

North Central Texas Council of Governments

Spring 2022

Air Quality Handbook



Learn about the current status of regional air quality and efforts the North Central Texas Council of Governments and its partners are doing to reduce air pollution and help the region meet Federal Air Standards.

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What is Ozone?

Ozone is a gas formed in the atmosphere when three atoms of oxygen combine. Ozone is found high in the stratosphere surrounding the earth, as well as at ground level in the troposphere, but is formed and functions differently at each of these levels.









Stratospheric Ozone—Forms high in the atmosphere when intense sunlight causes oxygen molecules (O_2) to break up and re-form as ozone molecules (O_3). Commonly referred to as “good ozone,” it protects people, trees, crops, property, and microorganisms from the harmful effects of the sun’s ultraviolet light.

Ground-Level Ozone—Commonly referred to as “bad ozone,” ground-level ozone forms when emissions from transportation, industrial and commercial operations, and natural sources such as vegetation emit nitrogen oxides (NO_x) and/or volatile organic compounds (VOC). These pollutants react in the presence of sunlight and heat to create O_3 . Because ozone is the result of this reaction, NO_x and VOC are known as precursor pollutants. Consequently, to limit ozone formation, many of the air quality improvement strategies implemented in North Texas reduce NO_x and VOC precursors.

Air Quality Index

The Air Quality Index (AQI) is a scale designed by the Environmental Protection Agency (EPA) for reporting daily air quality. It indicates how clean or polluted the air is, and what associated health effects might be a concern as a result. The EPA assigned a specific color to various levels of ozone concentration to make it easier to understand quickly whether air pollution has reached unhealthy levels. The AQI color for the region and for individual monitors can change hourly based on rolling eight-hour average pollutant levels, explained on page 4.

Exhibit 1: Air Quality Index

| Color | Air Quality | Actions to Protect Your Health |
|---|--------------------------------|---|
|  | Good | None necessary |
|  | Moderate | Unusually sensitive people should consider limiting prolonged outdoor exertion |
|  | Unhealthy for Sensitive Groups | Active children and adults and people with respiratory disease, such as asthma, should limit prolonged outdoor exposure |
|  | Unhealthy | Active children and adults and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion |
|  | Very Unhealthy | Active children and adults and people with respiratory disease, such as asthma, should avoid <i>all</i> prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion |
|  | Hazardous | The entire population is more likely to be affected |

Source: Environmental Protection Agency



Federal Air Quality Standards

The EPA's National Ambient Air Quality Standards (NAAQS) are designed to protect human and environmental health. Six pollutants, known as criteria pollutants, are regulated by NAAQS. The North Texas region currently meets all NAAQS criteria pollutants except for ozone.

| Air Pollutant | Abbreviation | DFW Region Status |
|----------------------|---------------------|--------------------------|
| Carbon Monoxide | CO | In attainment |
| Lead | Pb | In attainment |
| Nitrogen Dioxide | NO ₂ | In attainment |
| Ground-Level Ozone | O ₃ | <i>Nonattainment</i> |
| Particulate Matter | PM | In attainment |
| Sulfur Oxides | SO | In attainment |

Significance of Ground-Level Ozone:

Clinical studies indicate prolonged exposure to elevated concentrations of ground-level ozone may reduce lung function, increase the frequency of asthma episodes, and reduce the body's ability to resist respiratory infections. In addition to threatening human health, high ground-level ozone concentrations pose a risk to the environment, wildlife, and agriculture. Although ground-level ozone is monitored year-round, the EPA designated ozone season is from March 1 through November 30, when high ozone concentrations are most common.

Economic Impact of Ozone Pollution:

Failure to meet federal standards for air quality could result in additional emission-control requirements that can unfavorably affect local businesses and result in a freeze on federal transportation funding. This would ultimately affect jobs in the region and cost money in lost productivity due to traffic congestion delays.

Determining Ozone Nonattainment

Ten counties in North Texas violate federal standards for having high concentration of ground-level ozone, according to latest EPA designations. This designation is known as **“nonattainment.”**

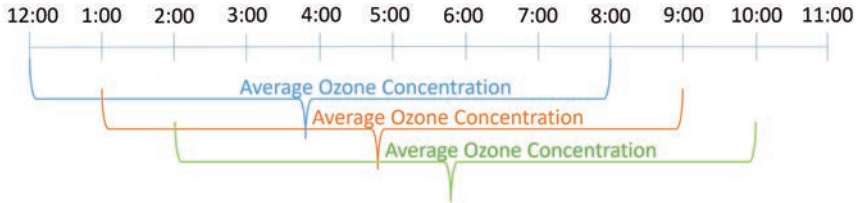
To make this determination, ozone levels must first be measured. Outdoor ozone monitors are located throughout the region and provide current ozone levels in proximity to their locations (refer to Exhibit 4 for North Texas ozone monitor locations). Ozone concentrations at each monitor location are measured and averaged over a rolling eight-hour block of time, as illustrated in **Exhibit 2**.

Next, the measured ozone levels are analyzed and averaged to determine the region’s design value. To do this, the EPA identifies the fourth-highest annual eight-hour daily maximum concentration. Averaged over a three-year period, this number is known as the **design value (DV)**. The DV calculation method means that an area can be designated nonattainment due to as few as four high-pollution days, called **exceedance days**, out of the ozone season—even if the pollution levels are below the standard on every other day. DVs are expressed in terms of parts per billion (ppb), which indicates the ratio of a given pollutant (in this case, ozone) to a total of one billion component units of the atmosphere. See **Exhibit 3** for an example DV calculation for the 2019-2021 period.

Finally, the DV is compared against existing federal standards. If the region’s DV exceeds a federal standard, then the region is designated as nonattainment and must take measures to reduce the level of ozone through NO_x and VOC reductions.



Exhibit 2: Rolling 8-Hour Ozone Average



Source: North Central Texas Council of Governments Transportation Department

Exhibit 3: Design Value Calculation Method, 2019-2021 (Pilot Point Monitor)

| | 2018 | 2019 | 2020 | 2021 |
|--|------|------|------|------|
| Four Highest Recorded Daily Ozone Concentrations (ppb) | 80 | 80 | 78 | 89 |
| | 76 | 76 | 77 | 89 |
| | 75 | 73 | 72 | 85 |
| | 74 | 73 | 71 | 85 |

$DV = (74 + 73 + 71) / 3 = 72$

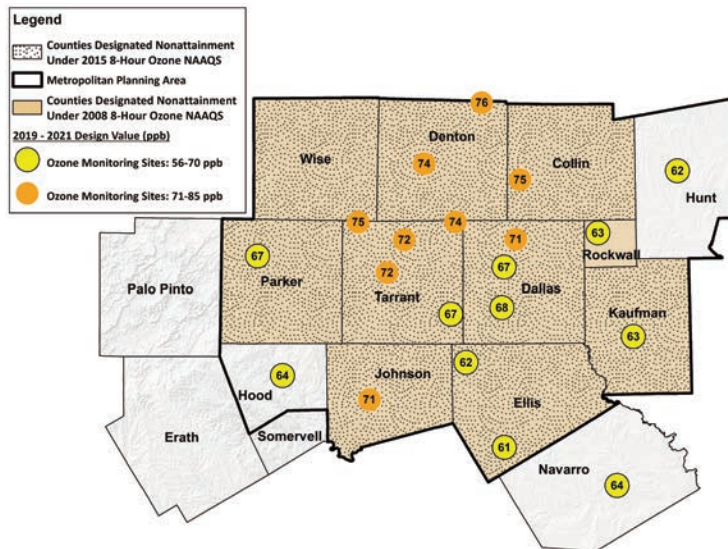
$DV = (73 + 71 + 85) / 3 = 76$

Source: North Central Texas Council of Governments Transportation Department

North Central Texas Ozone Standard Status

Exhibit 4 shows the North Central Texas nonattainment area and locations of ozone monitors with their respective DVs following the 2021 Ozone Season.

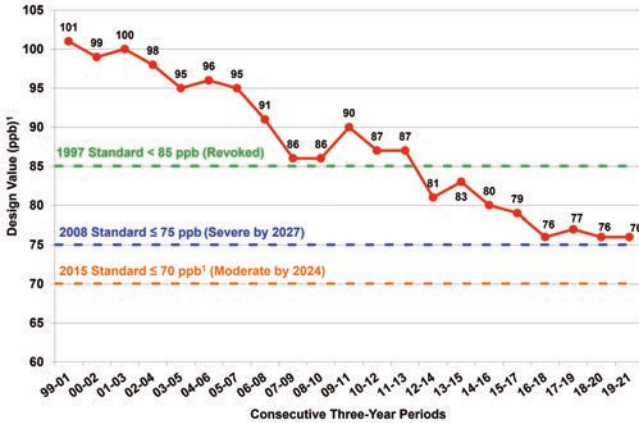
Exhibit 4: North Central Texas Ozone Monitor Design Values Based on 70 ppb Standard



** 2021 data not yet certified by the Texas Commission on Environmental Quality. The value for each monitor represents its DV for the years 2019-2021. The color of each monitor represents the corresponding AQI designation based on the 2015 8-Hour Ozone standard of ≤ 70 ppb.*

Exhibit 5 presents the region’s DV trend over time. As shown in the graph, the EPA reviews and revises the NAAQS for ozone periodically. The standard has been lowered three times since establishment of current regulations under the Clean Air Act Amendments of 1990, as studies indicate additional health benefits of a lower standard.

Exhibit 5: 8-Hour Ozone Historical Trends Through 2021



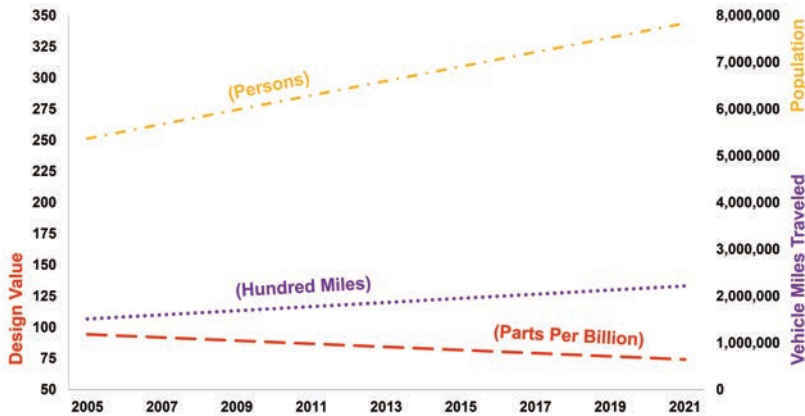
Attainment Goal for the 2015 ozone standard - According to the EPA's NAAQS, attainment is reached when, at each monitor, the DV (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is less than or equal to 70 ppb.

*2021 data not certified by the Texas Commission on Environmental Quality.

Source: North Central Texas Council of Governments Transportation Department

Ozone levels, as represented by the regional DV for each year, continue to improve. This is especially notable considering regional population growth and increased vehicle miles traveled (VMT), which can lead to more vehicles and more tailpipe pollution (**Exhibit 6**). However, ozone levels did not decrease enough to reach attainment by 2021, which was an attainment deadline for two separate ozone standards. The region is now being reclassified to a more stringent nonattainment category under both the 2008 and 2015 ozone standards. Therefore, there is still significant work needed to meet and maintain the standards.

Exhibit 6: Historical Design Value and Demographic Data

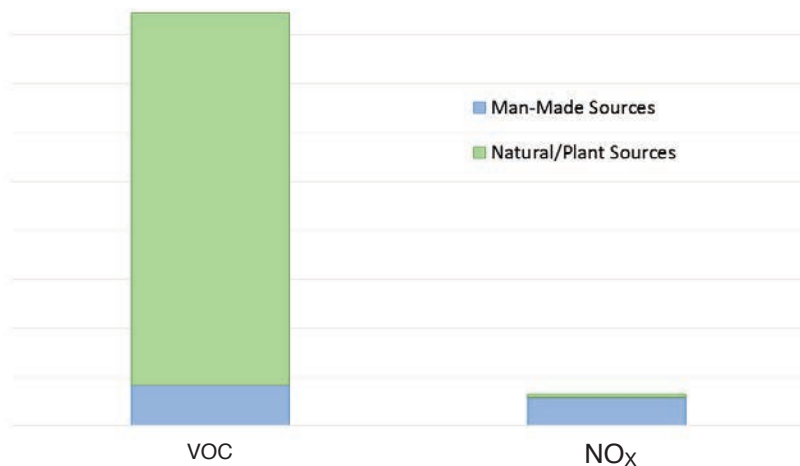


Source: North Central Texas Council of Governments Transportation Department

Addressing Ozone in North Central Texas

As noted on page 1, ground-level ozone is not emitted directly from any emissions sources, but is produced through a chemical reaction with other emissions. Knowing this, efforts to improve air quality and reduce ozone focus on sources of ozone **precursor pollutants**, namely NO_x and VOC. There are many more VOC in the atmosphere than NO_x . The large ratio of VOC to NO_x means that North Central Texas is **“ NO_x limited,”** which results in ozone formation being much more sensitive to changes in NO_x than VOC. Both NO_x and VOC can come from man-made (anthropogenic) or natural (biogenic) sources. However, the ratio of man-made NO_x to natural NO_x is much greater than the ratio of man-made VOC to natural VOC, as illustrated in **Exhibit 7**. The fact that North Texas is NO_x limited, combined with the significantly greater control over man-made NO_x , means that primary efforts to address ozone in the region focus on NO_x reduction.

Exhibit 7: Comparison of Man-Made and Natural/Plant Emission Totals of VOC and NO_x

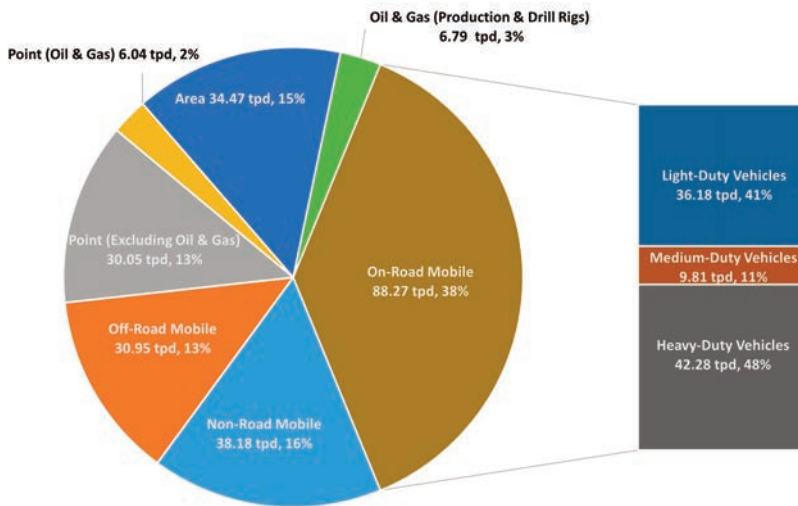


Source: The Texas Commission on Environmental Quality

Exhibit 8 shows sources of NO_x for the North Texas region in 2020. The largest portion—a combined 67 percent—of NO_x emissions are expected to come from mobile transportation sources. Therefore, air quality initiatives in the region are focused on reducing pollution from that sector, especially from over-the-road cars and trucks.

Exhibit 8: Estimated 2020 NO_x Emissions Inventory Sources

Total 234.75 tons per day (tpd)



Source: The Texas Commission on Environmental Quality

Emissions Category Source Examples:

Point Sources: Power Plants, Cement Kilns, etc.

Area Sources: Dry Cleaners, Bakeries, etc.

Oil and Gas Sources: Production and Drill Rigs

Off-Road Mobile Sources: Locomotives, Aircraft, etc.

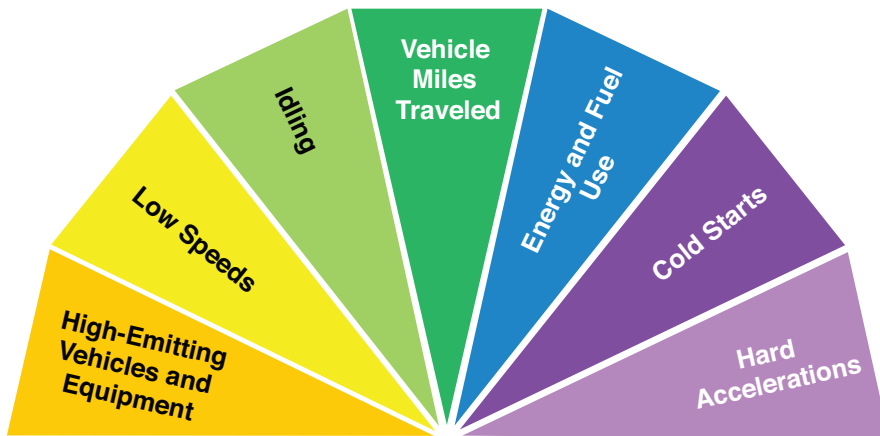
Non-Road Mobile Sources: Construction, Agriculture, etc.

On-Road Mobile Sources: Cars and Trucks

Air Quality Emphasis Areas

To meet the federal ozone standard, it is necessary to address the major contributing factors to mobile emissions. North Central Texas Council of Governments (NCTCOG) staff administers air quality programs, makes policy recommendations, participates in partnerships, educates the region, and supports other stakeholders in their own emission-reducing activities. To help better understand how different activities aid air quality, NCTCOG, along with the Regional Transportation Council, developed **Air Quality Emphasis Areas**.

All NCTCOG air quality programs address one or more of the emphasis areas described below. Moreover, while the primary air quality goal is to reach ozone attainment, many of these efforts reduce emissions of particulate matter and greenhouse gases; thus, supporting efforts to improve air quality comprehensively.





High-Emitting Vehicles and Equipment: Certain vehicles, such as older, heavy-duty diesel engines or those in poor condition, contribute a disproportionately large amount of air pollution. **Initiatives focus on retiring or repairing high-emitting vehicles/equipment.**



Low Speeds: Vehicles operating at lower speeds release more emissions because the engines are not operating under optimal conditions. **Initiatives focus on achieving and maintaining maximum system efficiency, often by working to reduce traffic congestion.**



Idling: Vehicle idling increases pollutant emissions through unnecessary and incomplete fuel combustion that occurs while the engine is not operating at an optimal temperature. **Initiatives focus on eliminating unnecessary idling.**



Vehicle Miles Traveled: The more miles a vehicle travels, the more it contributes to air pollution. Vehicle Miles Traveled is the measure of cumulative miles traveled by all vehicles in the region—a number that grows annually due to the increasing population in North Texas. **Initiatives focus on reducing total VMT while maintaining maximum mobility for the region.**



Energy and Fuel Use: Fuel usage of any kind results in some degree of air pollution, whether from tailpipe emissions or at power plants or refineries as a result of production and manufacturing. Petroleum fuels typically pollute more than alternative fuels, threatening air quality, as well as energy security. **Initiatives focus on encouraging adoption of alternative fuel vehicles and integration of advanced energy technologies to reduce all fuel consumption.**



Cold Starts: A vehicle releases a greater amount of pollutants during the first few minutes upon start-up because the engine has not yet reached optimal operating temperature. Frequent and shorter trips increase the magnitude of this occurrence. **Initiatives focus on encouraging trip combination and/or reducing total trips.**



Hard Accelerations: Operating a vehicle in ways that require greater engine power, such as hard or “jackrabbit” accelerations, results in increased fuel consumption and pollutant emissions. **Initiatives focus on informing and improving driver behavior to reduce unnecessary emissions.**

Featured Regional Air Quality Initiatives

The following are programs that are specifically intended to address air quality in North Texas. NCTCOG works with local governments, the Texas Commission on Environmental Quality (TCEQ), the EPA, the U.S. Department of Transportation, and the Department of Energy (DOE) through programs to improve air quality. For additional information on these and the many other NCTCOG programs and initiatives that benefit air quality, visit www.nctcog.org/airquality.

ENGINE OFF NORTH TEXAS www.engineoffnorthtexas.org



Engine Off North Texas addresses vehicle idling through a comprehensive anti-idling campaign that includes promotion of idling restrictions for heavy-duty vehicles, educational and awareness materials available for distribution regionally, and partnerships with local governments and businesses to develop and improve idle reduction policies.



DALLAS-FORT WORTH CLEAN CITIES

www.dfwcleancities.org



Dallas-Fort Worth CLEAN CITIES

The Dallas-Fort Worth (DFW) Clean Cities Coalition works with local fleets to promote practices and decisions to reduce transportation energy use and improve air quality. DFW was one of the first regions to be designated as part of the DOE Clean Cities initiative in 1995. Each year, DFW Clean Cities stakeholders reduce petroleum use by over 20 million gallons by using alternative fuel vehicles, reducing idling, and saving fuel through other best practices. **Exhibit 9** highlights other notable impacts through DFW Clean Cities.

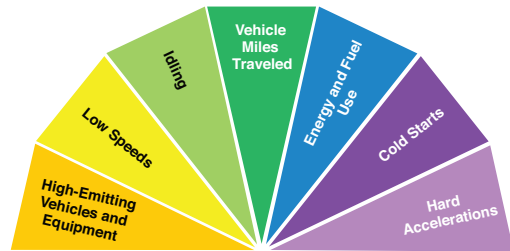
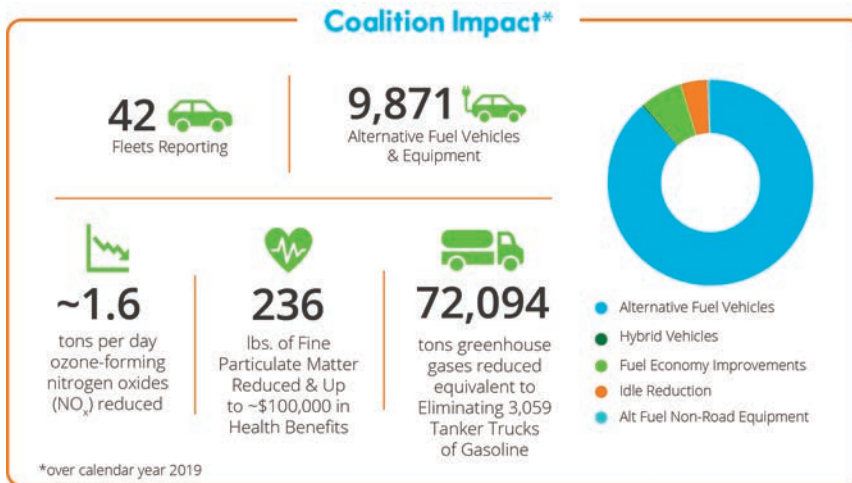


EXHIBIT 9: Dallas-Fort Worth Clean Cities Coalition Annual Impact

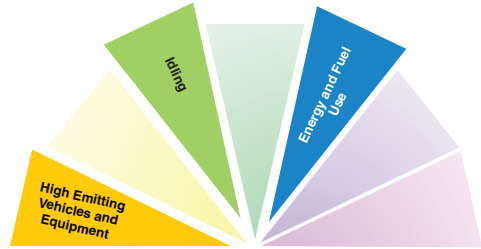


ELECTRIC VEHICLES NORTH TEXAS

www.dfwcleancities.org/evnt



In conjunction with Dallas-Fort Worth Clean Cities efforts, Electric Vehicles North Texas (EVNT) encourages and supports the transition to electric vehicles through industry partnerships, fleet education, collaboration and support for local government initiatives, and consumer outreach. From 2015-2020, the Dallas-Fort Worth region observed a 32.5 percent average annual growth rate in registered electric vehicles. There has also been substantial growth in publicly available charging stations, with over 600 stations available regionwide in 2021.



GO SOLAR TEXAS

www.gosolartexas.org

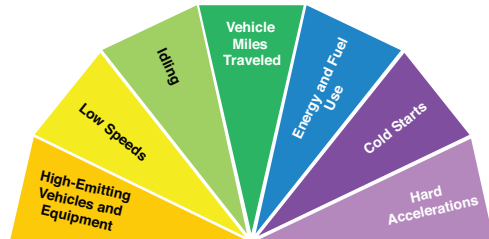
NCTCOG has been designated as a SolSmart region due to several efforts underway to help advance solar adoption regionwide. Key efforts include supporting local governments in pursuing their own SolSmart designation by removing regulatory or policy barriers to solar, and creation of a central website at GoSolarTexas.org to house Texas-specific information. Since solar energy is an emissions-free way to produce electricity, it can help create a compelling clean transportation strategy when paired with electric vehicle charging.



CLEAN FLEET POLICY

www.nctcog.org/fleetpolicy

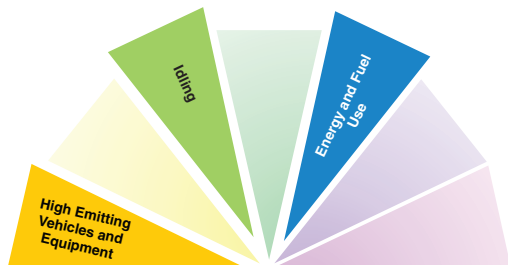
The Clean Fleet Policy outlines emissions, fuel saving, and partnership goals and provides workable, cost-effective solutions for local fleets to help reduce environmental impact, increase collaboration, and sharing of best practices. Policy adoptees are also eligible to apply for clean vehicle funding made available by the Regional Transportation Council.



REGIONAL SMOKING VEHICLE PROGRAM

www.nctcog.org/rsvp

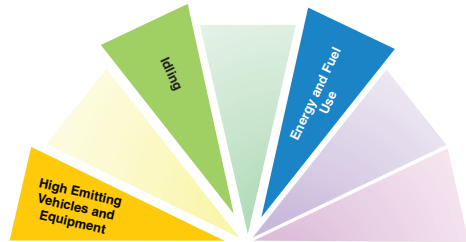
The Regional Smoking Vehicle Program (RSVP) encourages drivers to voluntarily repair and maintain their vehicles through public awareness. Smoking vehicles can be reported anonymously. The owners will be mailed information regarding possible causes and solutions to vehicle emissions problems. The outreach includes information on financial assistance that may be available for vehicle replacement.



REGIONAL EMISSIONS ENFORCEMENT PROGRAM

www.nctcog.org/reep

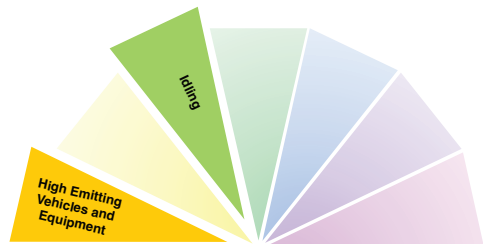
The Regional Emissions Enforcement Program (REEP) is an initiative to help identify and remove high-emitting vehicles with expired, fraudulent, and improper state emissions inspections and temporary paper tags from Texas roadways. Participating law enforcement officers can enter citations issued for fraudulent registration certificates, as well as violations of the smoking vehicle policy, truck lane restrictions, and anti-idling ordinances into a centralized database, thus providing officers access to tickets written across multiple jurisdictional boundaries.



CAR CARE AWARENESS

www.ntxcarcare.org

NCTCOG partners with nonprofit and community organizations, and auto repair facilities at clinics, workshops, and events to educate North Texans about proper vehicle maintenance and what to do when the check engine light illuminates. NCTCOG staff will also provide information and resources related to keeping vehicles compliant through the State's Vehicle Inspection Program and reducing emissions in the Dallas-Fort Worth region.



SMARTWAY

www.nctcog.org/smartway

SmartWay is a voluntary, public-private program by the EPA that helps reduce fleet emissions, improve fuel economy, and increase energy efficiency. As a SmartWay Affiliate, NCTCOG promotes SmartWay initiatives by providing educational outreach to potential partners and affected industries. Much of the program focuses on addressing the freight industry (www.epa.gov/smartway), but SmartWay resources are available for passenger-vehicle drivers as well through the EPA's Green Vehicle Guide (www.epa.gov/greenvehicles).



SAVING MONEY AND REDUCING TRUCK EMISSIONS

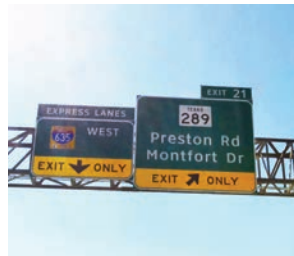
www.nctcog.org/smart

Saving Money and Reducing Truck Emissions (SMARTE), an initiative of the SmartWay Program, provides outreach and information to the trucking industry to improve awareness of strategies and technologies that help reduce fuel consumption and emissions while saving on operating costs. SMARTE encourages truck drivers and fleet owners to utilize SmartWay Verified Technologies by offering a directory of local SmartWay Verified technology vendors. Cumulatively, of the over 100 fuel efficiency retrofit activities included under the program, it is estimated that 101,440 gallons of diesel has been reduced annually. Over their lifetimes, these activities will eliminate a total of 440 tons of NOx and 26,630 tons of carbon dioxide (CO₂).



Other Air Quality Initiatives

In addition to the initiatives highlighted in this handbook, the following represent the wide variety of programs and strategies implemented by NCTCOG.



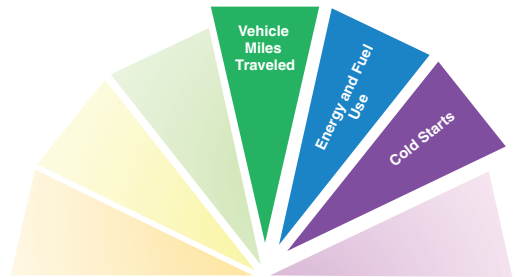
For more information about the many regional air quality initiatives implemented by NCTCOG, visit www.nctcog.org/airquality.

Select Transportation Initiatives with Air Quality Benefits

Many NCTCOG transportation initiatives benefit air quality, despite being designed primarily to reduce congestion or achieve other transportation goals. See Appendix C of the region's latest Metropolitan Transportation Plan (MTP) (www.nctcog.org/trans/plan/mtp) for a complete listing.

ACTIVE TRANSPORTATION www.nctcog.org/bikeped

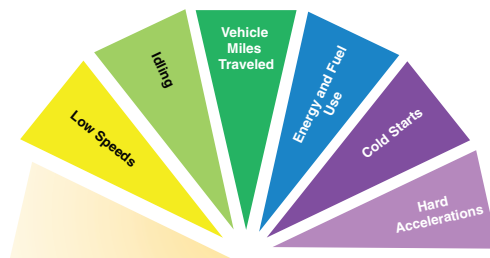
Bicycle and pedestrian modes of travel are recognized nationwide as cost-effective ways to address mobility and air quality concerns while improving physical health and quality of life. The region's active transportation network provides an alternative mode to traditional transportation. NCTCOG supports bicycle and pedestrian travel by working with local governments to ensure safe bicycle and pedestrian facilities in the region, aiding planners and decision-makers by tracking usage data through the Regional Bicycle and Pedestrian Traffic Count Program, and providing design guidelines and resources to support communities in becoming bicycle and pedestrian friendly. The Regional Transportation Council supports the development of bicycle and pedestrian infrastructure through awards of federal transportation funding that implement projects across the region.



TRANSPORTATION SYSTEMS MANAGEMENT

www.nctcog.org/trans/tsm

Through better management and operation of existing transportation facilities, NCTCOG works with partners to improve traffic flow, movement of vehicles and goods, and enhance system accessibility and safety. Examples include signal timing; intersection improvements, such as dedicated turning lanes; and bottleneck removals, such as improving sharp curves or widening narrow lanes.



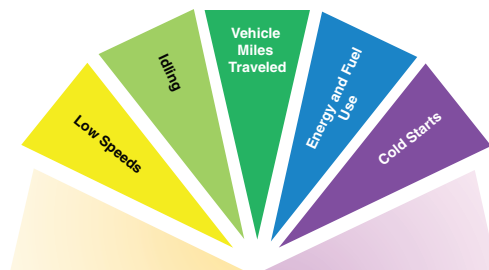
TRAVEL DEMAND MANAGEMENT

www.nctcog.org/trans/cmp/tdm

The Travel Demand Management (TDM) approach to congestion mitigation markets alternative options – carpooling, vanpooling, transit, biking, walking, telecommuting, and flexible work schedules – to DFW commuters. TDM efforts are being implemented in both urban and rural areas across the DFW region to reduce traffic congestion and air pollution, and to increase the efficiency of the transportation system. TDM programs currently being implemented in the region include the Regional Employer Trip Reduction Program; the Regional Vanpool Program; TryParkingIt.com, a ride-matching and commuter-tracking website; park-and-ride facilities; and Transportation Management Associations. In June 2021, NCTCOG established a regional single-occupancy vehicle commute trip reduction target that aims to reduce drive alone commute trips through increased implementation of Travel Demand Management strategies.



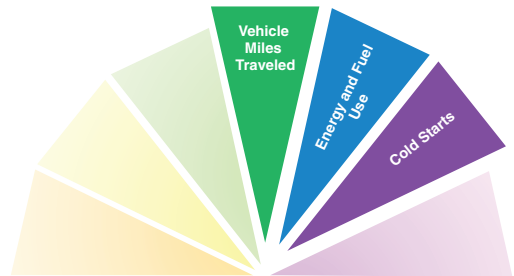
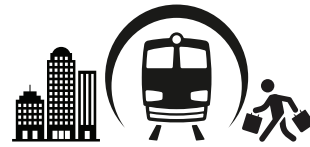
Rideshare. Record. Reward.



TRANSIT-ORIENTED DEVELOPMENT

www.nctcog.org/tod

Transit-Oriented Development (TOD) is a style of planning and development that encourages pedestrian activity with a mix of higher density employment, housing, and commercial land uses within a half-mile walking distance of a passenger rail station. NCTCOG supports TOD in the region through a combination of implementation assistance, data collection, and training events. The Sustainable Development Funding Program has awarded approximately \$160 million between 2001-2018 to support bicycle and pedestrian, urban thoroughfare, and transit station infrastructure and planning projects throughout the region.



TRUCK LANE RESTRICTION PROGRAM

www.nctcog.org/trucklanes


The Truck Lane Restriction Program identifies suitable transportation corridors for truck lane restrictions, where trucks with three or more axles are prohibited from using the inside left lane, except when passing traffic. Based on traffic studies, truck lane restrictions have been shown to improve mobility, safety, and air quality. For a corridor to be considered for truck lane restrictions, there must be three or more lanes of traffic (excluding frontage roads) in each direction, and there cannot be left exits. The program works with local municipalities to implement enforcement ordinances.



Air Quality Funding

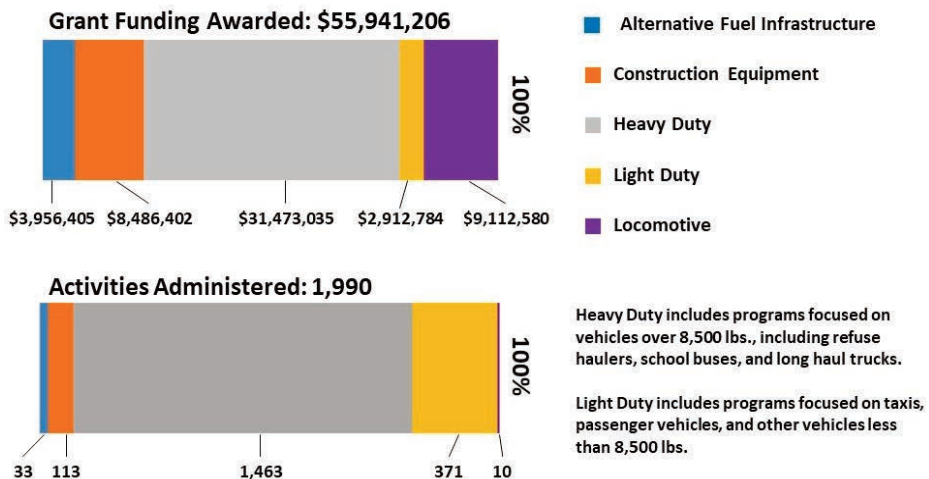
www.nctcog.org/AQfunding

NCTCOG promotes air quality funding opportunities and occasionally distributes funding directly. Since 2006, over \$55 million in grant funding has been awarded to more than 1,950 activities, as shown in **Exhibit 10**. Example projects include replacing old heavy diesel trucks, buses, or construction equipment, building refueling infrastructure or installing idle reduction equipment for heavy-duty trucks. These activities have reduced NO_x by an estimated 1,385 tons and CO₂ by over 636,600 tons. The Air Quality Funding Opportunities webpage serves as a clearinghouse for funding in the region and promotes the use of incentives available from other agencies (such as the EPA) for activities that improve air quality.



Sign up to receive notices of open funding and incentives related to clean vehicles technology, alternative fuels, energy efficiency, and other strategies to reduce air pollution from vehicles.

EXHIBIT 10: Total Grant Funding Awarded and Activities Administered by NCTCOG (2006-2021) by Activity Type



Source: NCTCOG Transportation Department

Be on the Lookout for Vehicles with These Stickers

You can identify some of the projects and partners contributing to cleaner air based on special decals.

Dallas-Fort Worth Clean Cities Fleet Recognition:

Fleets that have shown exemplary efforts in petroleum reduction measures and that adopted the NCTCOG Clean Fleet Policy are awarded bronze, silver, or gold fleet recognition status.



California Certified Clean Idle:

The California Air Resources Board created certified clean idle decals to identify trucks that are powered by clean-burning engines that do not emit more than 30 grams of NO_x per hour when idling – this is 78 percent cleaner than a typical older truck.



Texas Emissions Reduction Plan:

Clean running vehicles or equipment funded through the Texas Commission on Environmental Quality's Texas Emissions Reduction Plan Program display this sticker indicating they are helping regional air quality through their vehicle/equipment choices.



Get Involved

Here are a few of the ways you can get involved, provide feedback, and show your support for air quality initiatives all year long.

Stay informed by signing up for email notifications (see QR code on back cover) at www.nctcog.org/trans/involve/subscribe-to-updates

Sign up to receive air pollution alerts at www.airnorthtexas.org/signup

AIR NORTH TEXAS

www.airnorthtexas.org



Through the Air North Texas Program, NCTCOG works with the TCEQ and other entities to keep the public informed about air quality and its potential implications for sensitive groups in North Texas. Pollutant-specific alerts are sent when air quality is projected to reach the unhealthy range.

Air North Texas is an outreach campaign created to educate North Texans on simple things they can do in their everyday lives, such as carpooling and properly maintaining their vehicle, to help reduce emissions and prevent ozone from reaching unhealthy levels.



Visit www.airnorthtexas.org to learn more about Arlo the Airmadillo and how he — and you — can help improve air quality!

DFW CLEAN CITIES

www.dfwcleancities.org/membership



Dallas-Fort Worth
CLEAN CITIES

DFW Clean Cities engages stakeholders across the Dallas-Fort Worth metroplex through our free membership program. Benefits include technical and grant assistance, access to events and workshops, and connections to our national network of alternative fuel and energy efficiency experts. Stakeholders also have the opportunity for greater exposure and recognition by becoming a DFW Clean Cities Sponsor. Funds support workshops and events, develop educational materials, or provide non-federal matching funds for grant proposals.

May: Bike to Work/School Days

NCTCOG invites regional residents to participate in National Bike to Work Week, National Bike to Work Day, and Bike to School Day each May. NCTCOG encourages residents to commute by bike or other alternative transportation modes, in support of the national event initiated by the League of American Bicyclists.

www.nctcog.org/biketowork



August: Clean Air Action Day

Clean Air Action Day (CAAD) is an annual regionwide call to action to lend a hand to improve air quality. Everyone is encouraged to carpool, bike, walk, or take public transit.

www.airnorthtexas.org/cleanairactionday



April and September/October: Drive Electric Earth Day and National Drive Electric Week

NCTCOG, through DFW Clean Cities work, hosts local events to celebrate electric vehicles as part of these national events, which are coordinated by Plug-In America. Events are designed to raise awareness and feature EV-related exhibitors, interactions with electric vehicle drivers, and ride-and-drive opportunities.

www.dfwcleancities.org/ndew



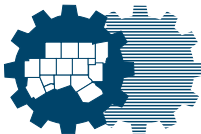
What Is NCTCOG?

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments within the 16-county North Central Texas region. The agency was established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. North Central Texas is a 16-county region with a population of 6.5 million and an area of approximately 12,800 square miles. NCTCOG has 231 member governments, including all 16 counties, 169 cities, 19 independent school districts, and 27 special districts.

Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation in the Dallas-Fort Worth Metropolitan Area. The Regional Transportation Council (RTC) is the policy body for the MPO. The RTC consists of 44 members, predominantly local elected officials, overseeing the regional transportation planning process. NCTCOG's Transportation Department is responsible for support and staff assistance to the RTC and its technical committees, which comprise the MPO policymaking structure.

The RTC oversees the metropolitan transportation planning process. Primary activities:

- Guiding the development of multimodal transportation plans and programs.
- Determining the allocation of federal, state and regional transportation funds.
- Selecting transportation projects in some programs and recommending projects to the Texas Transportation Commission for other programs.
- Ensuring transportation providers coordinate services.
- Ensuring that the metropolitan area complies with state and federal laws and regulations regarding transportation and air quality.



North Central Texas
Council of Governments



www.nctcog.org/airquality

For more information, you can reach us by:

Phone: 817-695-9240

Email: transinfo@nctcog.org

Web: NCTCOG.org/trans

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