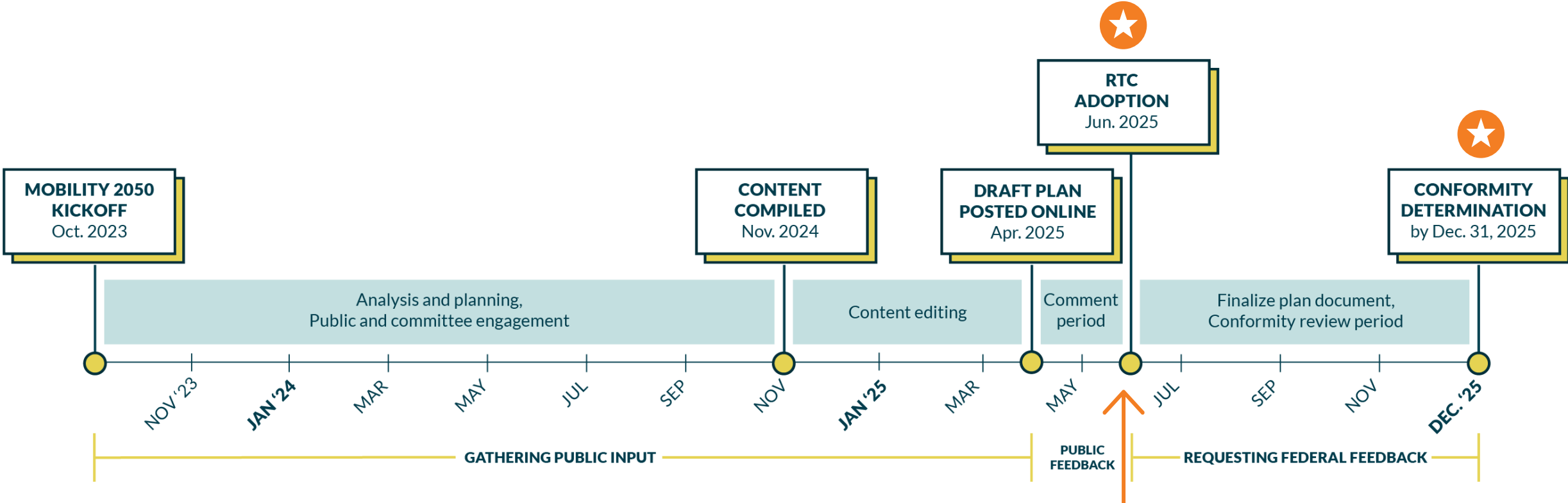




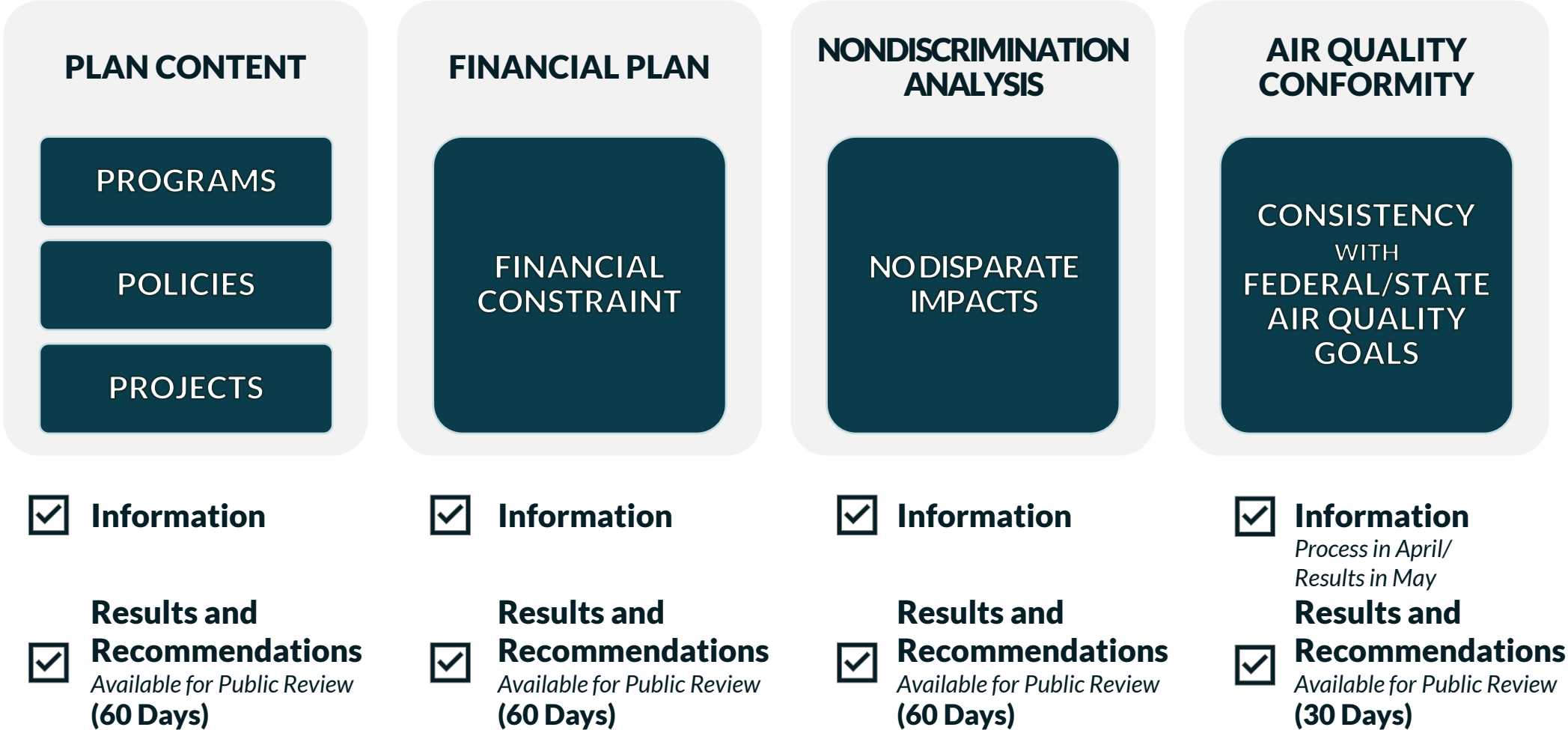
Surface Transportation Technical Committee
May 23, 2025

Plan Development Timeline



- Draft Plan posted online with refreshed documents as of May 16
- Public comment period initiated (April 7)
- Action requested today to recommend RTC adopt Mobility 2050

Major Mobility Plan Components

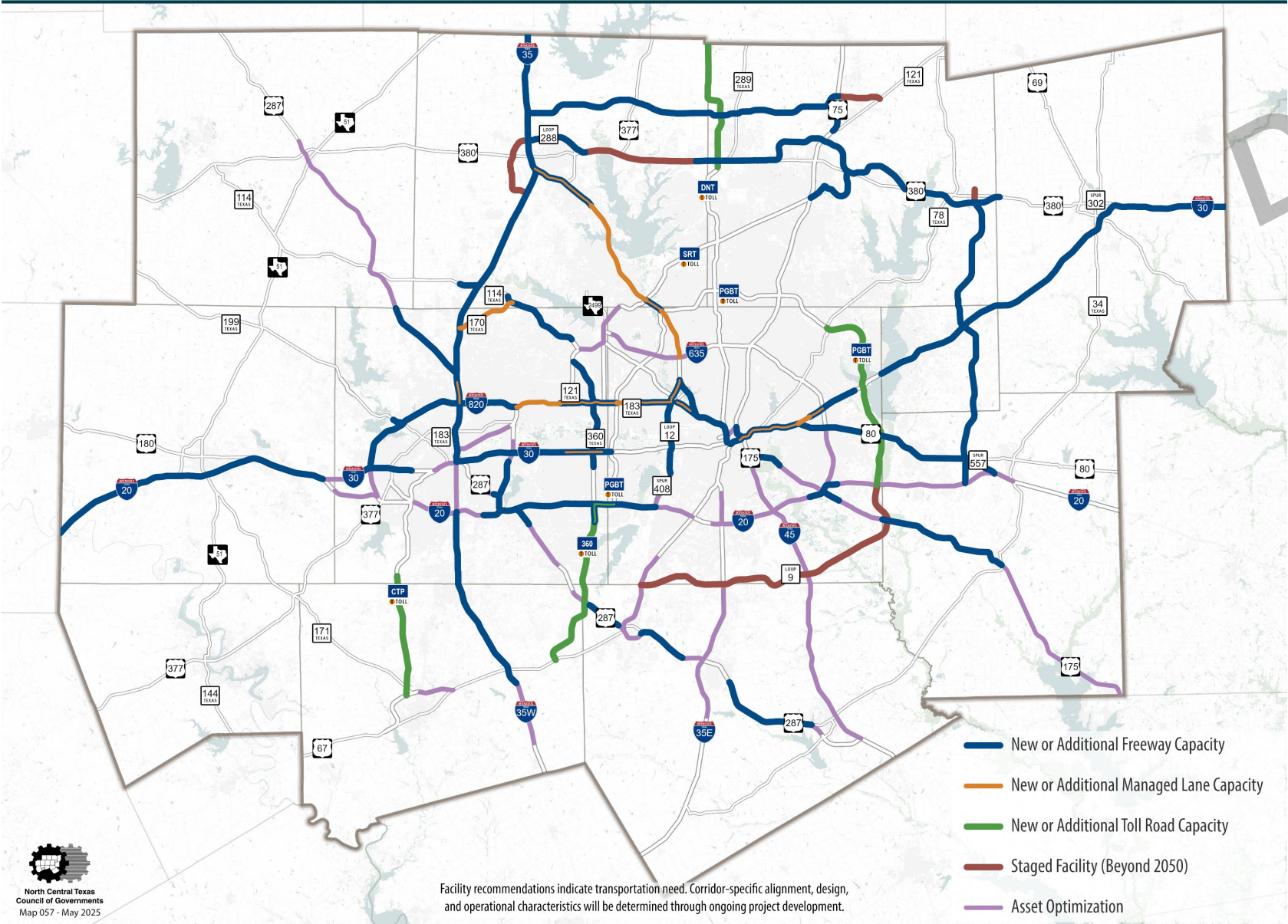


Draft-Final Financial Plan

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

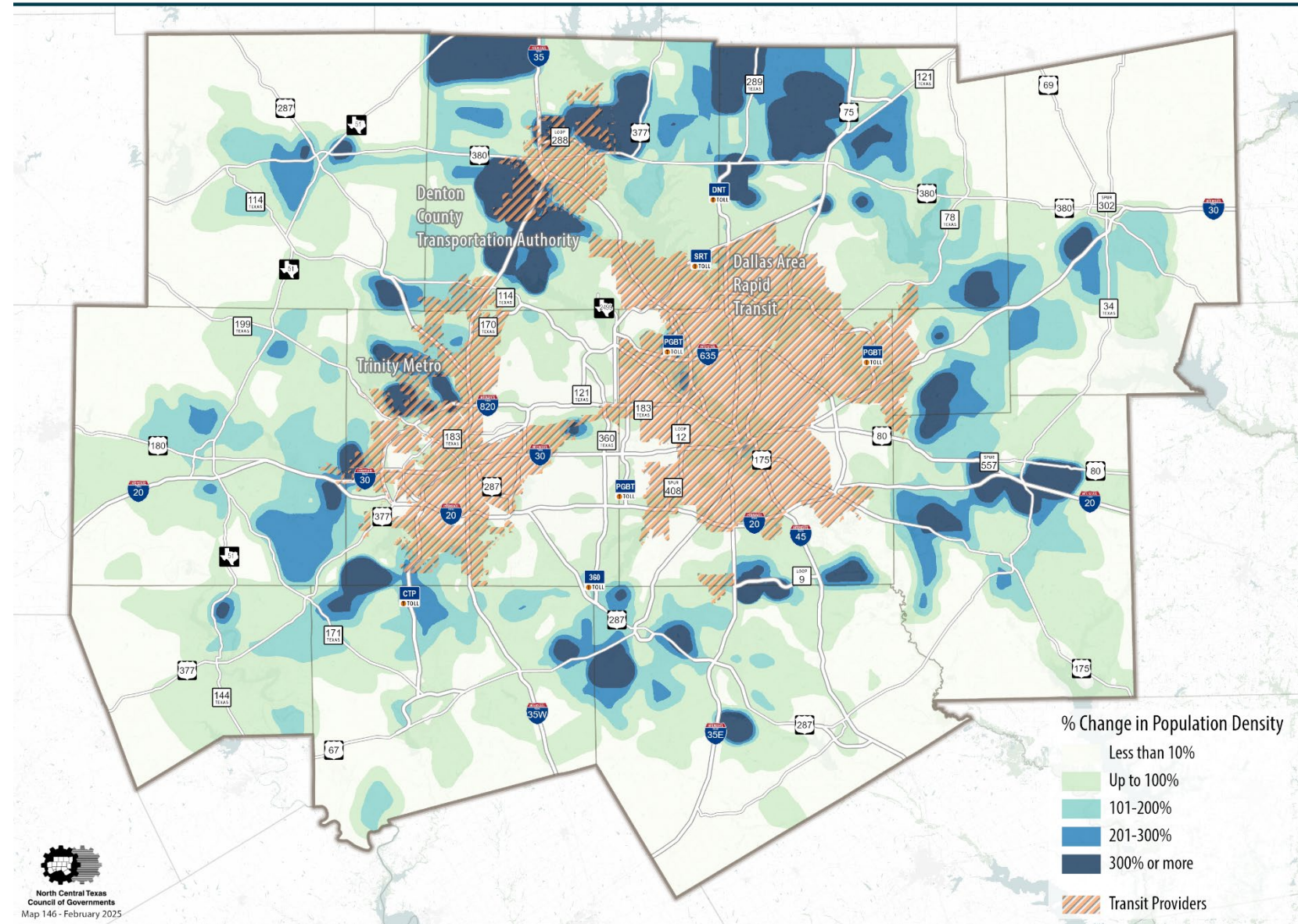
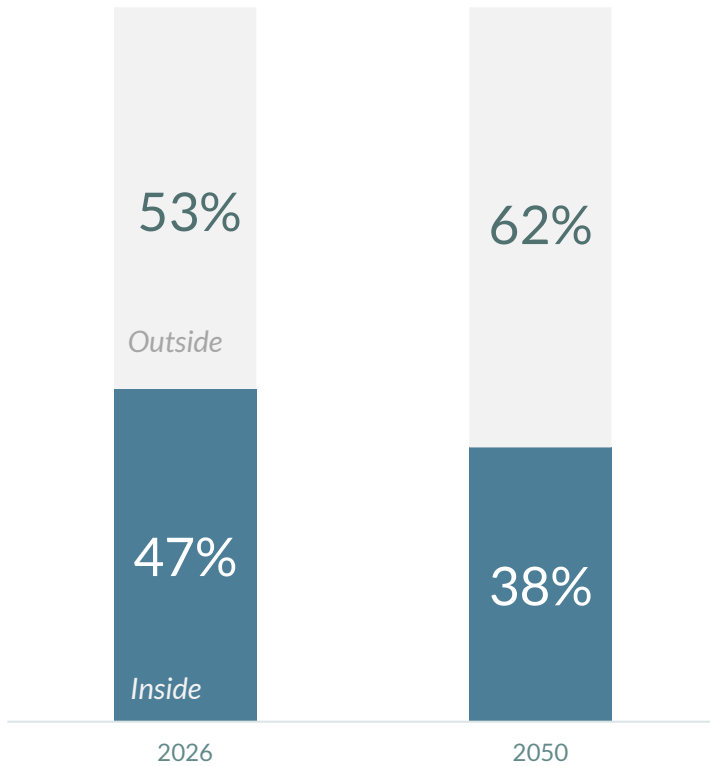
DRAFT	DRAFT Mobility 2050	Last Meeting	Δ Today - Previous
Infrastructure Maintenance ¹	\$29.8	32.1	Validate/finalize Asset Optimization recommendations
Management & Operations	25.7	23.9	Assess/finalize data for transit operations
Strategic Policy Initiatives ²	6.4	6.4	-
Rail & Bus	57.9	56.0	Detailed 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	

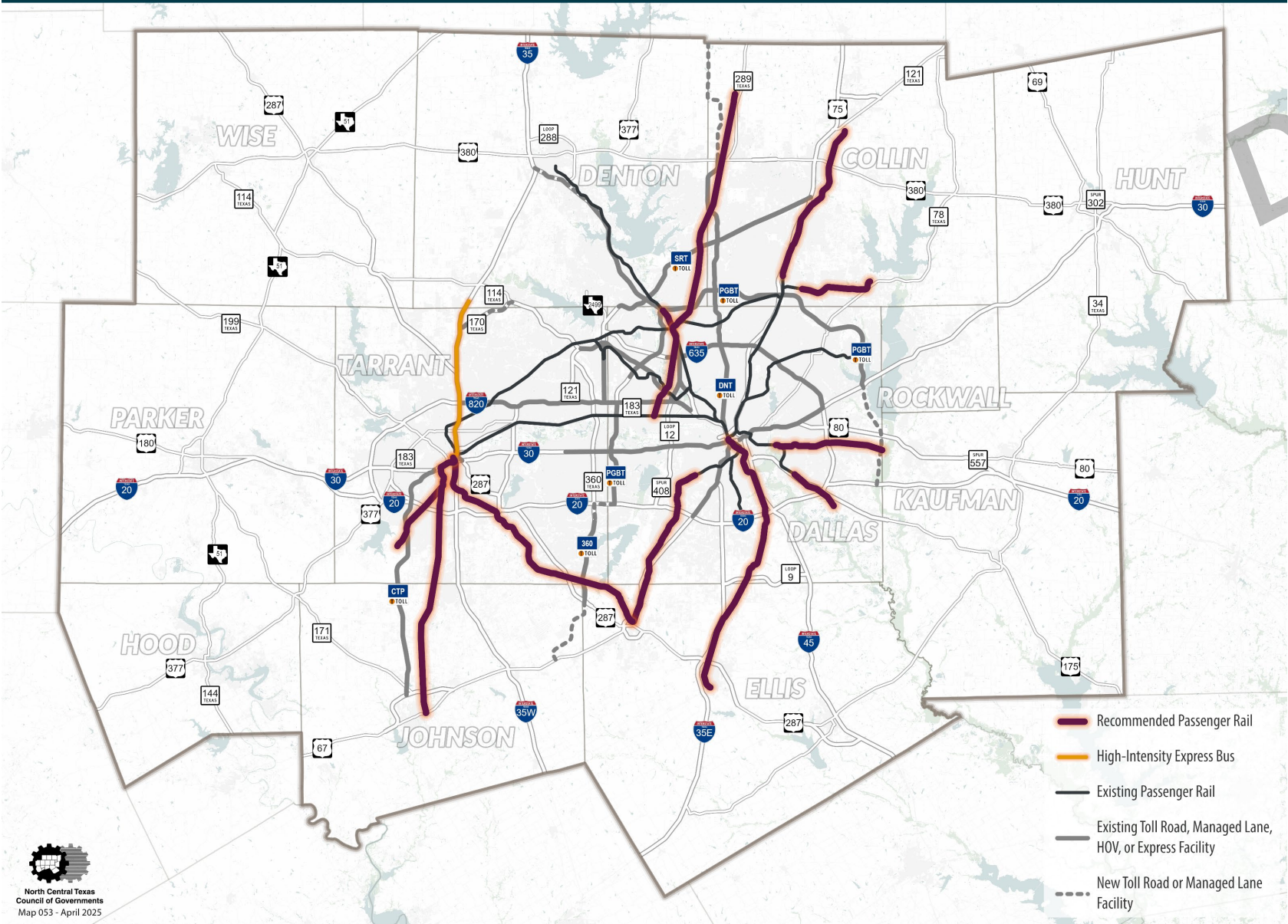
Values may not sum due to independent rounding



DRAFT

Population within Transit Authority Service Areas



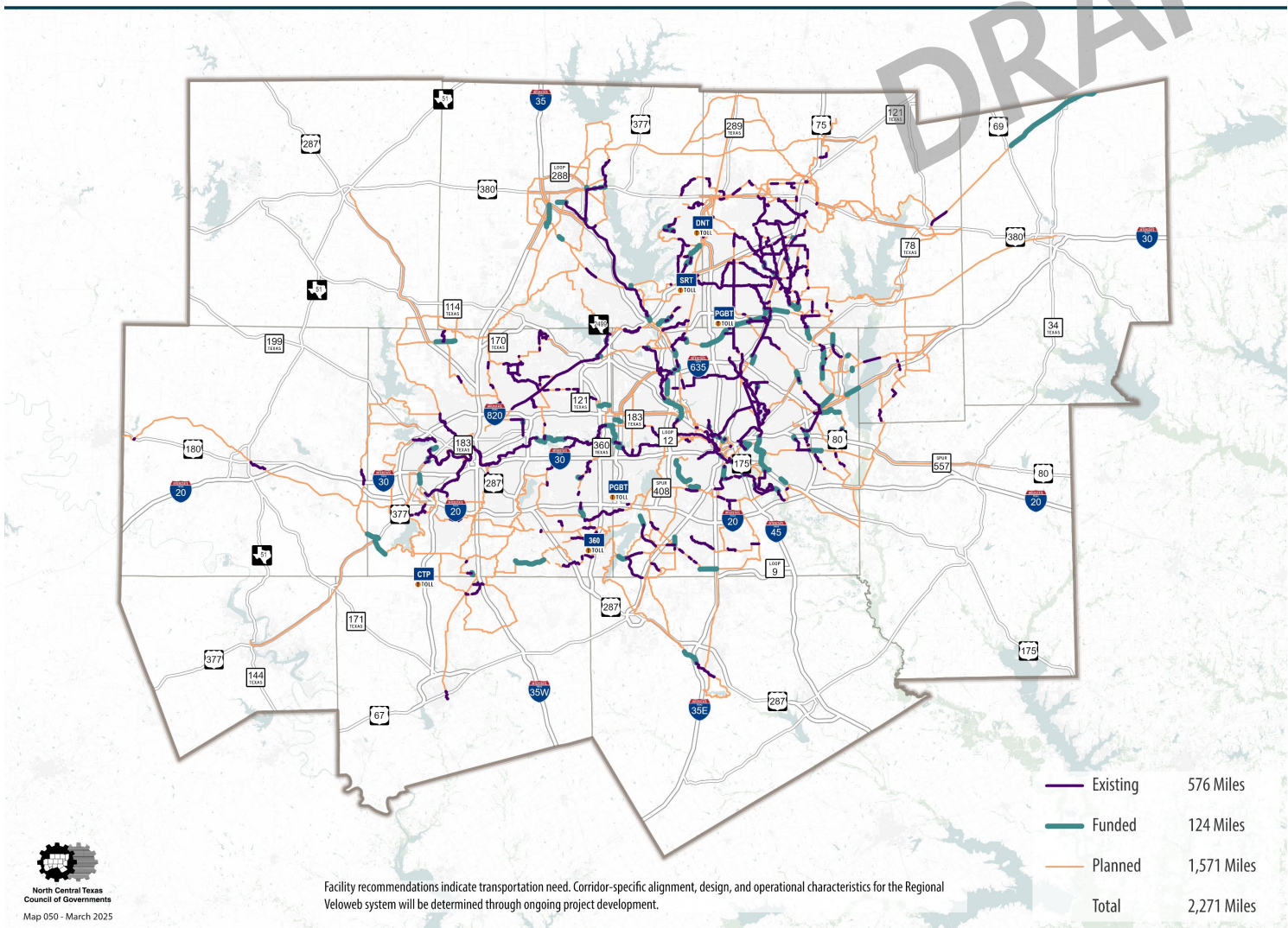


DRAFT

Active Transportation Recommendations

Regional Veloweb

MOBILITY 2050



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
- New Policy Bundle policy and program offer flexibility for timing when rounds are opened and allow for continuous improvement

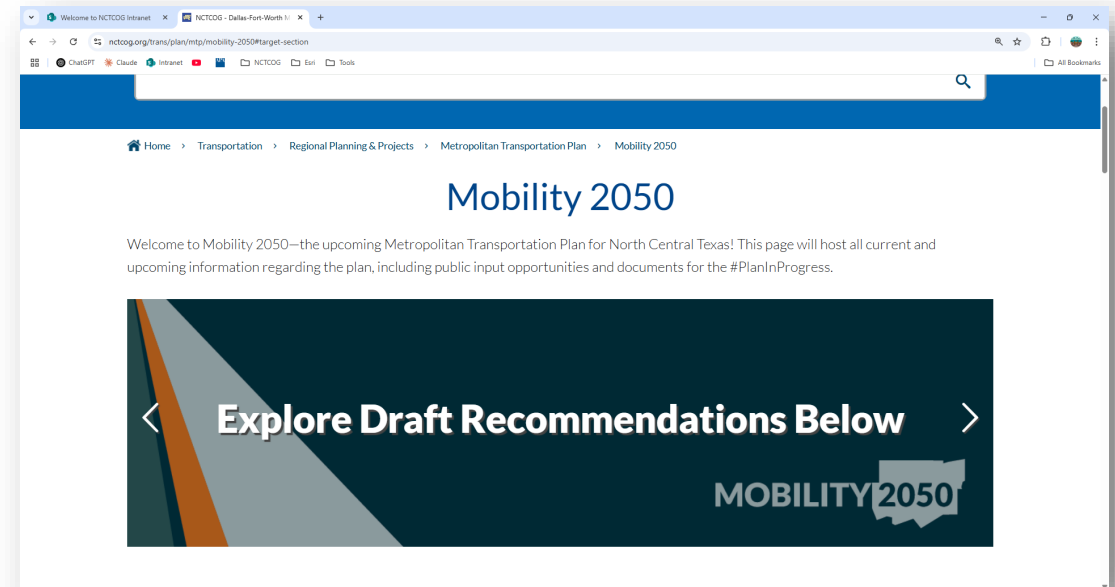
*Full policy and program listings available at
www.nctcog.org/planinprogress.*

Public Comment Period

Comments Received since April 7*

- Suggestions to shift Collin/Rockwall Outer Loop east (2)
- Letter received asking if there are plans to expand transit service areas (1)
- Comment urging public-sector support for infrastructure to complement/support autonomous vehicles (1)

www.nctcog.org/PlanInProgress

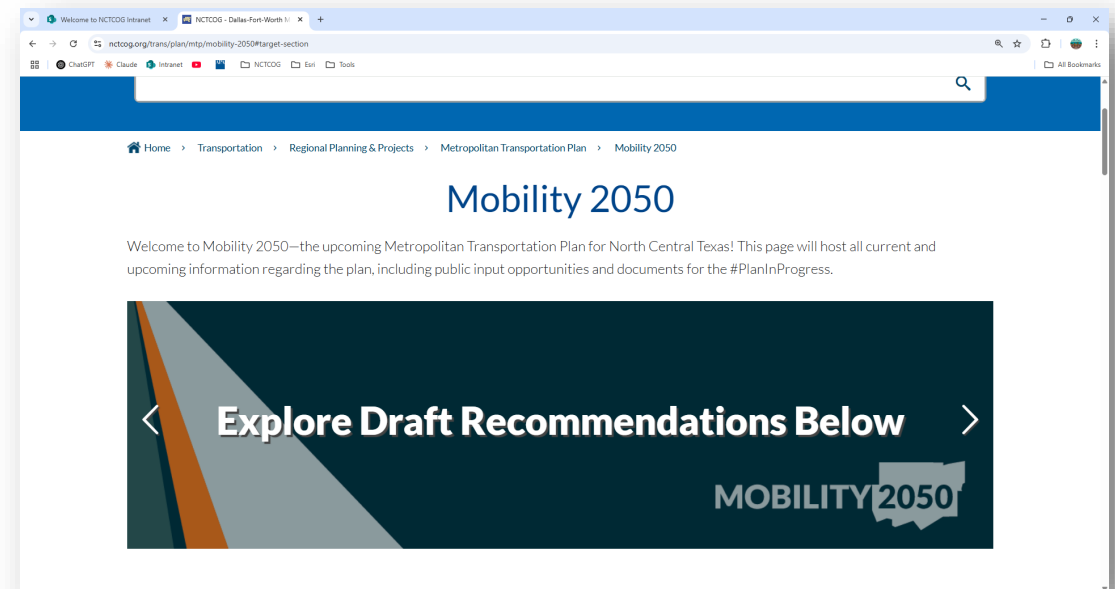


Public Comment Period

Changes to Documentation since April 7*

- Technical or editorial updates (e.g., corrections, updated data, finalized analysis results)
- Finalized chapters/sections (Regional Performance, Financial Plan)
- Table and map updates (finalized details)

www.nctcog.org/PlanInProgress

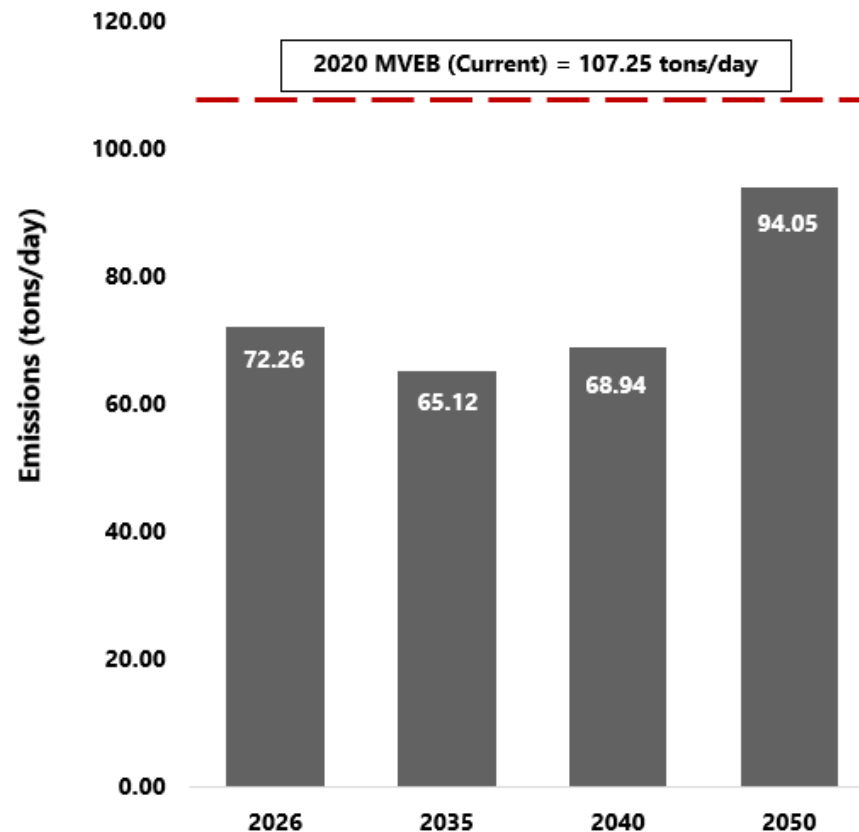


Transportation Conformity

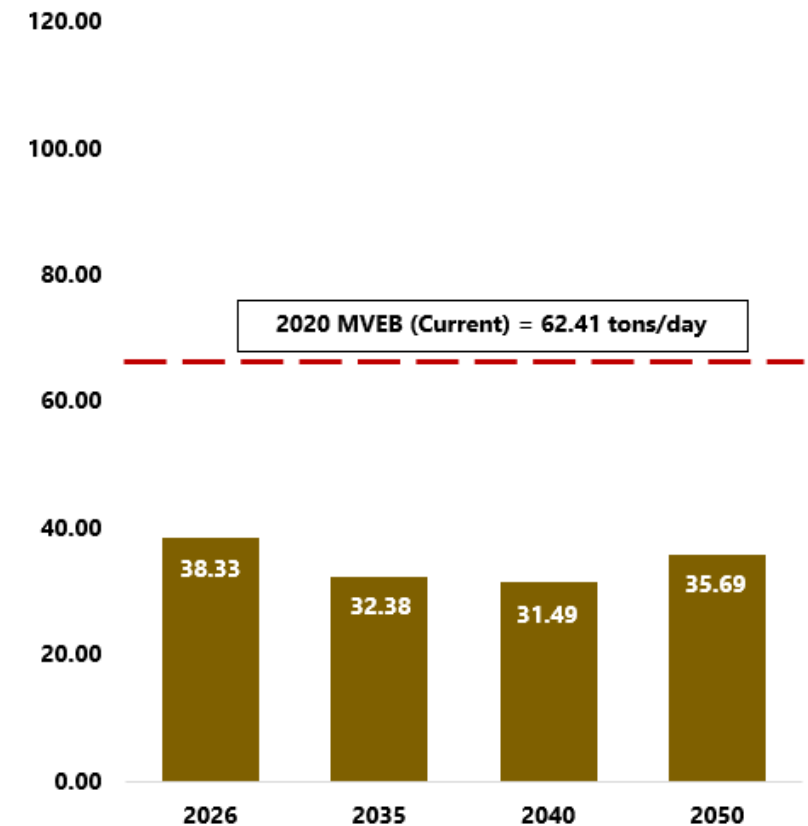
2025 Transportation Conformity Analysis Results

DRAFT

Nitrogen Oxides (NO_x)
(Tons/Day)



Volatile Organic Compounds (VOC)
(Tons/Day)





2025 Transportation Conformity Analysis Results

OBSERVATIONS AND INTERPRETATION

Vehicle Miles Traveled

Speeds

Vehicle Technology

Rural/Suburban Sprawl

Schedule to Adoption

Time Frame	Milestone
January 2025	Financial Plan and Emerging Focus for Plan (Information)
March 2025	Demographic Review and Plan Recommendations (RTC Action, STTC Information)
April-May 2025	Required 60-day Public Comment Period May – STTC Action (Plan and Air Quality)
June 2025	RTC Action to Adopt Mobility 2050
July – December 2025	Federal Transportation Conformity Review Period

All recommendations and documentation, including policies, programs, and projects in Mobility 2050 can be found online at www.nctcog.org/planinprogress.

Action Requested

The Surface Transportation Technical Committee endorses the projects, programs, and policies contained in Mobility 2050 and recommends the Regional Transportation Council adopt Mobility 2050 and associated 2025 Transportation Conformity as presented.

Mobility Plan Contacts



Amy Johnson

Principal Transportation Planner

ajohnson@nctcog.org | 817-704-5608



Brendon Wheeler, P.E., CFM

Senior Program Manager

bwheeler@nctcog.org | 682-433-0478



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | 817-695-9263

Conformity Contacts



Vivek Thimmavajjala

Senior Transportation System Modeler

vthimmavajjala@nctcog.org | 817-704-2504



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342



Chris Klaus

Senior Program Manager

cklaus@nctcog.org | 817-695-9286

Grant Application Partnership

for the
Cotton Belt Trail
Next Phase (3a)



Kevin Kokes

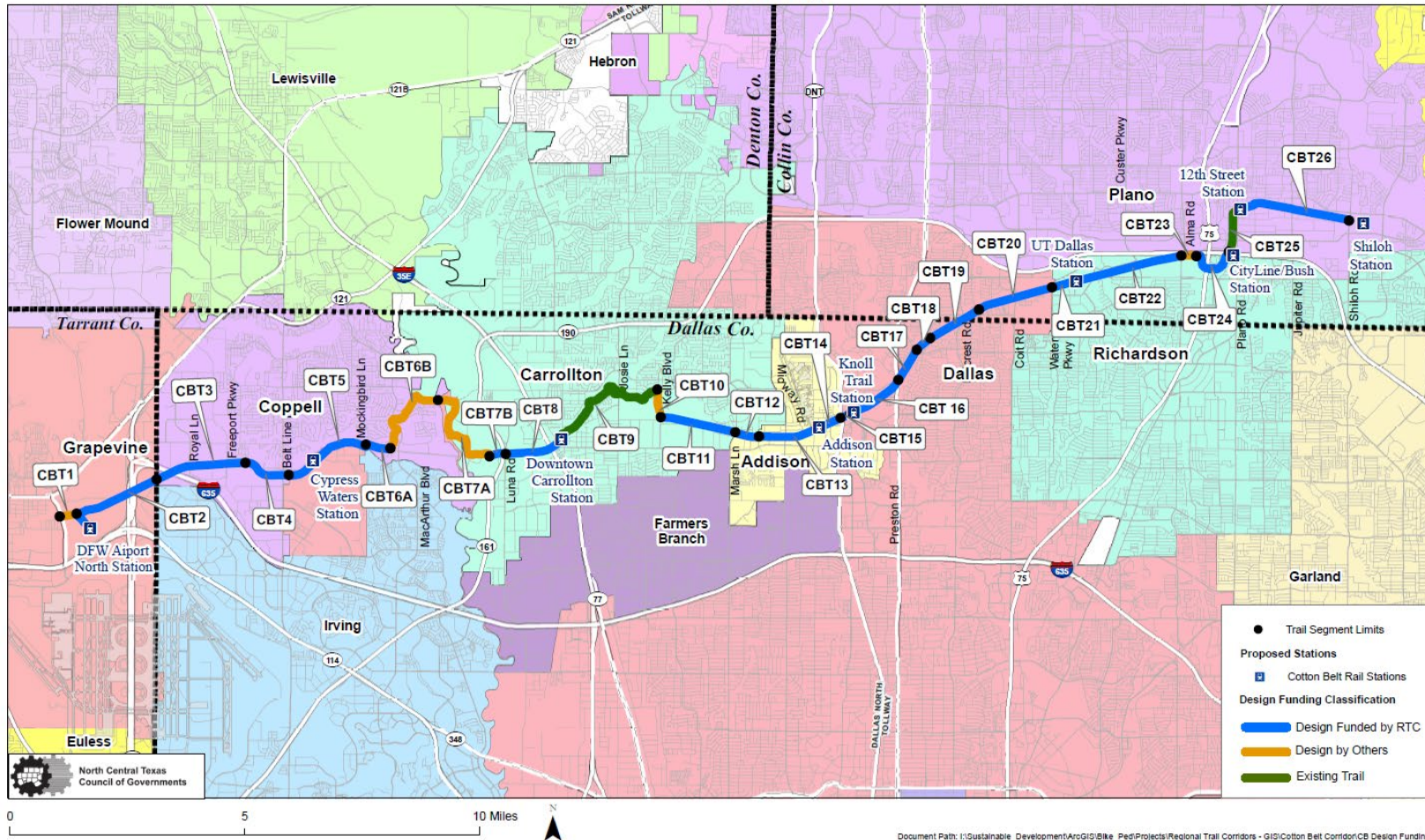
Surface Transportation Technical Committee

May 23, 2025



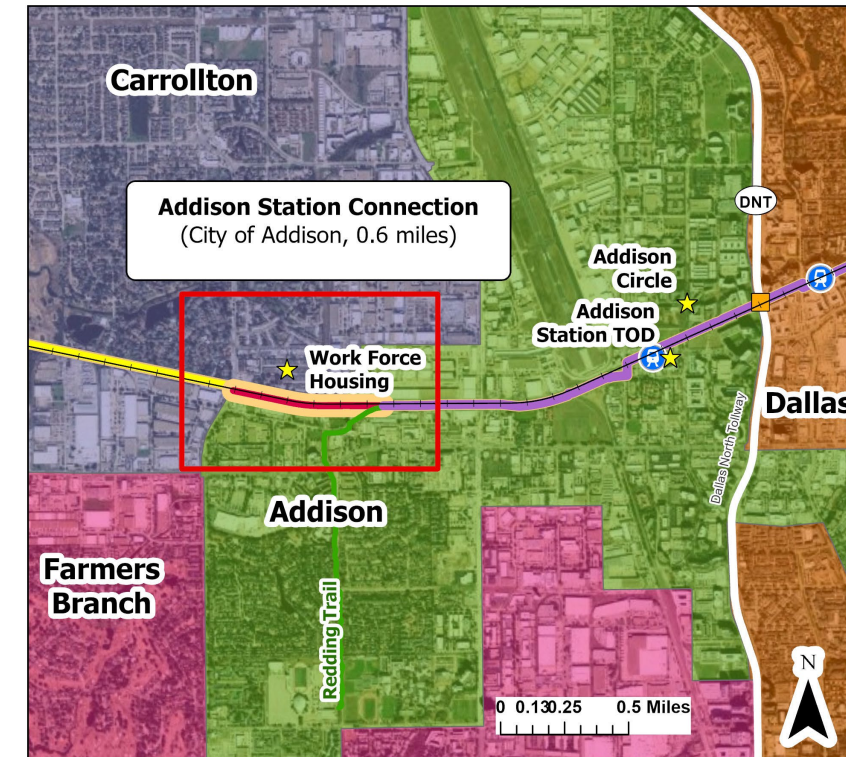
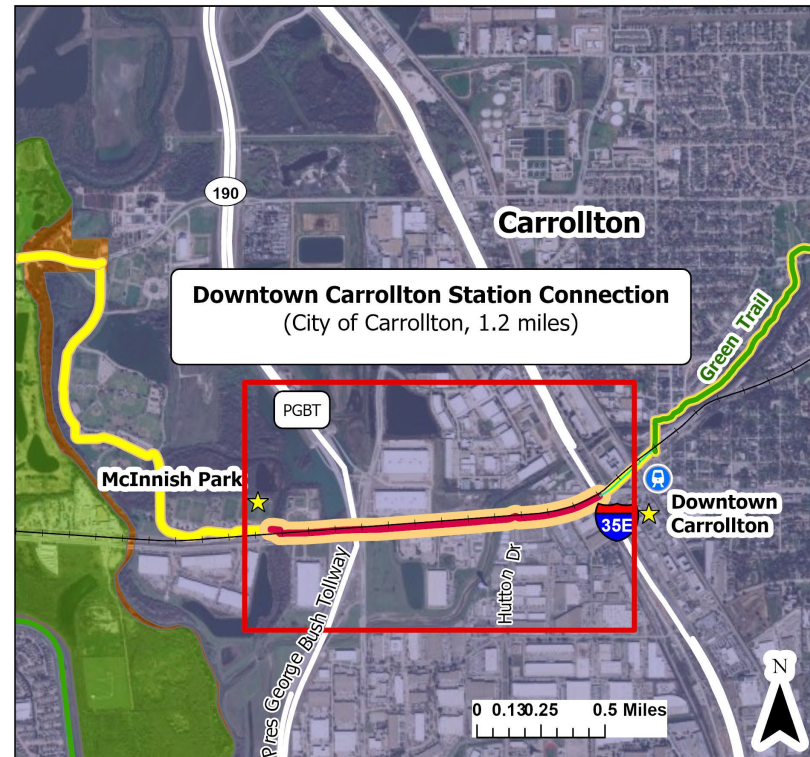
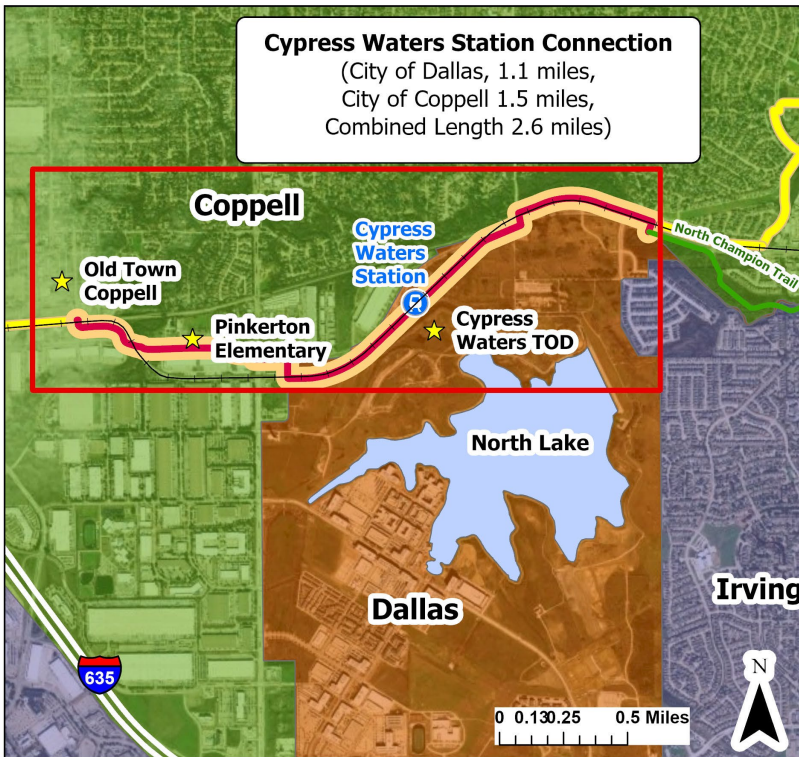
HISTORY: Cotton Belt Regional Trail

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 nearly complete
- Phase 2 construction underway

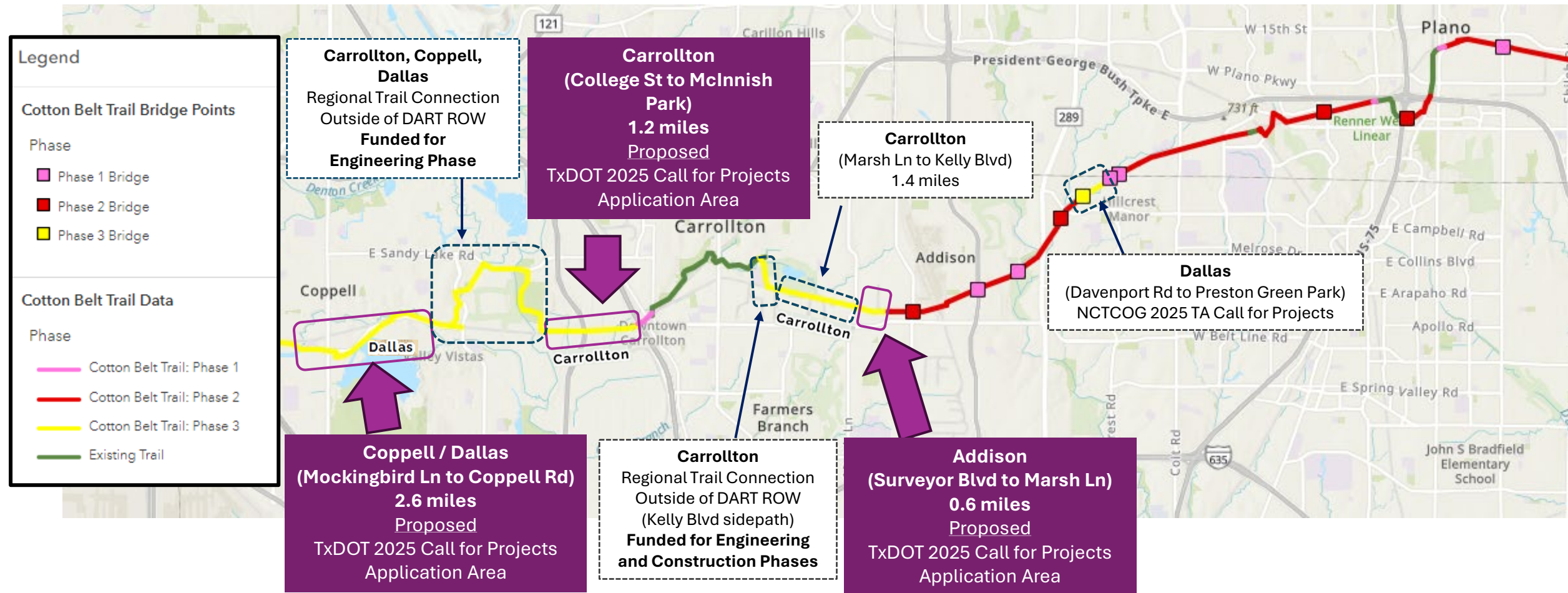
Cotton Belt Trail Phase 3a Segments



- 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

Anticipated Regional Trail Construction Phases



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	• Outside of TMA & <200k <u>or</u> • Inside of TMA* & <50k in population	20%	☒	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction			☒	\$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%	☒	TBD
Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design			☒	TBD



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

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

Recommend 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



Karla Windsor, AICP

Senior Program Manager

kwindor@nctcog.org

(817) 608-2376



Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org

(817) 695-9275



Chris Nelson

Senior Planner

cnelson@nctcog.org

(817) 704-1513





NCTCOG PRESENTATION

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

CHRISTIE J. GOTTI | SURFACE TRANSPORTATION TECHNICAL COMMITTEE | 5.23.2025

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 percent 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

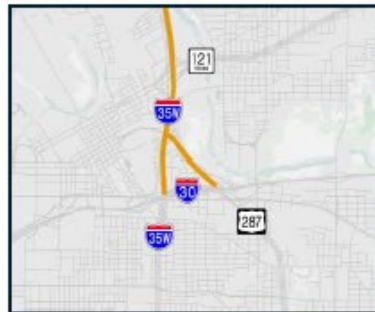


Managed Lane System

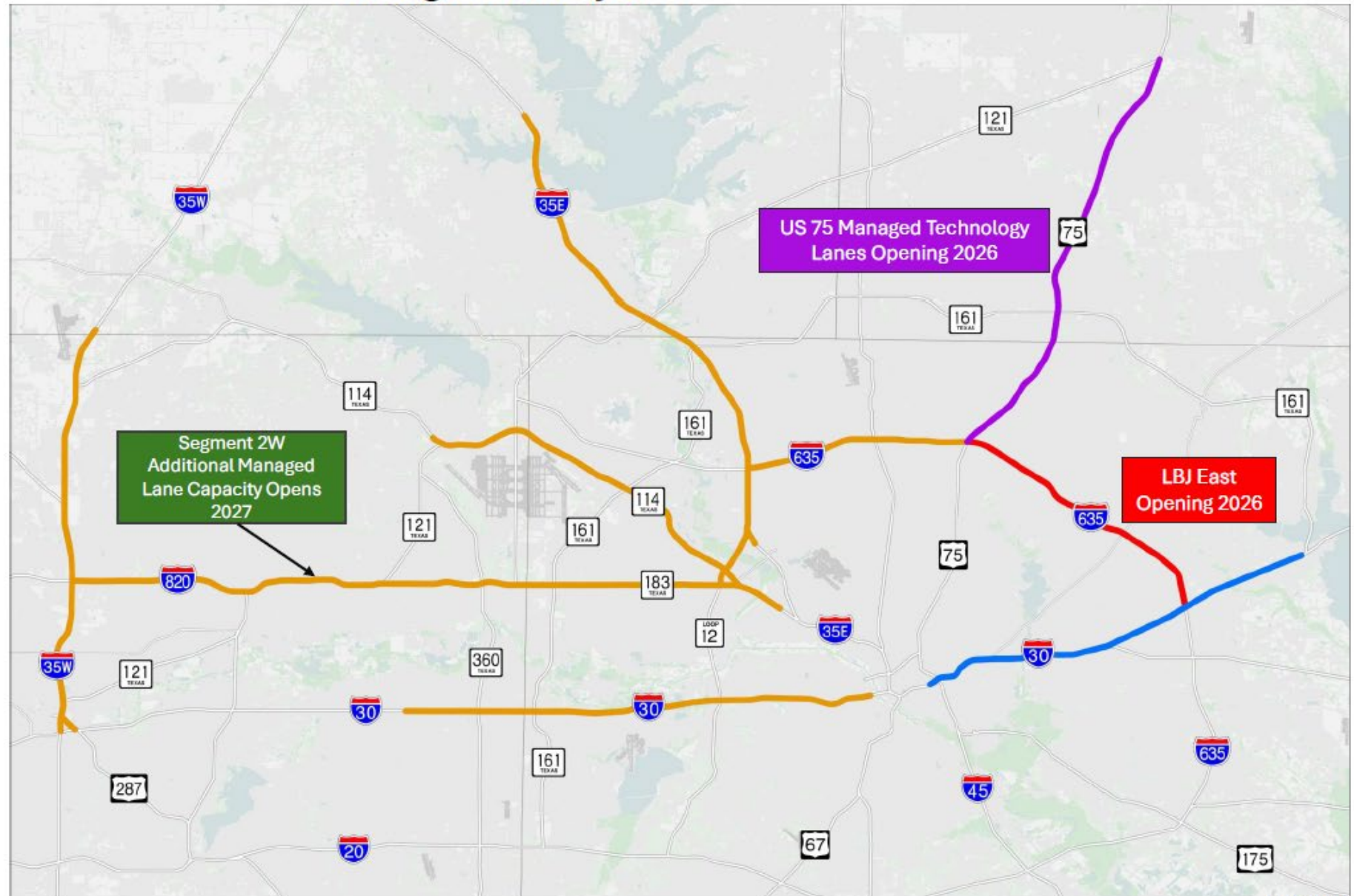
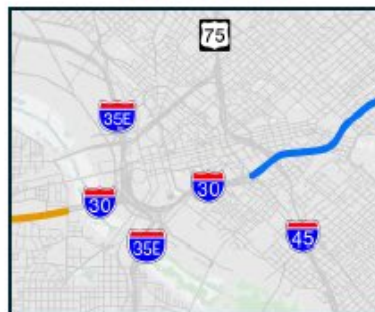
**Current Express/HOV
+ Managed Lanes**

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

Fort Worth CBD



Dallas CBD



May 2025



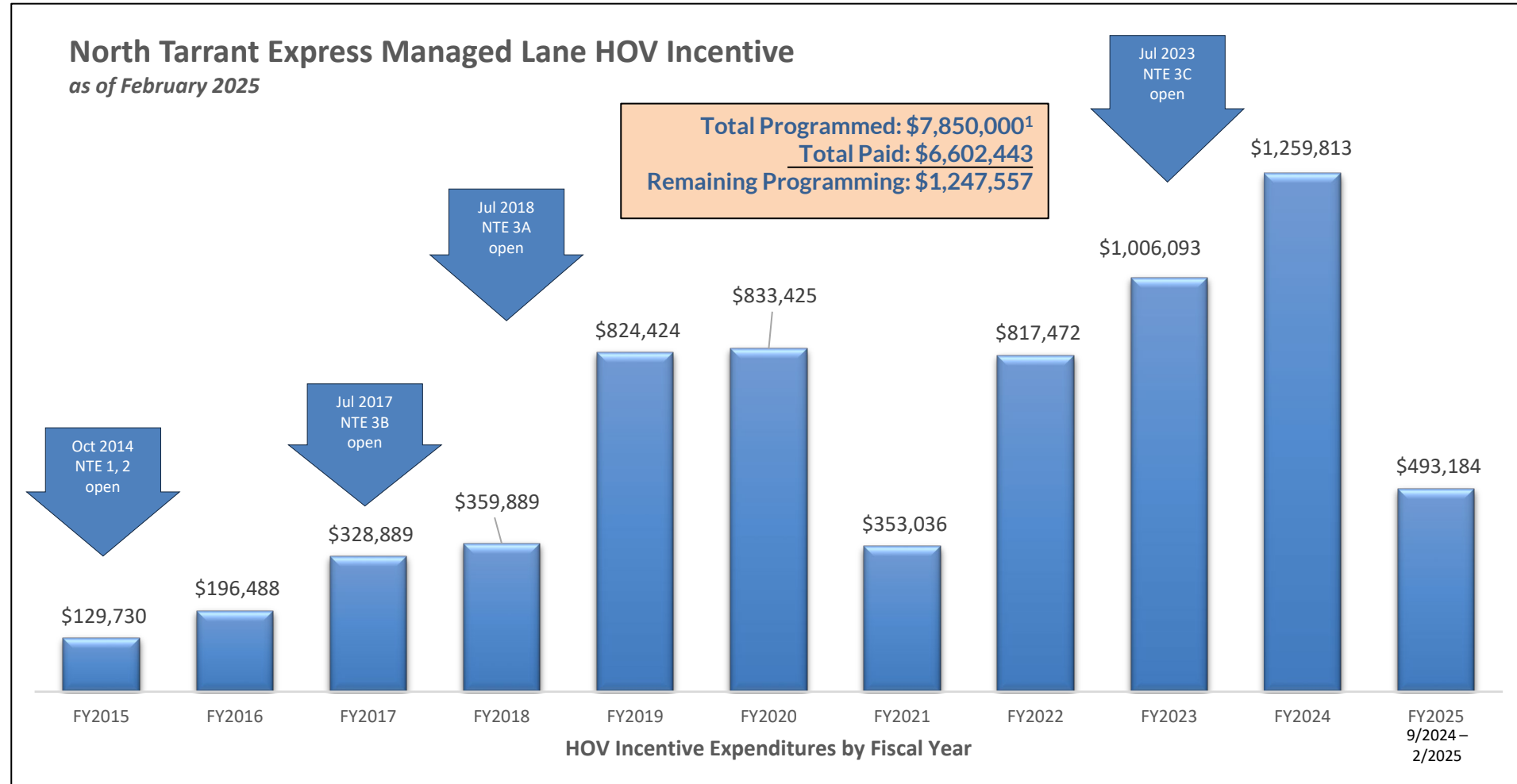
STTC Action Item - May 23, 2025

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+ (will still require additional funding for NTE)



HOV INCENTIVE EXPENDITURES – NTE

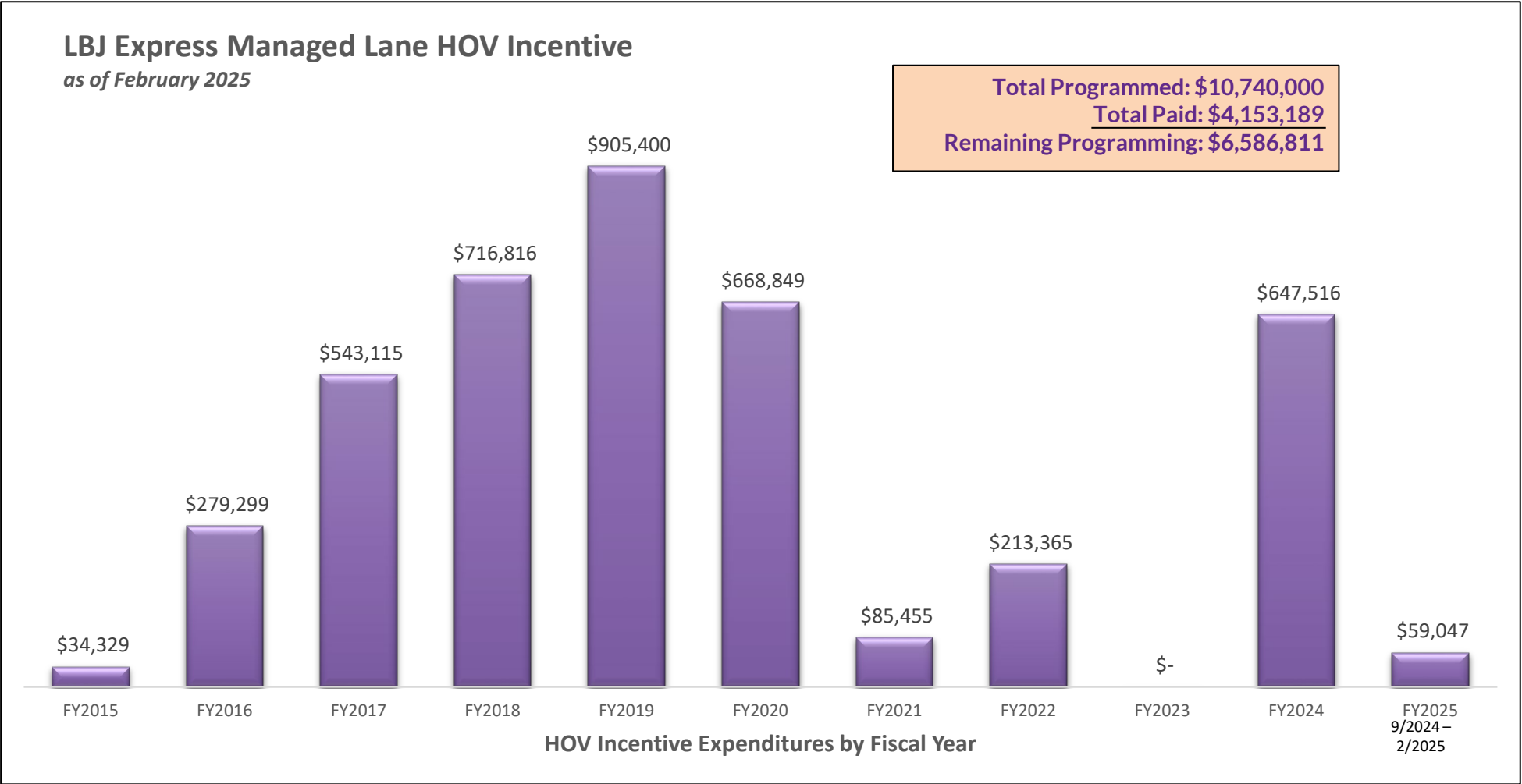


¹Includes additional \$1 million approved by RTC in April 2025



STTC Action Item - May 23, 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

- Recommend RTC approval to:
 - Increase funding for NTE HOV 2+ by \$5.6 million RTR
 - 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



For GoCarma Questions:

Natalie Bettger, Senior Program Manager

nbettger@nctcog.org | 817-695-9280



For Managed Lane Policy Questions:

Dan Lamers, Senior Program Manager

dlamers@nctcog.org | 817-695-9263



For Revenue and Subsidy Funding Questions:

Christie J. Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338



HIGH-SPEED TRANSPORTATION



Dallas-Fort Worth

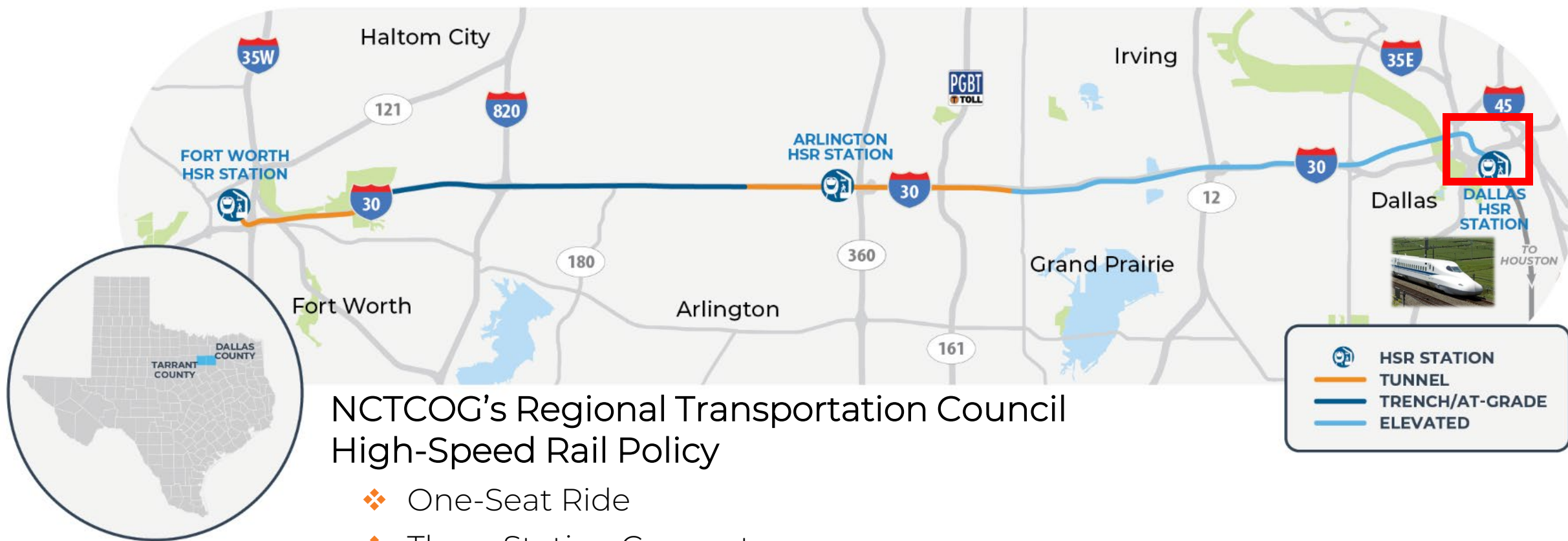
May 23, 2025 – Surface Transportation Technical Committee

Brendon Wheeler, PE



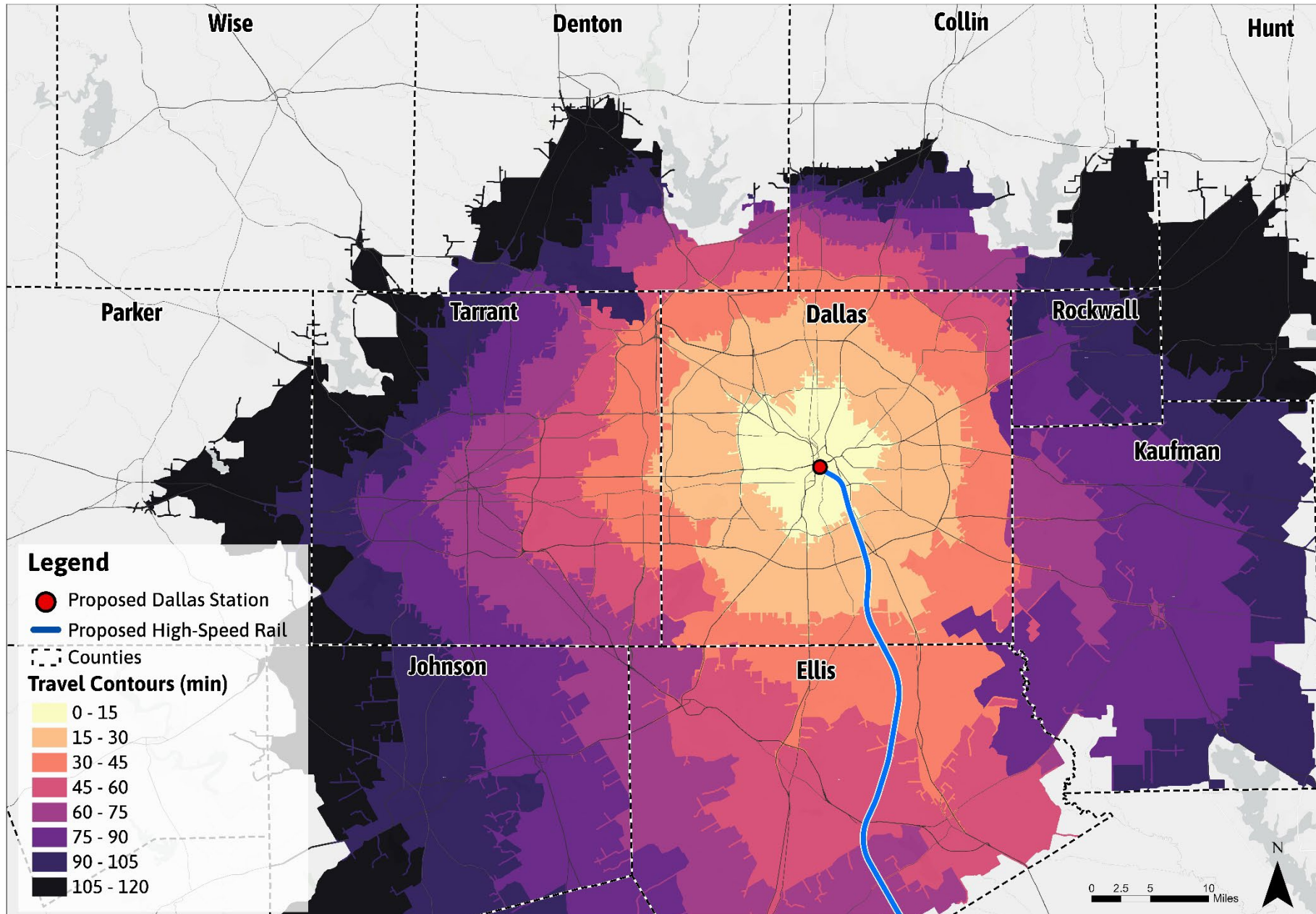
North Central Texas
Council of Governments

Alignment for NEPA Review (Early 2024)



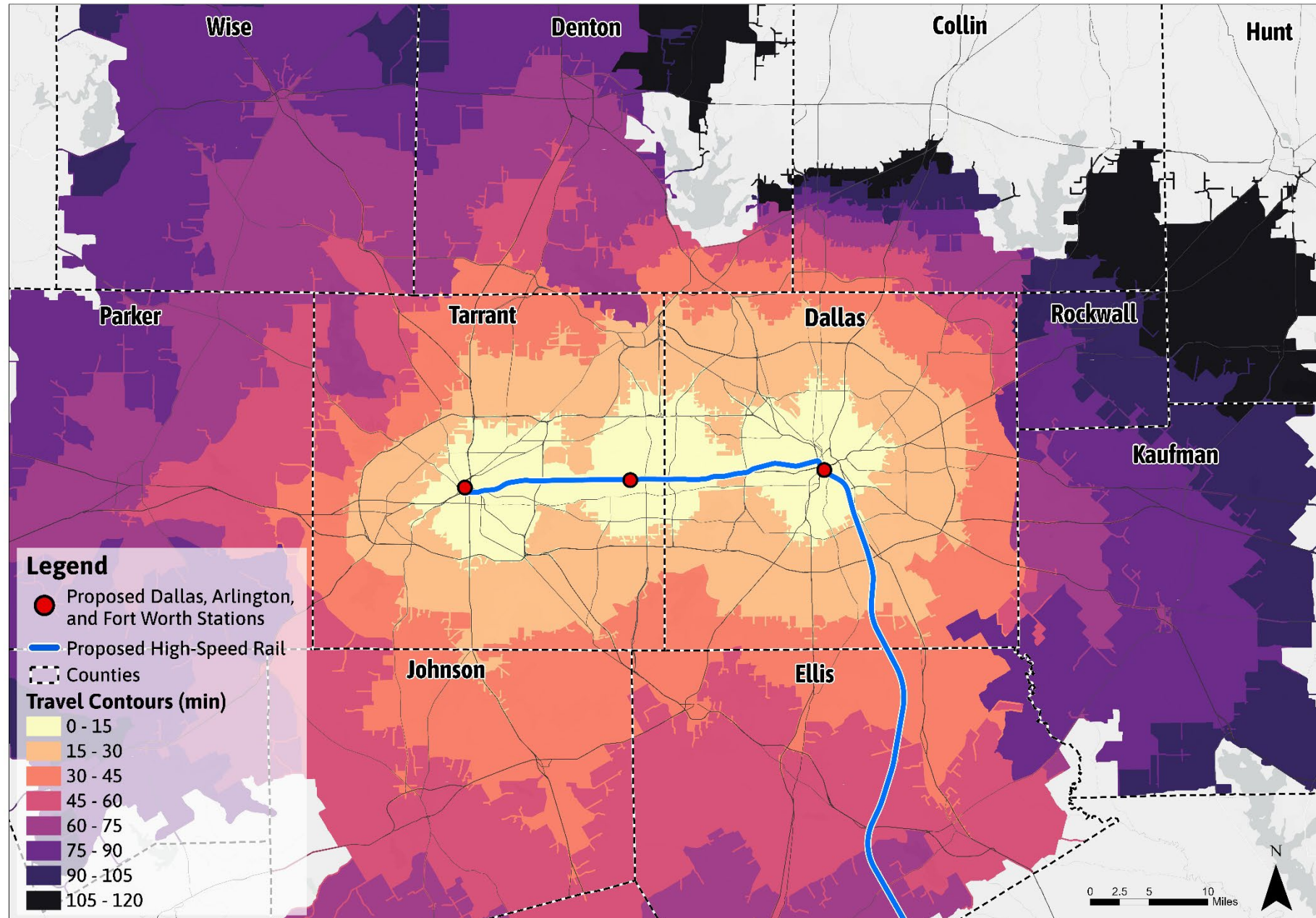
Dallas HSR Station Travel Time Contours in 2050

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



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

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





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

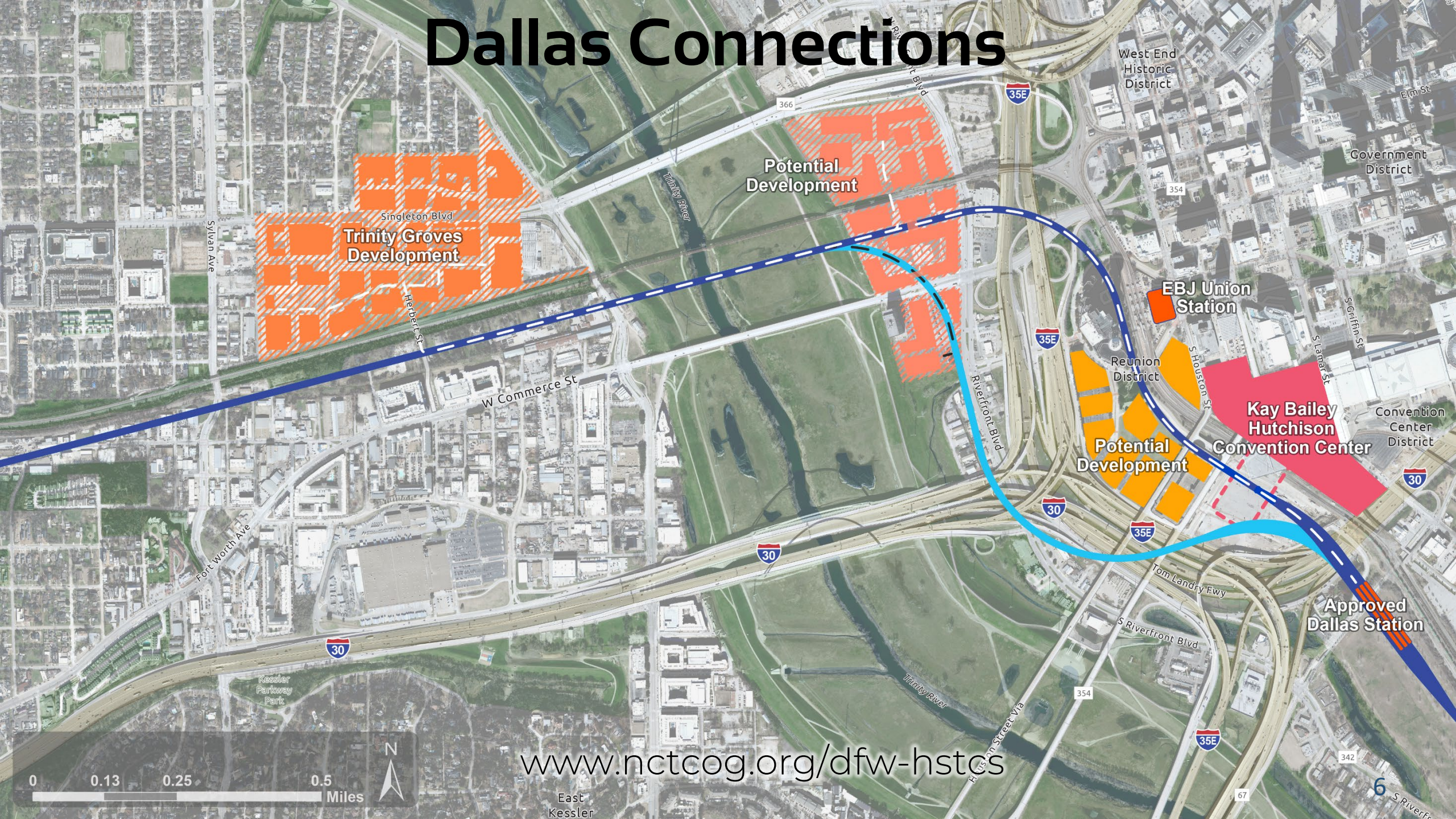
Preliminary engineering and environmental analysis on 95% of corridor

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

Dallas alignment alternatives (final mile)

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

Dallas Connections



Leveraging HSR to Create Connections



Reunion Tower /
Hyatt Regency

EBJ Union Station /
Potential Annex

REUNION BLVD E

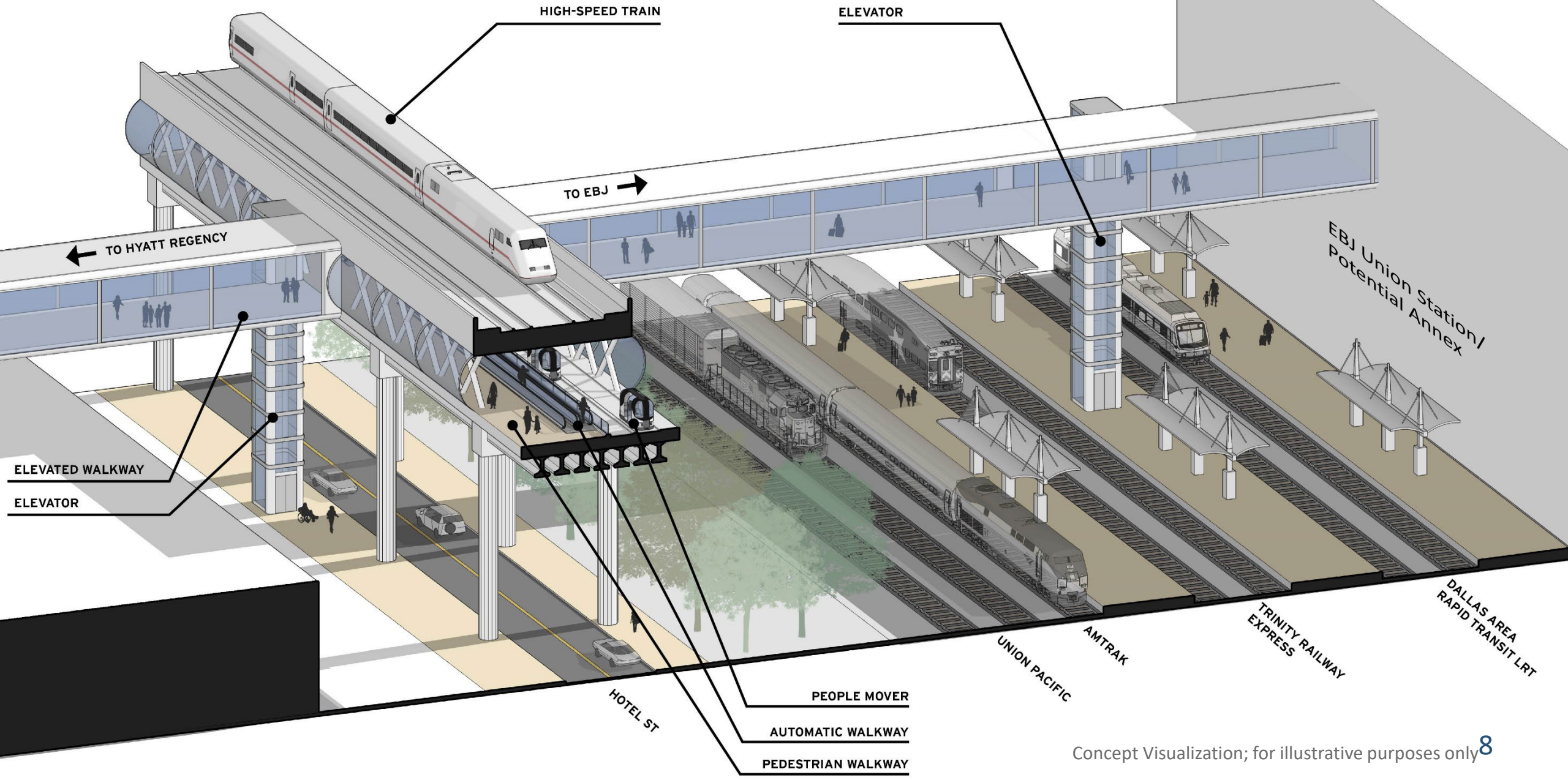
Potential Development

S HOUSTON ST

Potential Development

HOTEL ST

Leveraging HSR to Create Connections



Fort Worth Connections





High-Speed Rail Related Efforts

Economic Impact Studies for Dallas-Fort Worth HSR

- City of Dallas Study (Boston Consulting Group) complete Spring 2025
- Cities of Fort Worth and Arlington Study (AECOM) complete Summer 2025

Dallas to Houston HSR: Texas Central Leading Again

- 2016 Memorandum of Understanding executed between Texas Central and NCTCOG
- “Support the development of one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas, and Houston through Texas Central’s Dallas passenger station...”

Federal Railroad Administration’s Corridor Identification and Development (CID) Program: NCTCOG-led Fort Worth to Houston HSR still advancing through Step 1



Next Steps for NCTCOG Study

- Downtown Dallas Alternatives
 - Coordinate with City of Dallas
 - Receive RTC direction
- Continue stakeholder coordination
- Continue FRA and FTA coordination
- Complete engineering and environmental analysis/documentation for Dallas to Fort Worth HSR corridor (~10 months following Dallas alignment decision)



Contacts

www.nctcog.org/dfw-hstcs

Public Involvement

Rebekah Gongora
Program Manager
682.433.0477
rgongora@nctcog.org

Project Oversight

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

Project Management

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

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



FEDERAL AND STATE LEGISLATIVE UPDATE

Jackie Nolasco

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Surface Transportation Technical Committee

May 23, 2025

FEDERAL ACTIONS

U.S. House Transportation and Infrastructure

The Committee adopted its budget reconciliation proposal on April 30 in accordance with instructions in the FY25 Budget Resolution. (Reduce by \$10 billion over ten years)

- Imposes an annual \$200 electric vehicle and \$100 hybrid vehicle fee
- Rescinds certain USDOT unobligated funds
- Provides additional funding for air traffic control and the U.S. Coast Guard

Next Steps: House approved budget reconciliation bill on May 22. Bill now advances to the Senate.



TEXAS LEGISLATURE - UPCOMING DEADLINES

May 23/24, 2025

Last day for House to consider **local** HBs on local calendar / Last day House committees to report SBs and SJRs

May 30, 2025

Last day to adopt conference committee report on budget; Last day for House to act on Senate amendments

June 2, 2025

Corrections only; final day of the 89th Regular Session

May 27/28, 2025

Last day for House to consider 2nd reading SBs and SJRs / 3rd reading

June 1, 2025

Last day for House to adopt conference committee reports or concur in Senate amendments



BILLS WITH ACTION

HIGH-SPEED RAIL

HB 2003 (Harris): Would mandate entities proposing high-speed rail projects submit detailed annual information to the Texas Department of Transportation, to be made publicly available on the department's website

- Passed in the Senate on May 19; Sent to Governor Abbott

HB 2011 (Bell): Would allow previous property owners to repurchase property from a condemning entity if ad valorem taxes are delinquent on the acquired property

- Passed in the House on May 14; Voted Favorably in Senate Local Government Committee on May 19

UAS

SB 1197 (Birdwell): Would criminalize the operation of unmanned aircraft over spaceports, alongside airports and military installations, establishing penalties and defenses related to such operations in Texas

- Signed by Governor Abbott on May 19



BILLS WITH ACTION

AIR QUALITY

HB 5033 (Bell): Would prohibit the implementation and enforcement of motor vehicle emissions inspections in Texas, contingent on federal legislative changes or a Supreme Court ruling

- Passed in the House on May 8; Voted favorably from Senate Natural Resources Committee on May 21

HB 464 (Gonzalez): Would establish a grant program to aid counties in eliminating illegally disposed scrap tires from public and natural areas

- Passed in the House on May 10

AVIATION

HB 3134 (Cook): Would direct TxDOT to coordinate with key partners to develop an Advanced Air Mobility (AAM) plan, support infrastructure and education, promote zoning standards, and fund research and public outreach

- Passed in the House on May 10; Referred to Senate Transportation Committee

HB 4520 (Martinez): Would modify funding requirements for loans or grants to aviation facilities in economically disadvantaged counties by reducing the required non-state contribution to five percent of the total project cost

- Passed in the House on May 15



BILLS WITH ACTION

TRANS. REVENUE

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

- Sent to Governor Abbott on May 13

HB 265 (Craddick): Would reallocate constitutional money transfers among the economic stabilization fund, state highway fund, and newly established Grow Texas fund, and sets up a grant program for infrastructure projects in areas affected by oil and gas production

- Passed in the House on May 16

ENERGY

SB 1697 (Zaffirini): Would mandate the development and periodic updating of a customer guide to provide information and resources on installing and maintaining home solar energy devices, requiring electric utilities to promote access to the guide

- Signed by Governor Abbott on May 13

HB 2999 (Harris Davila): Would allow hydrogen-fueled vehicles in Texas to exceed current weight limits by the additional weight of their hydrogen tanks and fueling systems, up to a maximum of 82,000 pounds, contingent on federal authorization

- Passed in the House on May 16



BILLS WITH ACTION

SAFETY

SB 826 (Parker): Would increase the penalty for operating a motor vehicle while intoxicated in a school crossing zone during reduced speed limit times to a state jail felony

- Passed in the Senate on April 23; Referred to House Criminal Jurisprudence Committee

HB 3309 (Canales): Would allow local authorities and law enforcement agencies to use automated traffic control systems in construction or maintenance work zones to enforce traffic laws, provided certain conditions are met

- Passed in the House on April 30

SB 2799 (Creighton): Would increase the criminal penalties for reckless driving by introducing harsher penalties for offenses resulting in bodily or serious bodily injury

- Passed the Senate on May 16

SB 2039 (Hancock): Would expand pedestrian laws to include certain sidewalk users, such as those using bicycles, scooters, and similar devices, granting them right-of-way protections and responsibilities

- Sent to Governor Abbott on May 16



CONTACT US



Rebekah Gongora
Program Manager
Public Involvement and
Government Relations
rgongora@nctcog.org
682-433-0477



Jackie Nolasco
Communications
Specialist
Government Relations
jnolasco@nctcog.org
817-695-9255

NCTCOG Legislative Updates: www.nctcog.org/legislative



FY2026 and FY2027
***Unified Planning Work Program for
Regional Transportation Planning***

Surface Transportation Technical Committee
May 23, 2025



Unified Planning Work Program for Regional Transportation Planning

Required by the Infrastructure Investment and Jobs Act (IIJA)

Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks



Five Major Tasks

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning, Programming, and Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies



Local Government/Agency Submittals

47 Projects Received

16 Agencies Submitted Projects:

Cities of Arlington, Balch Springs, Cedar Hill, Dallas, Fort Worth, Hurst, Irving, Lancaster, and North Richland Hills; Counties of Collin, Johnson, and Parker; Dallas Area Rapid Transit; Trinity Metro; DFW International Airport; and NCTCOG

35 Projects Recommended for Inclusion

12 Projects Not Recommended for Inclusion



FY2026 and FY2027 TPF Funding Summary

Draft

FY2026 and FY2027 US FTA (5303)	\$ 8,531,876
FY2026 and FY2027 US FHWA (Estimated PL)	\$21,195,331
FY2025 US FHWA (Estimated PL-Carryover)	<u>\$ 6,669,030</u>
Total Transportation Planning Funds	\$36,396,237
Programmed Funds	\$35,320,000
Anticipated Expenditures	\$32,847,600*
PL Balance to Carry Over to FY2028	\$ 3,548,637

*Anticipated Expenditures are 93 percent of Total Programmed



Development Schedule

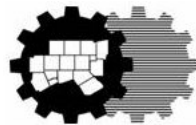
February 18	Issuance of Requests for NCTCOG Assistance to Transportation Partners, including STTC
March 6	Issuance of Requests for Regional Project Ideas to RTC
May 23	Draft Recommendations to STTC for Information
June 4	Draft UPWP to TxDOT and Concurrently to STTC
June 5	Initiation of Public Outreach
June 12	Draft UPWP to RTC for Information
June 27	STTC Action on Recommended UPWP
July 10	RTC Action on Recommended UPWP
July 24	Executive Board Action on Recommended UPWP
July 28	Final UPWP to TxDOT

Unified Planning Work Program Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Supervisor
817-608-2325
vpruitt-jenkins@nctcog.org



**North Central Texas
Council of Governments
Transportation Department**



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

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

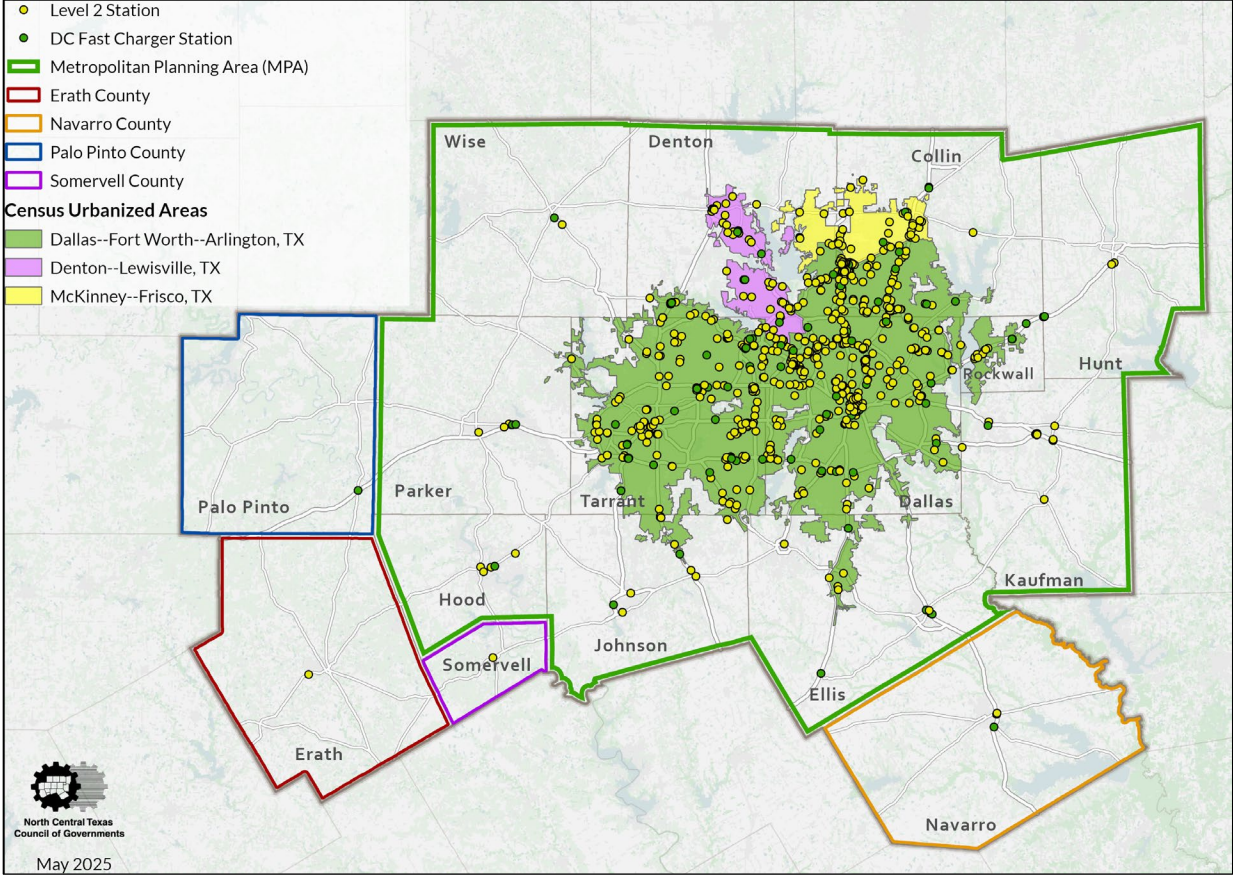
Jared Wright
Senior Air Quality Planner

Surface Transportation Technical Committee

May 23, 2025 (Latest Version 4:45 pm)

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: Implementation of up to 100 charging ports to fill gaps in the existing regional network and achieve equal access to charging stations for everyone in the region	\$11,962,116
Total Federal Funding:	\$15,000,000



Steps to Selection (Phase 2)

Step 1

CFI Community
Program
Requirements



Step 2

Elements from
NCTCOG
Proposal



Step 3

Proposed Project
Eligibility

CFI Community Program Background

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

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

Eligible Costs: Design, engineering, purchase, installation, electrical upgrades, construction, maintenance and operations

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:

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

Other Requirements:

- Must be usable by individuals with disabilities
- Electric vehicle charging station projects must meet the standards as presented in [23 CFR 680](#) (“always” accessible)

Elements from NCTCOG Awarded Proposal

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

- Set Asides for Navarro, Erath, Palo Pinto County and Somervell counties*

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

Security: Sites must have appropriate lighting

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



Photo: Dallas Area Rapid Transit

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

Proposed Scoring Criteria for Eligible Projects:

Criteria	Areas with Insufficient Charging		Areas with Potential Demand		Public Engagement	
Maximum Points:	60 points		25 points		15 points	
Sites Scored Higher Based on:	Distance from existing or planned charging stations	Number of chargers does not adequately support area need	Location could serve multi-modal hubs or fleet shared use areas (e.g. first- or last-mile driver connection, rideshare drivers)	Location could serve fleets that operate in the community	Closer to locations recommended by the general public	Facility type recommended by the general public (e.g. parks, rec centers)

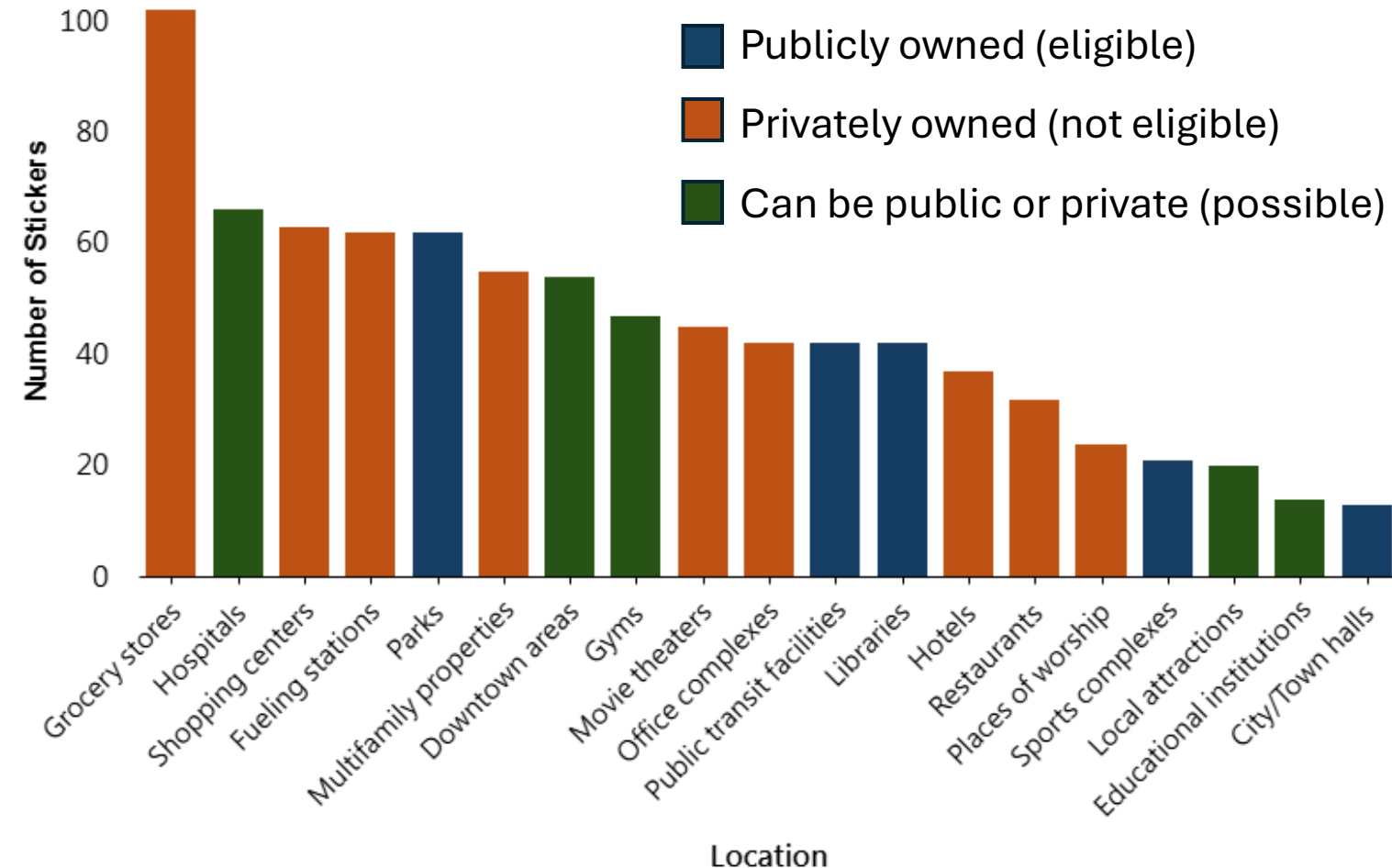
Public Engagement

Encourage residents/businesses in your area to weigh in on site types and potential locations:

publicinput.com/nctcogevcharging

Local government outreach resources will be made available on website

Where do YOU want to charge?



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

Contact Us



Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org



Jared Wright
Senior Air Quality Planner
jwright@nctcog.org



Joslyn Billings
Air Quality Planner
jbillings@nctcog.org



**North Central Texas
Council of Governments**



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org



NCTCOG PRESENTATION

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

Surface Transportation Technical Committee | May 23, 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
- FY2025 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 (MAY 2025)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2025	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
	May 2025	May 2025	Oct. 2024	May 2025	May 2025
CMAQ	\$83,386,312	\$29,111,269	39	33	12
STBG	\$180,037,654	\$103,341,508	63	52	24
TASA	\$41,734,302	\$1,991,300	9	4	2
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 5/9/2025

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



CONTACT US



Christie Gotti, Senior Program Manager
cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager
bdell@nctcog.org | 817-704-5694



Cody Derrick, Senior Transportation Planner
cderrick@nctcog.org | 817-608-2391



Dylan Niles, Transportation Planner II
dniles@nctcog.org | 682-433-0512

