






Progress on Federal Competitive Grants

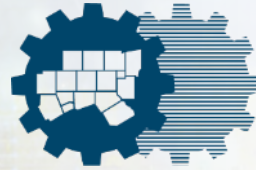
Submitted by NCTCOG

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Department of Defense	Community Noise Mitigation Program Grants	Yes	Yes	\$4,047,999 
Federal Highway Administration	4 Stations	No	No	\$37,500,000
Federal Highway Administration	Safe Streets for All CrossDFW	No	No	\$6,000,000  (approved to proceed on 5/19/2025)
Federal Transit Administration	VA Station	No	Pre-award Authorized	\$11,897,600
Federal Transit Administration	Pilot Planning Grant Trinity Rail Express (TRE)	No	No	\$1,000,000
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	Yes	Partial, \$14m obligated	\$17,990,529
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	Yes	Partial, \$31m obligated	\$87,500,000
Department of Energy	Houston to Los Angeles on Hydrogen Fuel	Yes	Yes, Stop Work Order	\$107,000
Federal Highway Administration	AllianceTexas Inland Port Project	No	No	\$261,823,699  (approved to proceed on 5/21/2025)
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	No	No	\$182,000,000  (approved to proceed on 5/21/2025)
Sub-total of approved to proceed projects				\$55,047,999
Projects will be removed when an Agreement is fully executed and obligated.				TOTAL \$609,866,827

Progress on Federal Competitive Grants

NCTCOG Assisted with Local Government Applications

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Federal Highway Administration	Dallas County Inland Port (DCIP) Multimodal Connectivity Project <i>Submitted by Dallas County</i>	No	No	\$87,015,000  (approved to proceed on 06/02/2025)
Federal Highway Administration	Martin Luther King (MLK), Jr. Boulevard Complete Street & Safety Upgrades Project <i>Submitted by City of Dallas</i>	No	No	\$27,250,000
Sub-total of approved to proceed projects				\$87,015,000
<i>Projects will be removed when an Agreement is fully executed and obligated.</i>			TOTAL	\$114,265,000



NCTCOG

2025 TITLE VI PROGRAM UPDATE

REGIONAL TRANSPORTATION COUNCIL
6.12.2025

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



WHO IS PROTECTED

Prohibits discrimination on the basis of race, color, or national origin



WHO MUST COMPLY

Any program or activity that receives federal funds or other federal assistance



TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION



FREQUENCY

Update every three years



CONTENTS

Describe how the MPO implements Title VI efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review



TITLE VI POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 ensures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.



TITLE VI PROGRAM UPDATES OF NOTE

Updated to reflect revocation of Executive Order 12898 (Environmental Justice in Minority Populations and Low-Income Populations, 1994)

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects

Thirty-day public comment period



REGIONAL TRANSPORTATION COUNCIL



Image Provided By Getty

TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 30-Day Public Comment Period	March 10, 2025
STTC Information	March 28, 2025
Close of Public Comment Period	April 8, 2025
RTC Information	April 10, 2025
STTC Action – Title VI Policy Statement, Title VI Program	April 25, 2025
Submittal Deadline	May 31, 2025
RTC Action – Title VI Policy Statement, Title VI Program	June 12, 2025
Executive Board Action	June 26, 2025



REQUESTED ACTION

Approval of Resolution Adopting 2025 Title VI Program Update:

Title VI Policy Statement

Title VI Program

Request NCTCOG Executive Board as FTA Recipient and
Designated Recipient to Approve 2025 Title VI Program Update
and Title VI Policy



CONTACT US



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Program Manager
Title VI Coordinator

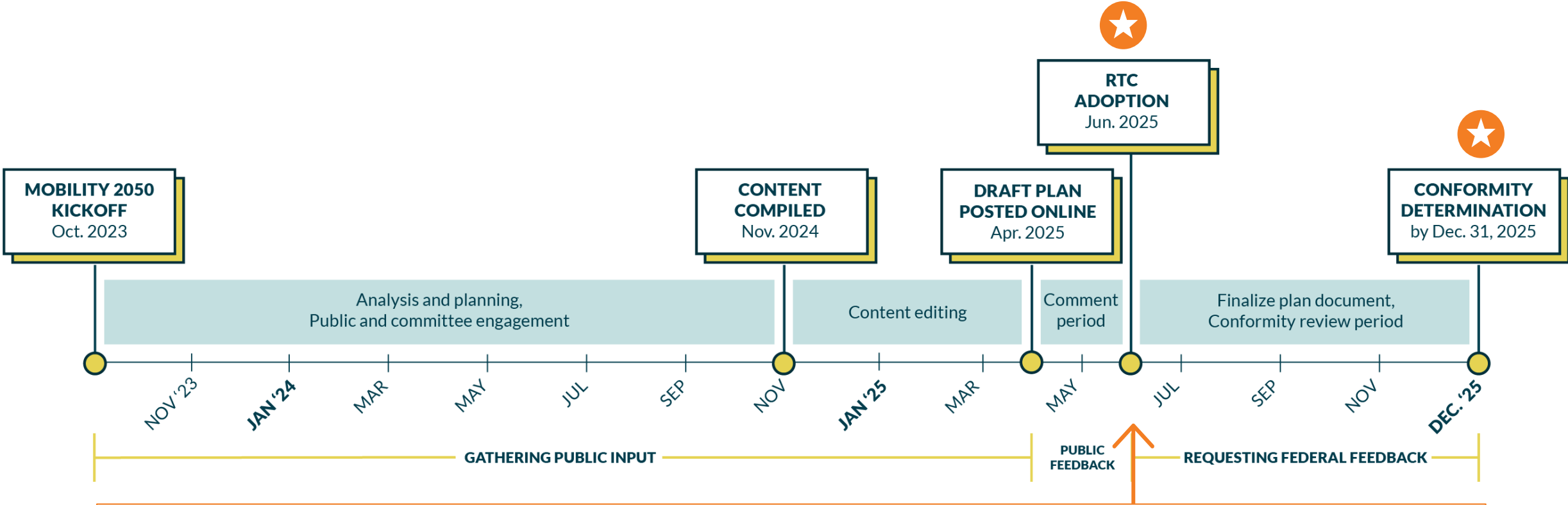
ebeckham@nctcog.org | 817-608-2308





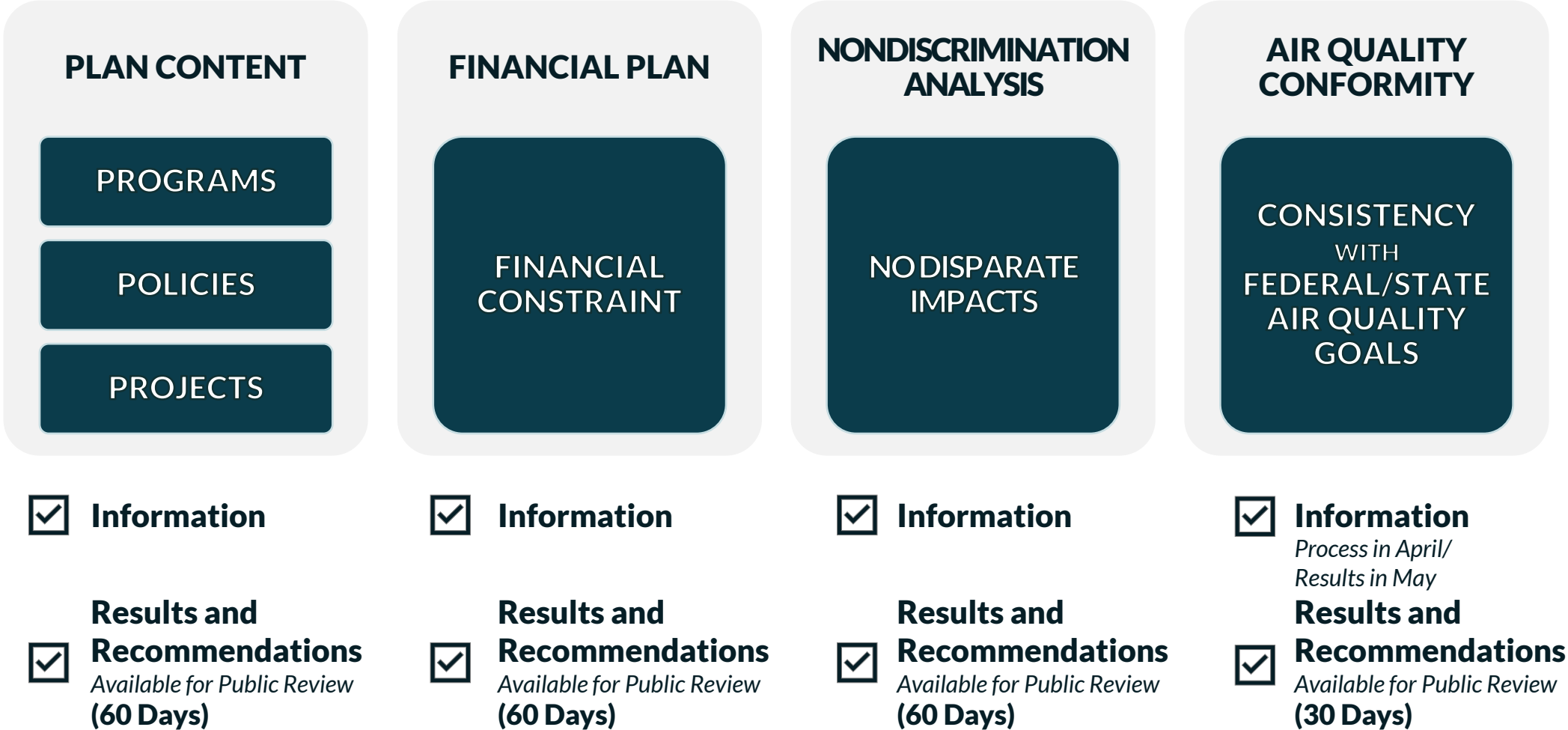
Regional Transportation Council
June 12, 2025

Plan Development Timeline



- Plan posted online
- Public comment period completed (April 7th through June 10th)
- Action requested today to recommend RTC adopt Mobility 2050

Major Mobility Plan Components

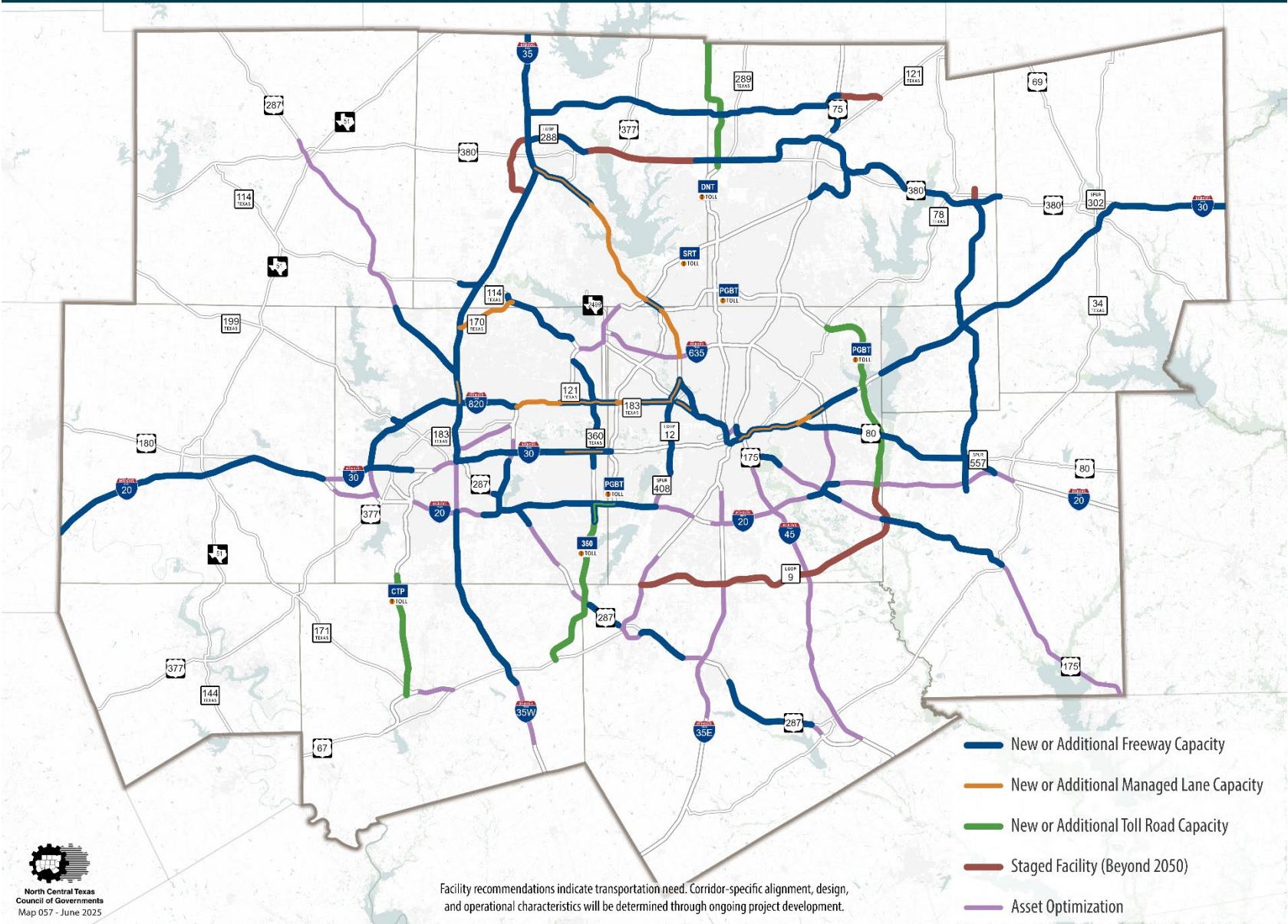


Final Financial Plan

Full matrix of costs and revenues available
in the draft Financial Chapter at
www.nctcog.org/planinprogress.

	Mobility 2050	Last Meeting	Δ Today - Previous
Infrastructure Maintenance¹	\$29.8	32.1	Validate/finalize Asset Optimization recommendations
Management & Operations	25.7	23.9	Assess/finalize data for transit operations
Strategic Policy Initiatives²	6.4	6.4	-
Rail & Bus	57.9	56.0	Detailed validation of transit programs for rail, bus, and other technologies
Freeways/Tollways, Managed Lanes, and Arterials	97.5	97.4	Final refinements to project scope and cost
Total, Actual \$, Billions	\$217.3 B	215.8 B	

Values may not sum due to independent rounding

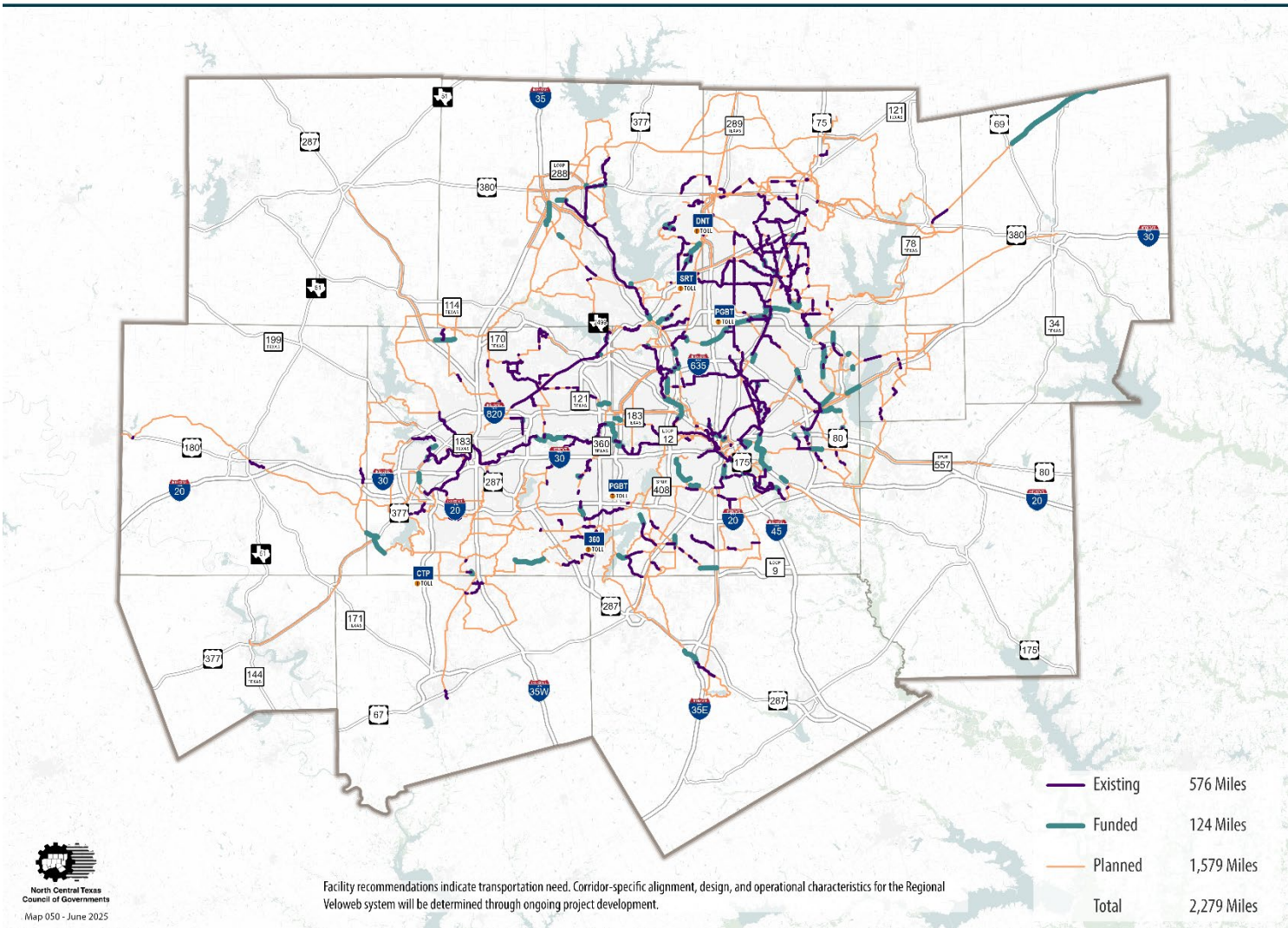




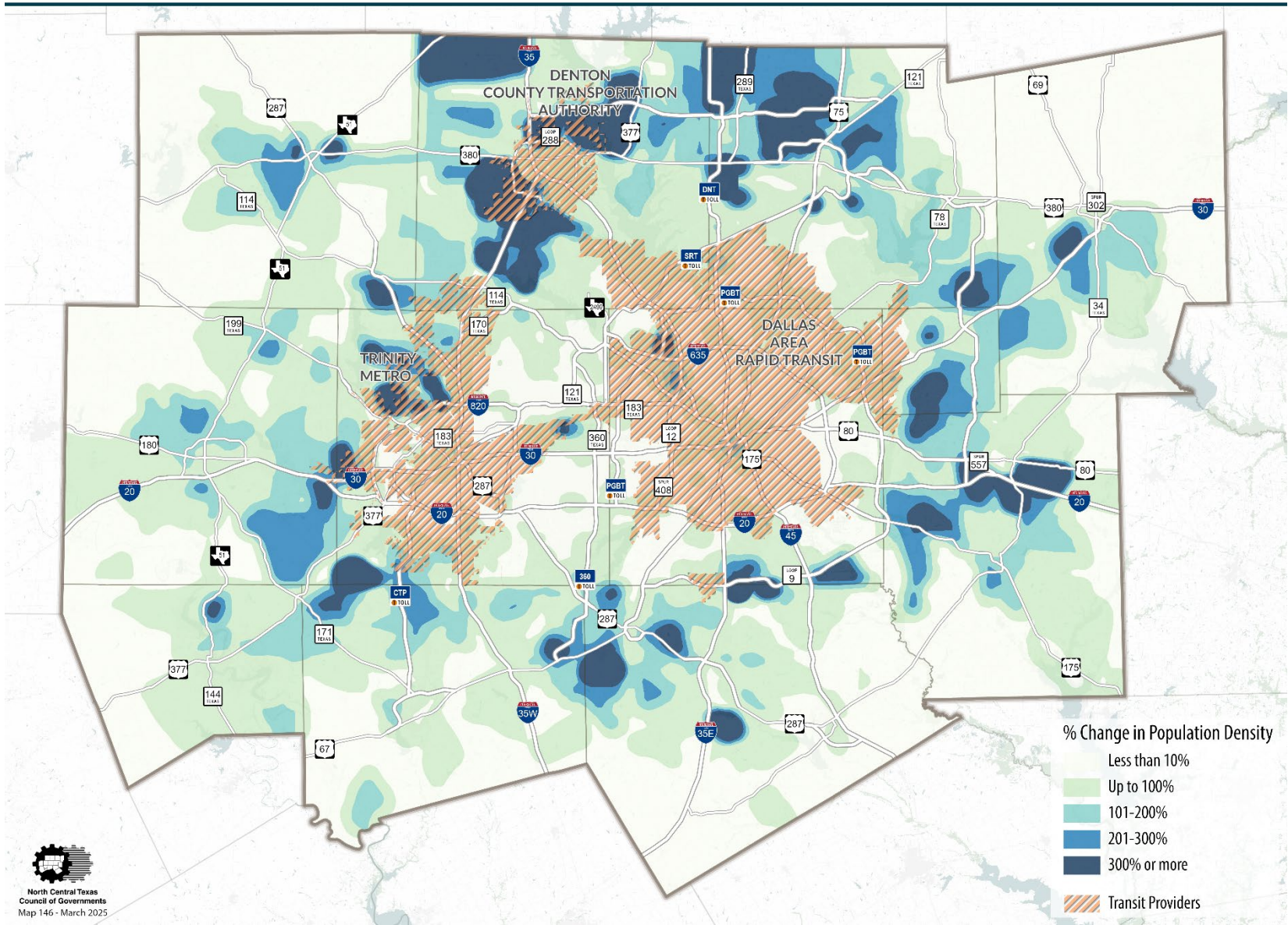
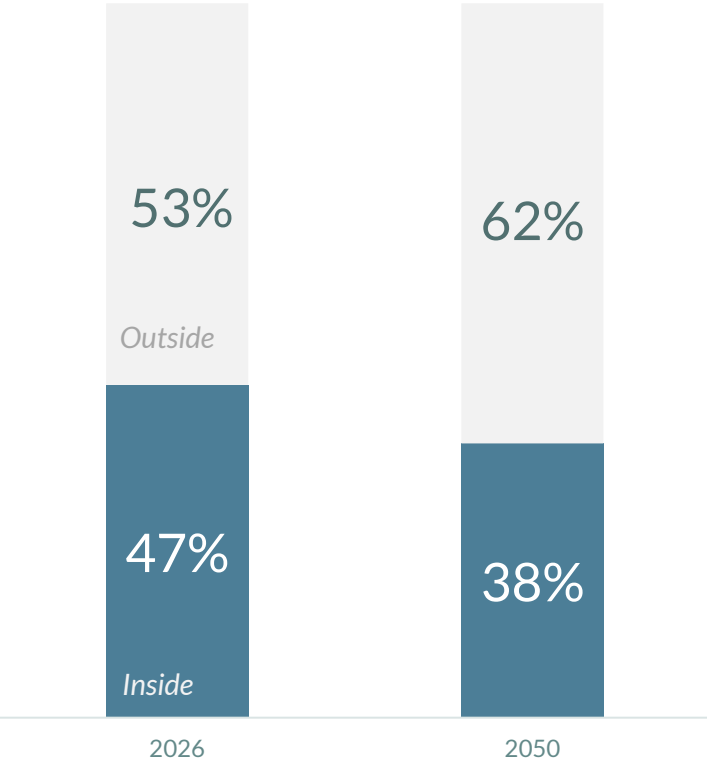
Active Transportation Recommendations

Regional Veloweb

MOBILITY2050



Population within Transit Authority Service Areas



North Central Texas Council of Governments
Map 146 - March 2025

Policies and Programs: Highlights

- Reorganized/updated Air Quality, Clean Fuels, and Freight programs and policies, but majority carry over from previous plan
- Updates to land use and mobility options policies and programs to reflect Transit 2.0 recommendations
- New Policy Bundle policy and program offer flexibility for timing when rounds are opened and allow for continuous improvement

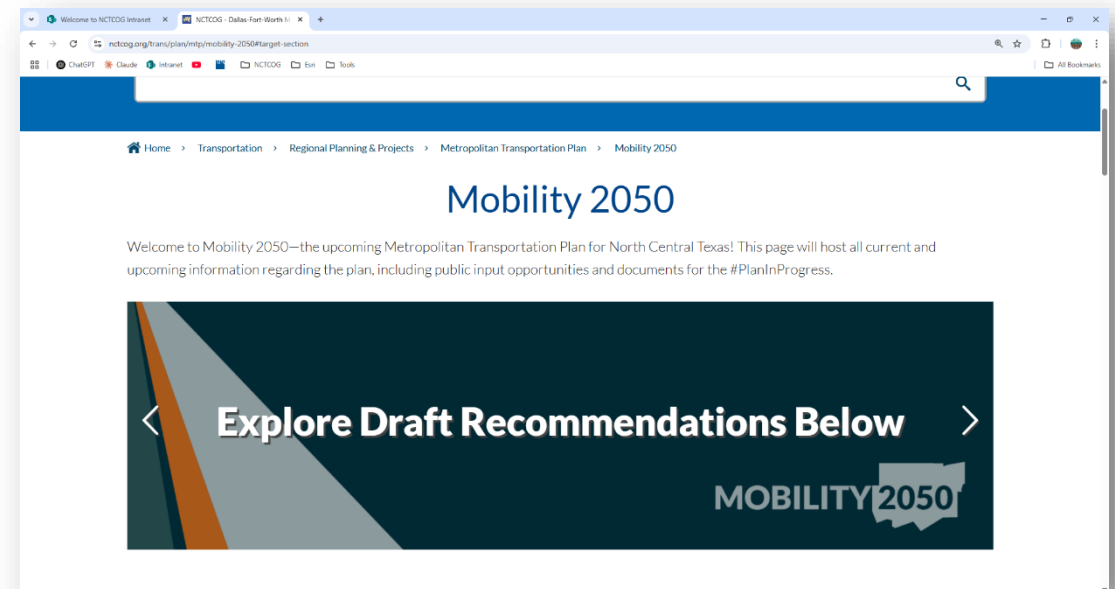
*Full policy and program listings available at
www.nctcog.org/planinprogress,
including technical and editorial changes
through public comment period.*

Public Comment Period

Comments Received since April 7*

- Rockwall Outer Loop alignment
- Partner input – clarifying recommendations
- Transit boundary expansion
- Network planning for automated vehicles
- Muscogee Nation – coordination
- FM 55 in Ellis County
- General support for the Plan

www.nctcog.org/PlanInProgress





Transportation Conformity

2025 Transportation Conformity Analysis

PURPOSE

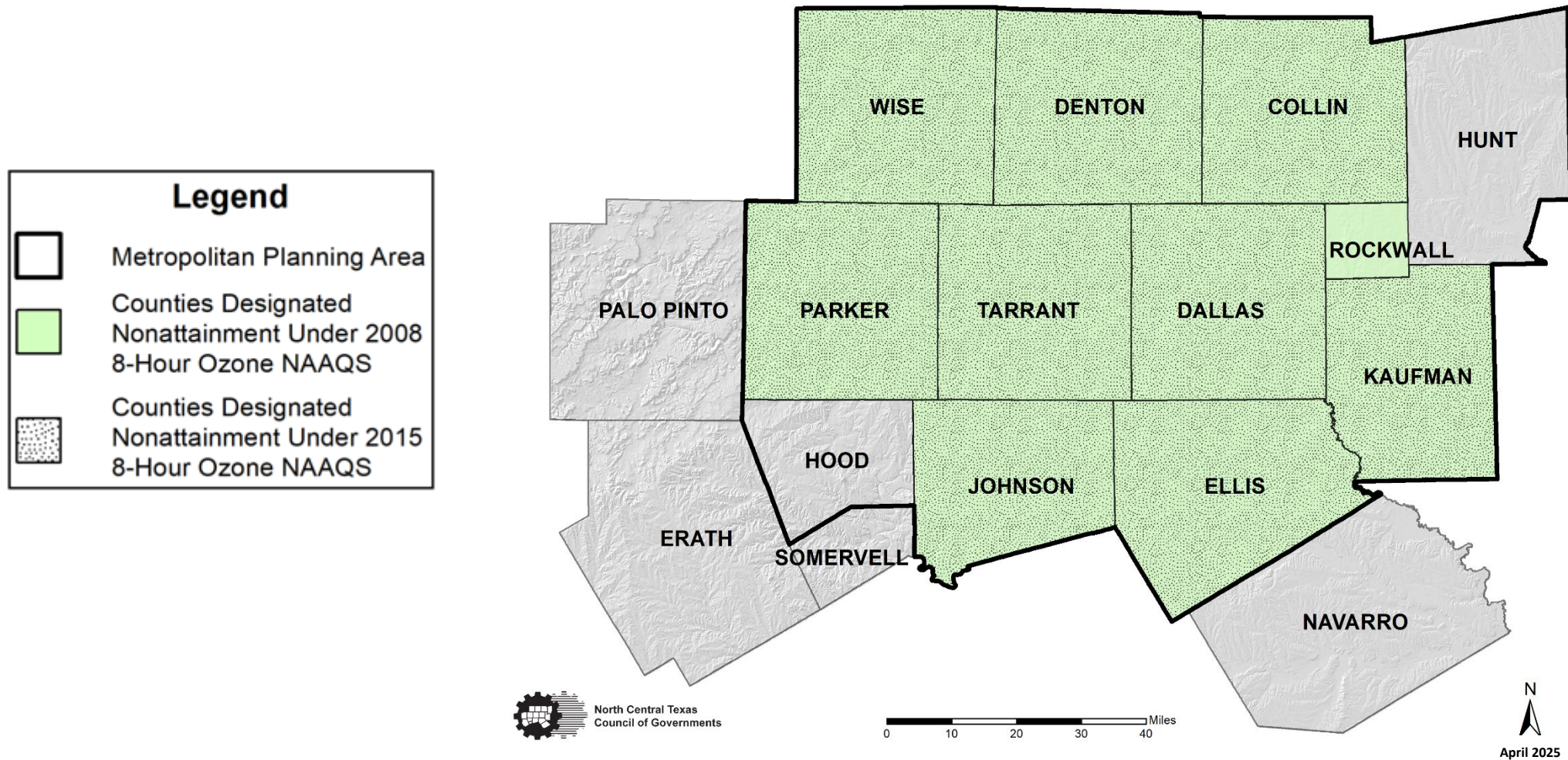
Required by Federal Legislation

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

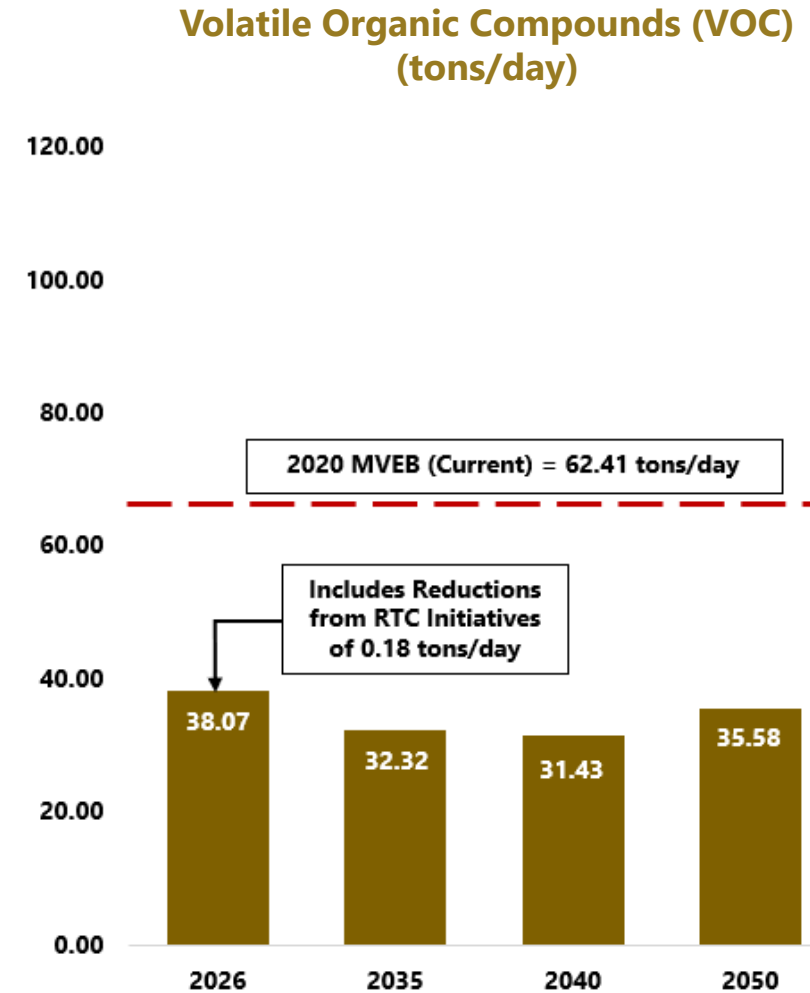
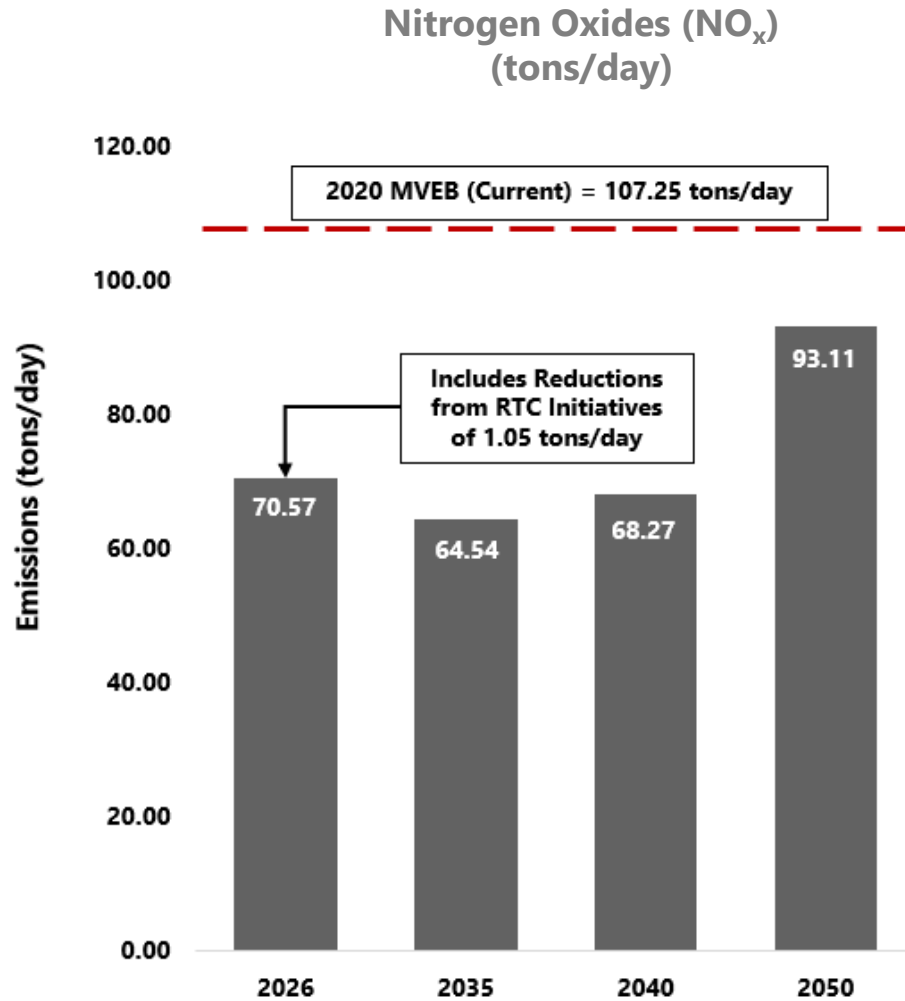


Nonattainment Areas Under the 8-Hour Ozone Standards



2025 Transportation Conformity Analysis Results

DRAFT



MVEB = Motor Vehicle Emission Budget

2025 Transportation Conformity Analysis Results

OBSERVATIONS AND INTERPRETATION

Vehicle Miles Traveled

Speeds

Vehicle Technology

Rural/Suburban Sprawl



Schedule to Adoption

Time Frame	Milestone
February 2025	Financial Plan and Roadway Recommendations (Information)
March 2025	Demographic Review and Transit Recommendations + Programs (Action)
April-May 2025	Required 60-day Public Comment Period RTC Information (Plan and Air Quality)
June 2025	RTC Action to Adopt Mobility 2050
July – December 2025	Federal Transportation Conformity Review Period

Action Requested

The Regional Transportation Council passes resolution adopting Mobility 2050 as the Metropolitan Transportation Plan for the North Central Texas region and approves the 2025 Transportation Conformity as presented.

Amended Resolution

The resolution was amended in paragraph 6 to correct the federal regulatory reference for Transportation Conformity from 40 CFR 90 to 40 CFR 93.

Mobility Plan Contacts



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Conformity Contacts



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Grant Application Partnership

for the
Cotton Belt Trail
Next Phase (3a)



Kevin Kokes

Regional Transportation Council

June 12, 2025



TxDOT 2025 TA Call-for-Projects: Project Categories

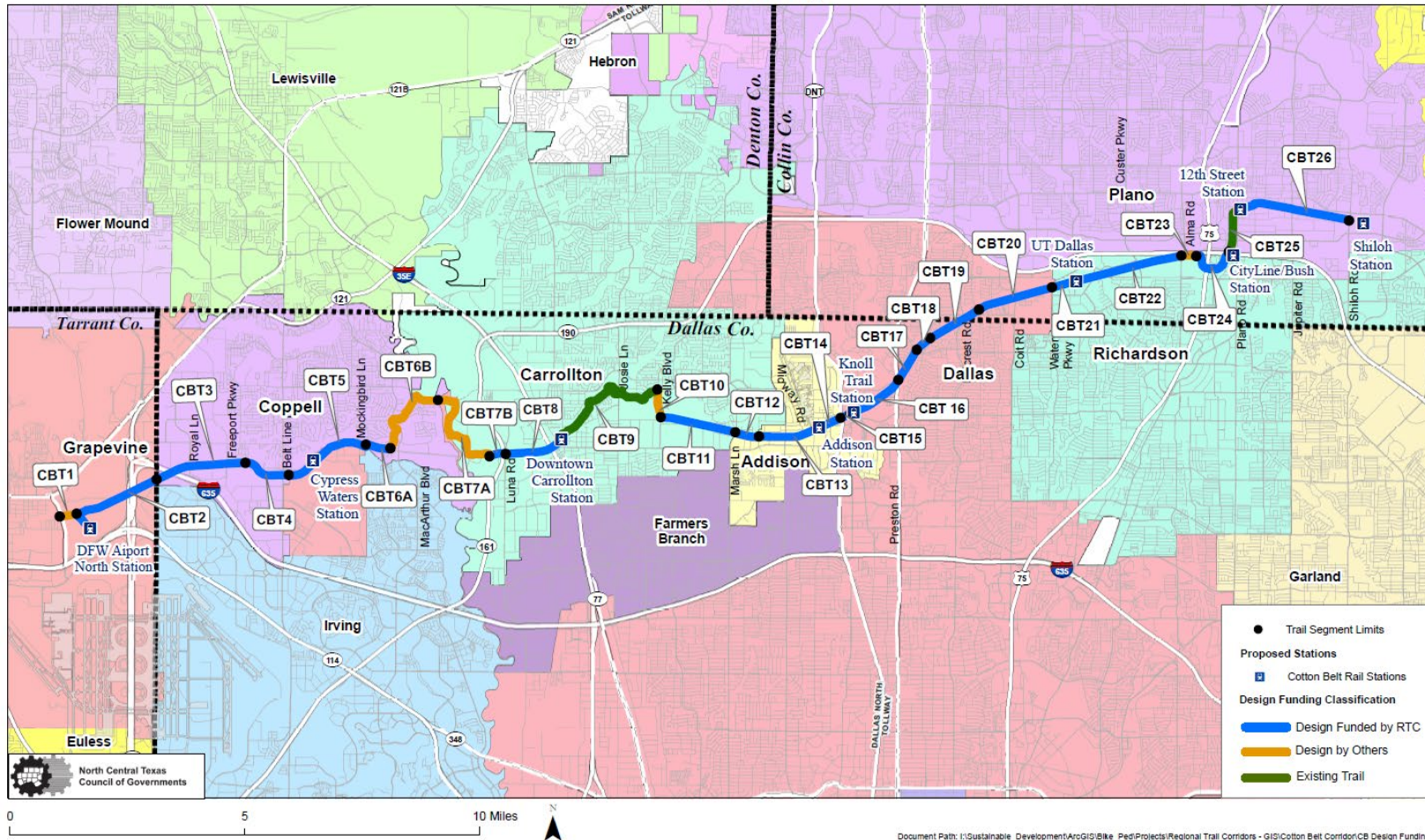
Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Community-Based	Preliminary Engineering & Construction	<ul style="list-style-type: none"> Outside of TMA & <200k <u>or</u> Inside of TMA* & <50k in population 	20%	<input checked="" type="checkbox"/>	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction			<input checked="" type="checkbox"/>	\$5 to \$25 million per project
Network Enhancements	Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition	Any Population Areas	20%	<input checked="" type="checkbox"/>	TBD
Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design			<input checked="" type="checkbox"/>	TBD



*TMAs (Transportation Management Areas) have populations greater than 200,000 and are responsible for competitively awarding their own TA funding.

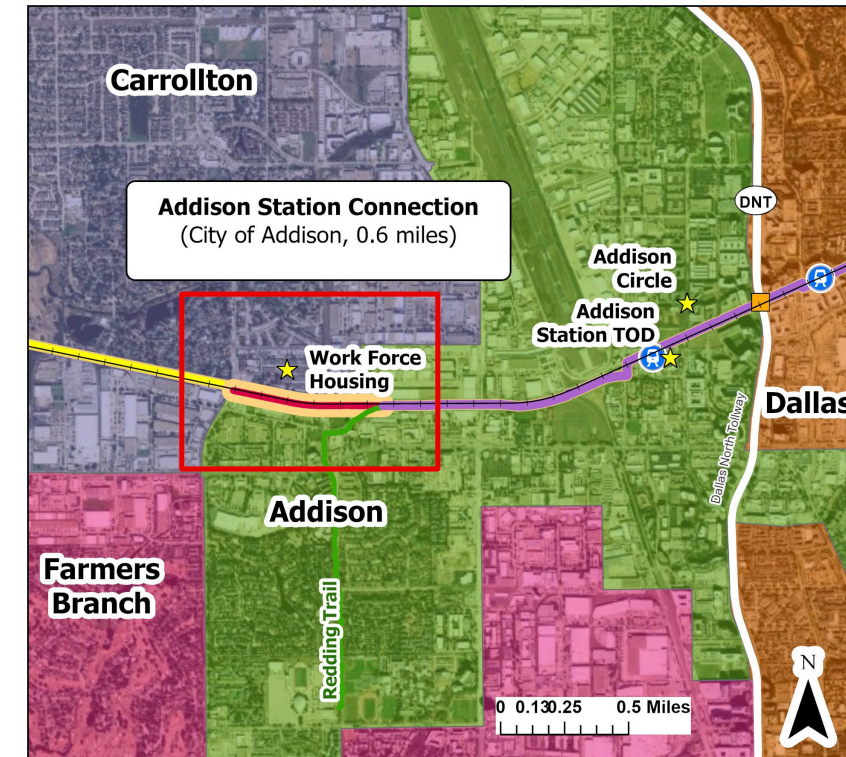
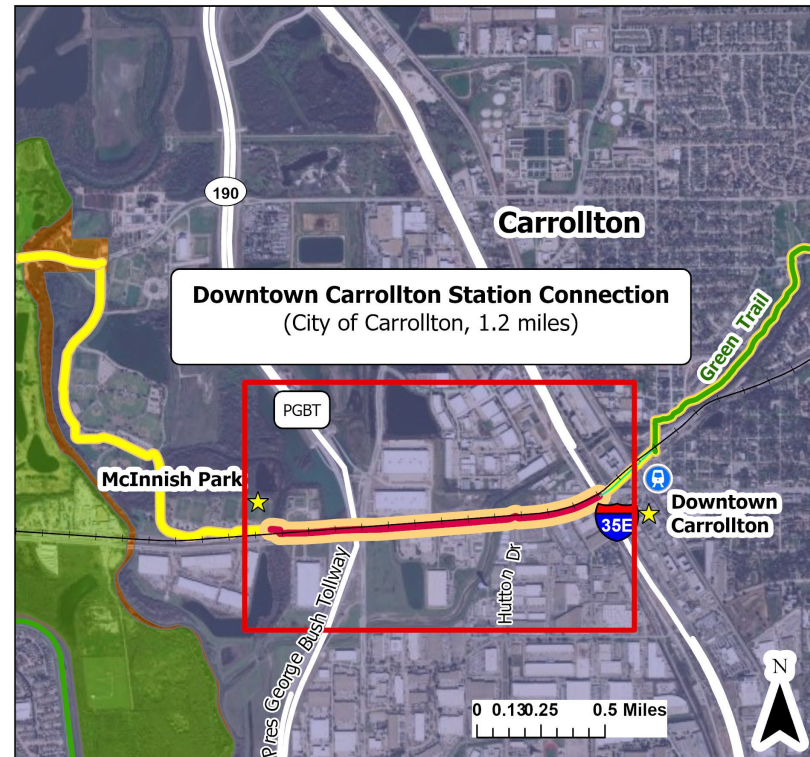
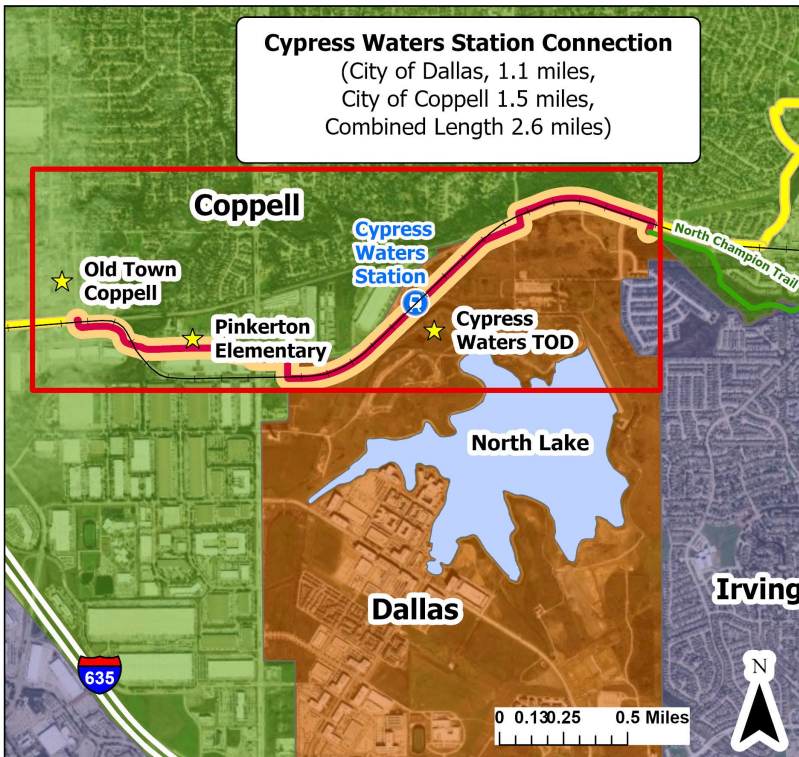
HISTORY: Cotton Belt Regional Trail

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering complete
- Phase 1 construction (critical bridges) nearly complete
- Phase 2 construction underway

Cotton Belt Trail Phase 3a Segments



- Proposed Phase 3a Segments (4.4 Miles)
- Phase 2 Segments (11 Miles)
- Phase 1 Segment
- Trail Designed (Construction Funding by Other Sources)
- Existing Trail

- Silver Line Rail Stations
- Silver Line Rail Under Construction

TxDOT 2025 Transportation Alternatives Program Call for Projects Cotton Belt Trail Application (Draft Budget)

PROJECT SCOPE	COST / FUNDING					
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	REQUESTED FEDERAL GRANT FUNDS (TxDOT)	REQUESTED ADDITIONAL FEDERAL FUNDS (STBG / CMAQ)	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 4.4 miles of trail, bridges, signals, and intersection crossings in Addison, Carrollton, Coppell, and Dallas	\$48M	~\$5.8M	~\$4.7M	\$25 M	\$7.6M	\$4.9M

Anticipated Schedule

Date	Milestone
January 2025	TxDOT Opened Call for Projects
February 2025	Preliminary Application Due (NCTCOG staff finalized materials for DART submittal)
May 23, 2025	Surface Transportation Technical Committee Action
June 12, 2025	Regional Transportation Council Action
June 20, 2025	Detailed Applications Due (submittal by DART)
October 2025	Anticipated Texas Transportation Commission Award



Requested Action

Regional Transportation Council Approval of:

- The partnership with DART to submit the large-scale construction application to the TxDOT 2025 Transportation Alternatives Program Call for Projects requesting \$25M in federal funding for Cotton Belt Trail Phase 3a.
- The additional contribution of \$7.6M federal Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and \$4.9M Regional Toll Revenue funds for non-federal match should the project be selected for funding award.
- Directing staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.

Contact Us



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Chris Nelson

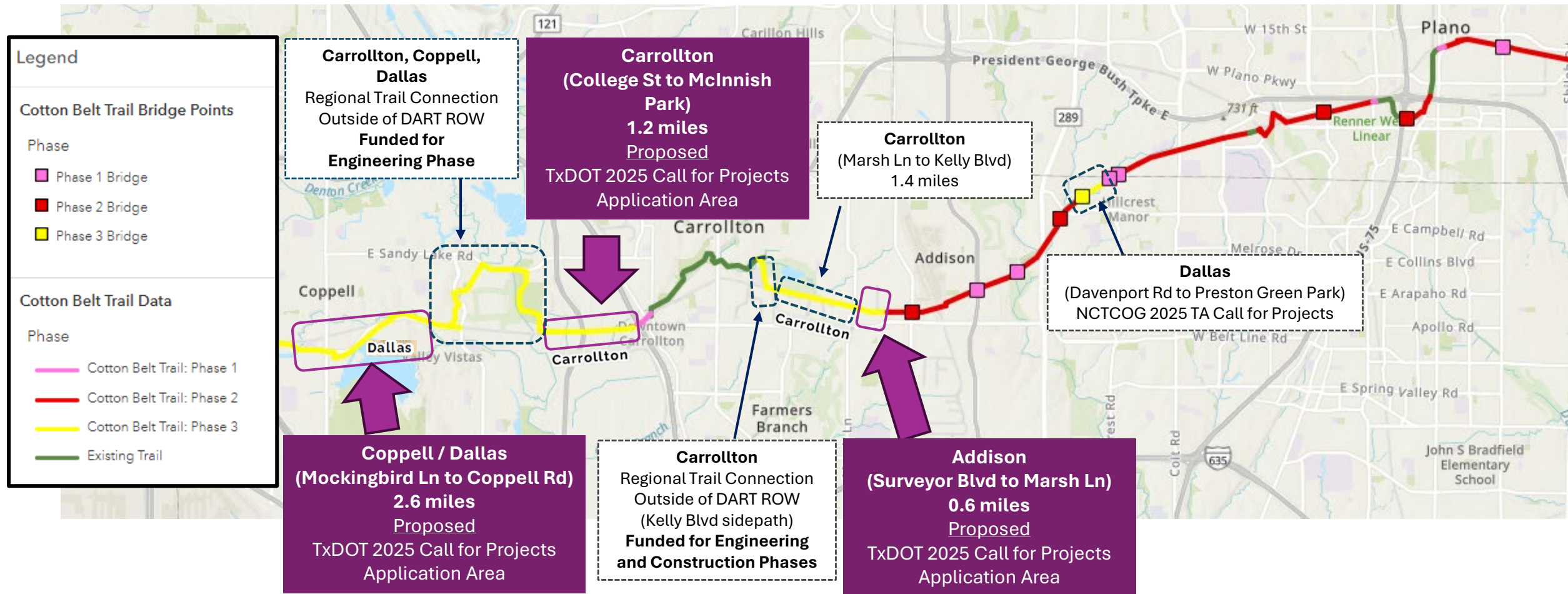
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Anticipated Regional Trail Construction Phases





NCTCOG PRESENTATION

Managed Lane Policy, High Occupancy Vehicle 2+/3+ Subsidy Funding, and HOV Quarterly Report

CHRISTIE J. GOTTI | REGIONAL TRANSPORTATION COUNCIL |
6.12.2025

CURRENT RTC MANAGED LANE VEHICLE OCCUPANCY POLICIES*

- High-Occupancy Vehicles (HOVs) are defined as vehicles with 2+ occupants (HOV 2+) and all motorcycles
- HOV 2+ receive a 50% discount during the morning and afternoon peak periods
- HOV 2+ pay the full toll rate in the off-peak period
- To be eligible for the HOV discount, travelers must pre-register through the GoCarma app and agree to follow app usage rules

*Summarized and adapted from occupancy-related policy sections in Regional Transportation Council (RTC) Tolled Managed Lane Policies, updated March 10, 2016, and related subsequent RTC actions.



MANAGED LANE HOV DISCOUNT PRINCIPLES

- Maximize throughput of managed lanes during peak periods
- Strategy to come into compliance with federal air quality standards
- Occupancy verification, not enforcement (apply correct toll)
- Eligibility to receive discount is voluntary
- Seamless to user and requires little to no user interaction after initial registration
- Discount is currently paid through Regional Toll Revenue (RTR) funds approved by RTC
- Discount applies to all managed lanes, but RTC only pays for reimbursement on North Tarrant Express (NTE) and Lyndon B. Johnson (LBJ) Express systems
- Policy allows that RTC will reevaluate when to move from HOV 2+ to HOV 3+ when appropriate
- RTC last discussed HOV 2+/3+ policy in October 2016

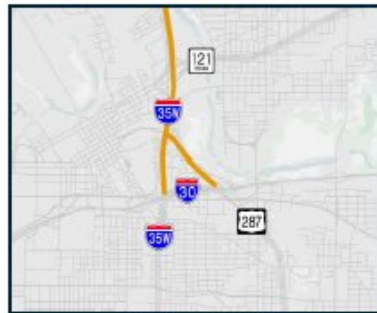


Managed Lane System

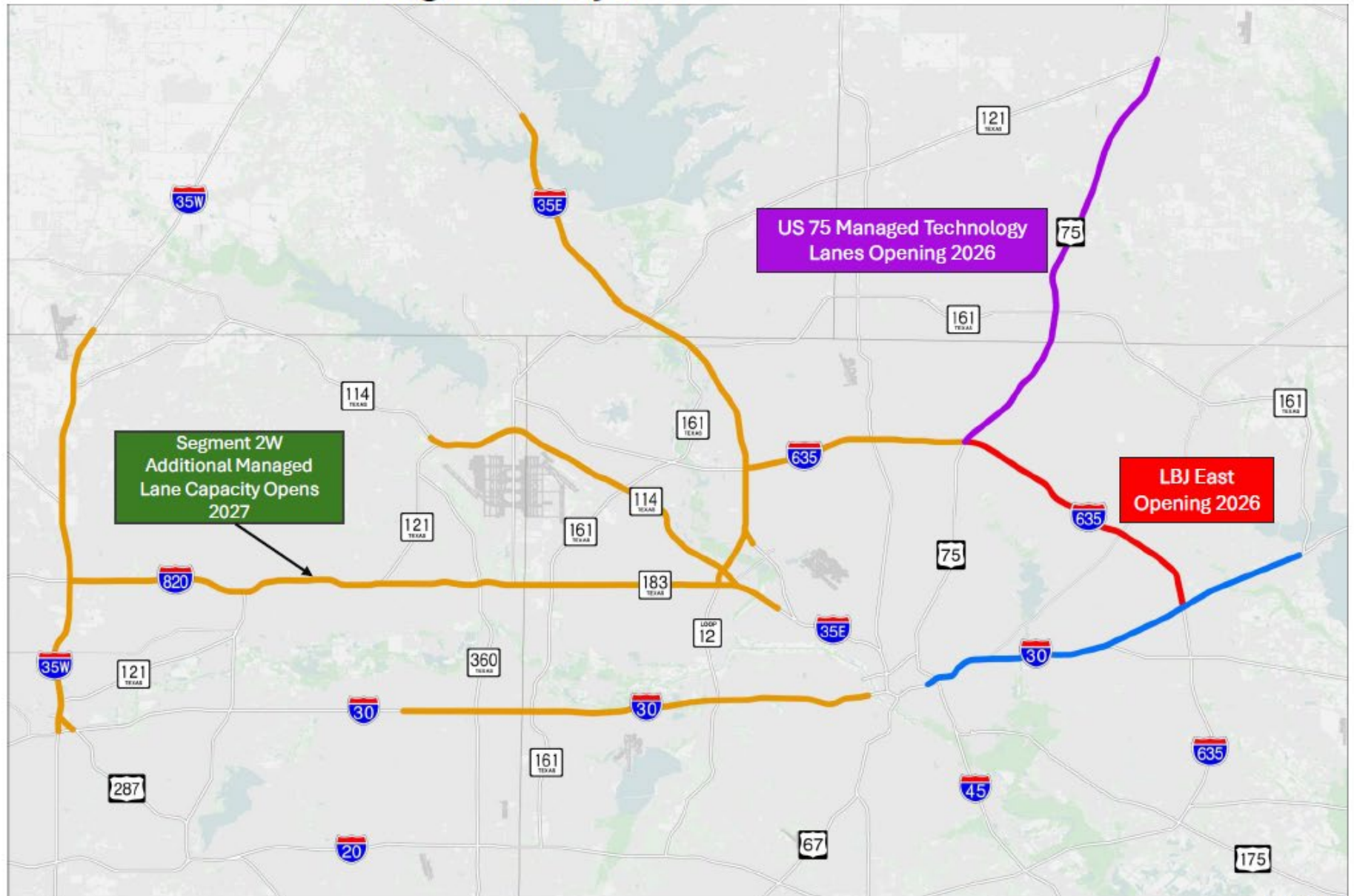
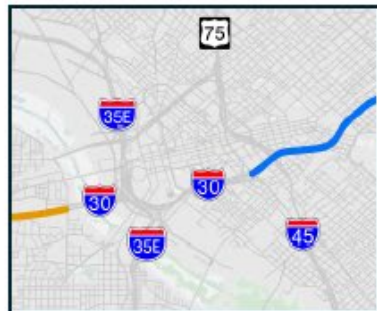
**Current Express/HOV
+ Managed Lanes**

-  Current HOV Lanes
-  Current TEXpress Managed Lanes
-  TEXpress Managed Lanes Under Construction
-  Managed Technology Lane

Fort Worth CBD



Dallas CBD



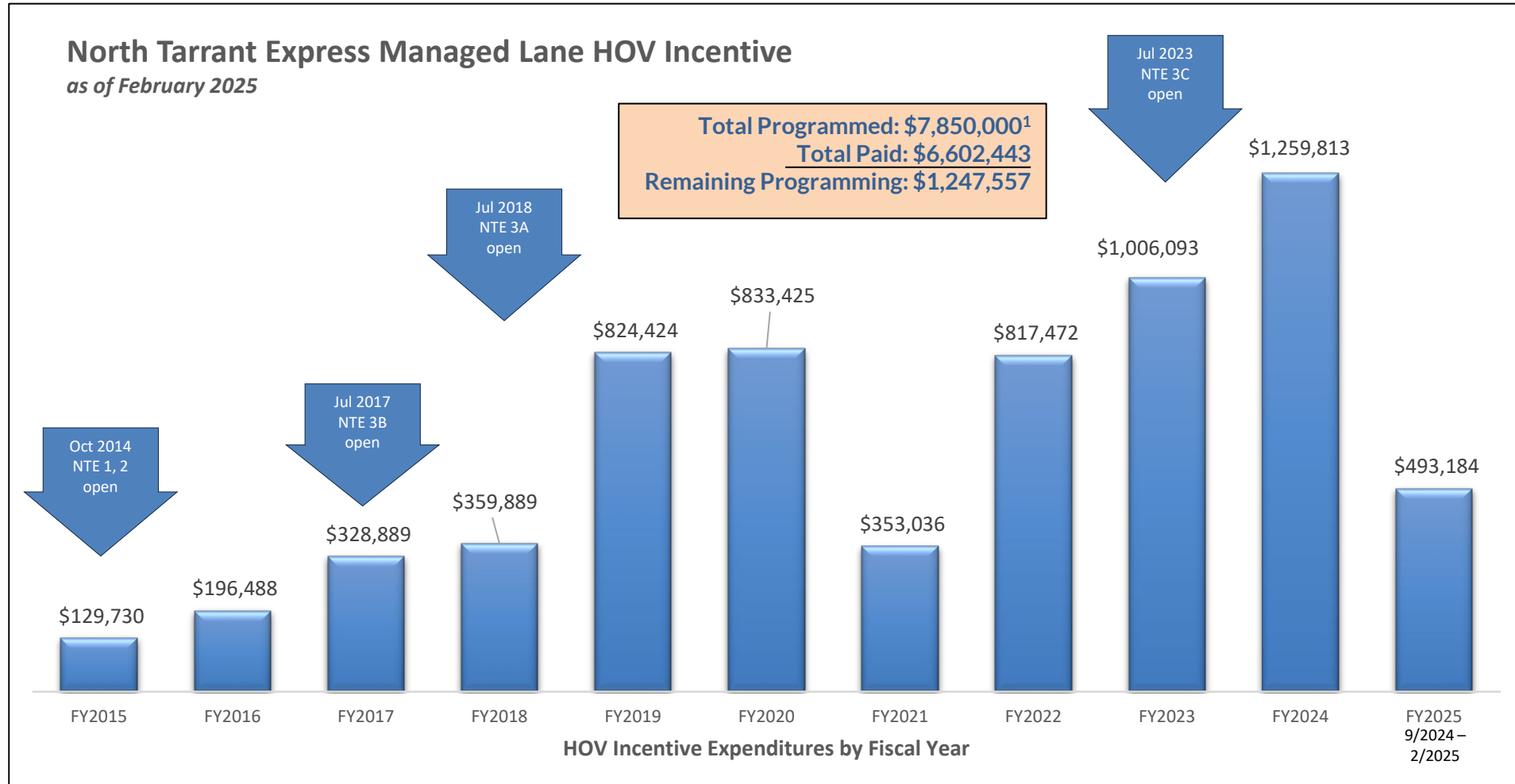
May 2025

POLICY DISCUSSION

- Approved funding for NTE is being depleted
 - Funding for the NTE subsidy was increased by \$1 million in April 2025
- Approved funding for LBJ Express has lasted longer than anticipated
 - Funds for LBJ Express have several more years before being depleted
- As system has grown, HOV discount reimbursements have grown
- HOV discount will phase out after the air quality attainment maintenance period
- Policy Question:
 - Approve additional funding for HOV reimbursements on NTE system, or
 - Move from HOV 2+ to HOV 3+ (would still require additional funding for NTE)

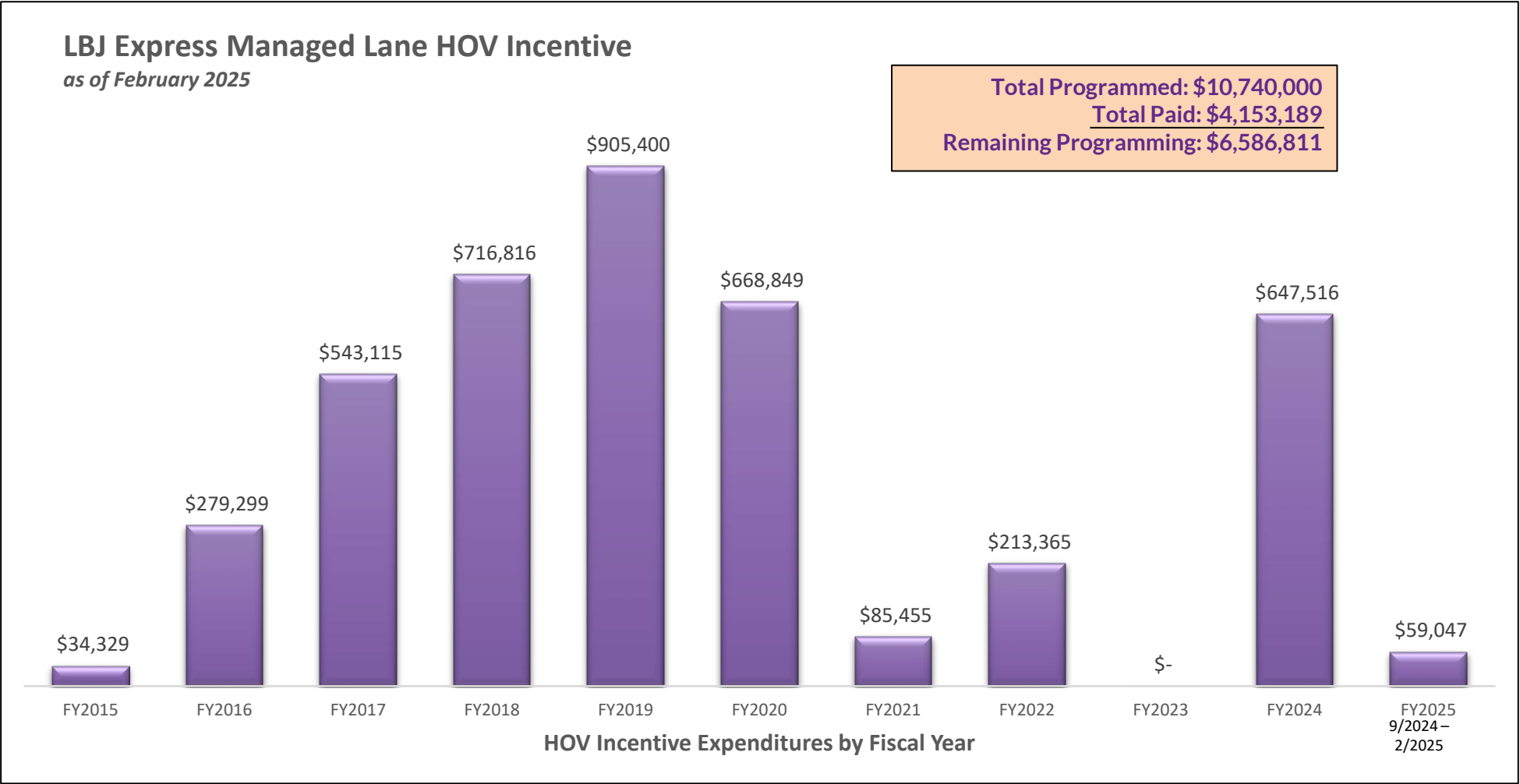


HOV INCENTIVE EXPENDITURES - NTE



¹Includes additional \$1 million approved by RTC in April 2025

HOV INCENTIVE EXPENDITURES – LBJ EXPRESS



LANE MILES VS. PROGRAMMING COMPARISON

Lane Miles vs April 2025 RTC-Approved Programming Percentage

Facility	Lane Miles ¹	% of Total Lane Miles	Current RTR Programming ²	% of Total Programming
NTE 1, 2, 3	114	60.96%	\$ 7,850,000	42.23%
LBJ Express	73	39.04%	\$ 10,740,000	57.77%
Total	187	100.00%	\$ 18,590,000	100.00%

¹Lane miles provided by TxDOT

²As of April 2025 RTC Approval

NTE managed lanes are more extensive than originally anticipated.

PROGRAMMING BALANCE PROJECTIONS

- Programming for the NTE Managed Lane, including the \$1 million approved by the RTC in April 2025, is projected to last through December 2025
- Programming for the LBJ Express Managed Lane is projected to last through December 2034
- To extend NTE Managed Lane programming through the end of the current GoCarma contract in 2030, staff recommends adding \$5.6 million

PROPOSED ACTION FOR HOV SUBSIDY FUNDING

- Request RTC approval to:
 - Increase funding for NTE HOV 2+ by \$5.6 million RTR (no local match)
 - Reaffirm existing RTC policy that HOVs are subsidized for 2+ occupants
 - Amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

CONTACT US



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2025 Transportation Alternatives Call for Projects

Funding Recommendations for the North Central Texas Region

Regional Transportation Council

Karla Windsor, AICP

Senior Program Manager

June 12, 2025



Background

Call for Projects opened October 25, 2024, and closed January 17, 2025

Approximately \$56 million in federal funding was available (FY26 – FY28)

Project Activity	Minimum Federal Funding Award per Project (Targets)	Maximum Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



Eligible Project Activities

May include:

- Safe Routes to School Planning (**NEW**)
- Safe Routes to School Construction Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections

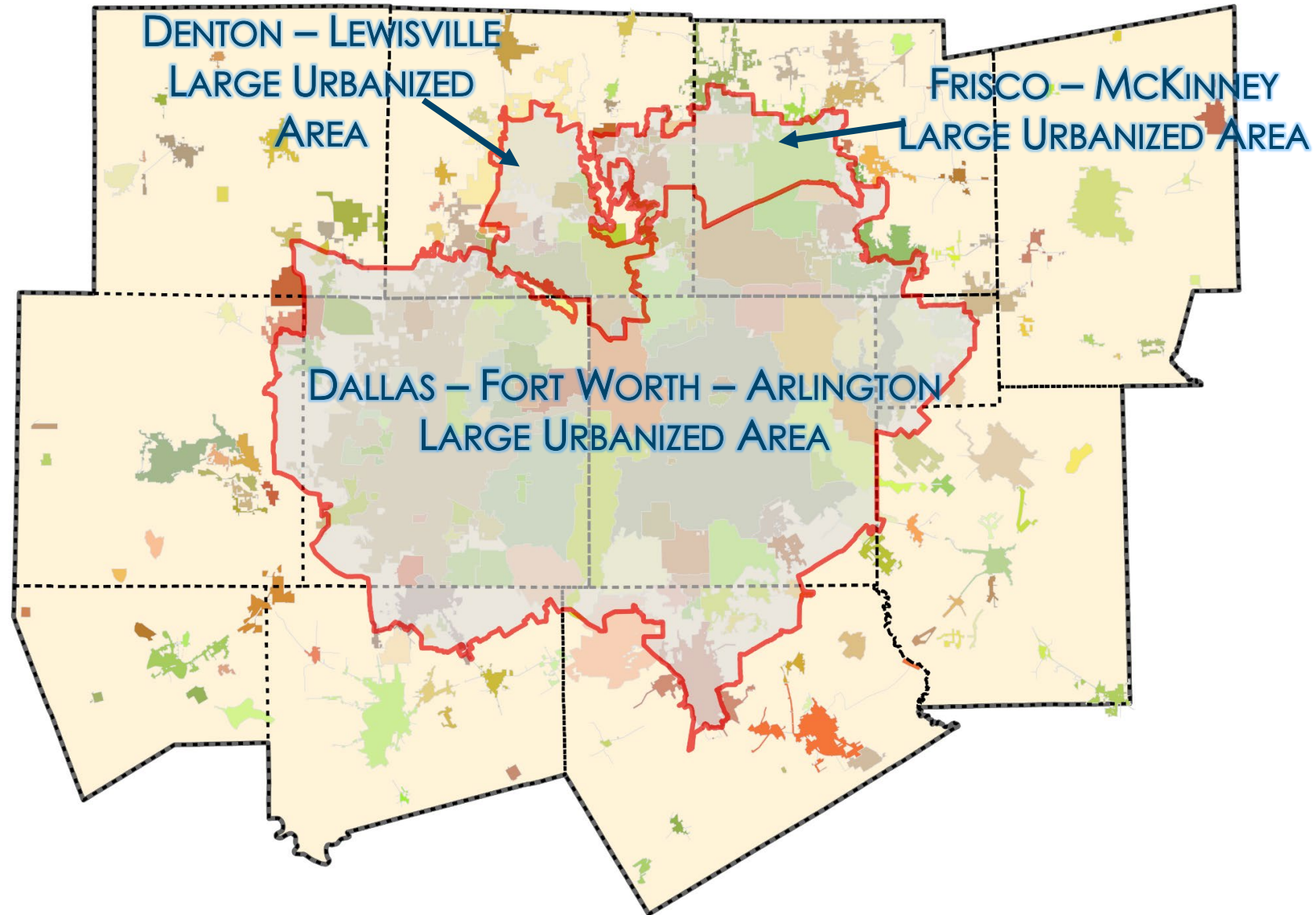


Eligible Project Areas

Legend

 Large Urbanized Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)



Match Requirements

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

Safe Routes to School planning: Minimum 20 percent local match*

***Local match must be cash or Transportation Development Credits (TDCs)**

- Agencies may request Regional Transportation Council (RTC) “Regional” TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of Regional TDCs is limited to two applications per agency.
- No in-kind contributions.



Application Categories and Evaluation Criteria

Active Transportation

Regional Network Connectivity

Access to Major Destinations

Project Readiness and Other Factors

Safety and Comfort

Congestion Reduction

~~Equity*~~

Safe Routes to School (Construction)

Problem Identification and Solution

Planning Support

Potential to Increase Walking/Biking

Project Readiness and Other Factors

~~Equity*~~

Safe Routes to School (Planning)

Problem Identification and Solution

Proposed Plan Elements

Potential to Increase Walking/Biking

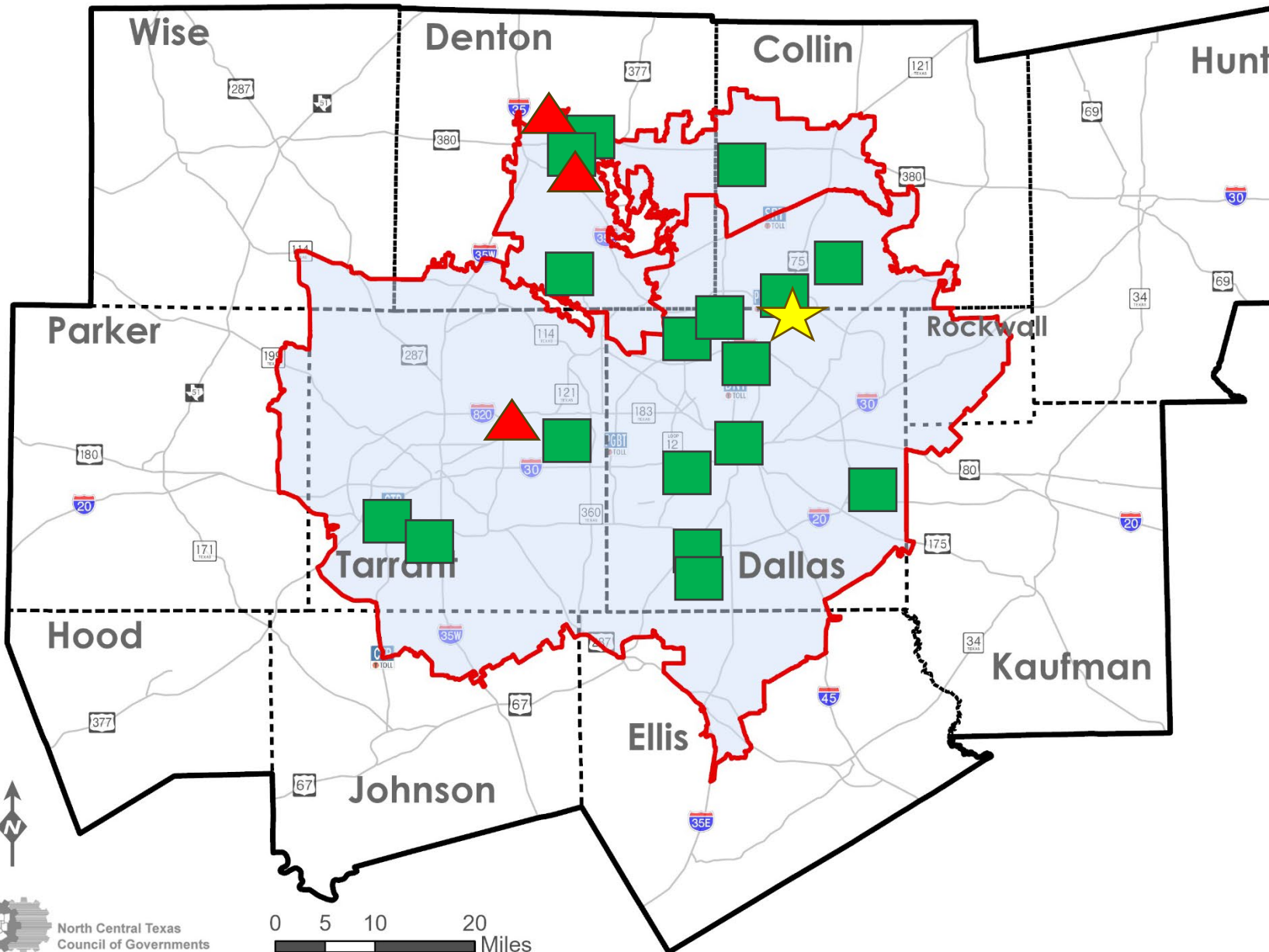
Proposed Planning Process

~~Equity*~~

* Removed per Federal Guidance.



Project Applications Received (22)



Applications and Requested Federal Funding 2025 Transportation Alternatives Call for Projects

	West Subregion (Fort Worth District)	East Subregion (Dallas District)	Total
Number of Applications Received	5	17	22
Active Transportation (18 Applications)	\$ 21,544,000	\$ 88,225,404	\$ 109,769,404
Safe Routes to School (construction) (3 Applications)	\$ 5,336,000	\$ 8,256,000	\$ 13,592,000
Safe Routes to School (planning) (1 Application)	\$ 0	\$ 400,000	\$ 400,000
Total Requested Federal Funding	\$ 26,880,000	\$ 96,881,404	\$ 123,761,404



Adjusted Application Scoring

Active Transportation Application Category				
#	Project Sponsor	Project Name	Original Score	New Score
1	Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	83	88
2	City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) & Marni Kaner Trail Extension	70	77
3	Dallas County	Chalk Hill Trail Phase 2	74	71
4	City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	63	69
5	City of Denton	Sycamore Trail Sidepath	71	68
6	City of Carrollton	T. C. Rice Trail	68	67
7	City of Fort Worth	McPherson-Summer Creek Safe Streets	61	65
8	City of Plano	Los Rios Park Trail	60	64
9	City of Crowley	Main Street Trail Extension	60	63
Projects Not Recommended for Funding				
10	City of Dallas	San Jacinto Cycle Track	50	53
11	Town of Flower Mound	Community Shared Use Path	47	51
12	City of DeSoto	Pleasant Run Road	45	46
13	City of DeSoto	Westmoreland Road	45	46
14	City of Bedford	Bedford Road Beautification - Alternative A	44	46
15	City of Denton	McKinney Street Sidewalks and Sidepath	49	45
16	City of Bedford	Bedford Road Beautification - Alternative B	41	43
17	Town of Sunnyvale	Rails to Trails Phase 2	39	42
Safe Routes to School (Construction) Application Category				
#	Project Sponsor	Project Name	Original Score	New Score
1	City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	79	58
2	City of Denton	Newton Rayzor Elementary School SRTS	70	56
Projects Not Recommended for Funding				
3	City of Denton	Sam Houston Elementary School SRTS	59	47
Safe Routes to School (Planning) Application Category				
#	Project Sponsor	Project Name	Original Score	New Score
1	City of Richardson	Richardson SRTS Program	91	75

Federal Funding Recommendations

2025 Transportation Alternatives Call for Projects

Project Sponsor	Project Name	Application Category	Recommended Funding Award	
			TA Funds	TDCs
City of Carrollton	T. C. Rice Trail	Active Transportation	\$ 10,000,000	272,000
City of Crowley	Main Street Trail Extension	Active Transportation	\$ 1,856,000	-
City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) and Marni Kaner Trail Extension	Active Transportation	\$ 6,340,000	1,238,000
City of Denton	Sycamore Trail Sidepath	Active Transportation	\$ 3,000,000	-
City of Denton	Newton Rayzor Elementary School SRTS	Safe Routes to School (Construction)	\$ 4,584,000	-
City of Fort Worth	McPherson-Summer Creek Safe Streets	Active Transportation	\$ 4,072,000	-



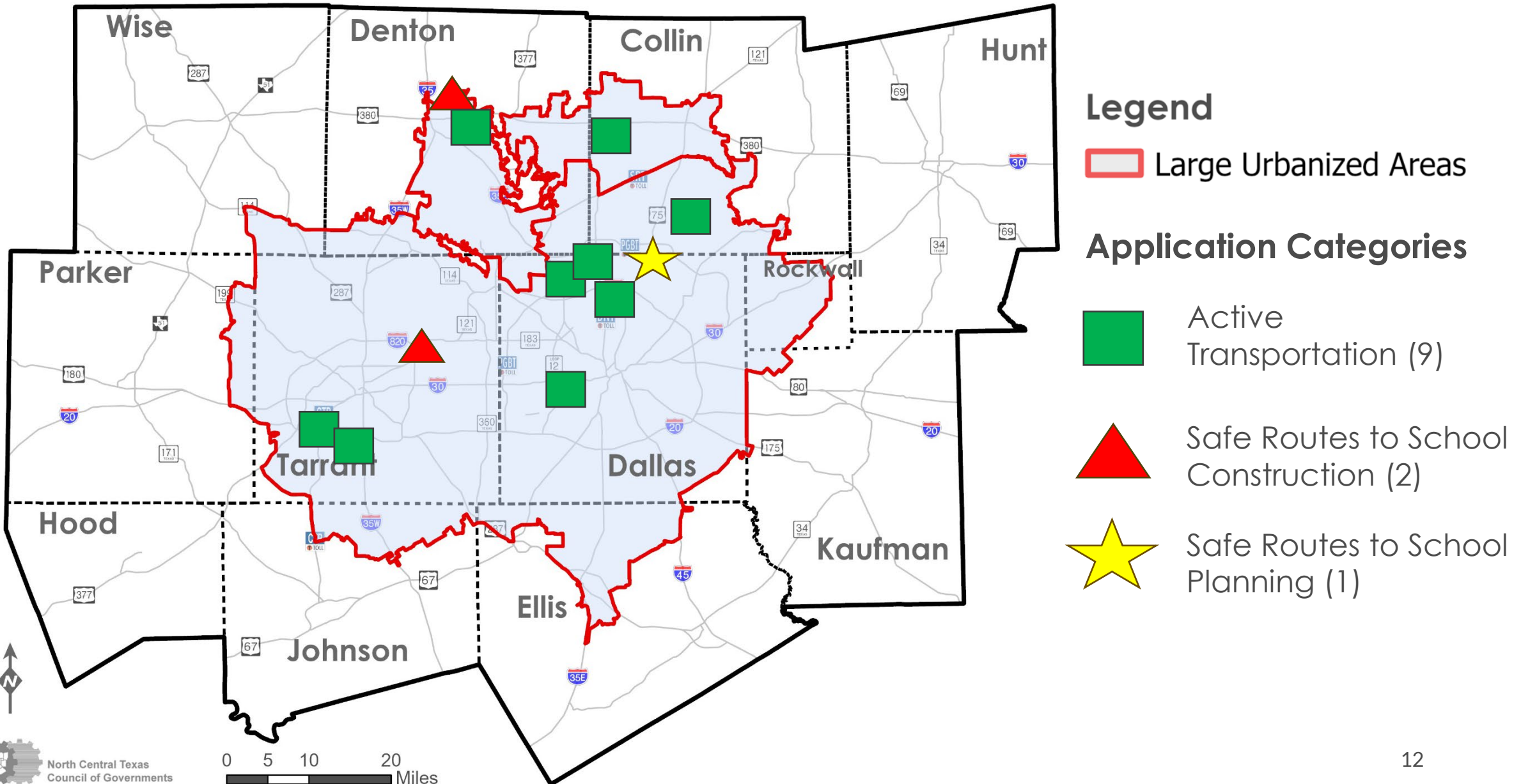
Federal Funding Recommendations (cont.)

2025 Transportation Alternatives Call for Projects

Project Sponsor	Project Name	Application Category	Recommended Funding Award	
			TA Funds	TDCs
City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	Active Transportation	\$ 4,048,000	-
City of Plano	Los Rios Park Trail	Active Transportation	\$ 4,410,000	882,000
City of Richardson	Richardson SRTS Program	Safe Routes to School (Planning)	\$ 400,000	-
City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	Safe Routes to School (Construction)	\$ 4,784,000	-
Dallas County	Chalk Hill Trail Phase 2	Active Transportation	\$ 10,000,000	-
Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	Active Transportation	\$ 6,142,664	-



Recommended Projects (12)



Summary of Recommended Funding Awards

Subregion	Federal (Transportation Alternatives)	Local Match	Transportation Development Credits	Grand Total
East	\$ 48,924,664 (82%) ¹	\$ 9,203,666	2,392,000	\$ 58,128,330
West	\$ 10,712,000 (18%) ¹	\$ 2,678,000	-	\$ 13,390,000
Total	\$ 59,636,664 (100%) ²	\$ 11,881,666	2,392,000	\$ 71,518,330

¹Recent CMAQ and/or Carbon Reduction Program (CRP) awards offset this imbalance so overall air quality funding programs are in balance.

²Includes partial funding from FY 25 and FY 29.



Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee – Information on Call for Projects	August 21, 2024
Surface Transportation Technical Committee – Action to Open Call for Projects	September 27, 2024
Regional Transportation Council – Action to Open Call for Projects	October 17, 2024
Call for Projects Opened	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closed (Applications Due)	January 17, 2025
Review of Projects / Scoring by NCTCOG Staff	January – March 2025
Public Meeting	April 7, 2025
Surface Transportation Technical Committee – Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council – Action to Approve Recommended Projects	June 12, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program Modifications (November 2025 Cycle)	June 27, 2025
Deadline for Project Sponsors to Execute Agreements with TxDOT	May 8, 2026
Deadline for Project Sponsors to Open Bids and Obligate Funds	August 31, 2028



Requested Action

Recommend Approval of:

- The list of projects to fund through the 2025 Transportation Alternatives Call for Projects, as provided in this item.
- Administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes.
- Program rules that:
 - Project sponsors must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC/inclusion in the TIP/STIP.
 - Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed.



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STRATEGIC SELECTION OF SAFETY CORRIDORS

REGIONAL TRANSPORTATION COUNCIL
June 2025

\$54 Million Regional Transportation Council Safety Program (DFW Region) FY 24-26

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Youth Safety Program	\$4 Million
Other	\$4 Million
¹ Increased Law Enforcement Presence ² Enhance Existing Education Campaigns – Drive Aware N. Texas and Look Out Texans ³ Identify Through Roadway Safety Audit and Regional Safety Plans	Totals \$54 Million

PROGRAM OVERVIEW

NCTCOG will utilize data to identify high speed corridor and work with local law enforcement agencies to increase police presence on corridors to help reduce serious crashes and fatalities. **Partner with enforcement agencies to combat aggressive driving and road rage.**



FUNDING AVAILABLE

\$6,250,000 (FY2025 & FY2026)

Funding Split:

69% Eastern Sub-Region = \$4,300,000

31% Western Sub-Region = \$1,950,000

Local Match – Transportation Development Credits (TDCs)



PARTNER AGENCY ELIGIBILITY

- Public Sector Partner Agencies within the 12-County Non-Attainment Area (Cities, TxDOT, Etc.)
- Personnel and Equipment



PROPOSED FILTERING CRITERIA

1- High Speed Facilities

Freeways (Not Toll Roads)

2 - Identify High Crash Characteristics

Month, Day of Week and Time of Day

Data Source: TxDOT Crash Record Information System

3 - Identify High Speed Corridors

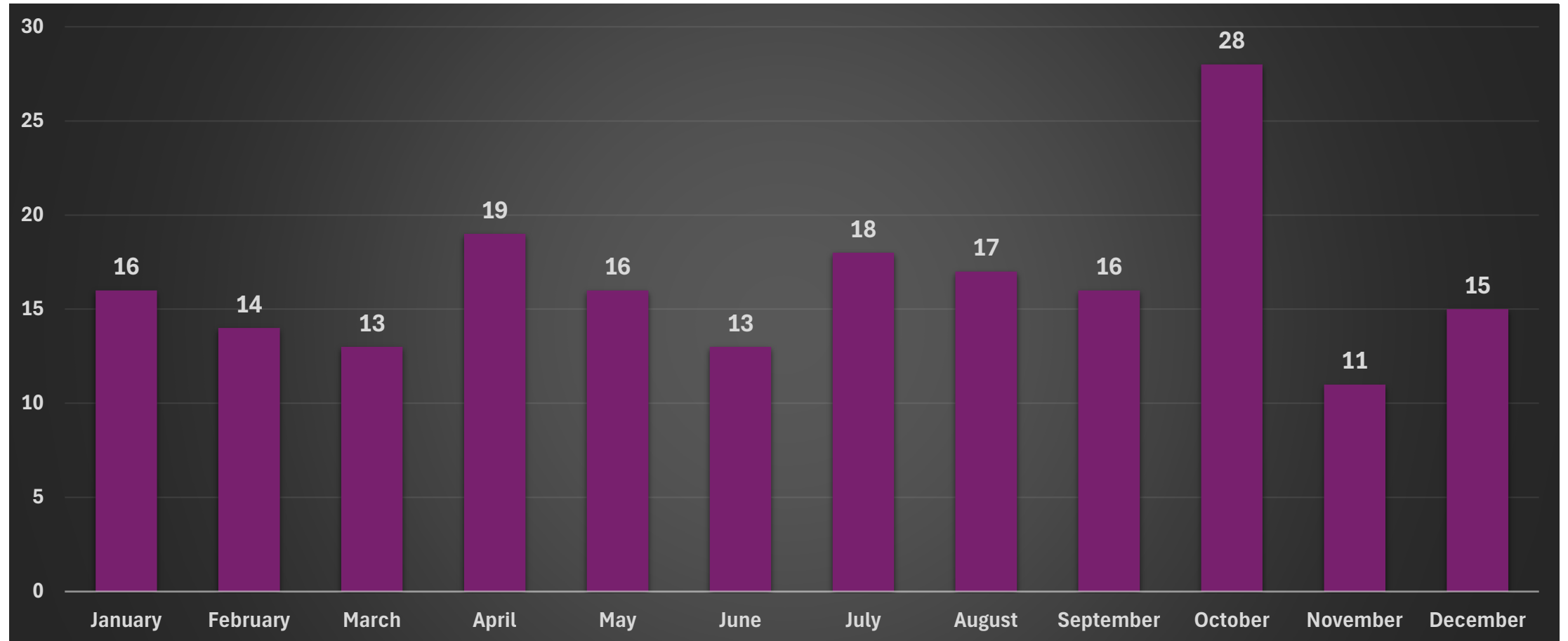
Corridors with Highest Speeds in Both Data Sets.

Data Source: TxDOT Side-Fire Devices (1-minute intervals)

Regional Integrated Transportation Information System (RITIS) (5-minute intervals)

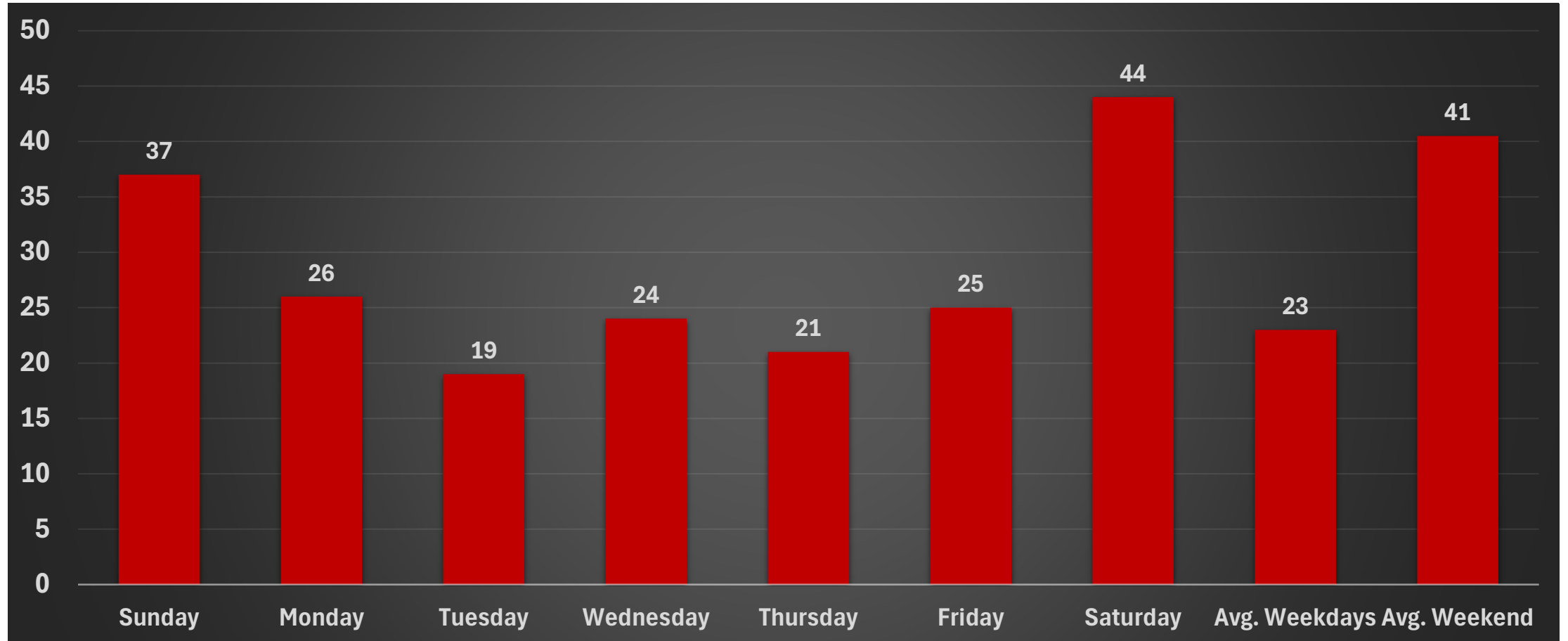


FATALITIES ON FREEWAYS AND RAMPS BY MONTH (2024)

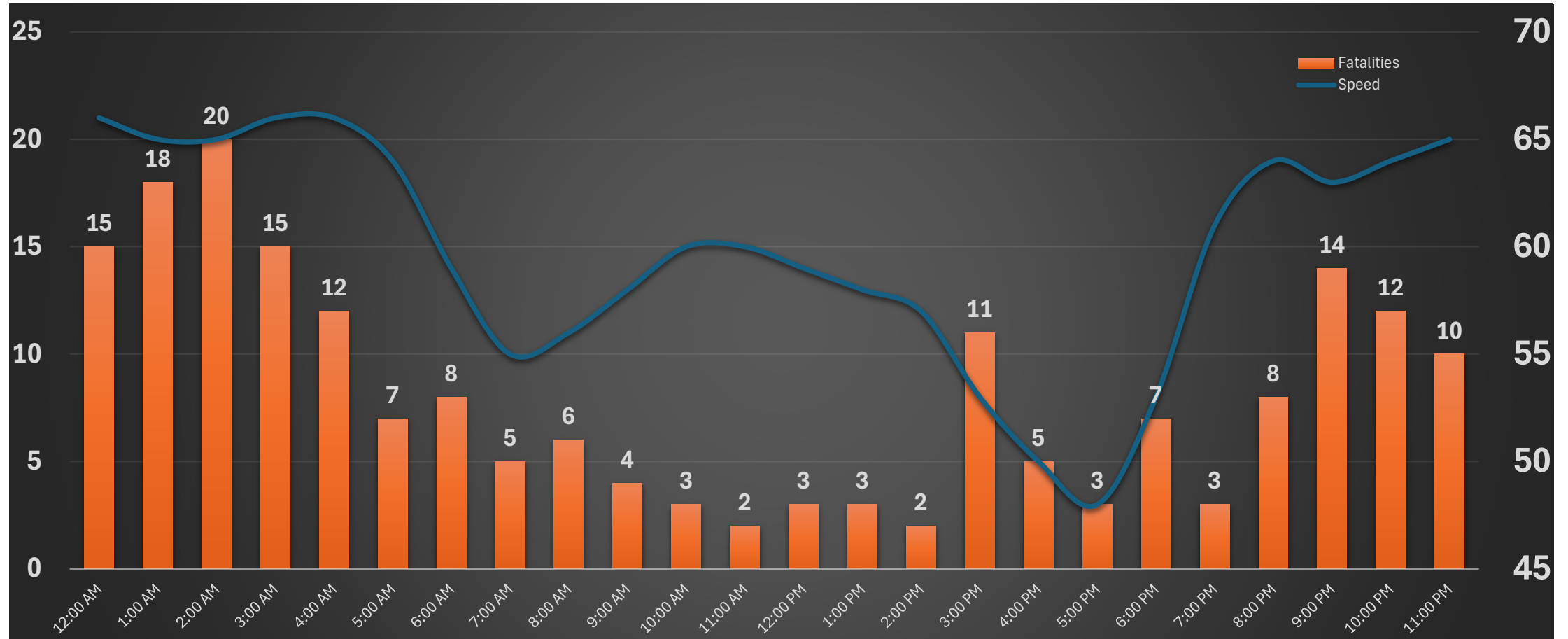


Source: TxDOT Crash Record Information System

DISTRIBUTION OF FATALITIES ON FREEWAYS AND RAMPS BY DAY OF WEEK (2024)



FATALITIES ON FREEWAYS AND RAMPS BY TIME OF DAY (2024)



Source: TxDOT Crash Record Information System

OTHER CONSIDERATIONS

Phase 1: Pilot

- Month of October

- Saturdays 9:00 pm to Sundays 3:00 am

- Select 2 Agencies in East and 2 Agencies in West

Phase 2: Implementation

- Multiple Months

- Weekday and Weekend

- Vary Time of Day

- Multiple Agencies



PARTNER AGENCY COORDINATION

- Draft Proposed Corridors (Before Data)
- Coordinate with Law Enforcement Agencies to Confirm Interest to Participate.
- Develop Interlocal Agreement
- Dynamic Message Sign Messaging
- Engage Media
- Pilot Workshop
- Monitor Performance Data and Meet Monthly to Discuss
- Document Results (Before and After Data)



PROPOSED SCHEDULE

Action	Meeting	Date
Action - Funding Approval	RTC	October 2022
Public Meeting		May 2025
Action - Approval of Project Selection Process	STTC	April 2025
Action - Approval of Project Selection Process	RTC	June 2025
Scoring by NCTCOG		June 2025
NCTCOG Executive Board Approval	Exe Brd	July 2025
Execute Interlocal Agreements		August / September 2025
Phase 1: Pilot		October 2025
Phase 2: Implementation		January 2026 - 2028



REQUESTED ACTION - STRATEGIC SELECTION OF SAFETY CORRIDORS

RTC Approval of:

- The Process, Criteria, and Schedule for the Strategic Selection of Safety Corridors.
- Administratively Amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as Other Planning and Administrative Documents.



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North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES



Regional Transportation Council

Charging and Fueling Infrastructure Community Electric Vehicle Charging Grant – Site Selection Criteria and Call for Projects

Lori Clark

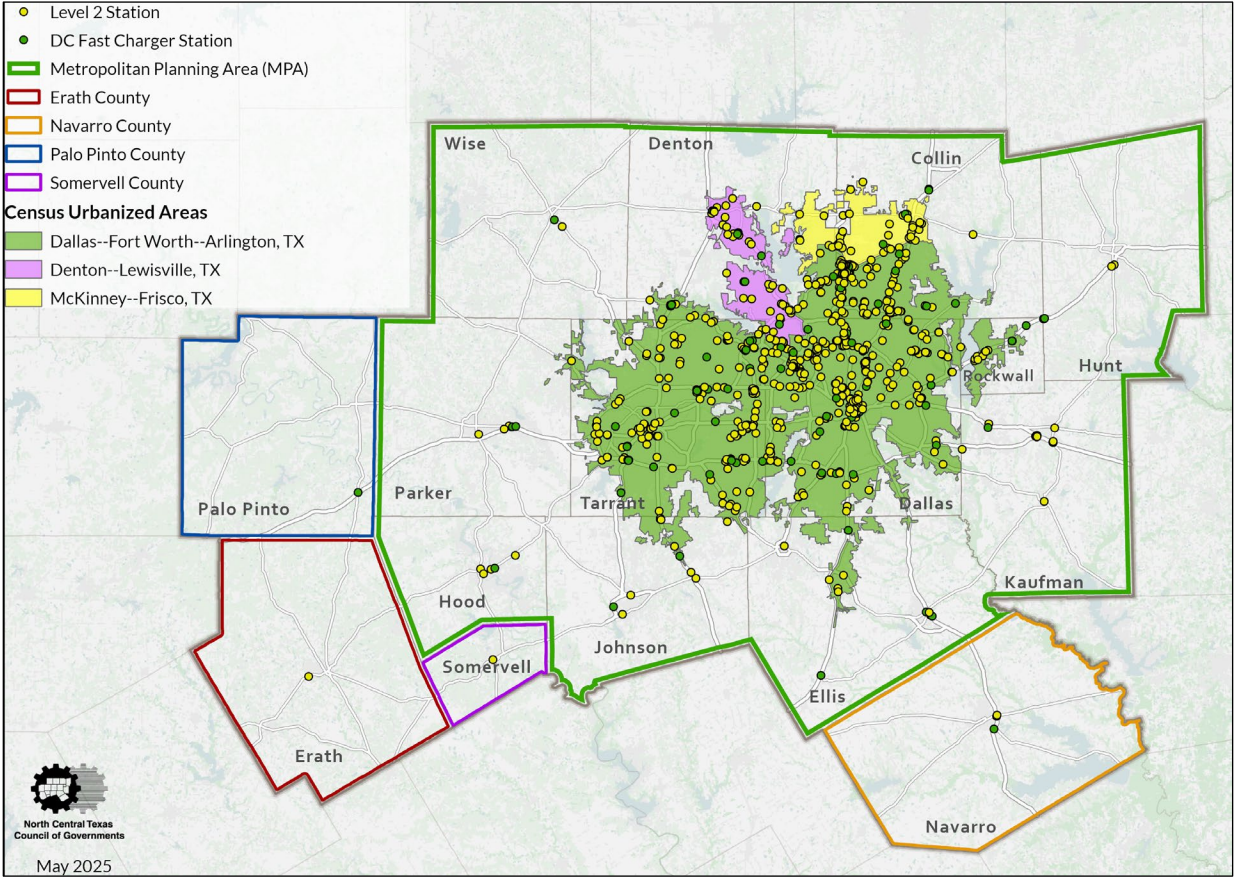
Senior Program Manager & Dallas-Fort Worth
Clean Cities Director

Regional Transportation Council

June 12, 2025

NCTCOG Charging and Fueling Infrastructure (CFI) Community Award

Phase	Federal Funding
Phase 1: NCTCOG Administration and “Deployment Dream Team” to expedite implementation (procured Kimley-Horn and Associates)	\$3,037,884
Phase 2: Deploy up to 100 charging ports (~25 locations) to fill gaps in the existing regional network and achieve equal access to charging stations across the region	\$11,962,116
Total Federal Funding:	\$15,000,000



Steps to Selection (Phase 2)

Step 1

FHWA
CFI Community
Program
Requirements



Step 2

NCTCOG
Proposal
Elements



Step 3

Proposed Project
Eligibility

CFI Community Program Requirements

Purpose: Federal Highway Administration (FHWA) program to reduce emissions and expand or fill gaps in access to alternative fueling infrastructure

- Focused on locations NOT along a highway

Eligible Projects: Publicly accessible electric, hydrogen, natural gas, or propane infrastructure

Eligible Costs: Design, engineering, purchase, installation, electrical upgrades, construction, operations and maintenance (O&M)

Funding Amount: Federal share up to 80 percent of the total project cost

- Non-federal share must come from private sector (most likely the charging station vendor)

Focus Areas:

- Public Charging
- Non-single family
- Multi-modal hubs and shared-use fleets/services
- Fleet vehicles that operate in communities
- Rural areas

Other Requirements:

- Usable by individuals with disabilities
- Meet relevant standards of [23 CFR 680](#), including:
 - Being “always” accessible to the public
 - Achieving 97% uptime
 - Submitting required reports

Elements from NCTCOG Proposal

Eligible Projects: Install charging stations on public sector property in the 16 county NCTCOG region

- Set Asides for Navarro, Erath, Palo Pinto and Somervell counties*
- Examples: Sports complexes, parks, city halls, community centers, libraries, multi-use service centers, transit stations, public schools (public roadway rights-of-way are not allowed)

Eligible Applicants: Public agencies, including local governments, transit agencies, school districts and universities

Security: Sites must have appropriate lighting

Procurement: NCTCOG conducts vendor procurement(s) and includes operations and maintenance



Photo Credit: Dallas Area Rapid Transit

* = Set asides for Erath, Palo Pinto and Somervell counties pending FHWA approval

Proposed Project Eligibility

Proposed Screening Criteria:

- Comply with all FHWA program requirements (Step 1)
- Comply with elements from NCTCOG awarded proposal (Step 2)
- Located within an existing paved parking lot + meet criteria below
- Independent parallel “Deployment Dream Team” Risk Assessment

Proposed Scoring Criteria for Eligible Projects:

Areas with Insufficient Charging	Areas with Potential Demand	Public Engagement	Feasibility and Risk	
Up to 60 points	Up to 20 points	Up to 10 points	Up to 10 points	0 Points - Fatal flaw analysis
Distance from existing or planned charging stations Existing chargers do not adequately support area needs (ratio of vehicles to chargers; community/ economic development)	Location could serve multi-modal hubs or fleet shared use areas (e.g. first- or last-mile driver connection, rideshare drivers) Location could serve community fleets	Near locations recommended by the general public Facility type recommended by the general public (e.g. parks, rec centers, schools)	Demonstrated project readiness (implementation plan, strategies to drive utilization) Measures to mitigate station damage or inoperability (e.g. site security, grid integration)	“Deployment Dream Team” location risk assessment (e.g. electrical capacity, flood risk)

Roles and Responsibilities

Public Agency Applies to RTC Call for Projects for Site Selection

“Deployment Dream Team” consultant available to support applications and provide risk assessment

RTC Selects Public Agency Sites and Recommends Subawards

Grant pays up to 80% initial deployment capital costs plus up to 20% O&M

Non-federal share to be contributed by vendor(s), including O&M payments

NCTCOG Conducts Vendor Procurement(s) (Equipment, Construction/Installation, O&M)

Opportunities for public agency input

Advise on RFP requirements/expectations

Participate in Consultant Selection Committee

Roles and Responsibilities

“Deployment Dream Team” Consultant Available to Guide All Parties Throughout Implementation

Assist with kickoff workshop, individual site support, risk assessment, and O&M guidance

Public Agency Subrecipients Contract with Choice of Selected Vendor(s) for Implementation

Must cash-flow 80% federal share to be reimbursed by NCTCOG

Assume ownership of station

Local funding contribution risk begins at opening of charging station

Responsible for ensuring 5 years operation (federal program requirement)

Obligations end after 5 years; ongoing operations at public agency discretion

Vendor(s) Construct, Install and Provide O&M for at Least 5 Years

Provide at least 20% non-federal share (federal program requirement)

Allowed to recover return on investment (allowable under federal program)

Expected to pay remaining O&M

Answerable to the public agency for performance, repair, O&M needs

Provide required reporting on charger utilization and uptime (federal program requirement)

Anticipated Call for Projects Schedule

Proposed Milestone	Date
STTC Info – Call for Projects	May 23, 2025
RTC Info – Call for Projects	June 12, 2025
Executive Board Info – Call for Projects	June 26, 2025
STTC Action – Call for Projects	June 27, 2025
RTC Action – Call for Projects	July 10, 2025
Executive Board Action – Call for Projects	July 24, 2025
Call for Projects Opens	July 25, 2025
Call for Projects Deadline (14 weeks)	October 31, 2025
STTC Info – Award Recommendations	December 5, 2025
RTC Info – Award Recommendations	December 11, 2025
Executive Board Info – Award Recommendations	December 18, 2025
STTC Action – Award Recommendations	January 23, 2026
RTC Action – Award Recommendations	February 12, 2026
Executive Board Action – Award Recommendations	February 26, 2026

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North Central Texas
Council of Governments



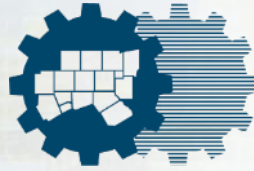
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NCTCOG PRESENTATION

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

Regional Transportation Council | June 12, 2025

BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- Fiscal Year (FY)2025 Project Tracking
 - Focuses on projects slated for implementation in FY2025
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions if needed to avoid accumulation of carryover balances



MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



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

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2026	6	Medium Risk	\$80,991,988
Scheduled Letting FY2027	1	Low Risk	\$197,943,511
Total	7		\$278,935,499

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



FISCAL YEAR 2025 PROJECT TRACKING



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

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2025) ^{2, 3, 4}	FY2025 Project Phases ⁵		Project Phases Obligated to Date
	June 2025	June 2025	Oct. 2024	June 2025	June 2025
CMAQ	\$83,386,312	\$29,111,269	39	33	12
STBG	\$180,037,654	\$107,991,851	63	52	26
TASA	\$41,734,302	\$2,622,224	9	4	3
CRP	\$24,469,923	\$20,583,466	2	2	2

Notes:

¹ Apportionment plus carryover

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

³ Obligation amounts as of 5/30/2025

⁴ When applicable, obligated amounts include funding issued on multiple projects through pre-award authority

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



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Resolution of Transit Issues in the DFW Region

- 1.) DART and Member Cities Continue to Resolve Their Problems
- 2.) Transit Agencies and Local Governments Should Implement Transit 2.0
- 3.) RTC Consider Advancing Broader Transit Conversations (P25-01)

