matches

- Dallas will host 9 matches
- 7 Weekday Matches
  - One Semi-Final
- 2 Weekend Matches



JUNE & JULY 2026

| SUNDAY                           | MONDAY                           | TUESDAY                           | WEDNESDAY                        | THURSDAY                         | FRIDAY                           | SATURDAY                         |
|----------------------------------|----------------------------------|-----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| 31                               | 6/01                             | 6/02                              | 6/03                             | 6/04                             | 6/05                             | 6/06                             |
| 6/07                             | 6/08                             | 6/09                              | 6/10                             | 6/11                             | 6/12                             | 6/13                             |
| 6/14<br>MATCH #11<br>GROUP STAGE | 6/15                             | 6/16                              | 6/17<br>MATCH #22<br>GROUP STAGE | 6/18                             | 6/19                             | 6/20                             |
| 6/21                             | 6/22<br>MATCH #43<br>GROUP STAGE | 6/23                              | 6/24                             | 6/25<br>MATCH #57<br>GROUP STAGE | 6/26                             | 6/27<br>MATCH #70<br>GROUP STAGE |
| 6/28                             | 6/29                             | 6/30<br>MATCH #78<br>ROUND OF 32  | 7/01                             | 7/02                             | 7/03<br>MATCH #88<br>ROUND OF 32 | 7/04                             |
| 7/05                             | 7/06<br>MATCH #93<br>ROUND OF 16 | 7/07                              | 7/08                             | 7/09                             | 7/10                             | 7/11                             |
| 7/12                             | 7/13                             | 7/14<br>MATCH #101<br>SEMI-FINALS | 7/15                             | 7/16                             | 7/17                             | 7/18                             |
| 7/19                             | 7/20                             | 7/21                              | 7/22                             | 7/23                             | 7/24                             | 7/25                             |
| 7/26                             | 7/27                             | 7/28                              | 7/29                             | 7/30                             | 7/31                             | 01                               |

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MATCHES AT  
DALLAS STADIUM

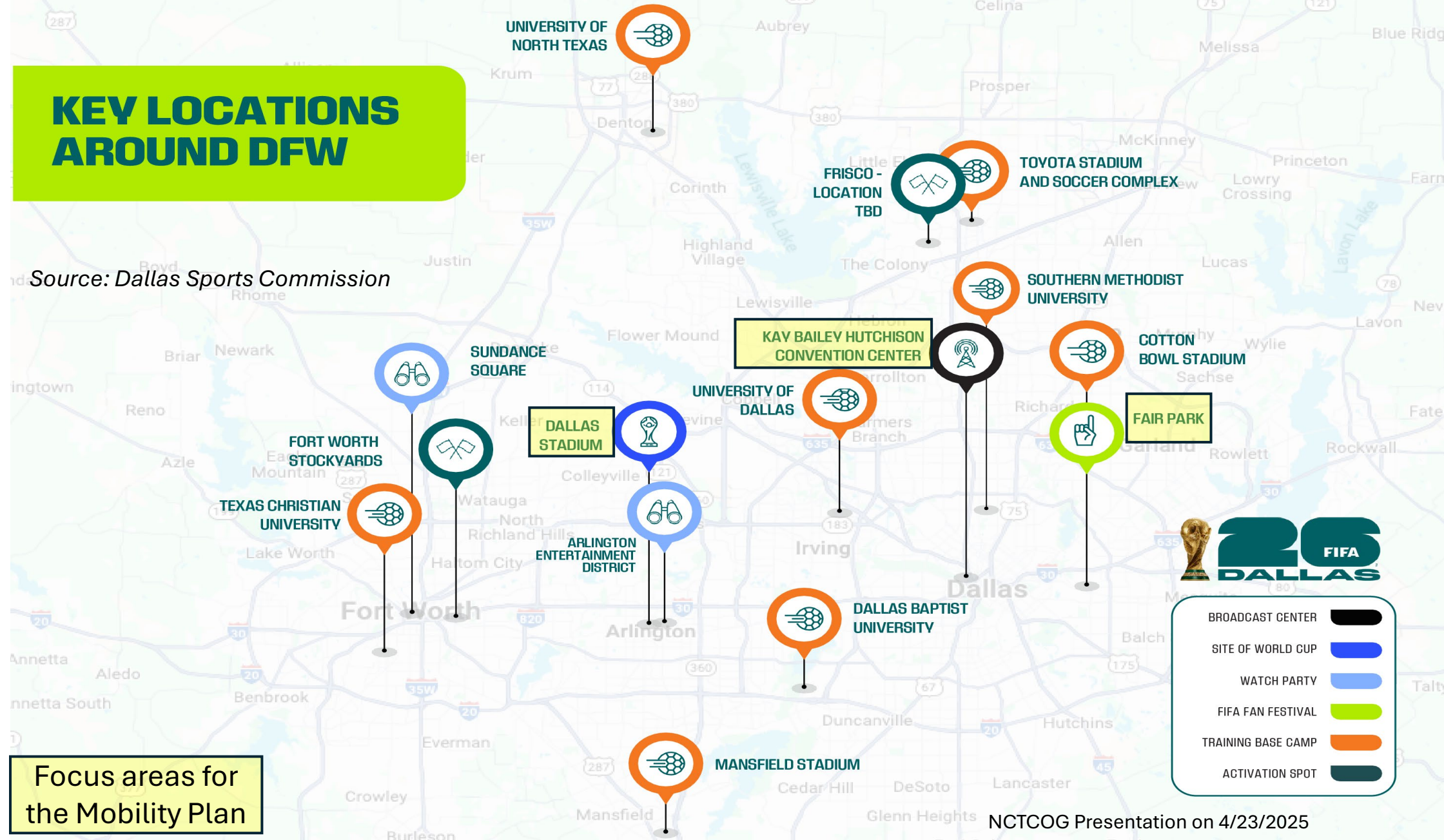
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USA FEDERAL HOLIDAYS

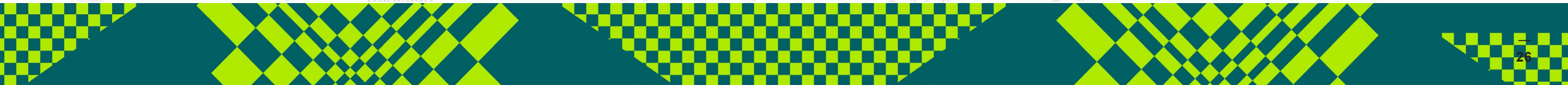
NCTCOG Presentation on 4/23/2025

# KEY LOCATIONS AROUND DFW

Source: Dallas Sports Commission



Focus areas for the Mobility Plan



# Transportation Connections

## 1. Airport

- DFW International Airport: Access to Hotel → Three Rail Lines
- Love Field Airport: Access to Hotels → Light Rail
- General Aviation Reservation System at 12 airports

## 2. International Broadcast Center

- Kay Bailey Hutchison Convention Center Dallas
- Light Rail Access

## 3. Fan Fest

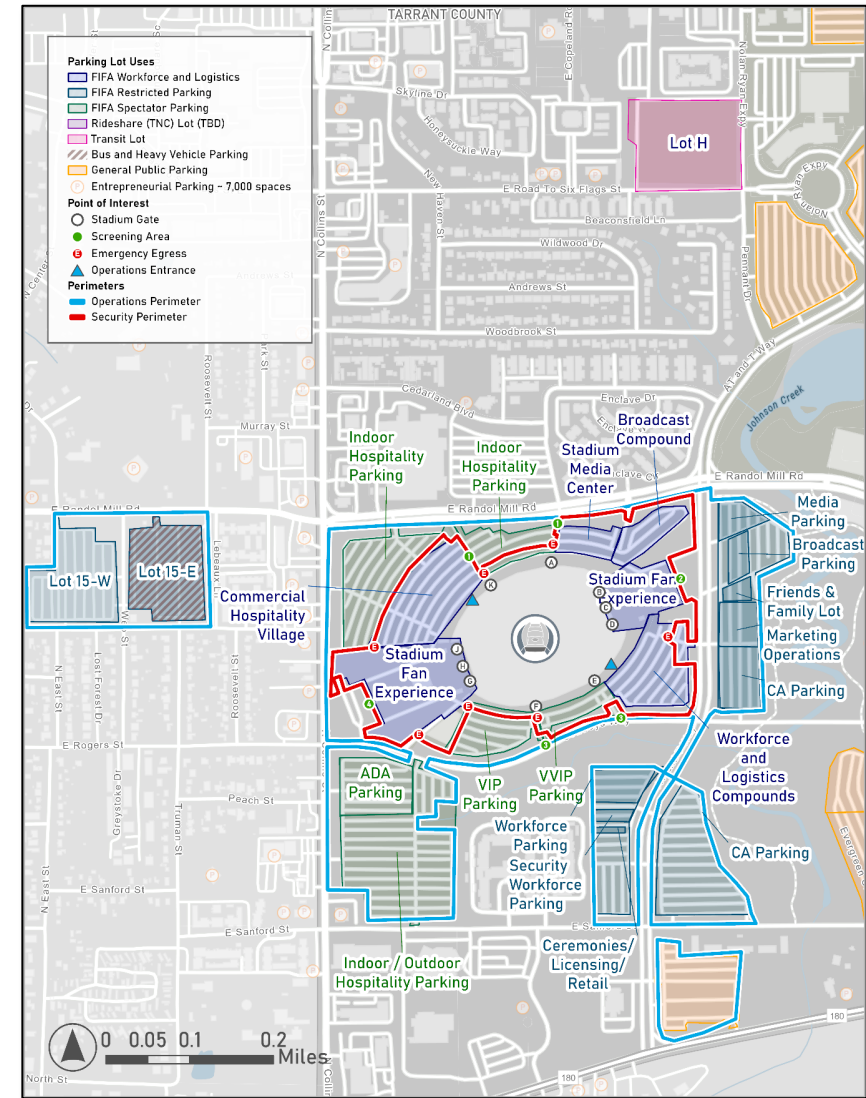
- Fair Park
- Light Rail Access

## 4. Nine matches

- AT&T Stadium in Arlington
- Five modes of Transportation

# Stadium in Arlington

- Location of all nine matches
- Expected attendance 70,000+
- Approximately 30,000 parking spaces
- Charter bus service to be provided from regional rail
- Event Readiness Testing – Winter 2025
- Plan Final Testing – Spring 2026

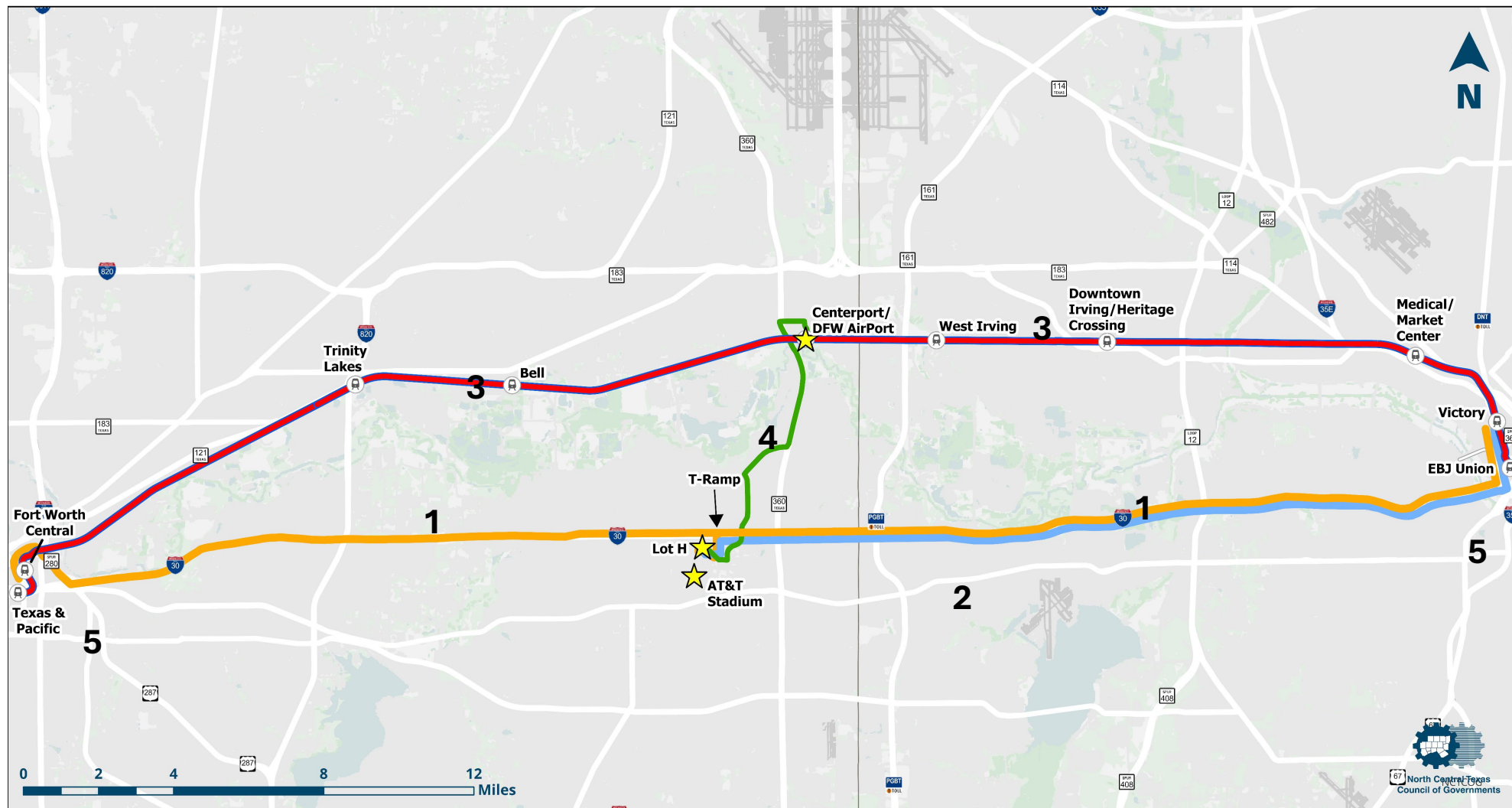


# Transportation Modes to Stadium

1. Freeway
2. Reversible Managed Lane
3. Rail
4. Charter Bus
5. Bus Bridge (Dynamic Transit)

Approx. \$43M  
from Regional  
Transportation  
Council

\$55M+ Request  
for Transit  
Support



# Multilingual Messaging

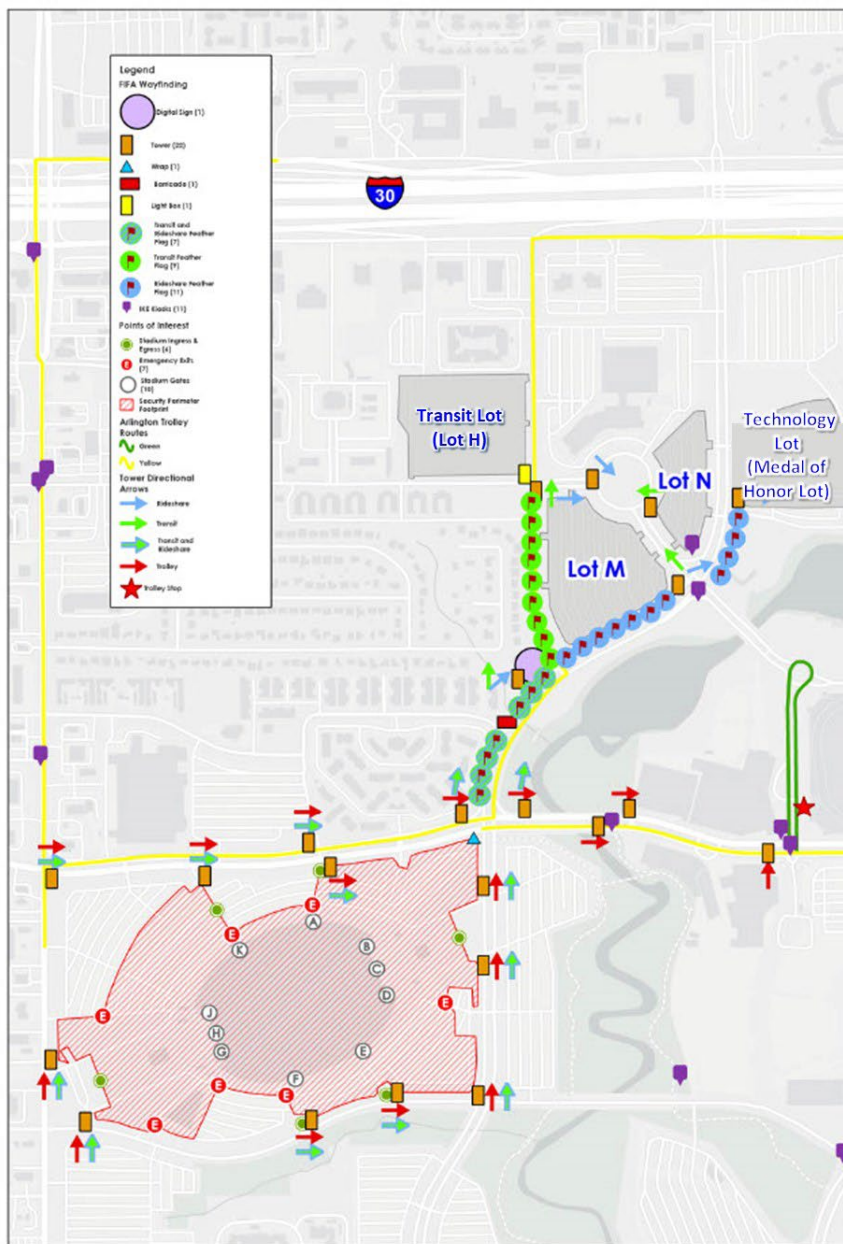
# Electronic Signage

# Wireless Communication

# Cybersecurity

## Increased Capacity for Public Wi-Fi Access

## Wayfinding – flags, ballons, etc.



# Next Steps

- Monthly Meetings with Regional Transportation Stakeholders
- Updated Transportation Plan due end of October
- Continue Meetings with Working Groups as Needed
- Refine Charter Bus Availability and Partnerships (Upcoming Agreement with Dallas Sports Commission)
- Formalize with City of Arlington use of Rideshare Technology Company Lot (Upcoming Agreement with the City of Arlington)
- Class 1 Railroad assistance (no freight trains blocking traffic) – working with USDOT
- Monitor US DOT Funding Partnership (Letter from MPO; Letter from the Host Committee)
- Finalize After-Action Report/Improvement Plan for Coordinated Emergency Response on Regional Rail System

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