

NCTCOG PRESENTATION

FUNDING FOR TRANSPORTATION IMPROVEMENTS IN CLEBURNE NEAR AMAZON FACILITY

Regional Transportation Council | September 11, 2025

BACKGROUND

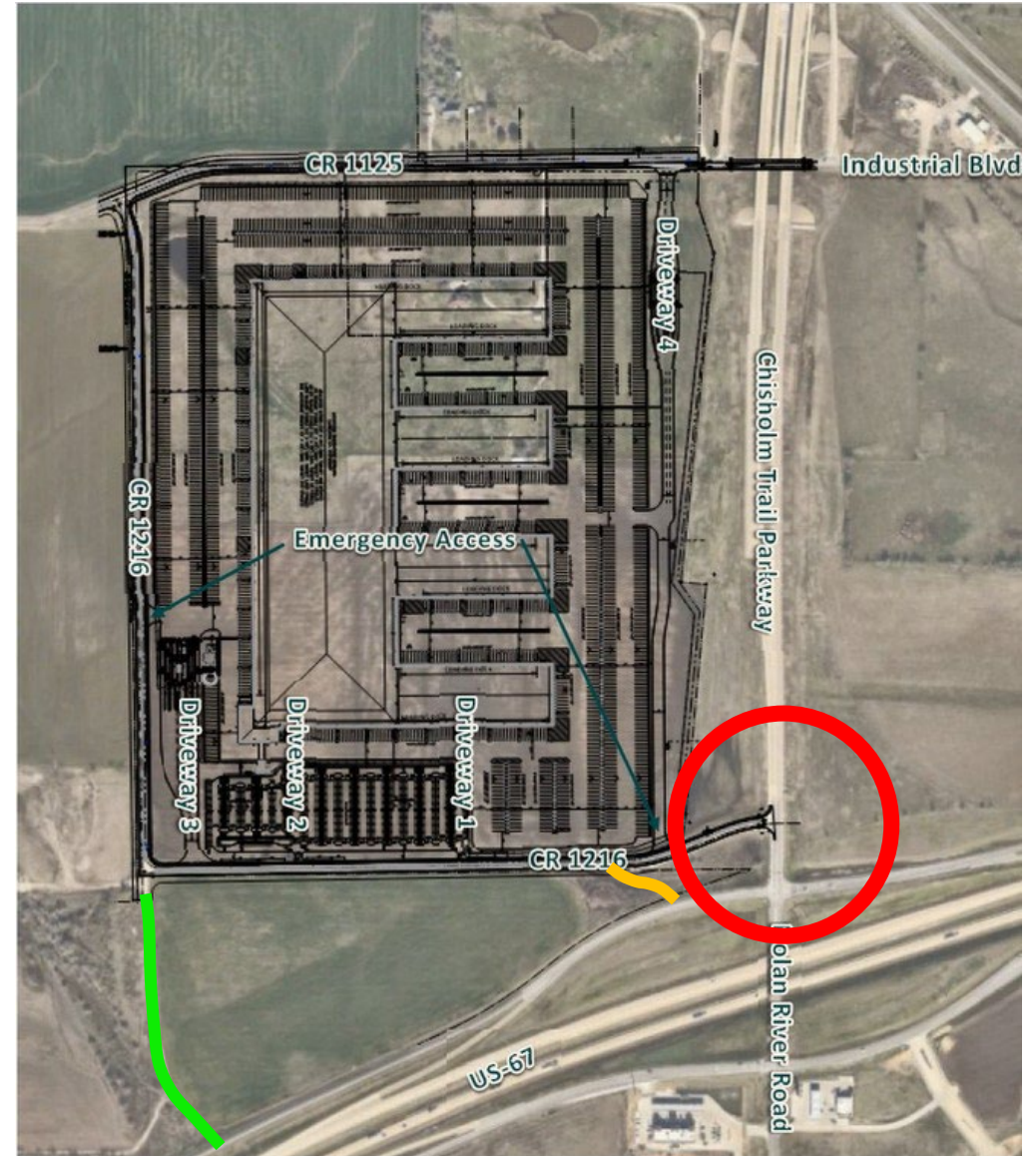
- A new Amazon facility is under construction at the intersection where US 67 and Chisholm Trail Parkway (CTP) meet
- Amazon and the City of Cleburne have been working with the Texas Department of Transportation and the North Texas Tollway Authority on the best interface with US 67 and CTP
- Johnson County and TxDOT flagged that the proposed interface will likely cause significant congestion and safety concerns
- North Central Texas Council of Governments pulled the parties together to develop a safer interface



PROPOSED IMPROVEMENT OPTIONS

- Original improvement was a proposed traffic signal less than 300 ft from US 67 frontage road intersection
- Discussed directing trucks to a temporary improvement
- Permanent solution discussed as well

■ Original
■ Temporary
■ Permanent



PROPOSED SOLUTION

- Build permanent connection initially
- Provide funding for the cost of the temporary connection as a regional commitment (grant), in the amount of \$362,000
- Loan the City of Cleburne the balance of funding needed, in an amount not to exceed \$2,638,000 to enable the City and Amazon to build the permanent improvement from the beginning



REQUESTED ACTION – FUNDING FOR TRANSPORTATION IMPROVEMENTS IN CLEBURNE NEAR AMAZON FACILITY

- RTC approval of:
 - The proposed funding and improvements detailed in slides 2-4, including up to \$3.0 million in RTC Local funds of which:
 - \$362,000 is a grant
 - \$2,638,000 is a loan to be repaid by City of Cleburne
 - 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 – September 11, 2025



QUESTIONS?



Christie Gotti, Senior Program Manager

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North Central Texas
Council of Governments

Transit Strategic Partnerships Program: November 2024 Cycle Selected Project

Surface Transportation Technical Committee
9.26.2025
Dora Kelly, Senior Transportation Planner

Transit Strategic Partnerships Program: Program Elements/Eligibility

The purpose is to implement public transportation services and support transit project ideas that address goals from the region's long-range transportation plan and Access North Texas.

Eligible Applicants	Must be an entity that can receive federal funds, such as: <ul style="list-style-type: none">• Transit Authorities• Public Transit Providers• Local Governments• Non-profits (encourage partnership with an existing transit provider)
Project Length	Typically, 2-3 year pilots (cannot be used for operating shortfalls)

Project Elements	Must be within Urbanized Area (UZA) Encourage partnerships and collaboration between non-service providers and transit providers Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice and transit-dependent populations, and risk
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Transit Strategic Partnerships Program: November 2024 Cycle - Ideas Submitted

Not Eligible to Proceed

Agency/Organization	Description	Eligibility Status
Burleson Police Department	Procurement of 3D Scanners for the police department	Ineligible due to program and funding requirements
City of Arlington	Requesting TDCs for a previously funded project	Ineligible due to program and funding requirements
Jewish Family of Dallas, Inc.	Provide free transportation to clients of Older Adults Program to and from resources	Ineligible due to program and funding requirements
My Possibilities	Provide transportation for adults with intellectual and developmental disabilities	Ineligible due to program and funding requirements
Tarrant County Homeless Coalition	Provide free transportation to older adults, and disabled people experiencing homelessness	Ineligible due to program requirements
Texas Trinity Transit Corporation	Establish a passenger rail system to connect Navarro County to Waxahachie with connection to DFW	Ineligible due to program and funding requirements

Not Ready to Proceed

City of Burleson	Expand on-demand rideshare program	Burleson will consult with City/County regarding before moving forward
Denton County Transportation Authority (DCTA)	Evaluate use of bus-only lanes and revamp/re-evaluate Route 4	DCTA will consult with the City of Denton before moving forward



November 2024 Cycle Submitted Project:

Recommendation Status

Applicant	Project	Description	Project Total ¹	Status
City of Arlington	Handitran Community Access and Ridership Enhancement for Safety (CARES)	<p>A new role created specifically to enhance outreach, education, and service promotion among transit-dependent populations, particularly seniors, individuals with disabilities, and low-income residents who qualify for the Handitran demand response service.</p> <p>Will significantly expand existing outreach efforts and allow for more targeted, sustained engagement.</p>	Not to exceed \$311,000	Recommended for Funding

¹ Transportation Development Credits (TDC) to be used from Arlington's policy bundle in lieu of local match.



November 2024 Cycle Submitted Project:

Proposed Service Overview

How Much: Not to exceed \$311,000 total from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funds.

Implementing Agency	Project Description	Total	Federal	Local	TDCs Awarded ¹
City of Arlington	Mobility Management	\$311,000	\$311,000	---	62,200

¹ Up to 62,200 of Transportation Development Credits (TDC) will be used in lieu of a local match and are not calculated in funding total; Arlington MTP Policy Bundle TDCs

What: The Community Engagement Coordinator will enhance outreach, education, and service promotion among transit-dependent populations, particularly seniors, individuals with disabilities, and low-income residents.

When: Three years with service start date anticipated for Spring 2026.

Key Outcomes: Increased utilization of Handitran services and improved rider/community satisfaction.



Transit Strategic Partnerships Program: Committee Schedule

Deliverable	Date
Initial Application and Budget Worksheet Submitted	November 27, 2024
November 2024 Cycle – Project Reviewed	April 11, 2025
Revised Project Submitted based on staff feedback	May – September 2025
Surface Transportation Technical Committee – Action	September 26, 2025
Regional Transportation Council – Action	October 9, 2025
Estimated Implementation	Spring 2026



REQUESTED ACTION - Handitran Community Access and Ridership Enhancement for Safety

- **Recommendation for RTC approval of:**
 - To use existing Federal Transit Administration (FTA) Section 5310 Enhancing Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$311,000, including the use of 62,200 Transportation Development Credits in lieu of local match, to fund the Handitran Community Access and Ridership Enhancement for Safety.
 - Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate the Handitran Community Access and Ridership Enhancement for Safety.

STTC Action Item – September 26, 2025

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North Central Texas Council of Governments

North Texas MOVES Local Match Partnership

Surface Transportation Technical Committee

September 26, 2025

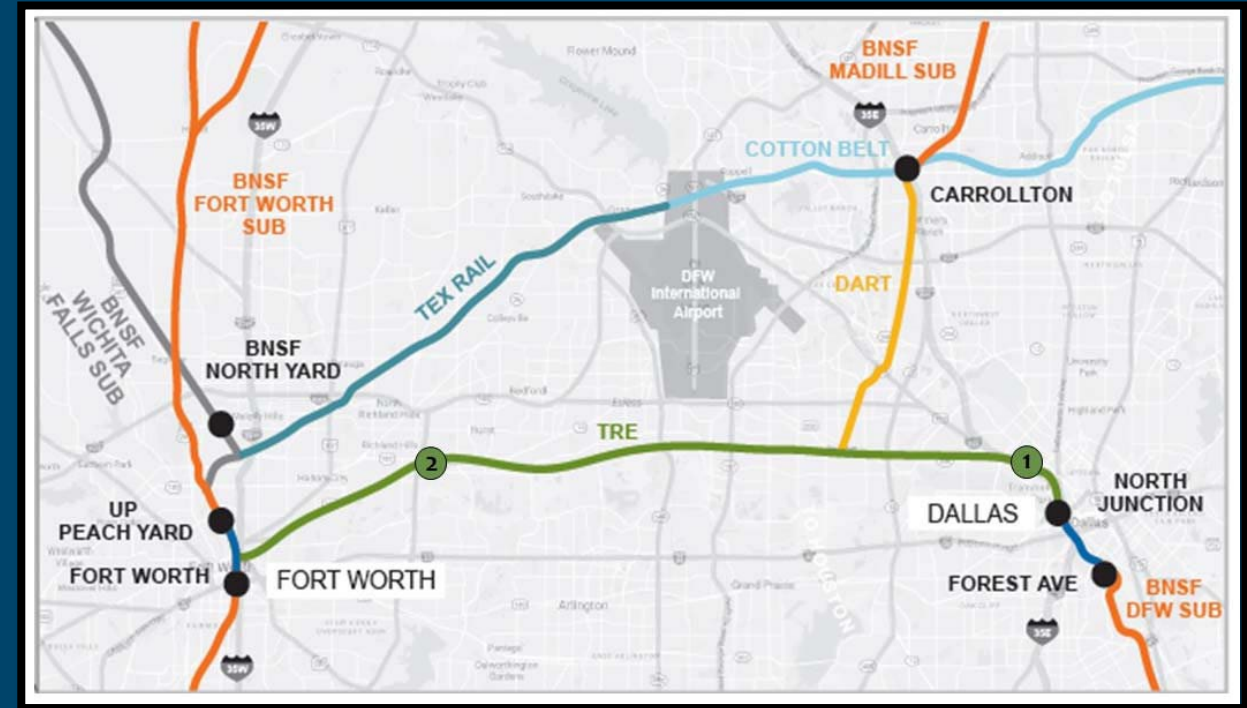
NT MOVES – FY2020 BUILD GRANT PROJECT

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

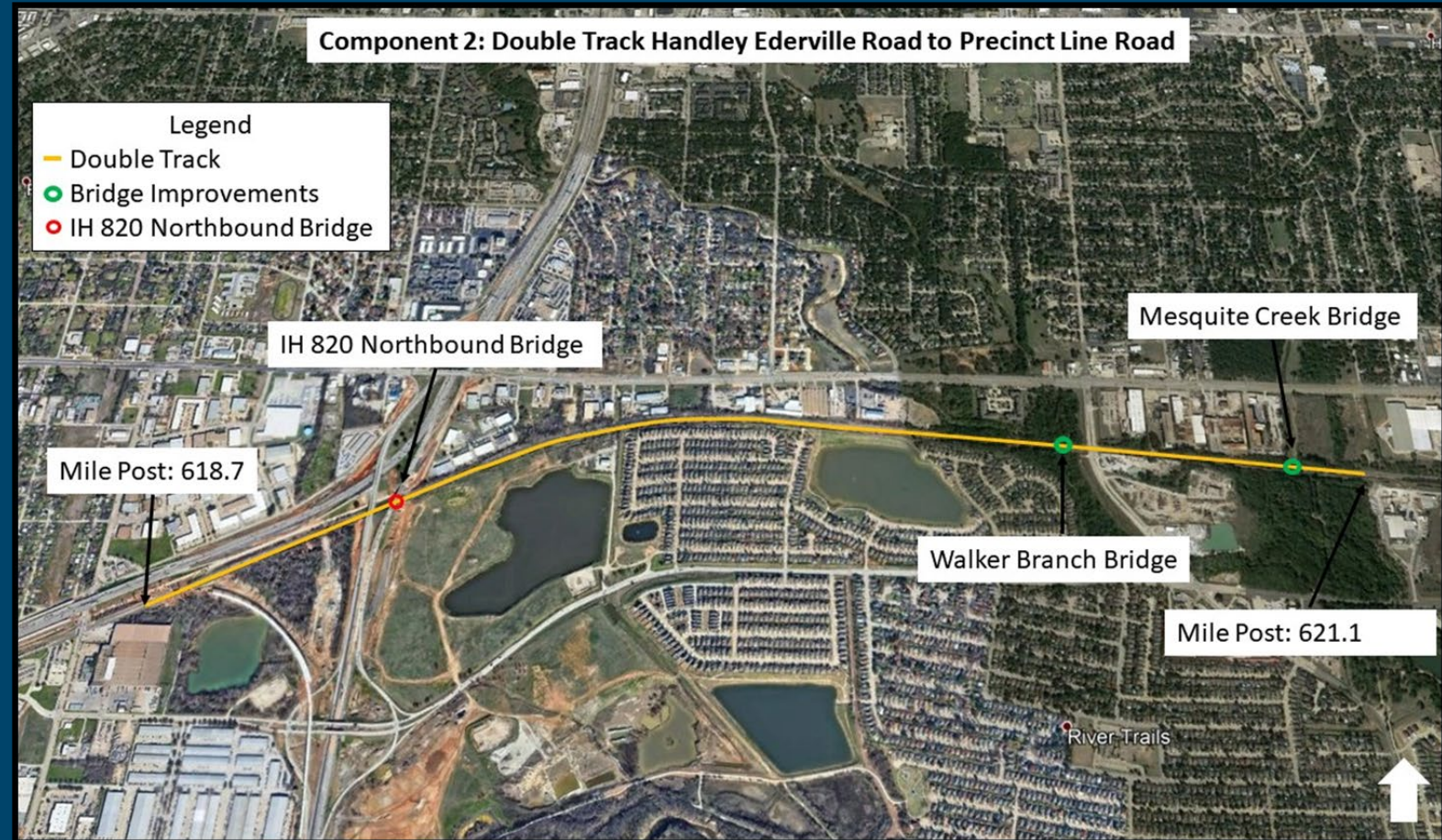
FOCUS: COMPONENT 2 – WESTERN DOUBLE TRACKING PROJECT

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
\$33,600,000	Total

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)
\$43,500,000	Total

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 ¹	East Funding ¹	West Percentage	East Percentage
IIJA Equity Balance ²	\$519.56	\$2,584.20	16.74%	83.26%
Texas Mobility Funds	+\$15.00			
Denton County RTR Funds ³	+\$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

- Recommendation for 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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North Texas Zero Emission Vehicle Call for Projects

Savana Nance, Principal Transportation Planner

Surface Transportation Technical Committee
September 27, 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 and 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
First Responder Training		
Total Federal Funding:	\$60 million	

Eligible Vehicle Types

Class 6 or Class 7 vehicle with a GVWR between 19,501 lbs to 33,000 lbs

Heavy-Duty Zero-Emission “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 and includes vehicles such as school buses, motorcoaches and RVs

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus



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 Maximum Funding	Vehicle Type	Hydrogen Fuel Cell Electric Vehicles 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 Clean
Heavy-Duty Vehicles
Requirements



Step 2: NCTCOG
Requirements



Step 3: NCTCOG
Project Selection
Criteria

Step 1: EPA Requirements – Vehicles

Replace old non-zero emissions vehicles with zero-emissions vehicles (no fleet expansion allowed)

Existing Vehicle	New Vehicle
<p>Fuel Type: diesel, propane, natural gas, gasoline</p> <ul style="list-style-type: none">* If no 2010 or older diesel vehicles are owned, fleets can replace any emitting vehicle regardless of model year or fuel type <p>Be scrapped if 2010 or older</p> <ul style="list-style-type: none">* If 2011 or newer, alternative disposition options include sell/donate or place in “reduced service”* Documentation required <p>Must meet minimum mileage/idling hours requirements for previous two years</p>	<p>Fuel Type: battery electric or hydrogen fuel cell electric vehicle</p> <p>Be Model Year 2023 or newer</p> <p>Have similar form or function as the existing vehicle</p> <p>Be commercially available for purchase (<i>certified to conform with Federal Motor Vehicle Safety Standards and receive EPA certificate of conformity and/or California Air Resources Board Executive Order to applicable emission standards</i>)</p>



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)
- Meet Davis Bacon and Related Acts Requirements
- Provide a Utility Partnership Agreement
- Meet additional technical requirements and certifications

Implementation

- Comply with Build America, Buy America (expected to apply to public sector only; waivers may be available)
- Meet applicable federal requirements (2 CFR Part 200 and 2 CFR Part 1500)
- Cannot combine with other federal grant funds

Step 2: NCTCOG Requirements

Applicants

Must adopt policy consistent with RTC Clean Fleet Policy (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

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

*Calculated by NCTCOG

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, ~~2027~~ 2026

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

Applicant Resources

Free technical assistance available from the National Renewable Energy Laboratory

Potential “vetted vendor” resources under evaluation

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 - Approval of Call for Projects	October 9, 2025
NCTCOG Executive Board Action - Approval of 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, 2025 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
Agreement Execution with Recipients	End of April 2026
Deadline for all Project Reimbursement Requests	October 31, 2027

Requested Action – North Texas Zero Emission Vehicle Call for Projects

Recommend RTC Approval of:

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

STTC Action Item – September 26, 2025



North Texas Zero Emission Vehicle Call for Projects

For More Information

Project Website: www.nctcog.org/NTxZEV



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DALLAS 2026

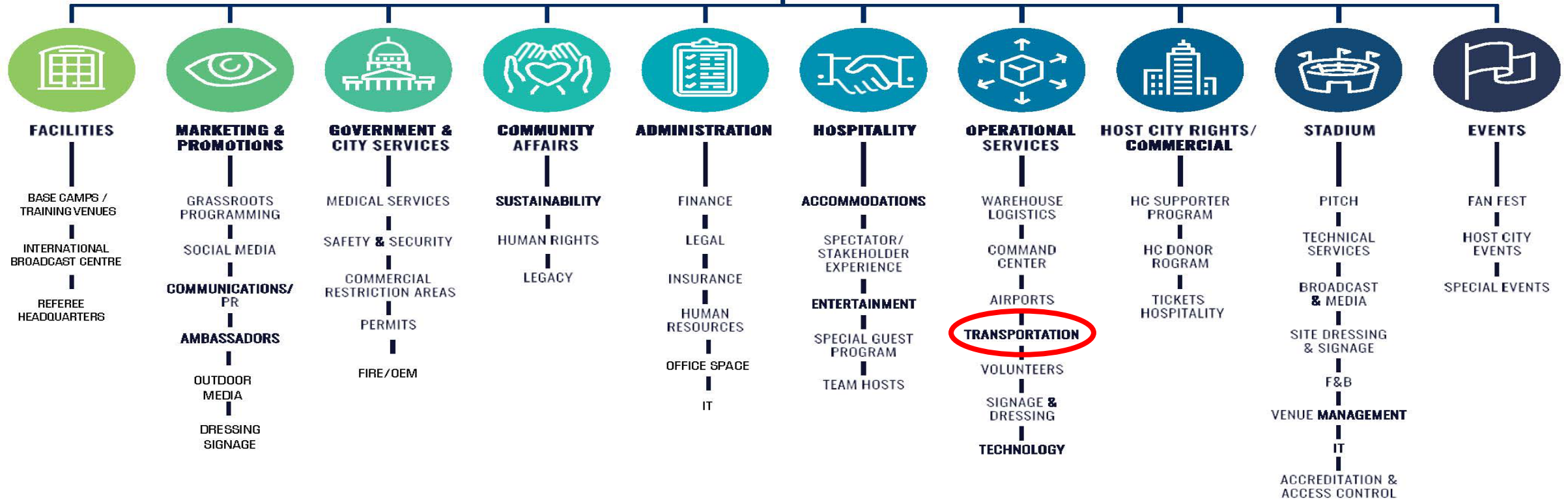
Transportation

Surface Transportation Technical Committee

September 26, 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

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 MATCH #11 GROUP STAGE	6/15	6/16	6/17 MATCH #22 GROUP STAGE	6/18	6/19	6/20
6/21	6/22 MATCH #43 GROUP STAGE	6/23	6/24	6/25 MATCH #57 GROUP STAGE	6/26	6/27 MATCH #70 GROUP STAGE
6/28	6/29	6/30 MATCH #78 ROUND OF 32	7/01	7/02	7/03 MATCH #88 ROUND OF 32	7/04
7/05	7/06 MATCH #93 ROUND OF 16	7/07	7/08	7/09	7/10	7/11
7/12	7/13	7/14 MATCH #101 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

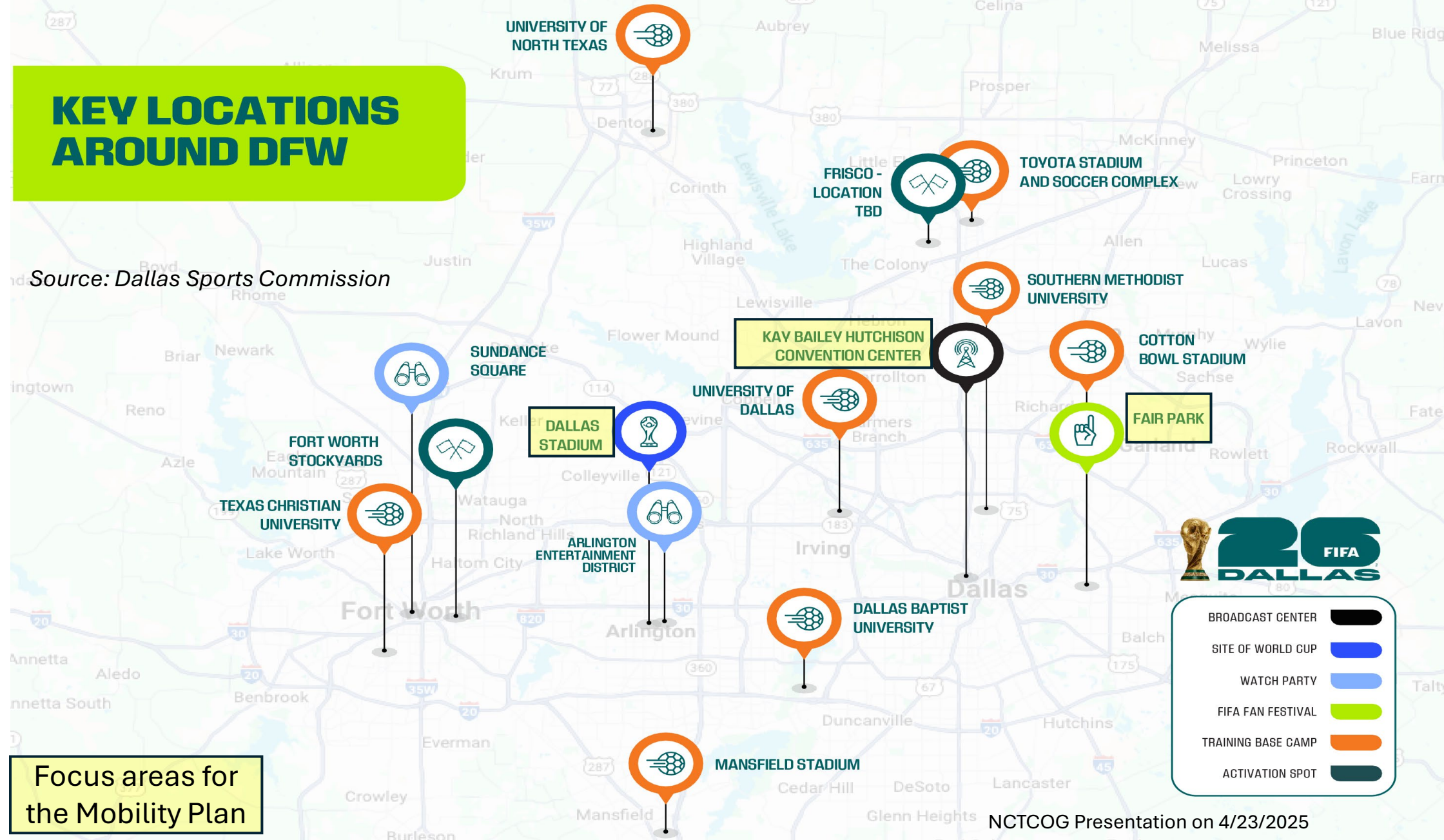
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USA FEDERAL HOLIDAYS

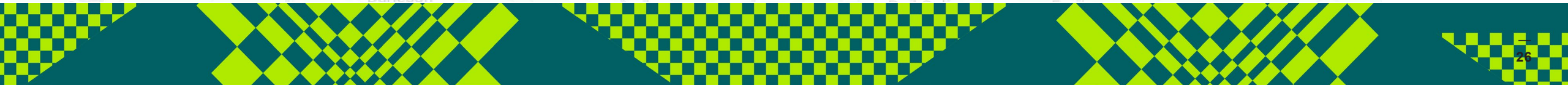
NCTCOG Presentation on 4/23/2025

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

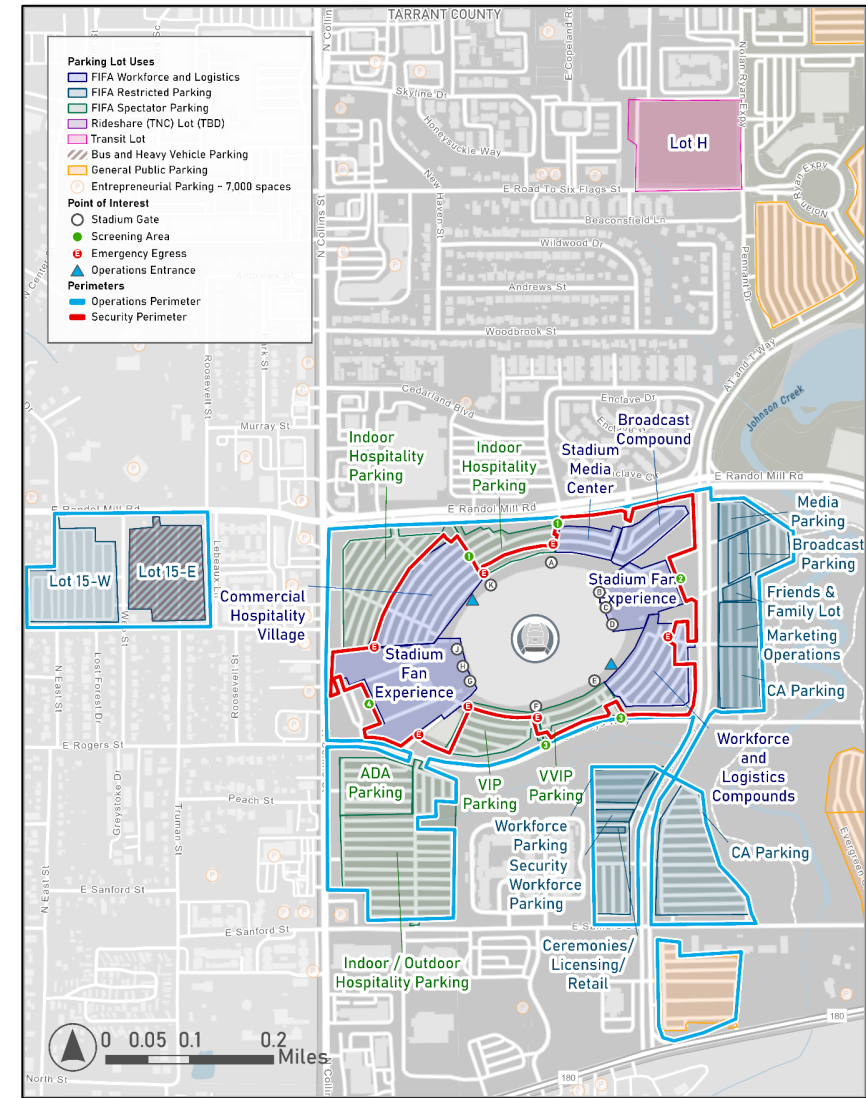
- Fair Park
- Light Rail Access

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

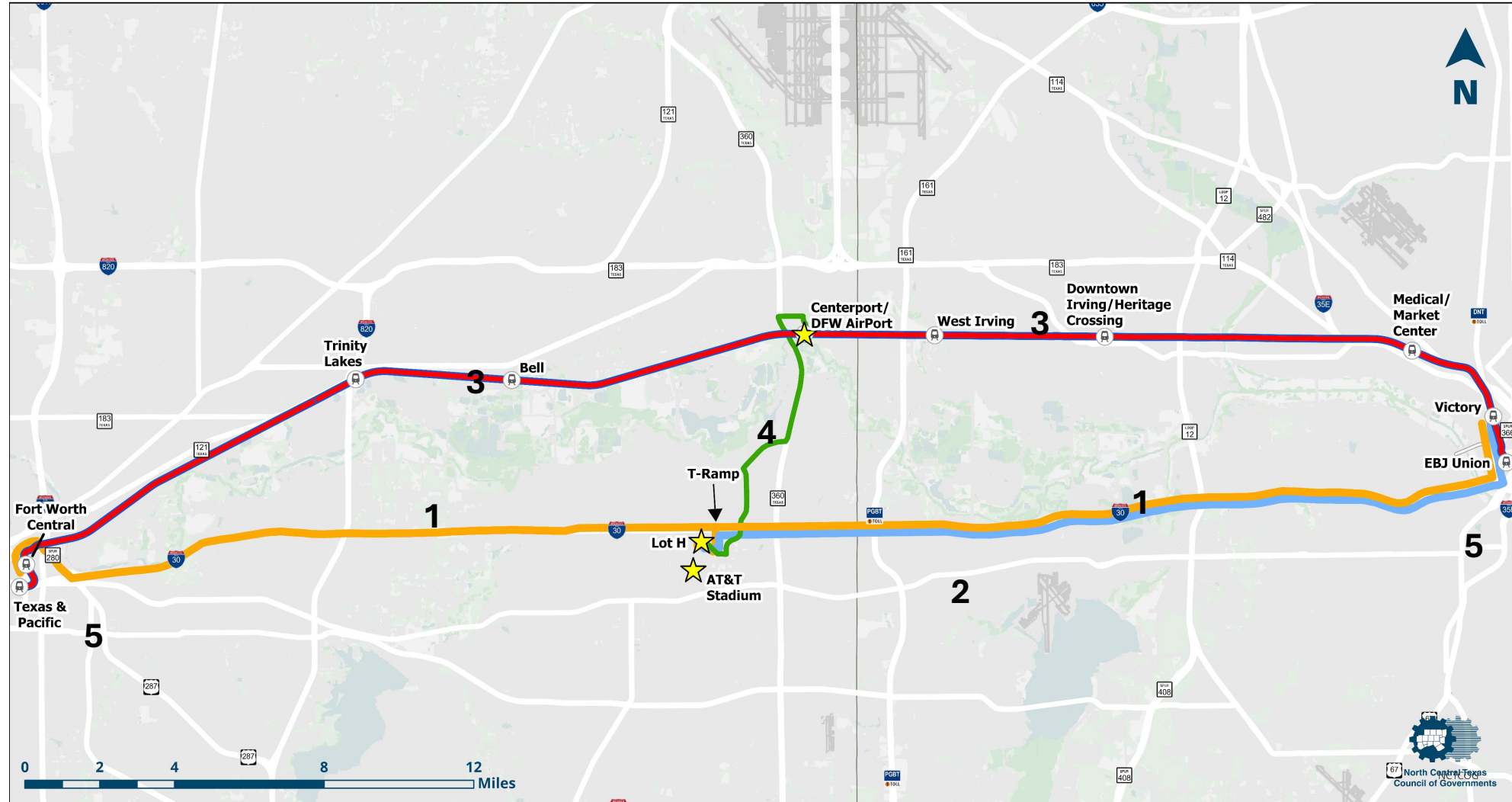


Transportation Modes to Stadium

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



Transit and Technology Lots

Multilingual Messaging

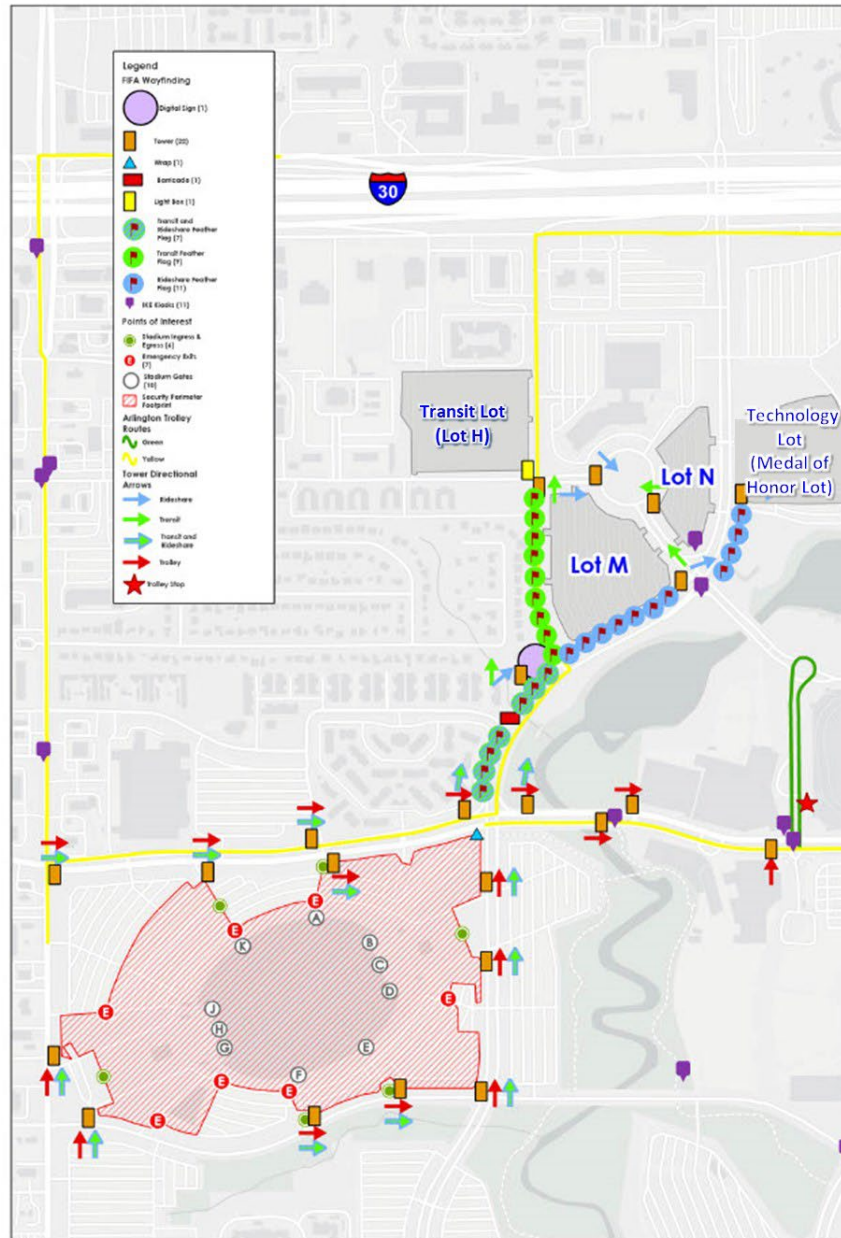
Electronic Signage

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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FEBRUARY, MAY, & AUGUST 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISIONS

Surface Transportation Technical Committee - September 26, 2025

BACKGROUND

- TxDOT Headquarters advanced the 2027-2030 TIP Development Schedule to obtain approval prior to the beginning of FY2027.
- NCTCOG's schedule was advanced from June 2026 RTC action to March 2026 RTC action.
 - Draft due January 2026
- TxDOT does not want modifications to be submitted for the current 2025-2028 TIP that cannot be approved until the new TIP is approved.



BACKGROUND (continued)

- The next (and last) modification cycle will be February 2026.
- It should be projects in FY2026 or very early in FY2027
 - Letting
 - Starting a new phase
 - Seeking environmental clearance by the end of FY2026
 - All other changes should be made in the 2027-2030 TIP
- February 2026 TIP Modification Submittal Deadline Close Of Business September 26, 2025.



KEY POINTS

- February 2026 TIP Modification Submittal Deadline COB
- There will not be a May 2026 nor August 2026 Cycle.
- Agencies should double check their current TIP listings and submit necessary changes in FY2026.
- Ensure listings in the 2027-2030 TIP are correct when they are released (anticipated December 2025).



IMPORTANT DATES

February 2026 Cycle Timeline

September 26, 2025	Project modification requests are due to the TIP Team
December 5, 2025*	STTC action
December 8, 2025	Public Meeting
January 8, 2026	RTC action
January 30, 2026	Project modifications are due to TxDOT
Late February 2026	Anticipate final federal approval

*November and December STTC meetings are customarily combined and scheduled for this date.



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2024 TRANSPORTATION SAFETY PERFORMANCE REPORT

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FEDERAL SAFETY PERFORMANCE TARGETS

Safety Performance Targets	2023 TxDOT Targets	2023 NCTCOG Targets	2024 TxDOT Targets	2024 NCTCOG Targets	2025 TxDOT Targets *Same as 2024	2025 NCTCOG Targets
	Fatality - 3.4% Serious Injury – 2%		Fatality - 3.6% Serious Injury – 2%		Fatality - 3.6% Serious Injury – 2%	
No. of Fatalities	3,159	590.4	3,046	598.5	3,046	576.9
Fatality Rate	1.20	0.767	1.14	0.760	1.14	0.733
No. of Serious Injuries	17,819	3,711.5	18,242	3,637.3	18,242	3,564.5
Serious Injury Rate	6.77	4.615	6.77	4.53	6.77	4.432
No. of Non-Motorized Fatalities and Serious Injuries	2,340	637.7	2,360	634.7	2,360	611.8

*Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.

ACTUAL SAFETY PERFORMANCE REPORTING 2023

Safety Performance Measures	Original 2023 Target	PY2023 Actual Performance	PY2017-2021 Baseline Performance	Met Target?	Better than the Baseline ?	Met or Made Significant Progress?
Number of Fatalities	590.4	651	614	No	No	No
Rate of Fatalities	0.767	0.788	0.791	No	Yes	
Number of Serious Injuries	3,711.5	4,359	3,636.6	No	No	
Rate of Serious Injuries	4.615	5.217	4.843	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	637.7	706	569.2	No	No	

*Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.



2020-2024 CRASH STATISTICS: 12-COUNTY MPA

2020-2024 Crashes						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	10,273	12,384	13,831	14,856	15,475	4.17%
Dallas	48,293	55,361	54,543	52,133	46,028	-11.71%
Denton	9,557	11,409	11,968	12,266	12,388	0.99%
Ellis	2,842	3,303	3,231	3,403	3,884	14.13%
Hood	709	804	812	842	840	-0.24%
Hunt	1,362	1,782	1,604	1,714	1,762	2.80%
Johnson	2,191	2,776	2,737	2,786	2,733	-1.90%
Kaufman	1,956	2,226	2,282	2,356	2,612	10.87%
Parker	2,035	2,639	2,525	2,646	2,594	-1.97%
Rockwall	1,422	1,748	1,859	2,155	2,418	12.20%
Tarrant	27,431	30,727	29,014	29,076	28,038	-3.57%
Wise	901	1,022	1,148	1,151	1,118	-2.87%
Total	108,972	126,181	125,554	125,384	119,890	-4.38%



2020-2024 FATALITY STATISTICS: 12-COUNTY MPA

2020-2024 Fatalities						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	64	50	76	62	73	17.74%
Dallas	333	352	354	336	328	-2.38%
Denton	59	66	49	52	51	-1.92%
Ellis	49	36	33	37	42	13.51%
Hood	10	12	10	8	10	25.00%
Hunt	26	38	15	35	24	-31.43%
Johnson	20	39	36	31	20	-35.48%
Kaufman	33	36	26	23	23	0.00%
Parker	21	28	15	24	33	37.50%
Rockwall	7	10	6	12	5	-58.33%
Tarrant	189	227	210	217	205	-5.53%
Wise	11	21	23	22	35	59.09%
Total	822	915	853	859	849	-1.16%

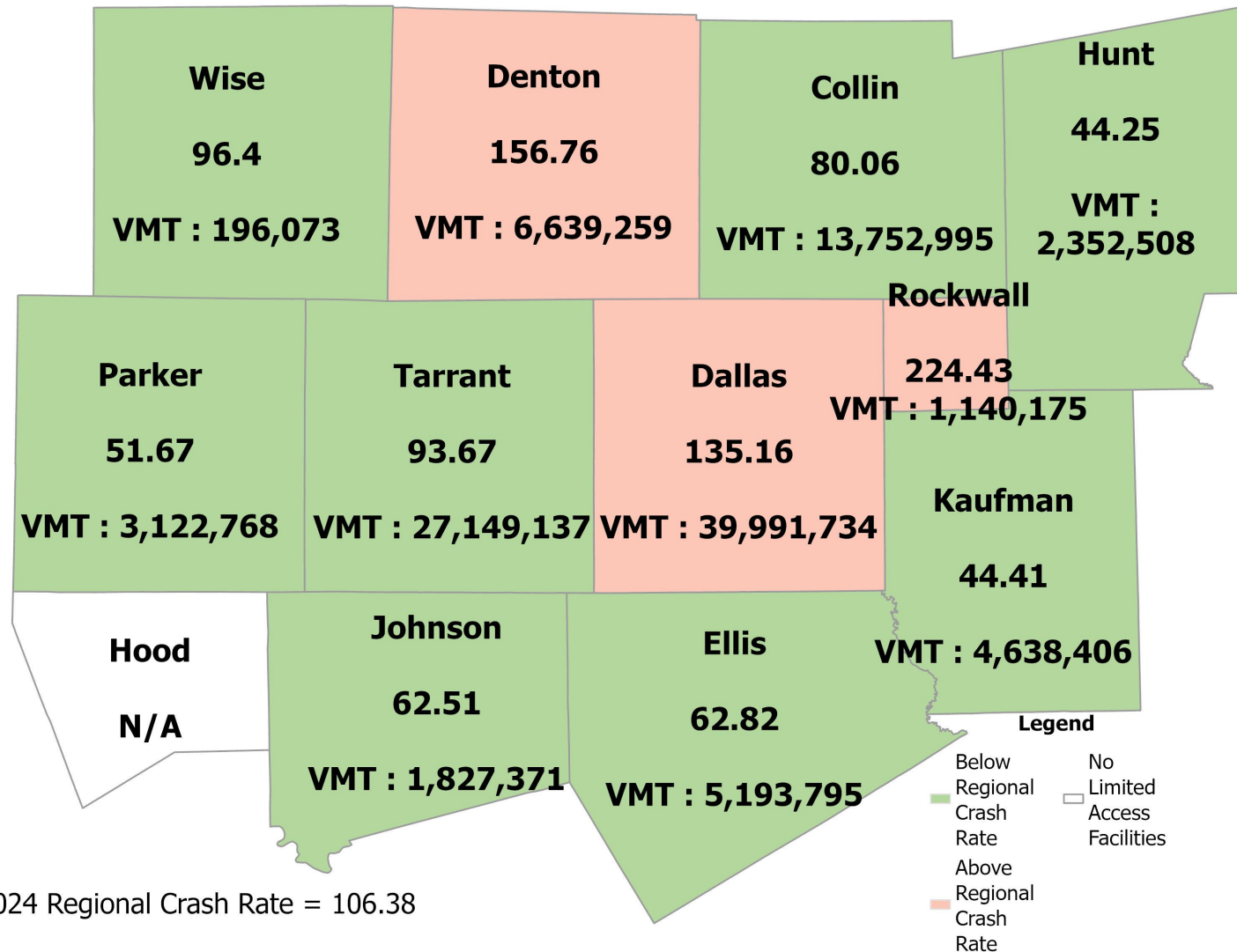


2024 CONTRIBUTING FACTORS – SERIOUS INJURY AND FATAL CRASHES

	Top Ten Contributing Factors — Limited Access Facilities Only	2023	2024
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	30.54%	32.51%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other - [0.58%])	15.19%	13.56%
3	Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep)	9.30%	10.50%
4	Failed to Drive in Single Lane	10.36%	10.20%
5	Changed Lane When Unsafe	8.54%	9.18%
6	Faulty Evasive Action	8.54%	7.87%
7	Pedestrian Failed to Yield Right of Way - to Vehicle	4.76%	4.08%
8	Disabled in Traffic Lane	4.31%	3.21%
9	Wrong Way Driving (One Way Road)	1.06%	1.31%
10	Ill or Sick	1.13%	1.17%



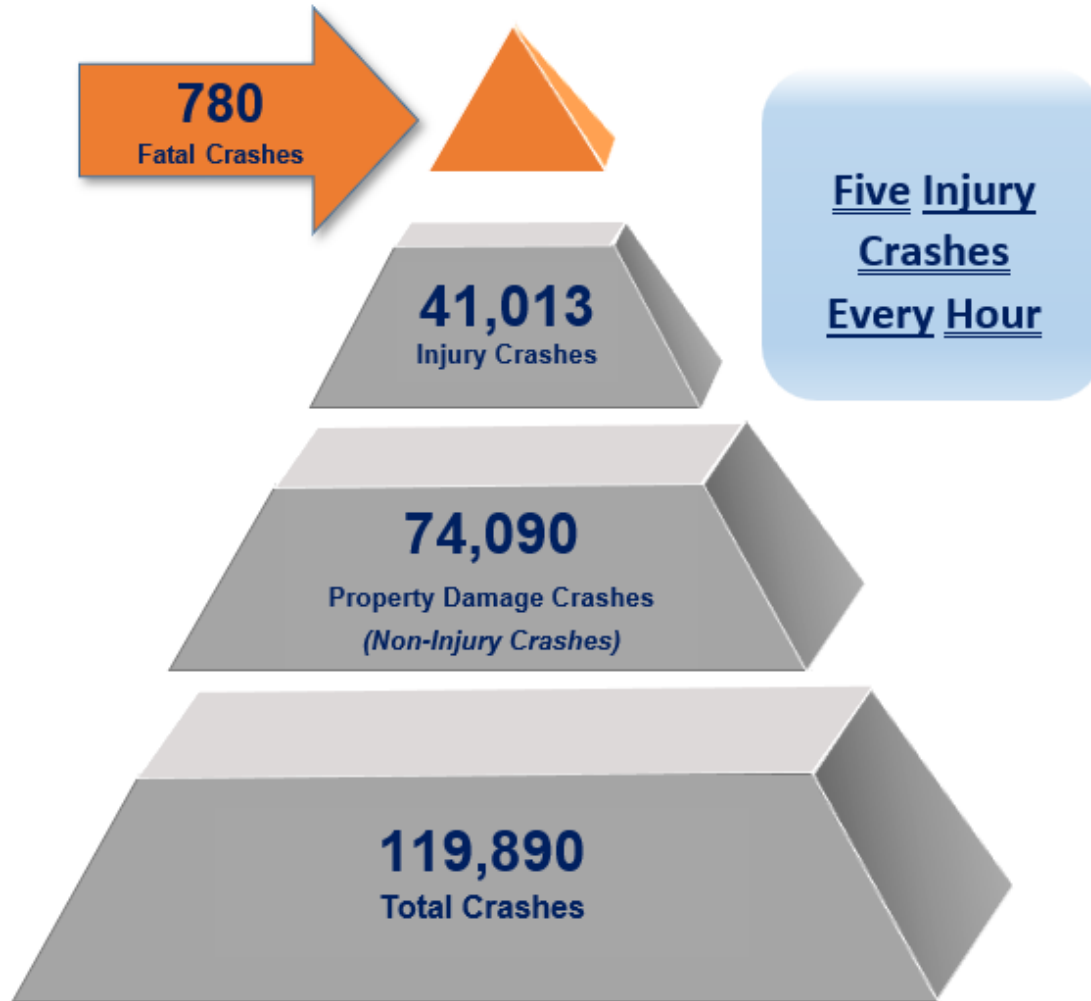
CRASH RATES BY COUNTY



Crash rates calculated for limited access facilities: IH, SH, and US mainlanes.



REGIONAL CRASH PYRAMID



On Average, each injury crash requires
2 Law Enforcement
4 Fire/Rescue
2 Emergency Medical Services
1 Towing and Recovery
9 Responders

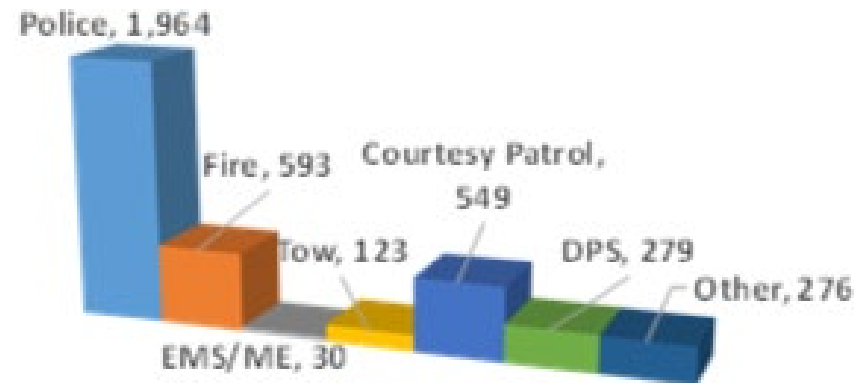
Potentially 45 responders “working in
or near moving traffic” every hour
24/7/365

**Crash pyramid does not include “Unknown Injury Crashes”*



TRAFFIC INCIDENT MANAGEMENT TRAINING ATTENDANCE

- First Responders Training (2003-2023): 3,814 1st Responders
- (2024 – 218 1st Responders)



Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2024)
535	250	43	16	74	24	327	1,269



*Table represents NCTCOG's Executive Level Course Attendance



RESPONDER STRUCK-BY STATISTICS

NCTCOG Roadside Assistance Patrol 'Non-Fatality' Struck-Bys

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15
2024	5	17	11	*	0	32

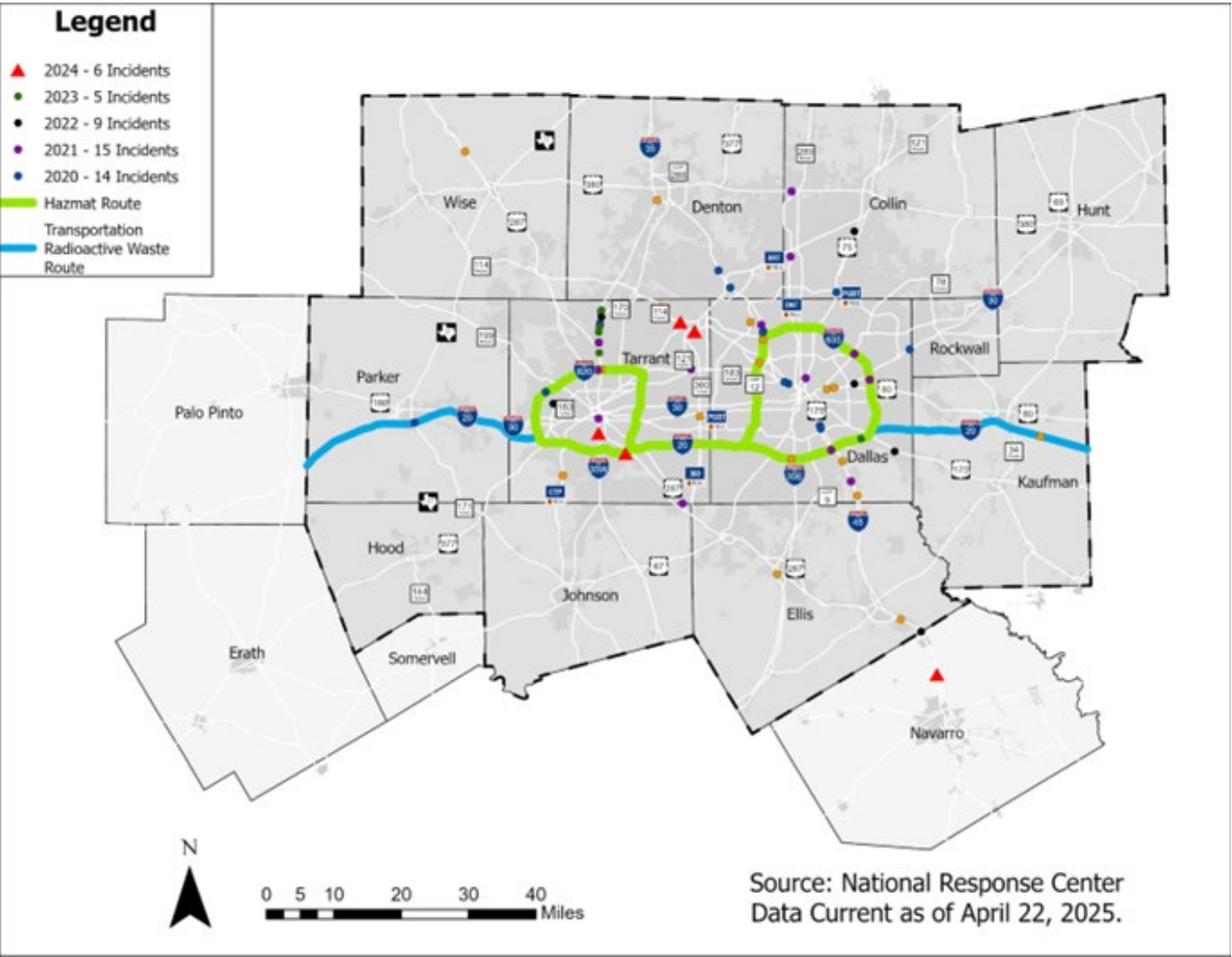
Note:

Data was collected directly from regional mobility assistance patrol providers.

**Information pending from reporting agency.*



2024 HAZMAT INCIDENTS: 16 COUNTIES



County	2023	2024
Collin	0	0
Dallas	1	0
Denton	0	0
Ellis	0	0
Erath	0	0
Hood	0	0
Hunt	0	0
Johnson	0	0
Kaufman	0	0
Navarro	0	1
Parker	0	0
Palo Pinto	0	0
Rockwall	0	0
Somervell	0	0
Tarrant	4	5
Wise	0	0
Total	5	6



REGIONAL ROADSIDE ASSISTANCE PATROL PROGRAM

In 2024, Dallas/Fort Worth Area
Roadside Assistance Patrols
provided:

	83,608 Driver Assistance / Stalled Vehicle		12,800 Courtesy Check / Directions
	2,789 Crash Assistance		13,175 Debris Removal
	13,782 Protection to First Responders		7,173 Abandoned Vehicle Check

Total Combined Assists: 135,279*

Notes:

Data includes Dallas County, Tarrant County, NTTA, North Tarrant Express and LBJ Express assists combined.

*1,952 assists were either not found or were cancelled before a patrol vehicle arrived.

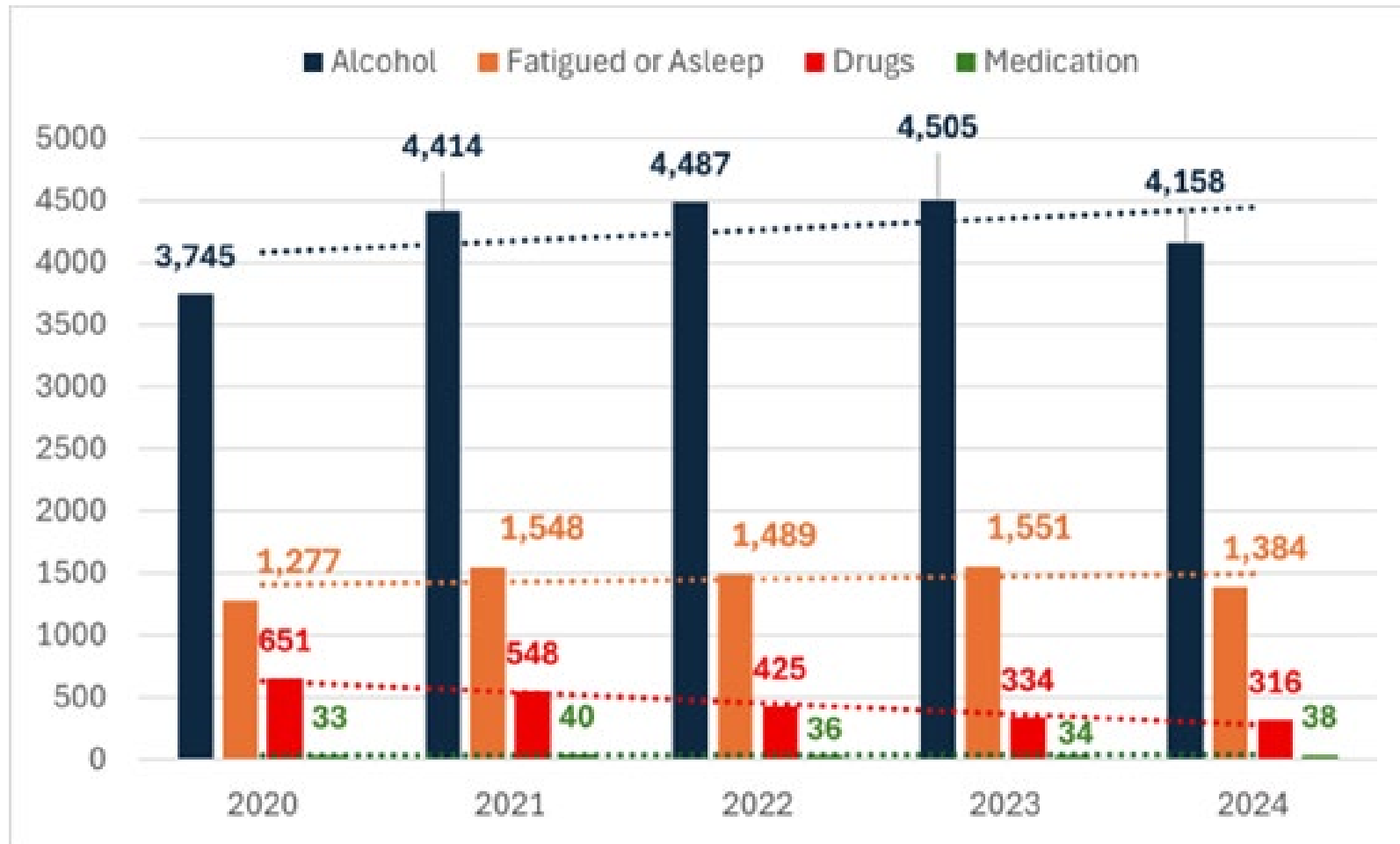


Roadside Assistance Program Performance Measures

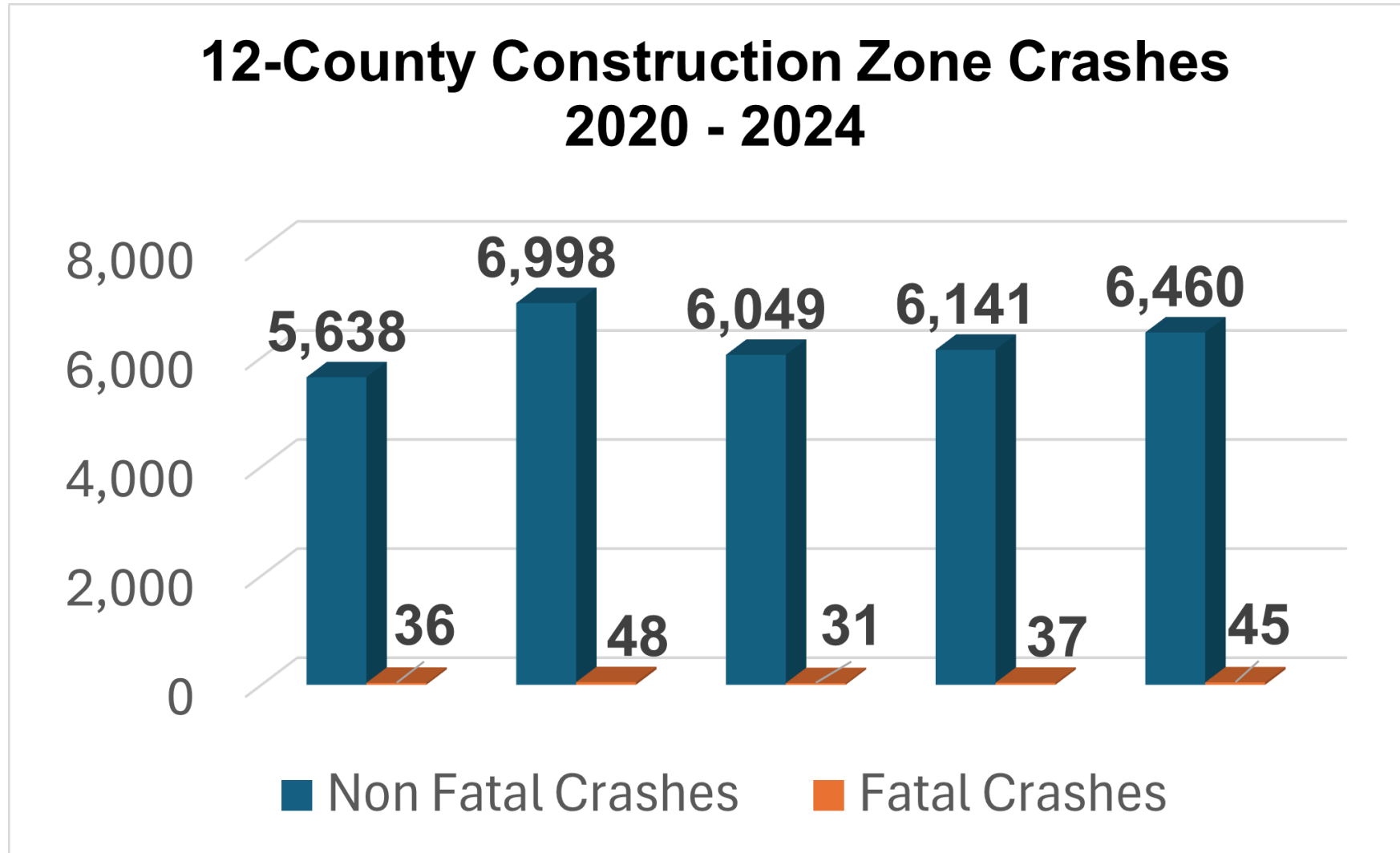
Agency	2023 Assists	2024 Assists
Dallas County Operations	50,207	56,816
Tarrant County Operations	24,617	25,798
NTTA	50,265	46,045
NTE Express	4,806	3,998
LBJ Express	3,501	2,622



CRASHES INVOLVING IMPAIRED DRIVERS: 2020-2024



CONSTRUCTION ZONE CRASHES: 2020-2024



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