

North Central Texas Council of Governments

# 2025

## Progress North Texas



Dallas-Fort Worth:  
A Region of Choice

# From the Chair



Dear Neighbors,

Thank you for taking the time to read Progress North Texas 2025. As we do every year, we use this report to highlight the impactful work being done across the region to enhance transportation, air quality and future planning initiatives.

The theme this year is Dallas-Fort Worth: A Region of Choice. I believe it's a fitting reflection of our region's burgeoning appeal. As more people and businesses continue to call North Texas home, the need for multimodal and efficient transportation options becomes increasingly clear.

I am happy to say North Texas is meeting this challenge head on, as the region continues to introduce innovative ways to maintain our region's allure and ensure sustainable progress.

In this report, you will read about the many ways in which the Regional Transportation Council and the North Central Texas Council of Governments work together to address the region's evolving transportation needs, from helping improve roadways and bridge infrastructure to developing air quality improvement plans to laying the groundwork for high-speed rail projects.

To illustrate these efforts, we called upon students in the Irving ISD to draw pictures of their interpretations of the theme – and, wow, they sure did deliver. We received a whopping 30 entries from elementary, middle and high school students.

Those pictures, colorful and vivid and bursting with optimism and joy, are featured at the end of this report. I hope you enjoy them!

Especially compelling is the magnificently drawn picture by Natasha Torres Dolores, an eighth-grade student at Lorenzo De Zavala Middle School. She created four different images, each showing a mode of transportation in North Texas: a plane soaring over Dallas' skyline; a DART bus zooming along a city street; the Trinity Railway Express train chugging somewhere between Fort Worth and Dallas; and a cyclist riding past the unique, one-of-a-kind optic sculpture, simply known as "Eye," that watches over downtown Dallas.

Natasha's marvelous effort perfectly captures the theme of this year's report – so much so that it has been chosen as the winner of this year's Progress North Texas art contest. Natasha's work graces the cover of this report. I'd be remiss if I didn't mention second and third place winners Eduardo Morales and Loany Palma, respectively, whose work is also featured on this page.

These young artists will someday inherit this region. Let's be inspired by their visions and build a future that reflects their creativity, hope and imagination.

Sincerely,  
Clay Lewis Jenkins

Chair, Regional Transportation Council  
County Judge, Dallas County



SECOND: Eduardo Morales, tenth grade, Nimitz High School



THIRD: Loany Palma, third grade, Johnston Elementary School

Cover art by Natasha Torres Dolores, eighth grade. Lorenzo De Zavala Middle School

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# Progress North Texas 2025:

## Dallas-Fort Worth: A Region of Choice

June 2025

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**NCTCOG.org/OurRegion**

### Definitions of terms used in this report

#### **12-county metropolitan planning area:**

Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise

#### **16-county NCTCOG region:**

Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, Wise



# System Reliability

The population of the 12-county metropolitan planning area grew by 158,000 (2.4%) in 2024, surpassing 8.3 million. Rockwall County grew the fastest by percentage (5.2%), followed by Ellis (4.7%) and Collin (4.6%). Since 2020, Dallas-Fort Worth has gained approximately 500,000 residents, a pattern expected to continue for the foreseeable future.

## Looking Ahead to 2050

The North Central Texas Council of Governments forecasts that by 2050, the population will be 12.4 million and employment will be 8.7 million. NCTCOG collaborates with partners at the local, state and federal levels to fund projects that will increase roadway capacity and maintain current assets. The Regional Transportation Council uses many tools, including the long-range Metropolitan Transportation Plan, to ensure the limited resources available are invested in the right infrastructure. Mobility 2050, the new plan, proposes spending an estimated \$216.5 billion over the next 25 years on the multimodal transportation system. Attention should be paid to both traditional and innovative ways to move people to maintain the quality of life that has led to the growth of Dallas-Fort Worth.

## Congestion Comparison

According to data compiled and analyzed by the navigation company TomTom, the region is No. 32 in

the nation in congestion. Congestion cost North Texas drivers 24% more time in 2024, a better mark than peer cities such as Atlanta, Austin and Houston. Despite being the nation's fourth-largest region, Dallas-Fort Worth has seen the reliability of the roadway system remain steady over the years. Since 2008, the metropolitan area has gained more than 2 million people while the level of congestion has remained fairly stable.

The increasing population means there are more cars on the roads. There are 6.7 million registered vehicles in North Texas, a number that has grown steadily since 2021.

## Vehicle Miles Traveled

Vehicle miles of travel are also on the rise. According to the Texas Department of Transportation, North Texans collectively drove an estimated 208 million miles a day in 2023, a 4% increase over the previous year. This metric has increased 12% since the onset of the pandemic.

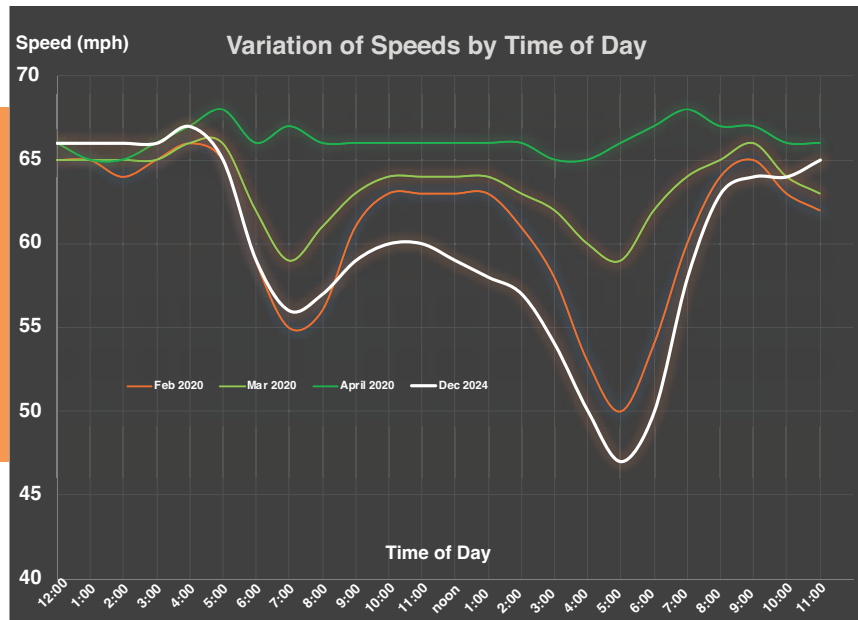
## Traffic Speeds

Traffic patterns throughout the day continue to shift. By the end of the year, afternoon peak speeds were lower than during the pandemic. The distribution of Dallas-Fort Worth freeway speeds is illustrated in the chart on the next page.

*Mobility 2050 calls for a \$216.5 billion investment in the transportation system over the next 25 years.*



*Continued population growth and changing commute patterns are contributing to lower speeds during rush hour and throughout the day.*



## Reliability and Congestion

Reliability is the predictability and consistency of congestion and travel times. Several factors, including weather, crashes, special events, roadway geometry and other unpredictable factors, can make transportation less reliable. It can be improved by asset optimization, ITS infrastructure, safety patrols and provision of alternate routes. Reliable commutes are easier to plan for and lessen the economic impact of congestion. In 2024, 73.2% of travel on interstates and 78.9% of travel on non-interstate major roadways in the region met federal thresholds for reliability. Additionally, the average traveler in the Dallas-Fort Worth-Arlington urban area spent 15.1 hours in excessive delay conditions in 2024. For more information on federal performance measures, visit [www.nctcog.org/pm/fed](http://www.nctcog.org/pm/fed).

## Managed Lane Data and Toll Road Transactions

Drivers have many different options of how to travel on Dallas-Fort Worth roads. The network of TEXpress Lanes provides drivers a choice when traveling in some of the region's most congested corridors. They can take the general-purpose lanes for no additional charge or pay a variable toll to use the TEXpress Lanes for better reliability. If they download the free GoCarma app and register once, they can save 50% on tolls during the peak periods. The app has been growing in popularity since its release. In 2024, the app welcomed almost 13,000 users, meaning more than 84,000 drivers now are turning to GoCarma.

In 2024, approximately 1.6 million TEXpress Lane transactions were recorded, an increase of 14% over 2023. Transactions at managed lanes operated by TxDOT grew 5% in 2024 to 73.2 million. North Texas Tollway Authority transactions grew 2% in 2024 and were 12% above the 2019 total. For more information, visit [www.gocarma.com/dfw](http://www.gocarma.com/dfw).

## Level of Service

Approximately 95% of the more than 7,100 signalized intersections in the Dallas-Fort Worth area operate at a good to excellent level of service. NCTCOG is working with cities and agencies to improve the level of service of the remaining 5%, which will further enhance roadway safety and improve quality of life.

*95% of DFW signalized intersections operate at a good to excellent level of service. Work continues with partner cities to improve the efficiency of the remaining intersections.*





# Improving Mobility

Major mobility enhancements continued to move forward across Dallas-Fort Worth in 2024, with approximately \$1.7 billion in transportation improvements going to construction. In the eastern part of the region, a project on Interstate Highway 35E from the Ellis County line to Bear Creek Road is under construction that will result in an interchange at Loop 9 and IH 35E. The project, which will improve mobility and air quality in the corridor while managing congestion during peak travel times, is projected to be completed in 2028. In the western part of the region, work began on the Spur 580 interchange on the Tarrant/Parker County line. This project runs from Spur 580 to where IH 20 and IH 30 split and will enhance mobility in and around the Tarrant County highway. Completion of this project is expected in 2027.

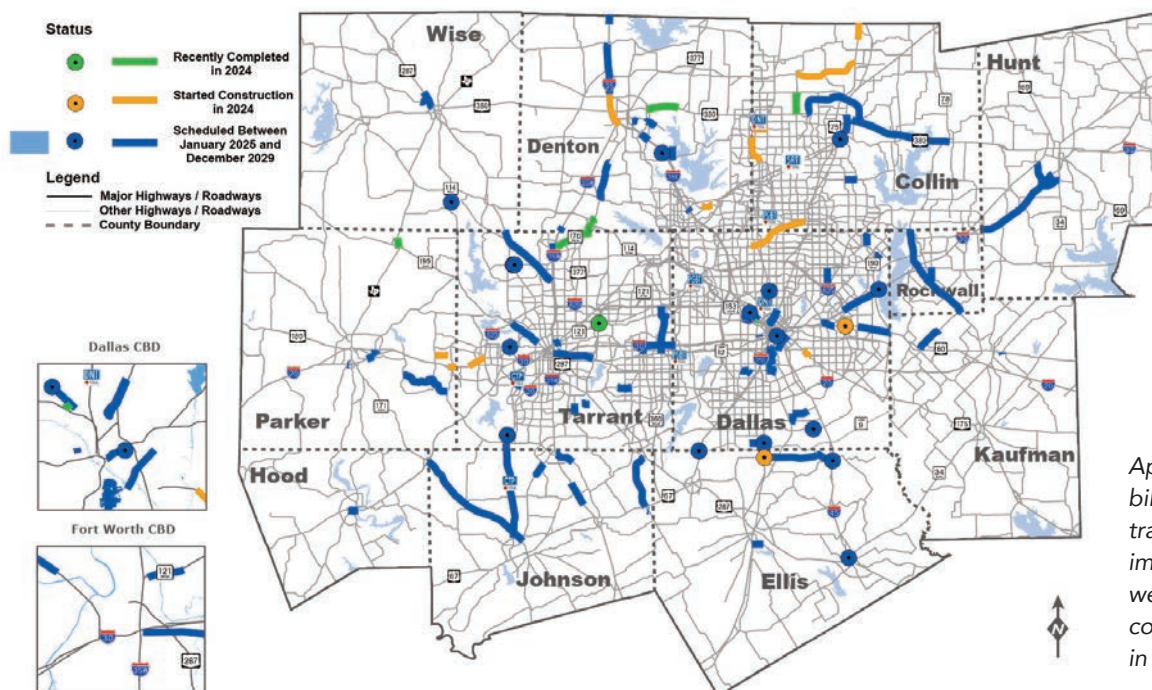
House Bill 20, passed by the Texas Legislature in 2015, required the development of a 10-year plan, which the RTC updates annually. According to the

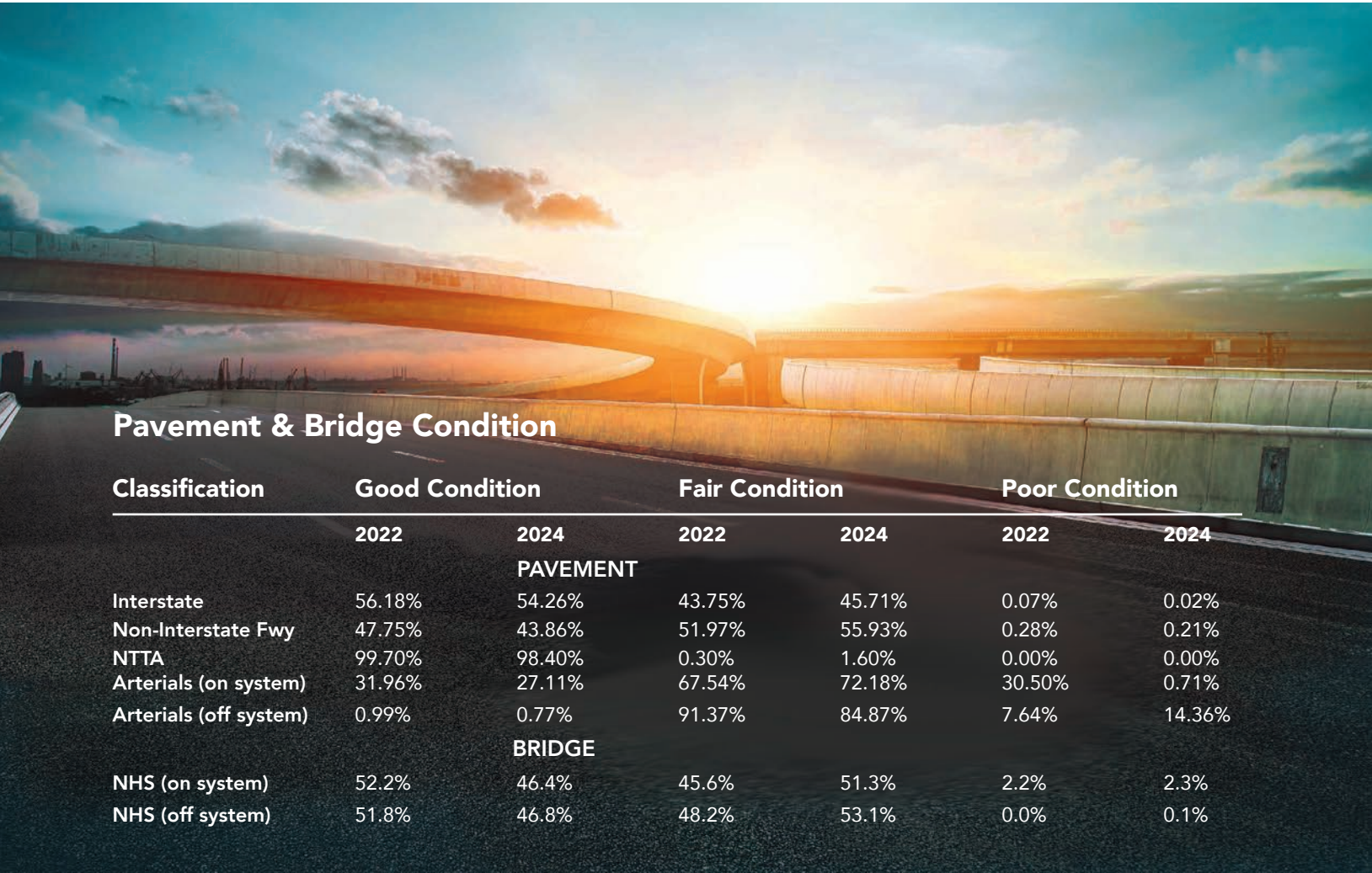
legislation, the state and metropolitan planning organizations use performance-based planning and project selection, along with developing criteria, to consider congestion, safety, economic development, available funding, air quality, and socioeconomic effects.

## Major Transportation Investments

In 2024, the Regional Transportation Council approved over \$550 million for Category 2 funding across the region's three TxDOT districts – \$328 million for Dallas, \$175 million for Fort Worth and approximately \$50 million for Paris. Category 2 money is reserved for projects on the state highway system that improve mobility and increase capacity, as well as those boosting traffic safety and roadway maintenance or rehabilitation. The RTC continued to fund projects through multiple partnerships, including \$288.79 million toward the Strategic Transportation Funding Program.

## 2024 DFW Major Capital Improvements





**Pavement & Bridge Condition**

Classification	Good Condition		Fair Condition		Poor Condition	
	2022	2024	2022	2024	2022	2024
PAVEMENT						
Interstate	56.18%	54.26%	43.75%	45.71%	0.07%	0.02%
Non-Interstate Fwy	47.75%	43.86%	51.97%	55.93%	0.28%	0.21%
NTTA	99.70%	98.40%	0.30%	1.60%	0.00%	0.00%
Arterials (on system)	31.96%	27.11%	67.54%	72.18%	30.50%	0.71%
Arterials (off system)	0.99%	0.77%	91.37%	84.87%	7.64%	14.36%
BRIDGE						
NHS (on system)	52.2%	46.4%	45.6%	51.3%	2.2%	2.3%
NHS (off system)	51.8%	46.8%	48.2%	53.1%	0.0%	0.1%

The above chart compares condition of the region’s National Highway System (NHS) pavements and bridges in 2022 and 2024.

**Pavement & Bridge Condition**

As part of its federally required performance measurement activities, NCTCOG monitors the condition of more than 12,000 lane miles of pavement and 3,900 bridges across the region’s National Highway System facilities. These activities include the adoption of unique regional targets or affirmation and support of existing statewide targets identified by TxDOT. In March 2025, the RTC voted to support TxDOT’s revised 2026 statewide targets for pavement and bridge condition, consistent with RTC action in July 2023 covering targets through FHWA’s second PM2 performance period between 2022-2026. Policymakers continue to track and report the condition of these assets as data is made available by TxDOT, NTTA and local government NHS owners. Additionally, staff regularly addresses project- and system-based state-of-good-repair criteria for projects submitted as federal discretionary grant award candidates.

For Dallas-Fort Worth to continue to be a region of choice, the different elements of its transportation

system need to work seamlessly. In addition to the major infrastructure projects undertaken and completed in 2024, a series of important corridor studies moved forward.

**Forest Hill Drive**

NCTCOG conducted a thoroughfare study for a two-mile stretch of Forest Hill Drive through the cities of Everman, Forest Hill and Fort Worth. The planning study addressed flooding and stormwater impacts while improving roadway safety and other issues that may affect proposed transportation improvements. The \$1.6 billion Southeast Connector Project is also nearby.

The study included an alignment adjacent to two schools: Uplift Ascend Preparatory Academy and Souder Elementary School. Forest Hill Drive is designated for future widening to a four-lane divided urban arterial between LonStephenson Road and Shelby Road.

Findings from the Chambers Creek Flood Assessment and Master Drainage Study, funded separately by



*Planning studies throughout the region, including downtown Dallas, will provide recommendations that could improve mobility.*



NCTCOG through consultant assistance managed by Tarrant County, were analyzed and incorporated into the study.

The final planning recommendations from the Forest Hill Drive Study are intended to be integrated with outcomes from the Chambers Creek Flood Assessment and Master Drainage Study as guiding principles for the execution of subsequent implementation strategies. Approximately \$23.6 million is formally allocated to advance the environmental approval, engineering, and construction of the entire Forest Hill Drive project. For more information on the study, including a list of recommendations, visit [www.publicinput.com/fhdstudy](http://www.publicinput.com/fhdstudy).

### **Grand Avenue**

Grand Avenue is another corridor being studied as planners hope to improve mobility and safety in this vital area of Dallas. Project activities have included coordination with stakeholders and the Texas Department of Transportation, completion of a needs assessment, analysis of traffic and safety data, and review of local plans. NCTCOG conducted site visits and field observations of roadway traffic operations, including traffic flow around schools. Additionally,

safety concerns through the corridor were evaluated. Staff prepared initial concepts for roadway reconfiguration and identified opportunities for new or improved active transportation options. These recommendations were presented through public meetings and other community input opportunities. For more information, visit [www.publicinput.com/grandavenue](http://www.publicinput.com/grandavenue).

### **Fair Park Links**

The Central Business District - Fair Park Links project in Dallas has been in the planning stages for several years. North Texas is advancing projects that will depress Interstate Highway 345 and IH 30 near downtown Dallas and help reknit adjacent communities long separated by the highways. An important component of these projects will be improved transportation links connecting the Dallas Central Business District, Deep Ellum and Fair Park.

NCTCOG put forth recommendations integrating goods movement, sustainable development, transit and roadway improvements with a goal of improving reliability and efficiency in each area. For more, visit [www.publicinput.com/fairparklinks](http://www.publicinput.com/fairparklinks).



# Public Transportation

## Regional Transit Ridership

Transit ridership continued its upward trend throughout 2024. The region’s three main transit authorities – Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA) – each saw increased ridership. Altogether, the three major transit authorities provided over 60 million rides to customers in 2024, a 5.3% increase over 2023. For more information, visit [www.nctcog.org/transittrends](http://www.nctcog.org/transittrends).

## Microtransit

Transit agencies and local governments are collaborating and finding ways to connect riders with transit while maximizing efficiency. Microtransit is using technology to introduce same-day services in new places and enhance services in lower-density areas.

Throughout Dallas-Fort Worth, microtransit programs are emerging as a popular transportation option among riders and public transportation providers. Transportation authorities are using microtransit to expand services and enhance current options.

Passengers using this on-demand form of transportation can request trips by phone or through a mobile app.

In the past year, Trinity Metro has rebranded its microtransit service as Trinity Metro On-Demand and is now serving Forest Hill and Mansfield and extending service in north Fort Worth. DCTA continues to operate GoZone in Denton, Lewisville and Highland Village. DART’s GoLink covers over 30 zones across cities in Dallas and Collin counties and uses transportation network companies to supplement their dedicated vehicles.

## Vanpool Program

The North Central Texas Regional Vanpool Program is an option for residents who want to share a ride to work. Managed by DCTA and Trinity Metro, the program operates over 310 vanpools, offering commuters a shared, cost-effective transportation option. In 2024, the program eliminated more than 892,000 trips and 28.8 million miles. It also reduced over 16.6 million pounds of carbon dioxide emissions, helping improve regional air quality.

## FY 2024 Passenger Trips for Smaller Providers

Transit Provider	Service Area	Trips
City/County Transportation	Johnson County	19,727
Community Transit Service	Ellis and Navarro counties	41,384
Public Transit Services	Parker and Palo Pinto counties	57,246
Span, Inc.	Denton County	53,973
STAR Transit	Kaufman, Rockwall and Dallas counties	208,274
Total		380,604



## Transit Studies

**Regional Transit 2.0:** NCTCOG is working with consultants to develop a next generation transit system for the region. McKinsey & Company and InfraStrategies LLC will help design a system that accommodates the North Texas of the future. Regional Transit 2.0 is designed to examine crucial transportation investments that could accommodate anticipated population growth and support sustainable development across the region while serving cities that lack the sales tax capacity to join a traditional transit provider.

**Access North Texas:** NCTCOG is updating Access North Texas, an effort to coordinate public, human service and community transportation in the 16-county region. This plan focuses on older adults, individuals with disabilities, and low-income and transportation-disadvantaged individuals. Updated every four years, the plan includes regional goals and prioritized strategies to improve public transportation, address needs and challenges, eliminate service gaps and avoid duplication of transit services. To learn more, visit [www.accessnorthtexas.org](http://www.accessnorthtexas.org).

**High-Speed Rail:** The Dallas-Fort Worth High-Speed Transportation Connections Study is examining high-speed rail along the IH 30 corridor to connect people to the planned Dallas-to-Houston route via a one-seat ride. The study advanced to a National Environmental Policy Act (NEPA) analysis and documentation process in March 2024. The NEPA process is expected to be complete in 2026, with the goal of obtaining a Finding of No Significant Impact.

**76104 Transit Needs Assessment:** A 2019 UT Southwestern study revealed that residents of Fort Worth's 76104 ZIP code had the lowest life expectancy in Texas, averaging just 67, prompting community leaders and health advocates to address the area's health disparities. In response, NCTCOG received approximately \$270,000 in federal funding from the Areas of Persistent Poverty program to conduct an assessment aimed at identifying innovative transit solutions to improve mobility and access to essential services. The project emphasizes community outreach and partnerships, with several meetings held within the 76104 ZIP code to engage nonprofit partners and residents. For more information, visit [www.nctcog.org/76104](http://www.nctcog.org/76104).

## Public Transit Agency Safety

As important as it is for the region's public transportation agencies to offer a variety of service options, they must maintain a good safety record. The region's transit providers and NCTCOG collaborate to set and monitor targets for fatalities, injuries, safety events and system reliability, as part of the responsibility to report federal performance measures. The number of safety events reported in Fiscal Year 2023 showed performance exceeded established targets. There were 303 events, far below the target of 490. The region also exceeded the target for transit system reliability based on an increase in average miles between major mechanical failures of vehicles. The overall goal is to realize a 5% improvement over the regional baseline average performance by 2025. The fatality goal is zero, in line with the RTC's safety position.



## Transit Asset Management

Federal legislation also requires NCTCOG to set regional transit asset management targets and evaluate the performance of transit assets to ensure public transportation vehicles, rail lines and other capital assets are in a state of good repair. Separate

targets are set for the region's three main transit agencies and smaller providers. This acknowledges the larger agencies may have operating advantages, such as more purchasing power and an easier time maintaining vehicles. These targets are compared with data from FY 2023 in the table below.

### Transit Asset Management

Asset Category	Metric	Fiscal Year 2023 Performance (Large Agencies)	Adopted Target (Large Agencies)	Fiscal Year 2023 Performance (Small Providers)	Adopted Target (Small Providers)
Rolling Stock (transit vehicles)	Vehicles meet or exceed industry standard or custom agency benchmark for useful life	1.9%	0%	14.4%	5%
Equipment (support vehicles)		67.5%	25%	66.7%	25%
Infrastructure (rail track)	Rail track segments with performance restrictions	0%	0%	0%	0%
Facilities (buildings, stations, park & rides)	Transit facilities rated below "adequate"	6%	0%	5.9%	0%

## Non-SOV Travel

NCTCOG tracks the proportion of commute trips that involve transit, carpooling and other modes besides driving alone ("non-SOV" trips) as part of its federal performance measure responsibilities. The latest available census data shows a non-SOV commute rate of 28.9% in the Dallas-Fort Worth-Arlington Urbanized Area, 30.6% in the Denton-Lewisville Urbanized Area, and 36.8% in the McKinney-Frisco Urbanized Area.

These percentages are expected to continue increasing due in part to the ongoing normalization of remote working and NCTCOG's efforts to diversify trips. The rise in working from home since the pandemic has led to a steep increase in non-SOV travel in recent years.

For more information on the federal performance measures being collected, visit [www.nctcog.org/trans/pm/fed](http://www.nctcog.org/trans/pm/fed).

# Enhancing the Air

In addition to developing a comprehensive transportation system, the North Central Texas Council of Governments faces important air quality responsibilities.

One of the primary goals of NCTCOG is to ensure the region is striving to improve air quality. Dallas-Fort Worth continues to work toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone pollution, determined by the Environmental Protection Agency. Efforts to improve air quality are underway throughout the region. While primarily focused on reducing ozone, these efforts can also reduce particulate matter, greenhouse gases and other pollutants.

## Performance Measures

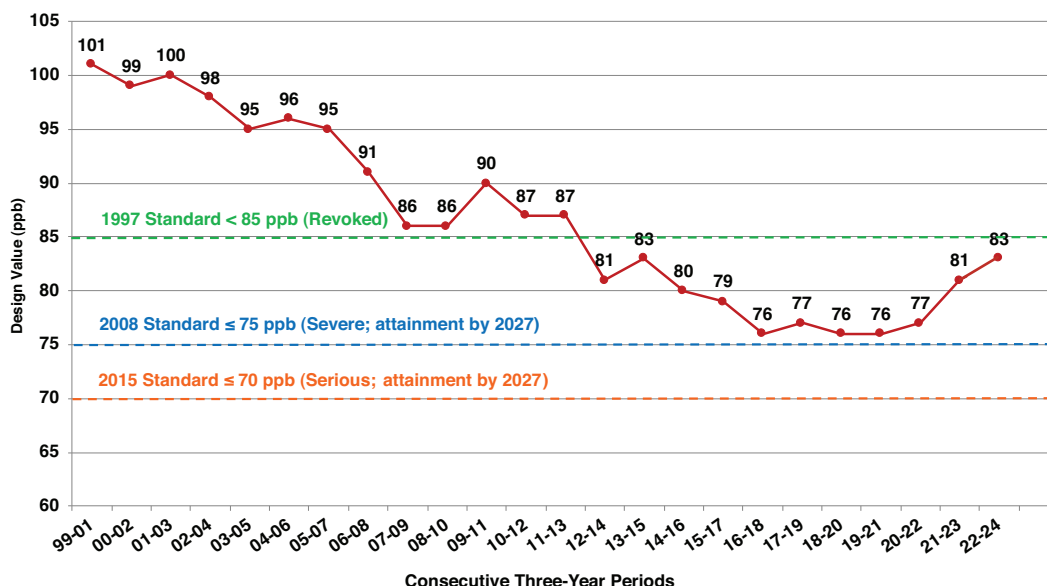
As the Metropolitan Planning Organization for the region, NCTCOG is required to set targets and track progress for federal performance measures covering various aspects of the transportation system. The Congestion Mitigation and Air Quality Improvement Program provides federal funding to state and local governments in nonattainment areas to fund transportation programs and projects that will help it comply with requirements in the Clean Air Act. Using these funds, NCTCOG aims to reduce total

nitrogen oxide (NOx) and volatile organic compound (VOC) emissions from on-road mobile sources. For more information on the federal performance measures, visit [www.nctcog.org/pm/fed](http://www.nctcog.org/pm/fed).

## Ozone

In June 2024, the EPA granted a proposal from Governor Greg Abbott to reclassify nine counties in the region (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant and Wise) from moderate to serious nonattainment for the 2015 8-hour ozone standard. This standard requires the annual design value for ozone to be at or below 70 parts per billion (ppb). Additionally, 10 counties in the region (the counties listed above and Rockwall County) are in severe nonattainment for the 2008 8-hour ozone standard, requiring an annual design value at or below 75 ppb. Dallas-Fort Worth has until August 2, 2027, to reach attainment for both standards, although ozone data collected through 2026 will be used to determine if the standards are met. If attainment is not achieved for the 2008 standard, the area could be subject to Section 185 fees, paid to the state by the owners or operators of major stationary sources of VOCs and NOx. NCTCOG is collaborating with local entities to implement programs that will help to reduce ozone formation.

## 2024 Ozone Progress (8-hour Ozone NAAQS Historical Trends)



Attainment for the 2008 federal ozone standard is reached when the region's design value is 75 ppb or less. Attainment for the 2015 federal ozone standard is reached when the design value is at 70 ppb or below.





## Particulate Matter

In May 2024, the EPA revised the primary annual  $PM_{2.5}$  National Ambient Air Quality Standard from 12.0 micrograms per cubic meter ( $\mu g/m^3$ ) to 9.0  $\mu g/m^3$ . However, this revised standard is currently under review. All counties in North Texas remain in attainment for the current  $PM_{2.5}$  federal standard.

## Mobile Sources

North Texas is  $NO_x$  limited, meaning the area has less  $NO_x$  in the air than VOCs. As a result, ozone formation in the region is dependent on the availability of  $NO_x$ , making it a pollutant NCTCOG closely monitors alongside VOCs. The transportation sector is a significant contributor to regional emissions, especially  $NO_x$ . Approximately 70% of on-road  $NO_x$  emissions can be attributed to heavy-duty vehicles and 25% can be attributed to light-duty vehicles. As part of its commitment to fulfill federal performance measures, NCTCOG is partnering with local entities to promote initiatives to make transportation more efficient and reduce  $NO_x$  and VOCs.

## Air Quality Improvement Plan

The Dallas-Fort Worth Air Quality Improvement Plan is a roadmap to improve air quality, protect public health and reduce impacts of extreme weather events across multiple sectors.

NCTCOG is collaborating with local governments to develop the Air Quality Improvement Plan, outlining work through 2050, focusing on reducing greenhouse

gases and criteria air pollutants, including ozone and particulate matter. To read more about the DFW Air Quality Improvement Plan, visit [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP).

## Air Quality Demonstration Projects

NCTCOG is developing three demonstration projects to reduce transportation impacts on regional air quality and encourage vehicle safety.

In an effort to eliminate vehicle-related fatalities, the Car Care Safety Integration Project will add vehicle safety assessments to existing Car Care Awareness emissions events. This effort will be coordinated through vendor partnerships to check and replace safety components as needed.

In the Vehicle Emissions and License Plate Project, vehicle and license plate data will be obtained in coordination with local law enforcement to better understand rates of compliance with annually required emissions inspection tests. The third project is the Truck Assessment and Goods Movement Program. It will evaluate the impact of trucks operating in the region by assessing the disparity between air chemistry models and current air quality monitor data. Finally, the program will determine ways to eliminate illegal emissions-component-tampering practices that may be contributing to regional air quality issues.

For information on programs dedicated to helping the public, governments and fleet operators contribute to improved air quality, visit [www.nctcog.org/trans/quality/air](http://www.nctcog.org/trans/quality/air).

# Clean Fuels and Energy

NCTCOG works to improve air quality by implementing clean vehicle technologies through the Dallas-Fort Worth Clean Cities Program (DFWCC). NCTCOG was designated by the Department of Energy (DOE) as the host agency for DFWCC in 1995 and participates in the national Clean Cities and Communities partnership. The program seeks to reduce transportation energy use each year through alternative fuel vehicles and fuel economy gains associated with more efficient vehicles, as well as idle reduction strategies. DFWCC focuses on clean vehicle initiatives, infrastructure planning and development, and transportation-energy integration and community readiness. Progress is documented in the DFWCC Annual Report, available online here: [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport).

## Alternative Fuel and Electric Vehicle Infrastructure Growth

The adoption of alternative fuel and electric vehicles is helping the region move closer to ozone attainment. Use of electric vehicles (EVs) has increased significantly in the past several years.

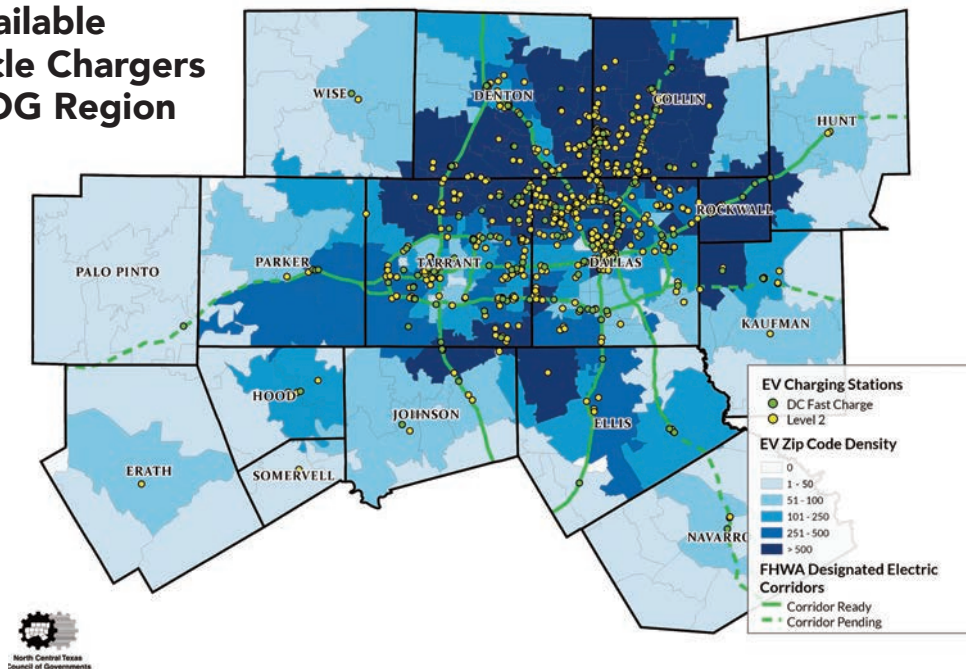
In 2024, over 31,000 new EVs were added in the region, bringing the number of these vehicles to over 122,000. Charging infrastructure has grown to accommodate this increased EV adoption, with over 2,800 electric vehicle Level 2 and direct current fast charge connectors locally. The Texas Department of Transportation is implementing the Texas EV Charging Plan, which will help facilitate EV travel by building DC fast chargers statewide.

Additionally, DFWCC hosts educational events such as Drive Electric Earth Day and National Drive Electric Week. The 2024 Dallas-Fort Worth NDEW event brought in nearly 400 people and showcased almost 100 electric vehicles.

## Key Fleet Adoption

Several DFWCC stakeholders have led the way in the adoption of alternative fuels and EVs. Dallas Area Rapid Transit, DFW Airport and Trinity Metro have continually used compressed natural gas for 10 years, with recent expansion into renewable natural gas and battery-electric buses. EVs have also been widely

## Currently Available Electric Vehicle Chargers in the NCTCOG Region



The number of electric vehicle chargers is expanding throughout the region, as EV ownership continues to grow. There are over 2,800 electric vehicle Level 2 and direct current fast charge connectors in Dallas-Fort Worth.





*NCTCOG is part of a project testing unmanned vehicles as a potential solution to food deserts in Arlington.*

adopted. In 2023, 23 stakeholders reported having EVs in their fleets. Among them were the cities of Dallas and Denton, which received all-electric fire trucks, and the City of Plano, which acquired an all-electric refuse truck.

Significant federal funding has been authorized to help with the transition to alternative fuels. Several regional school districts have been awarded nearly \$20 million to replace existing diesel school buses with clean buses. The EPA has awarded NCTCOG another \$60 million on behalf of the region. This funding helps entities replace Class 6 and 7 vocational vehicles with new battery-electric and fuel cell-electric vehicles. For more information on the North Texas Zero-Emission Vehicle Project, visit [www.nctcog.org/NTxZEV](http://www.nctcog.org/NTxZEV).

Transportation is a large consumer of energy through fuel consumption and infrastructure. NCTCOG works with the State Energy Conservation Office to promote energy efficiency, energy management practices and additional resources.

## Key Initiatives

### CFI Community Grants Program

NCTCOG was awarded \$15 million through the Federal Highway Administration's Charging and Fueling Infrastructure Community Grants program to build up to 100 EV charging ports on public property. The focus of this effort is on communities without access to chargers. Information is available at [www.publicinput.com/nctcogEVcharging](http://www.publicinput.com/nctcogEVcharging).

To support the transition of the medium- and heavy-duty sectors to zero-emission fuels, NCTCOG was awarded an additional \$70 million through the CFI

Corridor Grants program. NCTCOG will work with stakeholders to build up to five publicly accessible medium- and heavy-duty hydrogen refueling stations throughout the Texas Triangle.

### Multimodal Delivery Project

The Department of Energy's Multimodal Delivery Project is a collaboration of NCTCOG, the City of Arlington, Tarrant Area Food Bank, the University of Texas at Arlington and other regional partners. This initiative seeks to transform last-mile delivery by using fully electric, autonomous transportation technologies, including aerial robots, electric vehicles and ground-based robots. This project aims to develop a blueprint to improve efficiency, reduce vehicle miles traveled, lower emissions and increase accessibility to critical goods for mobility-challenged individuals.

### Clean Fleet Policy

Fleets operating in the region are encouraged to adopt the RTC's Clean Fleet Policy. This policy provides a framework for fleets to reduce emissions, save fuel and collaborate with DFWCC to improve air quality. Almost 100 entities have adopted the policy. These adopters may also apply for clean vehicle funding made available by the RTC. According to the 2023 DFWCC Annual Report, the 45 reporting fleets' impact was equal to reductions of nearly 35 million gasoline gallon equivalents, 59 tons of ozone-forming NOx and 228,968 tons of greenhouse gas emissions. Information is available at [www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy) and [www.dfwcleancities.org/fleetrecognition](http://www.dfwcleancities.org/fleetrecognition).



North Texas' 45 fleets reporting information to DFW Clean Cities account for nearly 7,000 alternative fuel vehicles and equipment.

### Community Readiness

Multiple projects aim to increase community readiness for the region's increasing EV adoption.

The EMPOWER Workplace Charging Project reduces barriers through educating and connecting workplaces with local EV charging coaches and providing access to related resources.

To meet the demand for a workforce prepared to install and maintain the growing number of EV charging stations, the GUMBO workforce development initiative will integrate EV charging technician training at community colleges.

The Charging Smart program helps municipalities set and achieve EV readiness goals and promote broader access to electric mobility. NCTCOG hosted a monthly peer-to-peer cohort to guide municipalities seeking national designation. Information is available at [www.dfwcleancities.org/gumbo](http://www.dfwcleancities.org/gumbo) and [www.dfwcleancities.org/charging-smart](http://www.dfwcleancities.org/charging-smart).

### EV Charging Infrastructure Plan

The Texas electric grid has seen increasing outages due to population growth, severe weather and aging infrastructure. To ensure the continued operations of critical EV assets, NCTCOG will develop the North Texas Resilient EV Charging Plan. This plan will provide guidance and strategies to regional stakeholders.

### Regional Energy Management

NCTCOG collaborates with stakeholders to plan and support policies and initiatives that serve transportation needs and account for grid resource constraints. Key initiatives include:

**Conserve North Texas:** NCTCOG supports water, energy and fuel conservation by maintaining Conserve North Texas, a clearinghouse of resources and tools to reduce consumption and improve air quality. Information is available at [www.conservenorthtexas.org](http://www.conservenorthtexas.org).

**Local Government Energy Reporting:** The Texas State Energy Conservation Office requires political subdivisions, state agencies and higher education institutions in nonattainment counties to aim for a 5% annual reduction in electricity consumption. NCTCOG helps promote awareness and resources for the annual energy reporting of the region.

**SolSmart and Go Solar Texas:** NCTCOG supports solar adoption regionwide by maintaining [GoSolarTexas.org](http://GoSolarTexas.org), a resource on Texas-specific solar information, and helping local governments achieve SolSmart designation, a program providing no-cost technical assistance to improve solar planning and permitting. Integrating alternative energy sources like solar can help reduce stress on the grid and cut transportation emissions.



# Transportation Connections

For many people, bicycling is a recreational activity – an opportunity to unwind at the end of a long day or just enjoy the outdoors. Some use their bicycles for transportation, whether for grocery shopping or as their link to a transit station, where they can board a train or bus for a destination down the road or across the region. While bicycles are a less common form of transportation than automobiles or public transportation, they can serve as a valuable option for many, and NCTCOG is working with regional partners to make bicycling an even more appealing choice.

Dallas-Fort Worth has a growing network of more than 1,000 miles of trails weaving through communities on their way to employment centers, retail, housing and schools. Two current projects involving multiple cities demonstrate how trails can connect people across city boundaries.

## Cotton Belt Regional Trail

The nearly 57-mile Cotton Belt regional trail corridor will provide a bicycle-pedestrian connection between Plano and Fort Worth. The trail generally follows the Trinity Metro TEXRail commuter rail in Tarrant County and the DART Silver Line corridor in Dallas and Collin counties. This rail-with-trail corridor links several key destinations and municipalities, including two planned transit-oriented developments, from Plano to North Richland Hills.

### Cotton Belt Trail Highlights

Existing	21.5 miles
Funded	11.4 miles
Planned	24 miles



*The Cotton Belt Trail is being completed along portions of the DART Silver Line and the Trinity Metro TEXRail. More than 30 miles of the trail are existing or funded between Plano and Fort Worth.*

Source: NCTCOG





*The Irving Bike Plan aims to create a future allowing more families to comfortably and safely bicycle together.*

Source: NCTCOG

DART is completing construction of several Cotton Belt bridges (Phase 1) with the Silver Line commuter rail project between Dallas Fort Worth International Airport and Shiloh Road Station in Plano. Phase 2 began in spring 2025, with 11 miles of additional trail and bridge segments in Addison, Dallas, Richardson and Plano. Phase 3 will complete the trail in Dallas and Addison and continue westward, once additional funding is secured. For more information, visit [www.nctcog.org/cottonbeltrail](http://www.nctcog.org/cottonbeltrail).

### DFW Discovery Trail

What started as a vision to create a trail network running from downtown Fort Worth to downtown Dallas is now nearing completion. With more than 50 miles of the trail already built, the DFW Discovery Trail is an example of regional collaboration for active transportation and offers opportunities for transportation choices. In 2024, significant portions of the trail were completed, including a segment of the Trinity Skyline Trail along the Trinity River in Dallas, south of Commerce Street and an eastward extension of the Arlington River Legacy Trail connecting with the CentrePort TRE Station in Fort Worth. Additional segments in Fort Worth and Grand Prairie are expected to be completed in 2025. When finished,

this bicycle superhighway will connect Fort Worth, Arlington, Grand Prairie, Irving and Dallas.

For more information, visit [www.nctcog.org/dfwdiscoverytrail](http://www.nctcog.org/dfwdiscoverytrail).

### Irving Bike Plan

The DFW Discovery Trail is just part of the City of Irving's bicycling ambitions. The North Central Texas Council of Governments partnered with Irving to develop the Irving Bike Plan. Adopted in 2024, the plan identifies a citywide bikeway network that connects to neighboring cities and serves bicyclists of all ages and abilities.

According to an online survey conducted in conjunction with the bike plan, 95% of people would like to travel by bicycle more, while 60% do not bike as much as they would like because bike lanes, trails and paths do not exist near them. The plan identifies the infrastructure necessary for citywide bicycling, with an emphasis on short bicycle trips and connections to DART stops and stations, employment, educational facilities, recreation and other major destinations.



## Pedestrian Access to Transit

A well-connected active transportation network surrounding bus stops has important benefits, such as enhancing pedestrian safety and comfort and encouraging transit ridership. To identify barriers and gaps in the pedestrian network around bus stops, NCTCOG completed the **Pedestrian Access to Trinity Metro's High-Frequency Bus Route Study** in 2024. The study provides an inventory and evaluation of pedestrian infrastructure within a quarter-mile of the Camp Bowie Bus Route 002 corridor. More than \$130 million in potential improvements, including sidewalk upgrades connecting area neighborhoods and major destinations to bus stops, were identified throughout the corridor, which extends 14 miles from downtown Fort Worth to the west side of the city.

## Silver Line Routes to Rail Stations Study

A study was completed in late 2024 to analyze pedestrian access around seven future DART Silver Line stations in Addison, Carrollton, Dallas, Plano and Richardson. The study focuses on pedestrian routes within a half-mile of each rail station. The study identified recommendations to enhance pedestrian access, including addressing the approximately 27 miles of sidewalk gaps.

## 2024 TOD Inventory

As density increases across the region, transit-oriented development will become a more valuable transportation planning tool. There are more than 350

TOD sites in North Texas, with 57 added between 2021 and 2024. This comes from an updated inventory of TOD projects and affordable housing within a half-mile of North Texas rail stations. The inventory is a resource for understanding TOD trends and design best practices. Work remains, even as the region's TOD inventory increases. The evaluation found that only 14% of local TODs meet the national best practice criteria.

Additionally, NCTCOG mapped 50 affordable or public housing developments consisting of approximately 5,000 housing units within a half-mile radius of rail stations. While not all affordable or public housing uses TOD design, regional survey data shows it is important to the transit system and job access. Learn more at [www.NCTCOG.org/TOD](http://www.NCTCOG.org/TOD).

## Parking Database

NCTCOG is addressing the question of how much parking developments need by collecting parking demand data from across the region and integrating the findings into the North Texas Parking Toolbox. The toolbox's Regional Parking Demand Database includes observed parking use from a sample of 100 private properties with various land uses across the area between 2018 and 2022. Its goal is to inform zoning requirements and private-sector estimates for parking with more observed local data. Learn how you can help at [www.NCTCOG.org/Parking](http://www.NCTCOG.org/Parking).

*There are more than 350 transit-oriented developments in the region. Between 2021 and 2024, 57 more were added.*



# Safety

For a roadway system to be reliable, it must first be safe. Drivers should obey the speed limit, pay attention to the road instead of the multiple screens in front of them, and respond appropriately to weather conditions. Ensuring the system allows drivers to get where they are going – school, work or the neighborhood coffee shop – when they expect to is a team effort. It involves first responders throughout the region, state and federal officials and transportation planners at NCTCOG.

## Crash Data

NCTCOG continues to work to improve the transportation system by focusing on reducing the number of crashes, serious injuries and fatalities on the regional roadways. The Regional Transportation Council’s position on safety is that not even one death on the transportation system is acceptable; this is in line with the Toward Zero Deaths vision, a national strategy on highway safety that provides a framework for traffic safety planning efforts.

In 2024, the Dallas-Fort Worth area experienced 119,890 crashes of which, 780 resulted in at least one

fatality, underscoring the importance of training for agencies and first responders working to efficiently address traffic incidents across the region. The longer it takes first responders to clear crashes, the longer lives are in danger.

Fatalities remain an area of great concern across the country, but preliminary figures show a glimmer of hope in Dallas-Fort Worth. There were declines in the number of crashes, fatality crashes and fatalities in 2024. The 12-county metropolitan planning area recorded approximately 4% fewer crashes than in 2023. Fatality crashes dropped by 23. NCTCOG continues efforts to improve the safety of the roadways by offering regional Traffic Incident Management training to local police, fire, wrecker services, EMTs and courtesy patrol agencies, that has been adapted to the specific needs of the region. These agencies work together when responding to crashes to enhance safety for the driving public, and emergency personnel, as well as to clear crashes more quickly, which helps reduce upstream collisions.





More than 3,800 emergency responders from 139 cities and counties throughout the region have completed the incident management training offered by NCTCOG.

The roadside assistance program provides help to stranded motorists across Dallas and Tarrant counties, as well as portions of Collin, Denton and Johnson counties. Routes have recently expanded into portions of Ellis, Parker, and Rockwall counties as well. Area programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to motorists. Patrols also protect first responders and warn motorists approaching the scene of a crash. Patrols are operated by the Dallas County Sheriff’s Office, Tarrant County Sheriff’s Office, North Texas Tollway Authority, LBJ Express and North Tarrant

2024 Roadway Assists	
Tarrant County	25,798
Dallas County	56,754
NTTA	46,045
LBJ Express	2,314
North Tarrant Express	3,573
<b>TOTAL</b>	<b>134,484</b>

Express Mobility Partners. In 2024, these entities combined to assist almost 135,000 motorists.

Several other initiatives contribute to the effort to boost safety across the region. The RTC approved a \$54 million Management, Operations, Air Quality and Safety Program in 2022 aimed at funding initiatives intended to improve safety for drivers, bicyclists and pedestrians.

Since 2021, NCTCOG and the state’s other metropolitan planning organizations have worked with the Texas Department of Transportation to identify and fund safety projects to reduce the number of fatalities on Texas highways. NCTCOG leads the regional component of the effort on behalf of the state’s metropolitan planning organizations.

NCTCOG also manages several programs with a safety focus. Among them is Drive Aware North Texas, a campaign dedicated to raising awareness about driver safety and reducing serious crashes by addressing negative driving behaviors.

### Federal Performance Measures

NCTCOG is federally required to track data on fatalities and serious injuries to help make the roads safer. The latest available information is below. NCTCOG will continue coordinating with local, state and federal partners on plans, policies and projects to improve safety for roadway users and meet federal safety targets.

Safety Performance Measures		
Performance	2023 Actual	
	2023 Targets	Performance
Fatalities	640	647
Fatality Crash Rate	0.863	0.782972
Serious Injuries	3,916	4,356
Serious Injuries Crash Rate	5.189	4.556246
Non-Motorized		
Bike/Ped fatalities	208	212
Bike/Ped Serious Injuries	498	498

Safety targets are becoming more stringent as the state moves toward its goal of a transportation system with zero fatalities by 2050. Continued coordination across government will ensure North Texas has the projects, programs and policies to make the roads safer.

# Aviation

Statewide, aviation is a vital economic driver, contributing an annual output exceeding \$95 billion and supporting more than 778,000 jobs. In North Texas, aviation is centered on one of the most well-known airports in the world: Dallas Fort Worth International Airport, which has served the region – along with most corners of the Earth – for more than 50 years.

In 2024, DFW Airport welcomed 86.9 million passengers, according to its website. The airport, so large that it has its own ZIP code and police, fire and emergency medical services, hit a daily operations number of 2,031; it's also the largest carbon neutral airport in the world.

Of course, DFW Airport isn't the region's lone commercial airport. In west Dallas, there's Dallas Love Field, which opened more than a century ago. The airport was originally an airfield, built by the U.S. Army to train prospective pilots after the onset of World War I. It's named after Moss L. Love, an Army pilot who died in an airplane crash in 1913. Love Field was also used by the military during World War II.

Last year, the airport hosted 8.15 million passengers, according to its website, a slight decrease from 2023.

## Air Cargo

Dallas-Fort Worth's strategic location and robust aviation infrastructure have long established it as an important air cargo hub. Senders of time-critical goods, from pharmaceuticals to high-tech equipment, have become reliant on the region's efficiency in handling shipments of all sizes and sensitivities.

After taking a slight dip in 2023, air cargo shipped through DFW Airport, the region's major cargo facility, bounced back in 2024. Approximately 818,000 tons of cargo passed through DFW Airport, up from 2023's estimated 775,000 tons. Between 2023 and 2024, Alliance Airport saw a decline in air cargo shipped, from 351,000 tons to 314,000 tons.

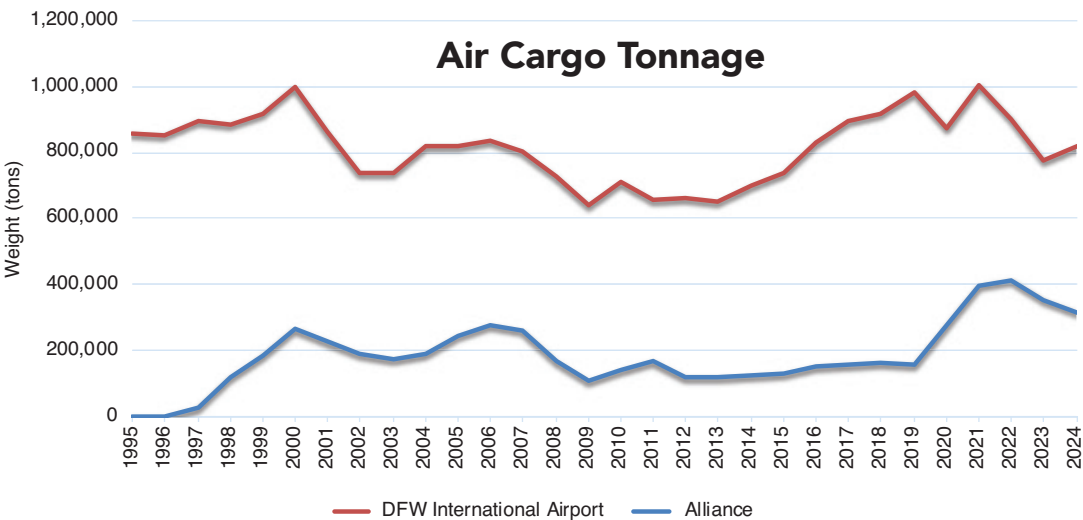


## Daily Flights

**DFW Airport**  
**2,031**

**Love Field**  
**674**

*North Texas' major commercial airports served 2,700 flights in 2024. The region's capacity is 5,100 daily flights.*



*DFW Airport and Perot Field (Alliance) are the primary air cargo facilities in North Texas. Approximately 818,000 tons of air cargo passed through DFW Airport last year, with Perot Field handling over 314,000 tons.*





## Airport Funding

Commercial airlines and air cargo are just part of the region's vast aviation network, a system that also supports airspace awareness and aviation training.

Though they may lack the visibility and stature of Love and DFW, smaller airports across the region and state also play a vital role in the regional aviation landscape. The Texas Department of Transportation supports these airports through federal and state funding, ensuring the ongoing viability of the state's aviation infrastructure.

In 2024, 21 airports shared \$28.8 million, with \$10.6 million going to Hillsboro Municipal Airport for pavement improvements. McKinney National received the second most in grant funding, approximately \$9 million, followed by Grand Prairie Municipal (\$1.4 million).

## Airspace Awareness

The North Texas Airspace Awareness pilot program was launched to develop an integrated airspace management system for the region, bringing together technology providers, municipal governments and other stakeholders to enhance the safe and efficient coordination of both manned and unmanned air traffic. The program focused on integrating Advanced Air Mobility, beyond visual line-of-sight operations and small drone deliveries to improve safety, manage flight plans, balance airspace capacity and enhance regulatory compliance.

Throughout the multi-year initiative, three vendors – ATA Aviation, Aloft.AI, and Airspace Link – collaborated with regional municipalities to deploy

browser-based airspace monitoring, streamline communication between UAS operators and provide real-time advisories.

Key accomplishments included training local government staff, implementing live operational maps and establishing frameworks for airspace conflict resolution. However, challenges such as inconsistent platform adoption and staffing limitations in municipalities led to adjustments, including NCTCOG assuming a greater role in advisory input. While the program successfully advanced regional airspace awareness and safety, insights gained from its implementation highlight the need for continued efforts in public engagement, streamlined data integration and broader municipal participation to sustain and expand these advancements. Please visit [www.northtexasuas.com](http://www.northtexasuas.com) for more information.

## Careers in Aviation

Residents aspiring to careers in the growing field of aviation must obtain the necessary training, whether they want to build and maintain aircraft or fly them. Launched by NCTCOG in 2013, the North Central Texas Aviation Careers website was redesigned to help North Texans identify training options and match them with the resources that will enable them to reach their potential. A few of the tools found on the website include an interactive career-planning section that offers details about aviation careers, including required skills and education; average salary and future job outlook; education and training resources; and scholarship and financial aid information.

Whatever your dream, [www.NCTAviationCareers.com](http://www.NCTAviationCareers.com) offers the tools necessary to keep you – and the industry – flying high.

# Freight

Located at the crossroads of four major interstate highways, the Dallas-Fort Worth region is a key hub for global and domestic freight movement. As such, regional freight planning is imperative to optimize infrastructure development, mitigate congestion and promote sustainable transportation practices for the long-term health of the region.

## North Texas MOVES

The **North Texas Multimodal Operations, Velocity, Efficiency and Safety Program (NT MOVES)** is a long-range plan for increasing freight and passenger mobility between Dallas and Fort Worth through strategic investment in rail capacity to improve multimodal transportation.

NT MOVES projects were submitted for Federal funding as part of the **FY 2020 Better Utilizing Investments to Leverage Development (BUILD)** discretionary grant program. These projects included:

- Double-tracking and bridge improvements from Medical Market Center to Stemmons Freeway in Dallas
- Double-tracking and bridge improvements from Handley-Ederville Road to Precinct Line Road in Fort Worth
- Clear Path Technology™

These projects are currently in the design phase and are scheduled to move toward construction in 2026.

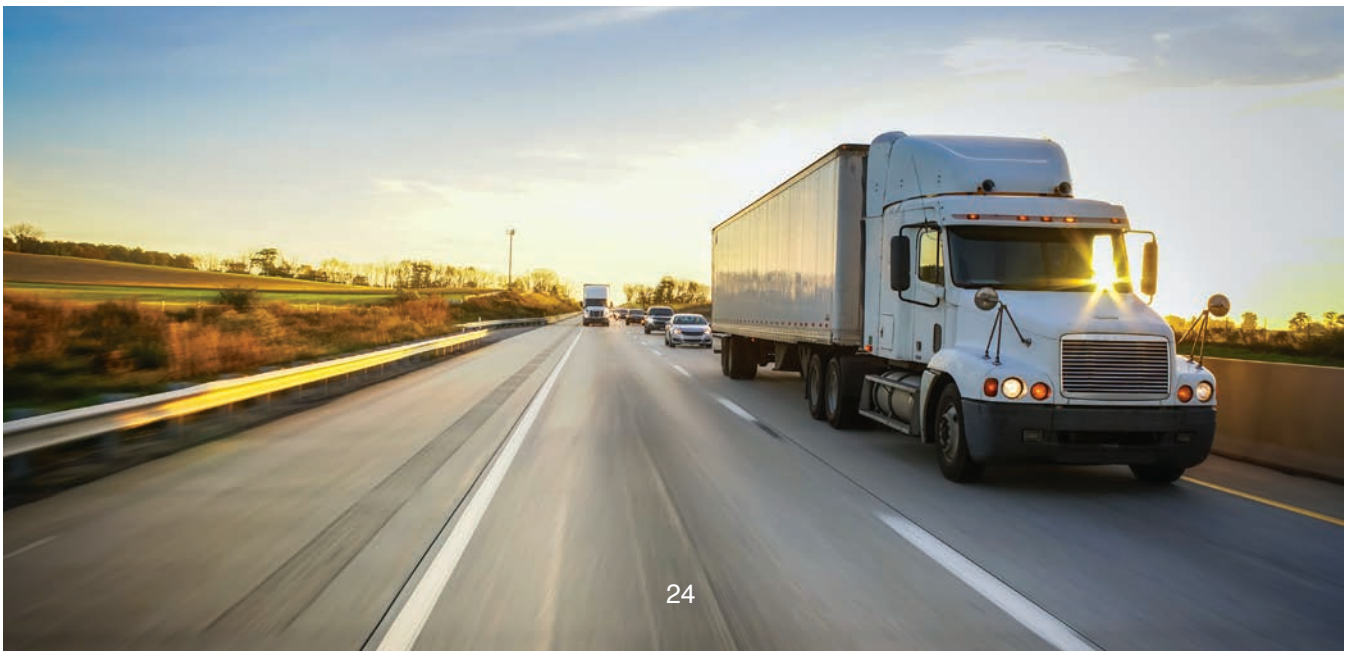
## Freight Safety Initiative

Trucks and passenger vehicles interact daily, which can increase the chance of life-threatening incidents between large commercial motor vehicles and drivers. These can be mitigated through greater awareness and safer driving habits. Beginning this summer, NCTCOG will launch the 2025 Freight Safety Campaign. The goal of the campaign, which will conclude in August, is to reduce freight-related accidents and inform the public about safe practices near large commercial motor vehicles.

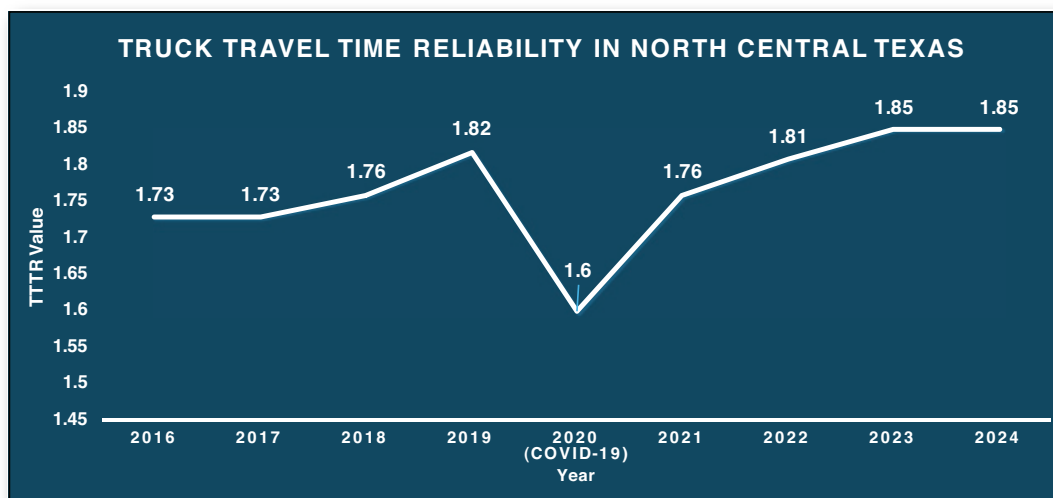
The campaign will use advertisements and other educational tools to encourage drivers and pedestrians to think more about freight safety on the roadways and at rail crossings. Safety tips will be presented through a variety of mediums including social media, podcasts, billboards, a children's activity book and radio.

NCTCOG plans on collaborating with Operation Lifesaver for the 2025 Freight Safety Campaign. The purpose of this effort is to reduce crossing-related accidents and inform the public about safe crossing practices.

In addition, the Freight Safety Campaign promotes at-grade rail-crossing safety to help reduce the number of crossing incidents even more. NCTCOG will continue working with its partners to enhance the safety and efficiency of the entire freight network.







*Truck travel time reliability remained steady in 2024 after having increased since 2021.*

## At-Grade Rail Crossing Incidents

Accidents at rail crossings have fallen dramatically over the past 25 years. However, 2024 saw a spike across the 12-county Dallas-Fort Worth region, with 58 incidents reported at its nearly 3,000 at-grade crossings, up from 38 in 2023. This increase was primarily in Dallas County, which experienced a rise from 9 to 26 incidents.

In 2024, NCTCOG began the Dallas Rail Crossing Analysis to help identify high-priority crossings and develop targeted improvements to enhance safety in the area where incidents have increased most significantly. This analysis will provide crucial insights into specific crossings that contributed to the 2024 increase, allowing for targeted mitigation strategies.

## Freight Optimization Systems

In 2022, NCTCOG initiated a Freight Signal Optimization program as a part of FOS to improve the movement of trucks in the Dallas-Fort Worth region, a focal point for the freight industry in North America. The Freight Optimization Systems program works to reduce vehicle emissions and assist with expedited deliveries. Because traffic signals are the core reason for inefficient stop-and-go travel conditions, freight access between the highways and major distribution centers has been a point of frustration for the industry.

FreightPriority is a Freight Signal Optimization program project led by NCTCOG with the purpose of deploying software to promote efficient commercial truck movement through the region. The innovation provided through intelligent traffic signal optimization at 500 intersections throughout the area allows for freight routes with fewer stops, less idling at red lights and reduced emissions. Project partners aim to have more than 50,000 trucks participating in FreightPriority by 2028. Project participation is free to

local agencies and freight operators. Investment in innovation and technology is a powerful signal of the DFW region's leadership and agile mindset to ensure future health and prosperity.

## Truck Travel Time Reliability (TTTR)

In the freight and logistics industry, on-time performance is crucial for business success and the efficiency of the freight network. The federal government uses Truck Travel Time Reliability (TTTR) to evaluate the level of predictability in travel times for trucks along interstate highways. It is expressed as a decimal of 1.00 or higher, with 1.00 being perfect reliability; in other words, if TTTR is 1.00, then a 30-minute trip will take 30 minutes, regardless of how fast or how far the truck is going. As such, TTTR is a way of expressing the level of consistency in travel times for truckers.

Factors that affect TTTR are largely unpredictable. Weather, for example, has a large impact on how long a trip will take due to slower travel speeds and potentially hazardous driving conditions. Similarly, roadway construction and special events can temporarily make travel times slower for trucks if no alternate routes are available.

In the NCTCOG region, TTTR steadily increased between 2020 and 2024 but remained unchanged from 2023 to 2024. To improve TTTR, NCTCOG is examining truck bottlenecks in the region and identifying opportunities to improve infrastructure, as well as deploying technological enhancements to infrastructure that improve first-and-last mile connections for commercial vehicles. The Regional Transportation Council has adopted targets for this performance measure, and NCTCOG will continue to pursue new ways to improve freight reliability.

# Grants

Federal grants are an essential source of funding to help NCTCOG develop a transportation system that gives residents and businesses a wide array of regional mobility options. In 2024, NCTCOG received a series of grants for projects that will reconnect communities, improve air quality and traditional infrastructure, and enhance connectivity and safety.

Notices of awards totaling more than \$372 million were received for 14 applications, some of which were submitted the previous year, and will fund multiple projects regionwide. Among the most notable awards were:

## Reconnecting Communities and Neighborhoods

The Interstate Highway 30 Dallas-Farmers Market/Heritage Village Deck Park involves construction of three decks reconnecting the Cedars neighborhood to the Farmers Market neighborhood in downtown Dallas. NCTCOG was awarded an \$80 million Reconnecting Communities and Neighborhoods grant, of which \$20 million will be used for this project.

Another \$20 million will help fund Phase 2.0 of Klyde Warren Park, across the Woodall Rodgers Freeway in Dallas, creating a 1.7-acre expansion. Upon completion, the park will stretch from Pearl Street to west of Akard Street.

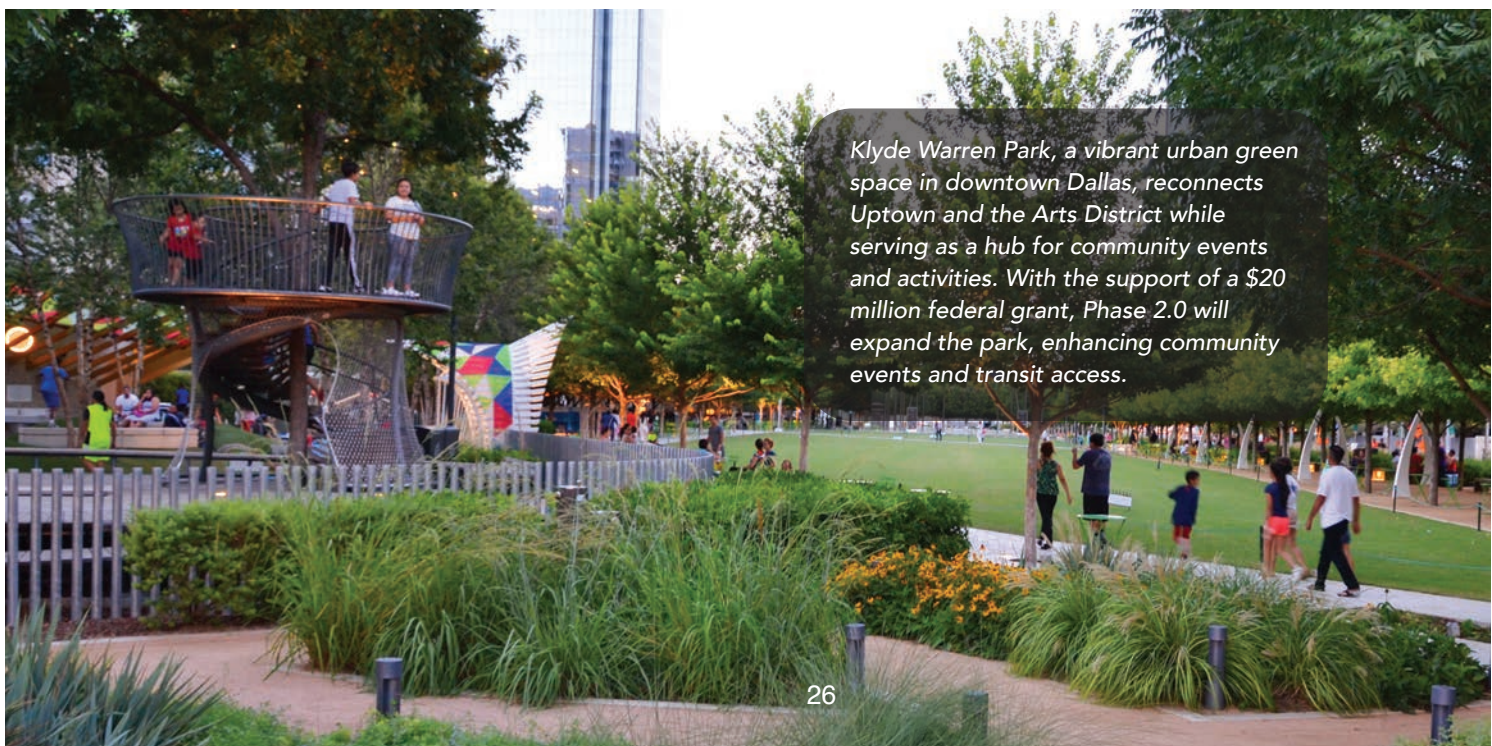
Southern Gateway Park will receive \$25 million for an expansion of the 2.8-acre facility under construction, connecting the Dallas Zoo with surrounding neighborhoods across IH 35E. The expansion will include a festival stage area, a pavilion, multi-use and open green space, interactive water features, a bicycle/pedestrian bridge with access to the zoo and additional multimodal transportation.

The remaining \$15 million will be directed to the Lower 5 Plaza Project in McKinney, creating an urban destination by reconstructing State Highway 5 above a public plaza between Louisiana and Virginia streets. The plaza would include a grade-separated bicycle-pedestrian connection between downtown, the future City Hall and East McKinney.

## RAISE Grants

The Dallas County Inland Port Multimodal Connectivity Project will receive a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for reconstructing Belt Line and Sunrise roads with increased capacity to serve an urbanizing, historically disadvantaged area within the cities of Lancaster and Wilmer.

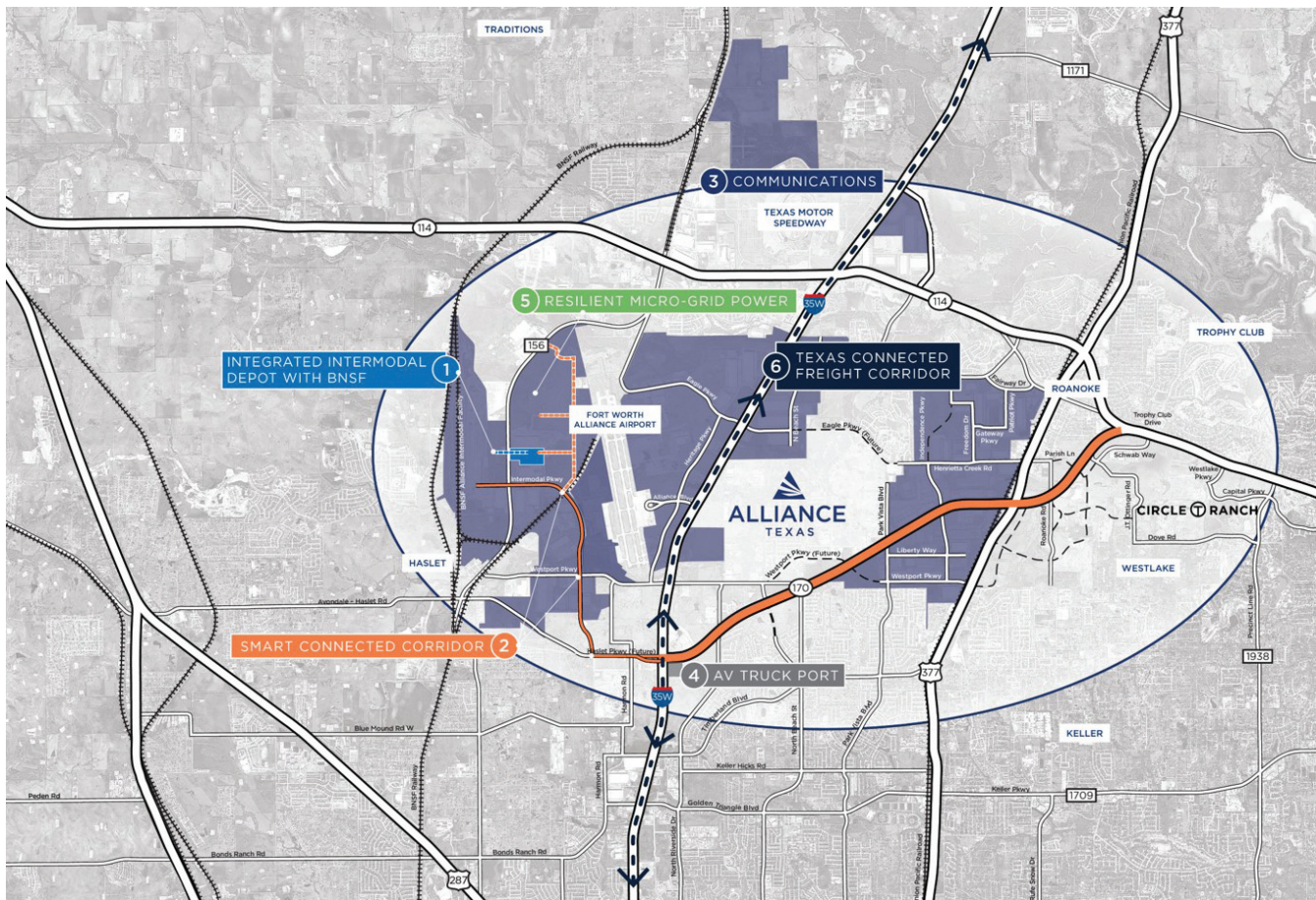
Additionally, the Cotton Belt/Silver Line Rail Trail was awarded a \$25 million RAISE grant for Phase 2 construction of a 5.2-mile trail segment within Dallas, Richardson and Plano.



*Klyde Warren Park, a vibrant urban green space in downtown Dallas, reconnects Uptown and the Arts District while serving as a hub for community events and activities. With the support of a \$20 million federal grant, Phase 2.0 will expand the park, enhancing community events and transit access.*

Source: NCTCOG





The AllianceTexas Inland Port Project, funded by an \$80 million INFRA grant, connects the inland port to the Dallas-Fort Worth transportation network. This public-private partnership enhances real-time tracking and includes a direct connector bridge to SH 170.

## Charging and Fueling Grants

Funding through the Charging and Fueling Infrastructure Program will help with the implementation of the IH 45 Zero Emission and Corridor Plan. It will also guide the freight trucking industry toward cleaner fuels with construction of up to five hydrogen fueling stations around the Texas Triangle (Dallas-Fort Worth, Austin, San Antonio and Houston). NCTCOG received a \$70 million CFI Corridor grant to develop this hydrogen fueling network for medium- to heavy-duty freight trucks.

NCTCOG also was awarded \$15 million through a CFI Community grant to enhance the region's electric vehicle charging network.

## Safe Infrastructure

NCTCOG received a \$21.8 million Safe Streets and Roads for All grant to upgrade Martin Luther King Jr./Cedar Crest Boulevard in Dallas. This project will

include new sidewalks, bicycle facilities, improved bus stops, traffic-calming devices, upgraded signals and Wi-Fi-enabled streetlights.

## Connectivity

The AllianceTexas Inland Port Project in Fort Worth was awarded an \$80 million INFRA grant as part of a \$262 million public-private partnership to better connect the inland port to the regional transportation network and the rest of the nation. New technology enabling the real-time tracking of goods and services will be coupled with a direct connector bridge stretching from the AllianceTexas facility to SH 170 at the IH 35W interchange.

NCTCOG will coordinate with regional partners to make sure all projects awarded federal grant funds are delivered quickly and effectively, ensuring regionwide enhancements to mobility, efficiency and that quality of life can be realized.

# Public Involvement

Public input remains essential to transportation planning throughout North Texas. After all, who better to voice the needs and wants for the transportation system than those who use it? To keep the public informed and engaged, NCTCOG employs a range of communication strategies.

## Media Relations

The NCTCOG Transportation Department values its relationship with the media, which requires consistent, transparent and prompt communication with journalists to ensure they receive information that helps them tell their stories. The result is increased public awareness, accurate information dissemination and a broader public understanding of regional transportation initiatives.

NCTCOG uses a variety of methods – including press releases and direct outreach – to communicate with the media about the work being done in transportation planning. A robust list of local, state and national reporters helps NCTCOG distribute press releases about meetings, projects, grants received and other important developments.

In 2024, NCTCOG distributed 38 press releases about a variety of subjects. Media relations also involves coordinating interviews with subject-matter experts to help explain the work being done by the department. There were 124 requests to interview NCTCOG

leaders about topics from high-speed rail and air quality to the preparations underway for the 2026 FIFA World Cup. NCTCOG was mentioned in the media more than 400 times, with high-speed rail leading the way with 97 mentions.

## Social Media

In 2024, social media continued to play a key role in keeping the public informed of – and engaged with – NCTCOG’s transportation initiatives.

Through a combination of paid and organic content, NCTCOG last year reached 7.6 million people on Facebook and 398,355 on Instagram.

The department also joined Nextdoor, a social networking platform designed to connect users with people in their neighborhoods. More than 3 million people were reached over the course of the year. In addition, the department began experimenting with content on three other platforms, LinkedIn, Bluesky and Threads, as it seeks to continue expanding its online audience.

## Hybrid Meetings and Community Events

In step with its social media initiatives, NCTCOG continued to push its digital footprint forward with its successful hybrid public meeting format. In 2024, there were eight hybrid public meetings, two more



Source: NCTCOG



than 2023. Staff also hosted a trio of online public input opportunities in which residents were given the chance to review information posted online and provide their opinions.

Likewise, community engagement remains a high priority. NCTCOG participated in 49 community events in 2024, eight more than in 2023. Held throughout North Texas, at locations ranging from colleges to parks to local businesses, these events allowed staff and residents to interact one-on-one over topics such as air quality, electric vehicles and other transportation efforts and projects.

Mobility 2050

In 2024, Dallas-Fort Worth made strides toward addressing its growing transportation challenges, while public input highlighted areas where further improvements are needed.

The public has been vital in shaping potential solutions, emphasizing the need for multimodal transportation investments to serve both existing urban areas and rapidly growing suburban communities.

49

Number of community events  
NCTCOG Transportation  
Department attended in 2024.

Feedback collected during the Mobility 2050 outreach efforts revealed critical gaps in the transportation system that NCTCOG and its partners will work to address. Among over 4,800 survey respondents, 38% reported roadways fully meet their job access needs, while transit was reported as meeting needs by just 5%. Similarly, walking and biking were preferred for accessing healthy food, but only 27% of respondents felt their needs were adequately met.

With the region’s population set to surpass 12 million in the next 25 years, a combination of roadway improvements, expanded transit networks and policies supporting mixed-use, higher-density development will be essential to meeting future needs.

Business Engagement

The Transportation Department has created a business engagement program to develop and maintain relationships with members of the business community. Through this program, NCTCOG aims to increase awareness of regional transportation and air quality initiatives as well as seek input from employers of all sizes. For more information, sign up for the quarterly Business Digest e-newsletter at [publicinput.com/nctcogbusiness](https://publicinput.com/nctcogbusiness).

Enhanced Community Engagement

Community engagement is an essential element of any successful regional planning effort. Taking an active role in mobilizing collaborative interactions between NCTCOG and communities provides individuals the opportunity to shape the transportation planning decisions that impact their lives.

The Enhanced Community Engagement program seeks to educate residents across the 12-county region. By establishing relationships with various community groups and associations, NCTCOG can empower North Texas residents to serve as public involvement ambassadors.

NCTCOG encourages individuals from all backgrounds to share their perspectives and participate in the planning process. Technology and outreach programs are important to the public involvement process. But they are just tools. Input from the users of the transportation system will help drive NCTCOG’s planning efforts for the next 25 years and beyond.

2024 Top Media Mentions

Topic	Mentions
High-Speed Rail	97
Transit	41
FIFA World Cup	29
Charging & Fueling Infrastructure Grant	20
Hillwood Smart Port Grant	9

NCTCOG was mentioned more than 400 times in the media in 2024. High-speed rail led the way with 97 mentions.

## 2025 Art Contest Entries - Irving ISD

### Elementary



Avery Roten, 3rd grade,  
Lively Elementary



Camila Rivera, 3rd grade,  
J. Haley Elementary



Dayana Reyes, 3rd grade,  
Johnston Elementary



Elena Espinosa, 3rd grade,  
Townley Elementary



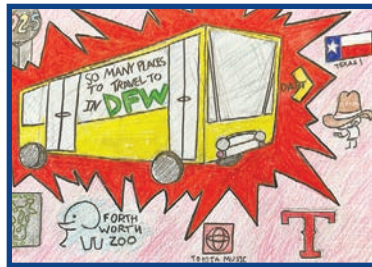
Leah Vergara, 5th grade,  
Gilbert Elementary



Loany Palma, 3rd grade,  
Johnston Elementary



Nathaly Rivas, 5th grade,  
T. Haley Elementary



Nicole Lomeli, 5th,  
Farine Elementary



Oday Iwaiwi, 4th grade,  
T. Haley Elementary



Sabrina Gutierrez, 5th grade,  
Farine Elementary

### Middle School



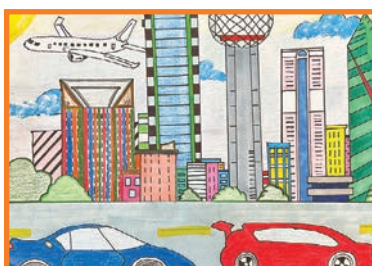
Adrian Rodriguez, 8th grade,  
Lamar Middle School



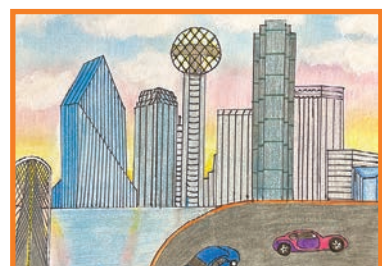
Amaya Garibay, 8th grade,  
Lamar Middle School



Cristell Enriquez, 8th grade,  
Travis Elementary



Diana Garcia, 8th grade,  
De Zavala Middle School



Ana Velasquez, 8th grade,  
De Zavala Middle School



## Middle School, cont.



Fabian Gomez, 8th grade,  
Lamar Middle School



Isabella Rodriguez, 8th grade,  
Travis Middle School



Natasha Torres Dolores, 8th grade,  
De Zavala Middle School

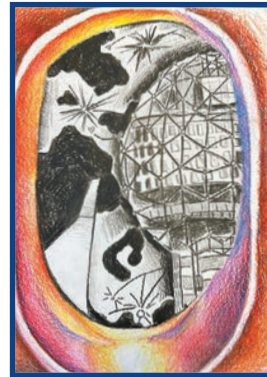


Luka

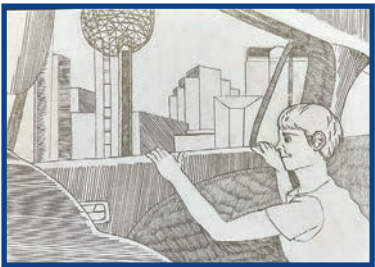


Yair Gonzalez, 8th grade,  
Johnson Middle School

## High School - Irving ISD



Momina Ali, 12th grade,  
MacArthur High School



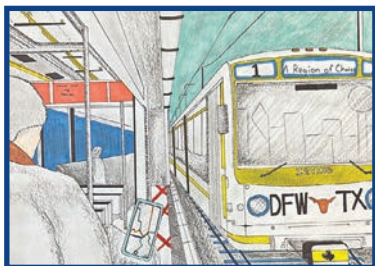
Adan Ramos, 11th grade,  
MacArthur High School



Corey Johnson, 11th grade,  
MacArthur High School



Dayana Varlea, 9th grade,  
Singley Academy



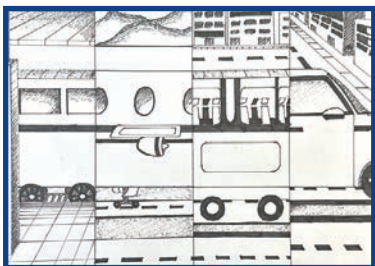
Eduardo Morales, 10th grade,  
Nimitz High School



Julianny Salinas, 9th grade,  
Singley Academy



Leslie Lopez, 10th grade,  
MacArthur High School



Melissa Salazar, 12th grade,  
Cardwell Career and Preparatory



Melanie Escobedo, 12th grade,  
MacArthur High School



Richard Salazar, 9th grade,  
Irving High School

North Central Texas Council of Governments  
P. O. Box 5888  
Arlington, TX 76005-5888



# Progress North Texas 2025

*Dallas-Fort Worth:  
A Region of Choice*



The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.