

NCTCOG PRESENTATION

2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

Surface Transportation Technical Committee |

February 28, 2025

BACKGROUND

- Over the past year, numerous funding requests have been received from local governments and transportation agencies.
- These requests have been evaluated for funding consideration.
- The proposed projects meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implement outcomes of planning activities, and/or assist in reaching the region's federal performance targets.
- The following slides highlight several of the major projects and partnerships that are being proposed.



STATE LOOP 12 SAFETY IMPROVEMENTS

- State Loop 12 in southeast Dallas has a significant number of crashes and fatalities.
- Project will construct traffic signals and pedestrian improvements to improve safety along the corridor by slowing vehicular traffic and providing safer crossings for pedestrians.
- Proposed Funding:
 - \$7,500,000 of Surface Transportation Block Grant (STBG)*
 - \$7,500,000 of Category 11 Safety funding from TxDOT Dallas District

*Proposing STBG for CMAQ-eligible improvements to expedite project delivery



MAINTENANCE PILOT PROGRAM FOR SAFETY

- Multiple funding requests for maintenance/rehabilitation projects have been received from small, rural communities in the region
- Instead of funding these specific projects, staff proposes to create a pilot program in Denton County and Johnson County to address these issues.
- Program would address safety needs with maintenance/rehabilitation improvements (e.g., pavement edge drop-offs, potholes, severe cracking/rutting)
- Counties would select the locations and improvements
 - Should be off-system
 - Intent is to address areas that are unincorporated and/or small cities that do not have adequate funding to perform maintenance that is creating safety issues
 - Locations should have documented safety concerns
- Proposed Funding:
 - \$3,000,000 of RTC Local funds (\$1,500,000 for Denton Co. & \$1,500,000 for Johnson Co.)
 - No match required



JOHNSON COUNTY BOND PROGRAM PARTNERSHIP

- Johnson County voters recently approved the first ever bond program (\$60 million) in their county, and the County is seeking to partner with the RTC to leverage funding.
- First segment of FM 917 is proposed (intersection and safety improvements)
- Proposed Funding:
 - \$16,000,000 of STBG and \$4,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds
 - TxDOT State match
 - County has committed design funds to this facility



FUNDING FOR FIFA WORLD CUP TRANSPORTATION NEEDS

- Additional transportation needs have been identified through coordination with stakeholders to prepare for our region to host FIFA World Cup
- Proposed improvements:
 - Improvements to Trinity Railway Express (TRE) vehicles
 - “Bus bridge” from rail stations to the Arlington Entertainment District (east-west movement)
 - Transit passes
 - Operate buses from the TRE Centreport Station to Parking Lot H
 - “Kick Your Commute” Marketing Campaign
 - New sidewalks and improvements to Parking Lot H (location for transit/rideshare drop-off)
- Proposed Funding:
 - \$7,200,000 STBG for the TRE improvements, which may come from existing \$30M for TRE vehicles
 - \$1,000,000 of City of Arlington funds for sidewalk improvements (a like amount of federal funds will be added to the Randol Mill widening project in Arlington to complete an exchange with Arlington)
 - \$15,750,000 of RTC Local funding for the remaining improvements with repayment expected on some expenses



SUMMARY OF PROPOSED FUNDING (\$ IN MILLIONS)

Funding Category	Proposed Funding	Funding Distribution (West)	Funding Distribution (East)
CMAQ	\$18.67	36%	64%
STBG ¹	\$222.75	38%	62%
RTR	\$9.54	17%	83%
RTC Local	\$18.75	47%	53%
Non-RTC ²	\$124.14	-	-
TDCs ³	12.75	-	-
Total	\$393.85	38%	62%

1: Holding back Eastern allocation for upcoming partnerships

2: Includes State, local, and private funding

3: Transportation Development Credits are not cash and do not count in total funding



SUMMARY OF WEST/EAST FUNDING DISTRIBUTION (\$ IN MILLIONS)

- Since the approval of the 2024 Strategic Transportation Funding Program (STFP), funding has been awarded through TIP actions or other initiatives.
- Many RTC-approved projects have cost overruns being considered for additional funding as well.
- Additional funding partnerships will be brought back later that will propose additional CMAQ, STBG, and CRP funding to balance out West/East splits.

Funding Initiative	CMAQ & CRP		STBG	
	West	East	West	East
Approved Funding Since 2024 STFP	\$23.51	\$7.53	\$35.27	\$109.39
2025 STFP (Proposal)	\$6.72	\$11.95	\$85.16	\$137.59
Pending Cost Overrun Requests	\$6.50	\$5.50	\$0.0	\$35.45
Total Funding	\$36.73	\$24.98	\$120.43	\$282.43
Funding Distribution By Category	59.5%	40.5%	29.9%	70.1%
Funding Distribution	West – 33.8%		East – 66.2%	



TIMELINE

Meeting/Task	Date
Project requests collected	March 2024-November 2024
Evaluate projects	December 2024-February 2025
Public Involvement	February 2025
STTC Action	February 28, 2025
RTC Action	March 13, 2025



REQUESTED ACTION – 2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

- Recommend RTC approval of:
 - Proposed 2025 Strategic Transportation Funding Program project listings
 - Amending 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

STTC Action Item – February 28, 2025



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North Central Texas Council
of Governments

Regional Transit Partnerships and Federal Discretionary Grant Funding

Savannah Briscoe

Surface Transportation Technical Committee

February 28, 2025

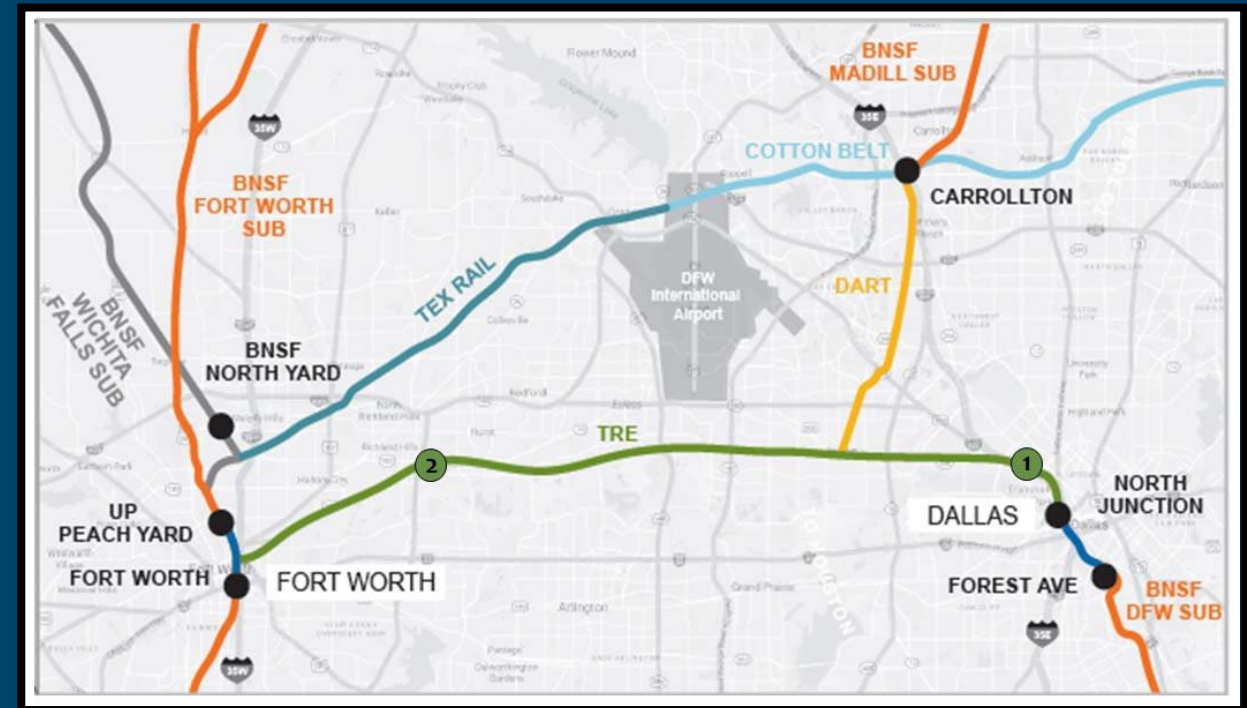
NT MOVES –FY2020 BUILD Grant Projects

Project Overview:

- Collaborative effort between NCTCOG, DART, Trinity Metro, and TRE to increase regional freight and passenger mobility. Partially funded by a BUILD grant.
- Projects are anticipated to begin construction in summer 2025.

Projects:

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



Courtesy of NCTCOG



Component 1 - Dallas Area Rapid Transit

Project Overview:

Double Track Medical Market Center to Stemmons Freeway

Project Details:

- Bridge repair projects on Noble Branch, Knights Branch, and Inwood Road
- Double track design is at 90%
- Project scope has not changed and will continue as stated in the original Paper Grant Agreement (PGA)



Courtesy of NCTCOG



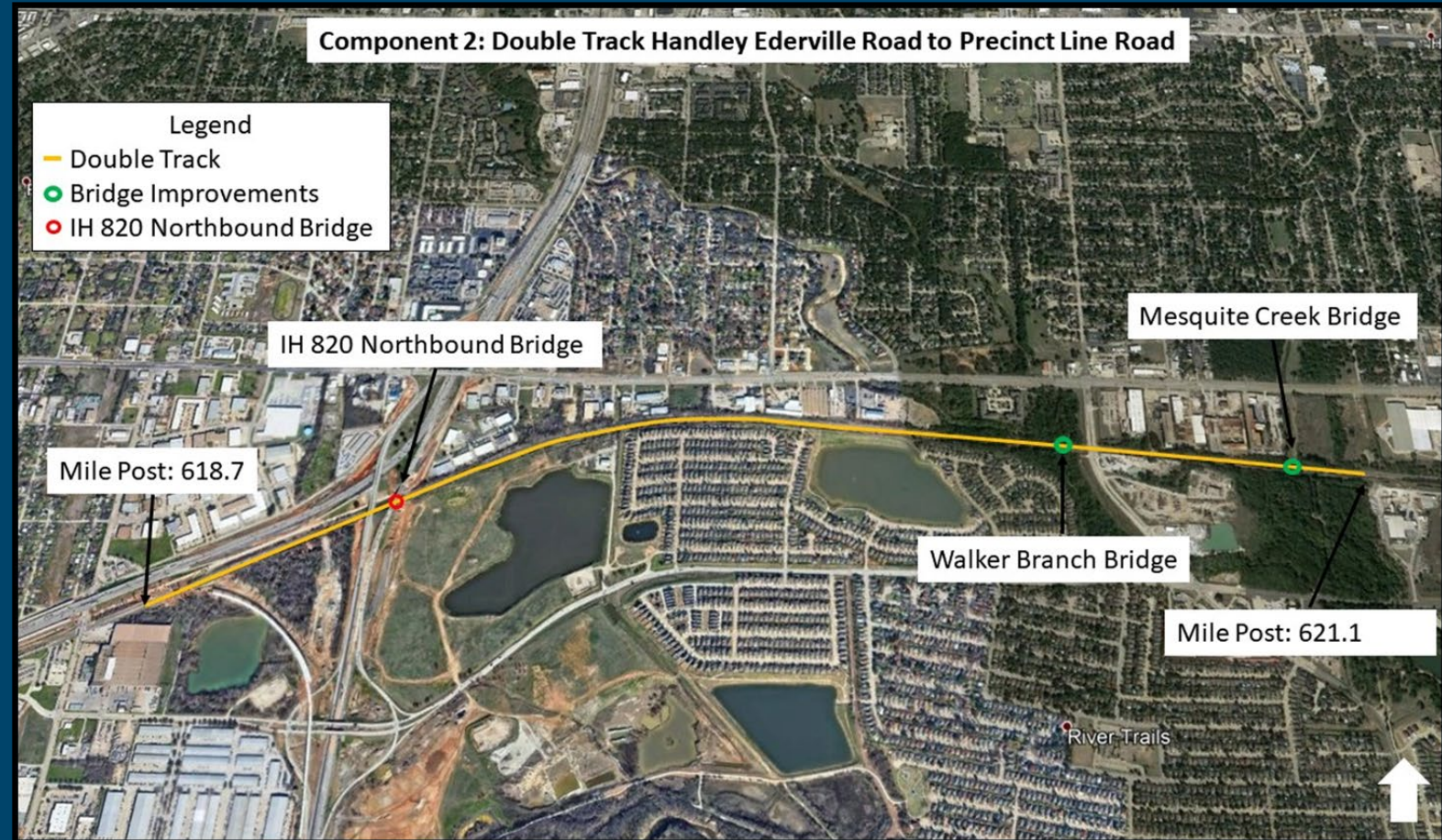
Component 2 - Trinity Metro

Project Overview:

Double Track Handley Ederville Road to Precinct Line Road

Project Details:

- Bridge repair projects on Walkers Branch bridge and Mesquite Creek bridge.
- Working with TxDOT on IH 820 bridge replacement
- Double track design is at 90%
- Project scope has not changed and will continue as stated in the original PGA



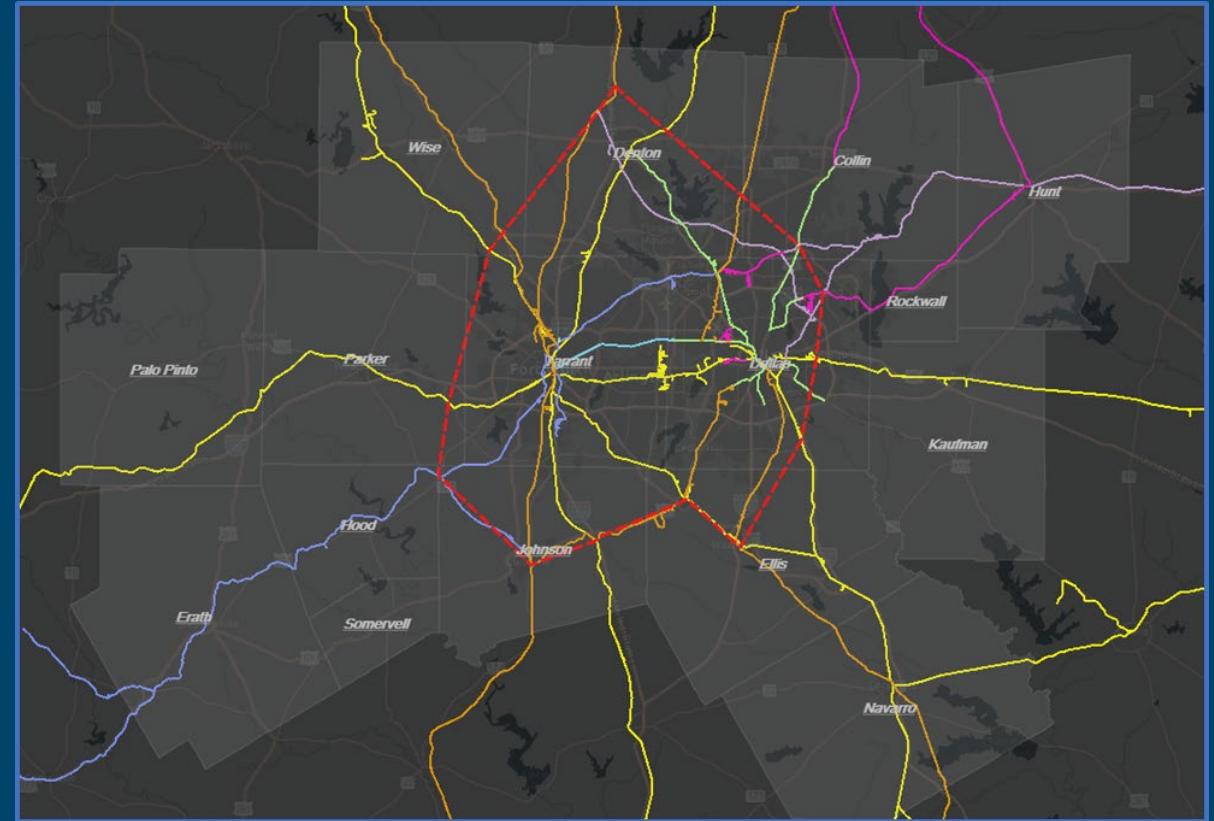
Courtesy of NCTCOG



Component 3 - Clear Path Technology

Project Overview

- Technology-based innovative response to maximizing efficiency on shared-use freight and passenger rail networks
- Will enable all rail agencies to exchange timely, accurate, and actionable information on train movements in the region
- In use in the Greater Chicago Area
- Working with Railinc, freight and transit partners to develop this technology
- NCTCOG and Railinc are currently working on a data sharing agreement with transit agencies.



Courtesy of Railinc



BUILD Grant Budget Update

- Cost overruns have been identified due to inflation and future proofing the corridor (accommodating future reconstruction of IH 35E/Stemmons).
- Current funding gaps:
 - Component 1: \$42,300,000
 - Component 2: \$8,700,000
 - Component 3 remains fully funded
- TRE bridge over IH 35E must be raised to meet the TxDOT clearance requirements (\$17 million of increased cost is attributed to this item)
- NCTCOG and partner agencies have coordinated to ensure the federal/non-federal funding split within the Paper Grant Agreement does not change
- NCTCOG is coordinating with FTA/USDOT to amend the Paper Grant Agreement
- Proposed funding:
 - DART: \$22.7 Million in Local Funding
 - Trinity Metro: \$6.6 Million in Local Funding
 - RTC (for costs associated with raising bridge over IH 35E): \$17 Million in Carbon Reduction Program Funding
 - RTC (for overruns on the BUILD grant project): \$21.7 Million in Surface Transportation Block Grant Funding



BUILD Grant Funding Sources

Paper Grant Agreement (PGA) and Current Cost

Funding Source	PGA Funding	PGA Funding Share	Current Cost	Planned Funding Share
BUILD Grant Funds	\$25,000,000	35%	\$25,000,000	20%
Other Federal Funds	\$9,100,000 ¹	12%	\$30,797,828 ²	25%
Local Funds	\$33,400,000	46%	\$62,702,172 ³	51%
Other Funds ⁴	\$5,000,000	7%	\$5,000,000	4%
Project Total	\$72,500,000	100%	\$123,500,000	100%

¹ \$2 million in Congestion Mitigation Air Quality Improvement Program and \$7.1 million in Surface Transportation Block Grant (STBG) funds

² \$21.7 million in additional STBG funds proposed to cover gap

³ \$17 million in Carbon Reduction funds proposed to credit DART for local funds applied to regional cost

⁴ Anticipated Private Funding Contribution (railroads)



Regional Transit Partnerships- TRE Track and Signal Improvements

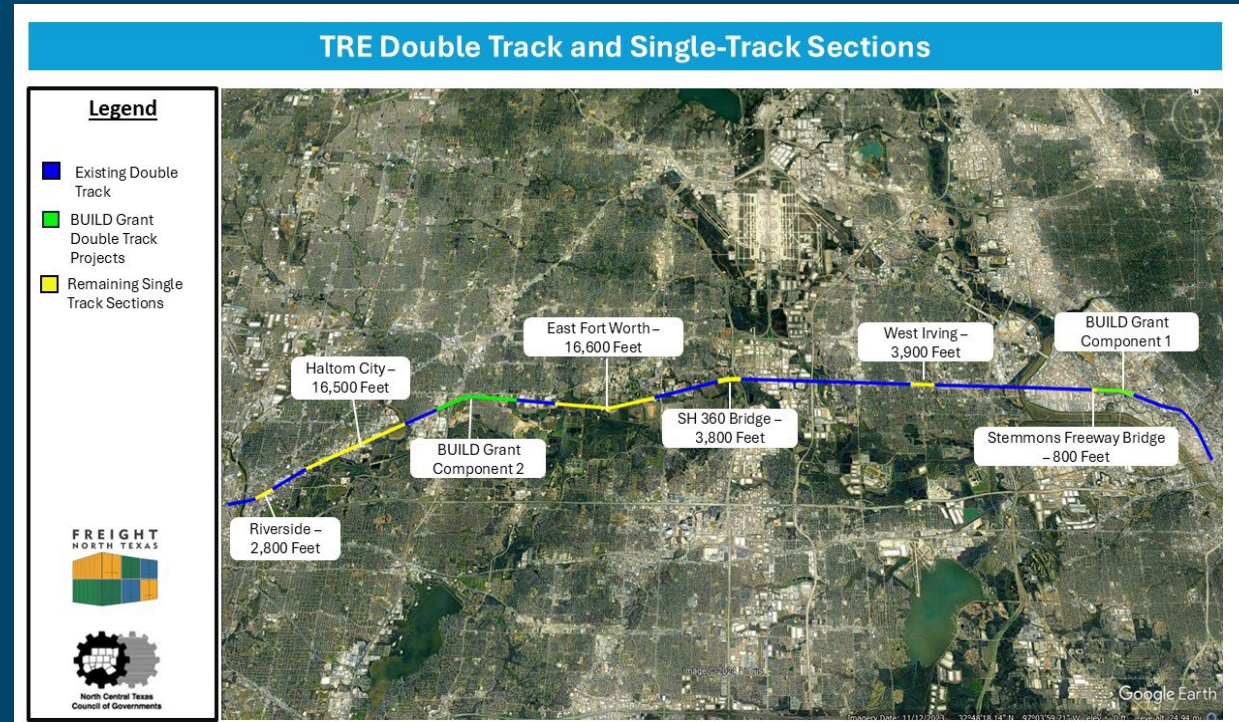
Project Overview:

Modifications to TRE track and signal systems to accommodate new double tracked sections

Project Details:

Request for \$2.5 million in Carbon Reduction Program Funds for track and signal systems improvements:

- Handley-Ederville Road
- East Richland Hills
- East Lakes
- Precinct Line Road
- Single Crossover at West Hurst
- South Norwood Road
- New CP Hurst



Regional Transit Partnerships-Victory Station

Project Overview:

- Collaborative effort between NCTCOG, DART, BNSF, and TxDOT.
- Victory Station is busy and trains are often held in the station waiting to be dispatched.
- This causes safety concerns as pedestrians move through the platforms to cross the station.

Project Details:

- Proposed project involves improving existing infrastructure at Victory Station to increase pedestrian safety and mobility.
- Requested funding (not to exceed \$6.8 million in STBG funds) is for both pedestrian safety and rail operational improvements to accommodate pedestrian improvements



Courtesy of NCTCOG



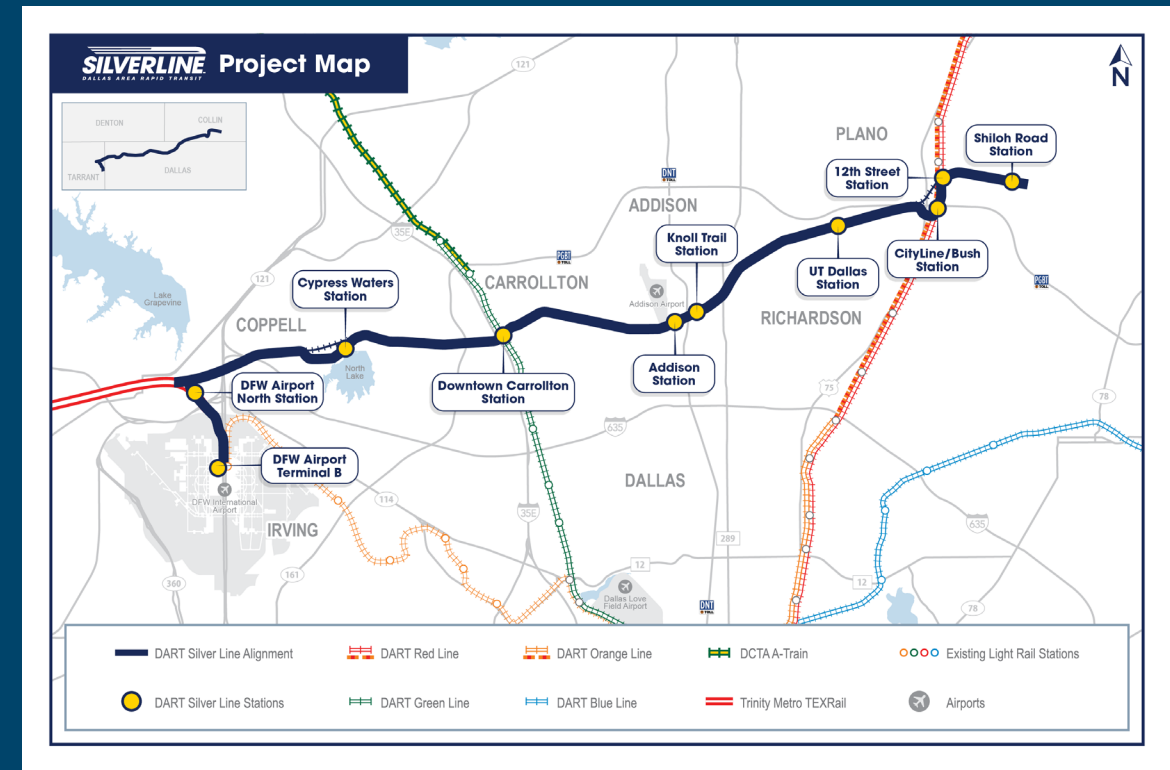
Regional Transit Partnerships - Silver Line

Project Overview:

- 26 miles of regional rail service that will connect Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano.
- Goal of improving mobility and accessibility within the northern portion of DART service area.

Project Details:

- Silver Line improvements associated with FIFA World Cup
- Requested funding is \$5.6 million in STBG funds for rail, bridge, and other necessary improvements



Courtesy of DART



Requested Action Schedule

February 28, 2025

STTC Action Item

March 10, 2025

March Public Meeting

March 13, 2025

RTC Action Item

March 27, 2025

Executive Board Endorsement (Approval)



Requested Action for North Texas MOVES BUILD Grant & Regional Transit Partnerships

Request a recommendation for RTC approval of:

The allocation of federal funds for:

- *\$21.7 Million (STBG) - BUILD grant cost overruns on the east and west segments*
- *\$17 Million (CRP) - Accommodating future reconstruction of IH 35E/Stemmons at TRE¹*
- *\$6.8 Million (STBG) - Victory Station Pedestrian Crossing upgrades²*
- *\$5.6 Million (STBG) - Silver Line improvements*
- *\$2.5 Million (CRP) - TRE track and signal improvements*

Administratively amending the Transportation Improvement Program (TIP) and Statewide TIP (STIP), as well as other planning & administrative documents, for the FY2020 North Texas MOVES BUILD Grant double tracking projects and Regional Transit Partnership projects.

¹ \$17 million is funded by DART up front to meet grant agreement & federal is credited back to DART on another project (because it is an RTC/regional cost)

² Not to exceed \$6.8 million



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Local Funding for On-Demand Transit Services in Southern Dallas County

Surface Transportation Technical Committee

February 28, 2025

Gypsy Gavia, Program Manager

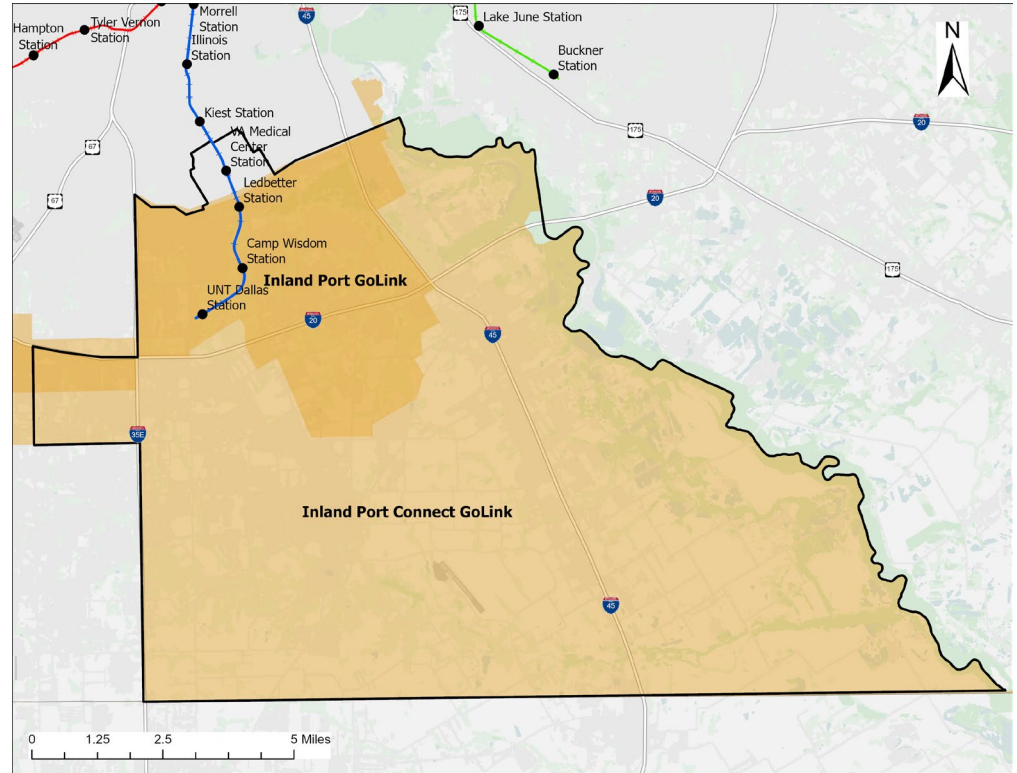
Current Inland Port Transit Services



GoLink Inland Port Zone, service in Southern Dallas from 5:00 am to 12:00 am, 7 days a week. Supported with private provider and UberPool service.



Expanded Microtransit services with STAR Transit and UberPool from 4:00 am to 8:00 pm, Monday – Friday.



Funding Background

- November 2020:** Service began through a partnership between IPTMA, STAR Transit, and DART with funding approved by the Regional Transportation Council (RTC).
- July 2023:** RTC approved bridge funding to support increased demand while the FY2021 RAISE Grant was executed and more sustainable funding was secured.
- November 2024:** Federal Transit Administration (FTA) determined that \$1.5M Total in transit service costs were ineligible under FY21 RAISE Grant. Operating expenses needed to be removed from project costs.

Current bridge funding is to be expended by approximately October 1, 2025



Service Transition

Due to changes in funding and limitations on federal operating eligibility, STAR Transit to take on primary transit provider role outside DART service area.



Area will be restructured into zones, based on trip volume and geographic proximity.

Services will continue to connect riders to DART light rail system.

Supplementary service with transportation network companies (TNCs) available with contributions from local governments.

City of Wilmer & Hutchins

Create one combined zone

City of Lancaster

Create a new zone

City of DeSoto

Incorporate into existing city's zone and hours can be extended to 8 pm.



Estimated Service Cost for Revised On-Demand Service

Operating Costs¹

City	Total	Federal (50%)	Local - NCTCOG (50%)
Wilmer	\$130,000	\$65,000	\$65,000
Hutchins	\$130,000	\$65,000	\$65,000
Lancaster	\$190,000	\$95,000	\$95,000
DeSoto	\$50,000	\$25,000	\$25,000
All (Annual)	\$500,000	\$250,000	\$250,000
3 Years	\$1,500,000	\$750,000	\$750,000



¹Capital costs for electric vehicles and charging infrastructure are still covered under FY21 RAISE Grant

Southern Dallas Inland Port Transit Request

- Amount:** Federal portion of \$750,000 will be covered with STAR Transit's existing operating assistance funds. Local match, not to exceed \$750,000 in Regional Toll Revenue funds to be requested.
- What:** One-time funding to fulfill regional commitments from FY21 RAISE Grant
- When:** 3 years after bridge funding is expended
- How:** To be provided to STAR Transit to match existing Section 5307 Urbanized Area Program funds for operating costs related to on-demand service in DeSoto, Lancaster, Hutchins, and Wilmer.
- Future:** Cities to coordinate with Southern Dallas County Local Government Corporation (LGC) or contract directly with a public transit provider.



Action Requested

STTC Recommendation for RTC Approval to:

Utilize up to \$750,000 in Regional Toll Revenue (RTR) to match existing Section 5307 Urbanized Area Program funds for operating costs related to on-demand service in DeSoto, Lancaster, Hutchins, and Wilmer.

Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate this project.



For More Information

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

February 2025

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



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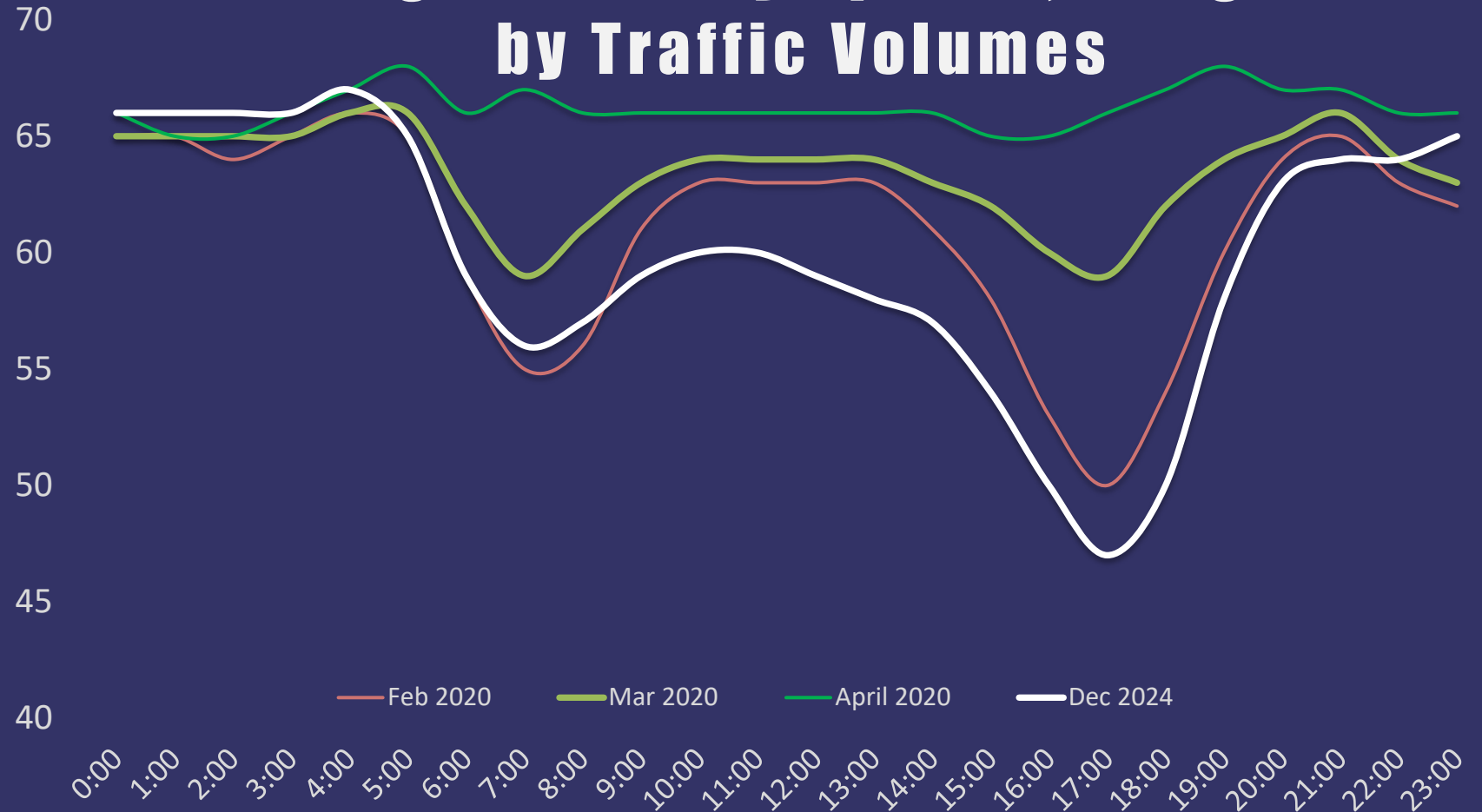
Transit Ridership (-19%, Dec)



ROADWAY TRENDS

Regional Average
Freeway Speeds

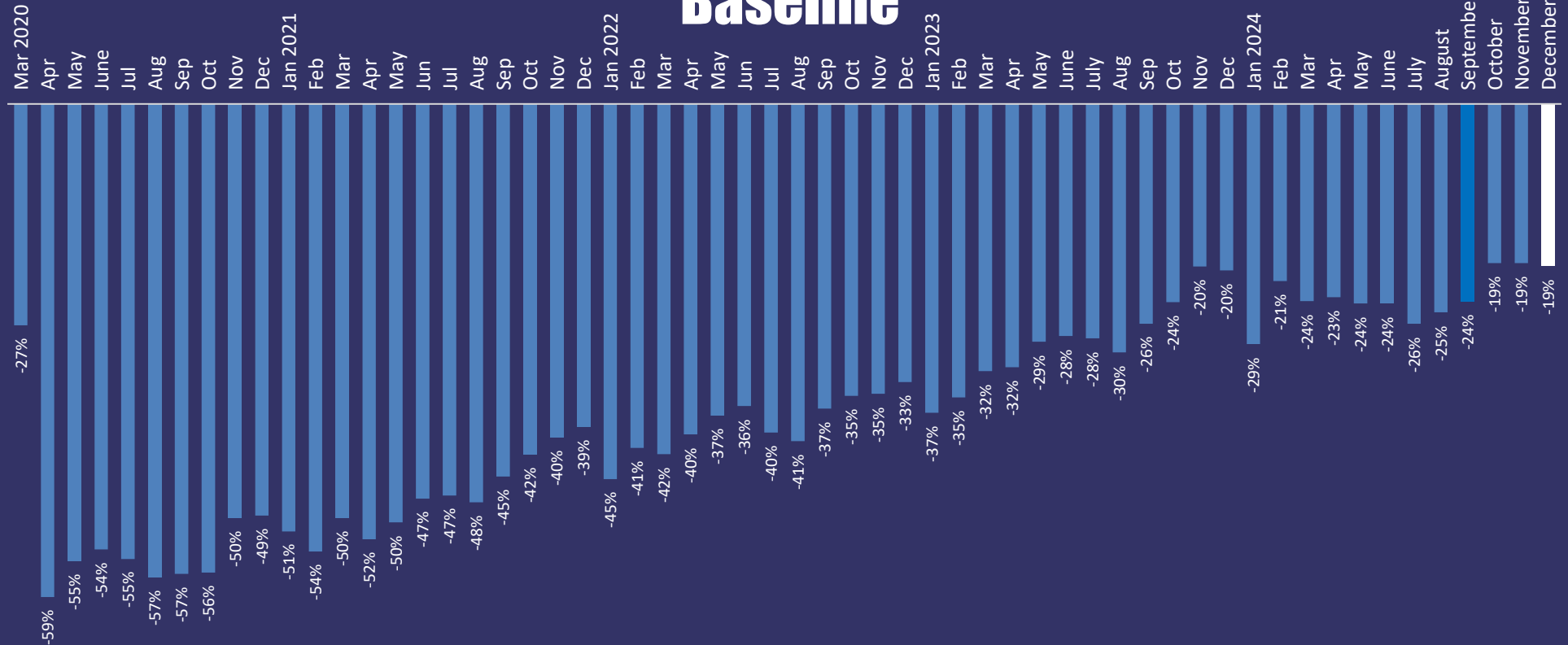
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.



FEDERAL AND STATE LEGISLATIVE UPDATE

JACKIE NOLASCO

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Surface Transportation Technical Committee

February 28, 2025

FEDERAL UPDATE

FISCAL YEAR 2025 APPROPRIATIONS

- FY2024 ended September 30, 2024, funding extended through a Continuing Resolution (CR)
- Current CR approved spending levels through March 14
- Draft FY2025 appropriations bills have not been released as of mid-February; Another CR is likely to avert a government shutdown
- Automatic cuts without a funding bill by April 30



FEDERAL UPDATE

BUDGET DEADLINES

- Budget Resolution: House and Senate committees each passed a draft blueprint (as of mid-February) outlining 10-year spending and revenue targets for FY2025-2034
- Budget Reconciliation: Instructs committees how to change spending, revenues, deficits; will also address debt ceiling
- Both resolutions assume large cuts but lack specifics; Senate adds \$20B to transportation over 10 years, House cuts \$10B
- House and Senate negotiating to work on one path forward
- Deadline: End of April goal



November 12, 2024

Bill Filing for the 88th
Texas Legislature
Began

January 14, 2025

89th Session of the
Texas Legislature
Convenes

March 14, 2025

Bill Filing Deadline
(Excluding Local Bills)

June 2, 2025

Final Day of the 89th
Regular Session

June 22, 2025

Last Day Governor
Can Sign or Veto Bills

89th TEXAS LEGISLATURE - DATES OF INTEREST



TEXAS LEGISLATURE

SENATE TRANSPORTATION COMMITTEE

- Robert Nichols, Chair
- Royce West, Vice Chair
- Paul Bettencourt
- Brent Hagenbuch
- Juan “Chuy” Hinojosa
- Nathan Johnson
- Phil King
- Borris Miles
- Charles Perry

Highlighted members represent North Texas



TEXAS LEGISLATURE

HOUSE TRANSPORTATION COMMITTEE

- Tom Craddick, Chair
- Mary Ann Perez, Vice Chair
- Terry Canales
- Pat Curry
- Erin Elizabeth Gámez
- Caroline Harris Davila
- Cole Hefner
- Marc LaHood
- Mitch Little
- Christina Morales
- Eddie Morales
- Jared Patterson
- Dennis Paul

SUBCOMMITTEE ON TRANSPORTATION FUNDING

- Terry Canales, Chair
- Dennis Paul, Vice Chair
- Cole Hefner
- Jared Patterson
- Mary Anne Perez

Highlighted members represent North Texas



TEXAS LEGISLATURE – STATE BUDGET

HOUSE BILL 1

Statewide Total for FY26-27: \$335.7 billion in All Funds

General Revenue \$154 billion (+8%)

- TxDOT Total for FY26-27: \$40.3 billion in All Funds
 - \$7.9 billion in Prop 1 funds and \$8 billion in Prop 7 funds
 - \$350 million to administer local rail grade crossing separation grant program
 - Amtrak Heartland Flyer funding \$0

SENATE BILL 1

Statewide Total for FY26-27: \$332.9 billion in All Funds

General Revenue \$151.6 billion (+6%)

- TxDOT Total for FY26-27: \$40.4 billion in All Funds
 - \$7.9 billion in Prop 1 funds and \$8 billion in Prop 7 funds
 - \$350 million to administer local rail grade crossing separation grant program
 - Amtrak Heartland Flyer funding \$0



BILLS OF INTEREST

TRANSPORTATION REVENUE

- Establishes a tax on commercial electric vehicle charging services with the proceeds directed to the State Highway Fund (HB 2099)
- Authorizes a city to use impact fees to construct or install safety improvements to a roadway facility, with certain requirements (SB 887)
- Addresses regional transportation authority powers (SB 1557/HB 3187)
- Establishes grants for railroad grade separation projects (SB 1555)

SAFETY

- Allows cities to use impact fees for roadway safety improvements (SB 887)
- Study on bike lanes and their reduction of collisions involving bicycles, scooters (HB 341)
- Updates current law on cell phone usage while driving (SB 47/HB 1357)

Bills listed have been filed, no action yet as of February 20



BILLS OF INTEREST

HIGH-SPEED RAIL

- Would prohibit state funds from altering roadways for high-speed rail (HB 1402)
 - Would prohibit private entities from using eminent domain for high-speed rail (HB 663)
 - Would direct TxDOT to partner with a private entity for high-speed rail along I-35 (SB 424/HB 483)
- Would require high-speed rail proposals to submit annual reports to TxDOT (HB 2003)
 - Would restrict eminent domain for private high-speed rail projects and sets property rules (HB 2979)



BILLS OF INTEREST

TOLLING

- Voters in a county must approve new toll project before construction can start (HB 1589)
 - Prohibits lane restrictions, including tolls/managed lanes, on I-635 between I-30 and US 75 (SB 720)
 - Would mandate the cessation of tolls on certain projects once costs are paid, and requires a study on the impact of toll removal (HB 2323)
- Would require dynamic message signs on managed-toll lanes to provide additional cost and travel time information (HB 2262)
 - Would prohibit TxDOT from requiring a local government to provide compensation for lost toll project revenue due to construction of adjacent non-tolled lanes (SB 848)



BILLS OF INTEREST

AIR QUALITY

- Would redistribute LIRAP funds to counties for air quality/transportation uses (HB 1361/SB 861)
- Tire disposal programs (HB 464/SB 910, HB 1463)
- Emissions
 - Conducting additional analysis for permits (HB 853/SB 429, SB 273)
 - Changes to TCEQ public hearing requirements (SB 212, HB 1412)
 - Concrete batch plant permits, monitoring emissions, locations, public meeting notifications, task force on concrete plant pollution (various)



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NCTCOG Legislative Updates: www.nctcog.org/legislative





Dallas Fort Worth Clean Cities Coalition Update

Juliana VandenBorn, Air Quality Planner
Surface Transportation Technical Committee

February 28, 2024

Dallas-Fort Worth Clean Cities Redesignation

Redesignation Ensures That:

- Coalition and Stakeholders are active and engaged in achieving goals
- Host agency mission and activities are sufficiently aligned
- Coalition implemented recommendations from previous redesignation

DFWCC met with Department of Energy via webinar on October 16, 2024

Approved Redesignation Effective: October 16, 2024 (Valid 5 years)

Coalition Accomplishments Highlighted to Department of Energy:

Establishment of the Dallas Fort Worth Clean Cities (DFWCC) Technical Advisory Committee

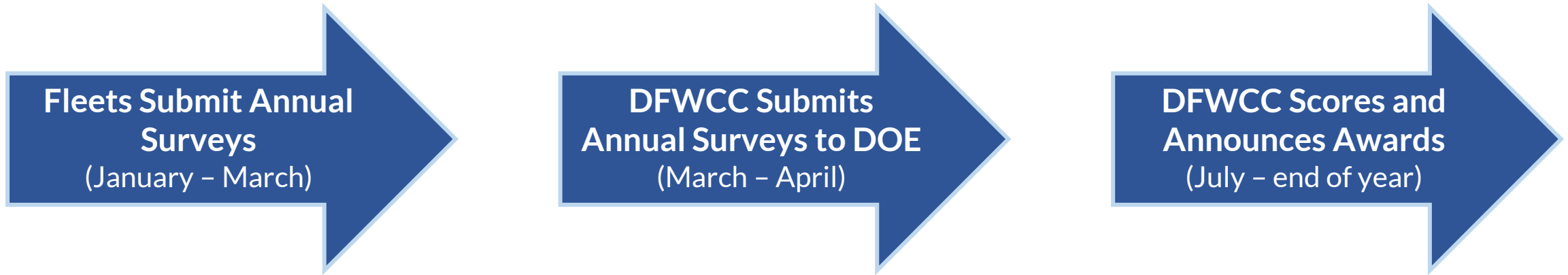
Local Adoption of Alternative Fuel and Electric Vehicles

11 additional fleets utilizing zero-emission vehicles and extensive renewable natural gas adoption since 2018

Competitive Grant Awards for Various Projects
Recipient or Subrecipient of 8 Competitive Projects in 2023 exceeding \$91M



DFW Clean Cities Annual Survey-Fleet Recognition Timeline



Purpose of Annual Reporting

- Collect local data on the sale and deployment of alternative fuels, idle reduction initiatives, fuel economy activities, and efforts to reduce vehicle miles traveled
- Department of Energy translates data into energy use impacts, reductions in air pollutants, and other metrics at a local and national scale

Related Local Efforts

- RTC Clean Fleet and Idle Reduction Policies

Dallas-Fort Worth Clean Cities Trends in Annual Energy Impacts

Impacts Over Calendar Year 2023

45 Reporting Fleets

6,953 Alternative Fuel Vehicles & Equipment

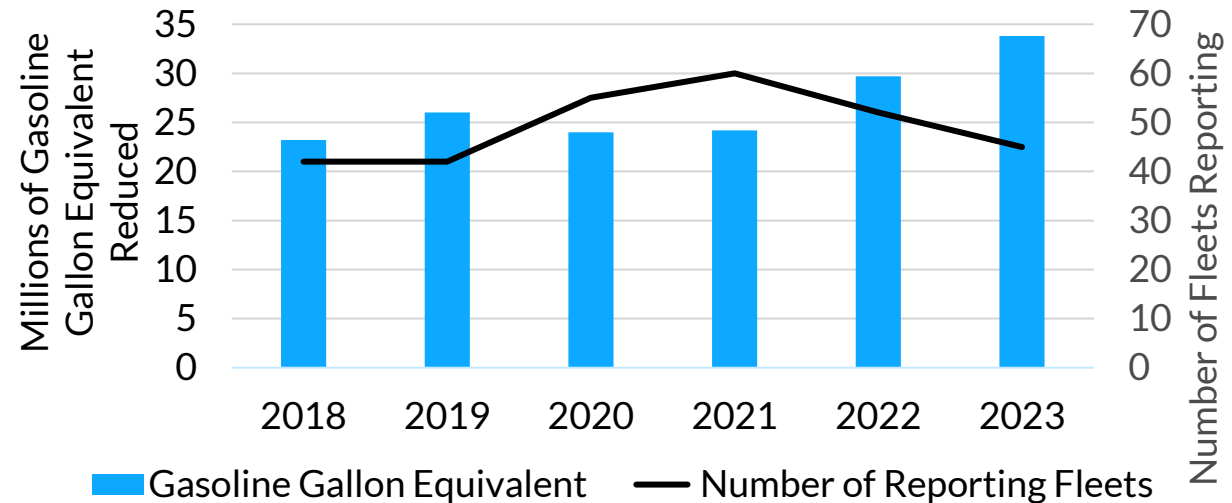
59 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced

3.4 Tons Fine Particulate Matter (PM_{2.5}) Reduced

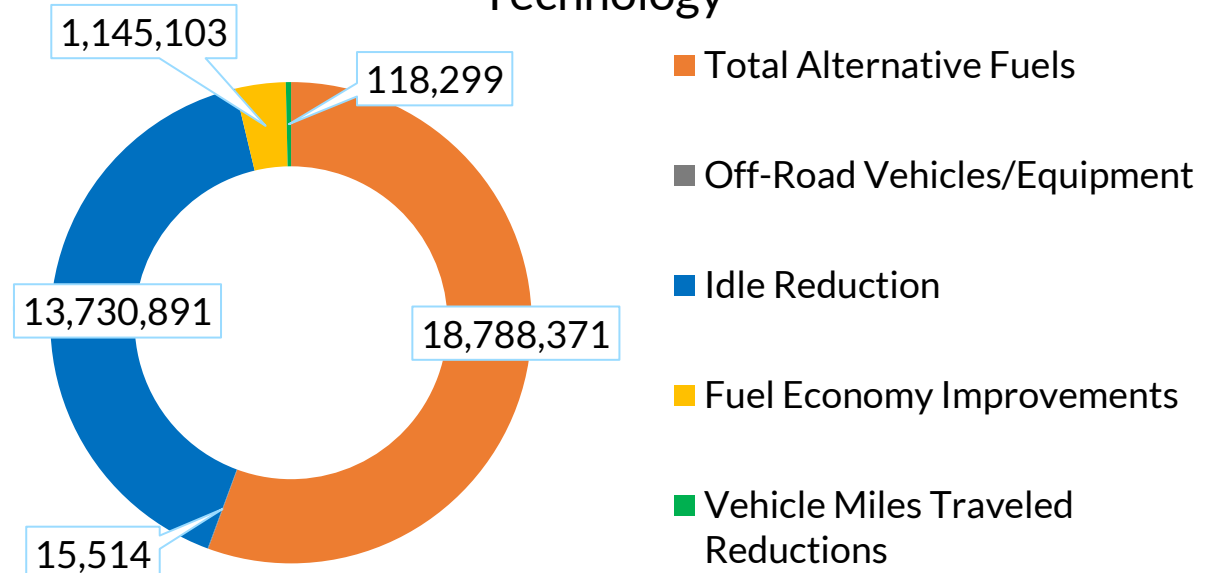
228,968 Tons Greenhouse Gas Emissions Reduced



Historical Gallons of Gasoline Equivalent Reduced



Gallons of Gasoline Equivalent Reduced by Technology



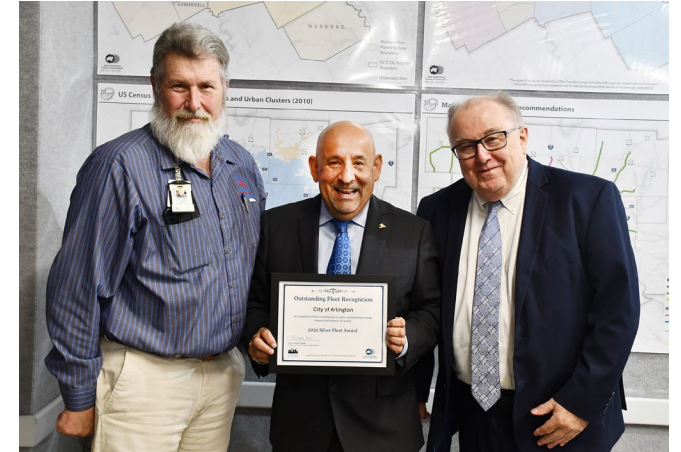
2024 Fleet Recognition Awardees

NCTCOG Recognition Event – December 12, 2024

Air North Texas

DFWCC Fleet Recognition

NCTCOG Awarded Grants & Partners



2024 Fleet Recognition Awardees

Purpose of Fleet Recognition

Recognize fleets efforts in improving air quality

Requirements for Recognition

Submit Annual Survey

Be a Clean Fleet Policy Adoptee

Award Levels

Bronze

Silver

Gold



Next Steps

Go to:

www.dfwcleancities.org/annualreport to complete the survey

Survey Submission Required for the 2025 Fleet Recognition Awards Consideration



Dallas-Fort Worth Clean Cities Update

Accepting Annual Survey Submissions Now!



**Dallas-Fort Worth
CLEAN CITIES**

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