

Recommendations to TxDOT on the Texas Electric Vehicle Infrastructure Plan

Jared Wright

Principal Air Quality Planner

Surface Transportation Technical Committee

March 27, 2026

Texas EV Infrastructure Plan Implementation

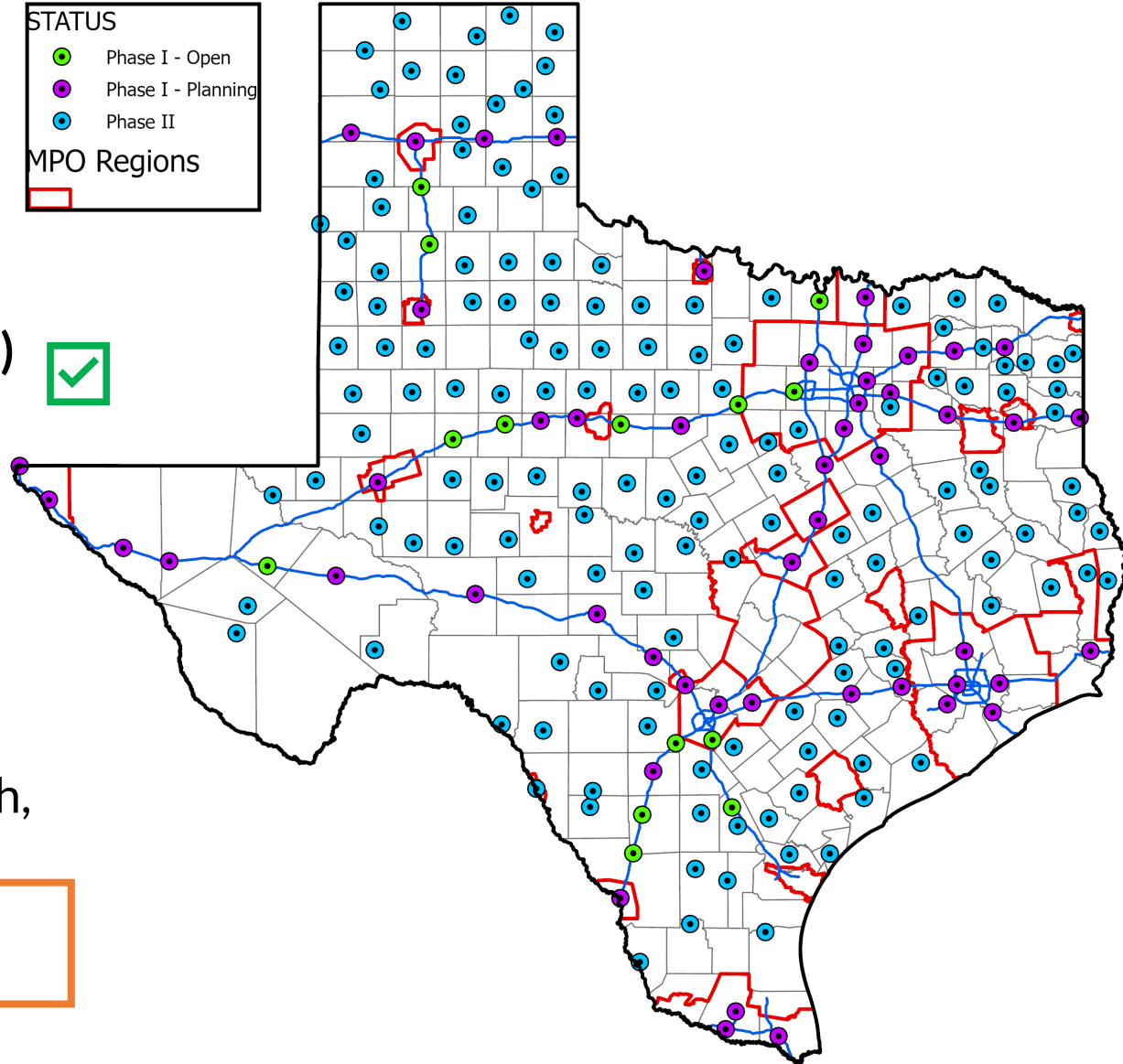
Texas plan to implement National Electric Vehicle Infrastructure (NEVI) funding

Phase I: Along Alternative Fuel Corridors (complete)

- January 2026: FHWA certified that designated alternative fuel corridors are “fully built out”
 - 14 sites open as of March 2026

Phase II: Advanced to Additional Location Types (beginning May 2026)

1. Rural county seats
 - NCTCOG counties potentially impacted: Erath, Johnson, Kaufman, Palo Pinto, and Somervell
2. Areas Recommended by Metropolitan Planning Organizations (MPOs)



Data as of March 2026

Source: [TxDOT Statewide Planning Map](#)

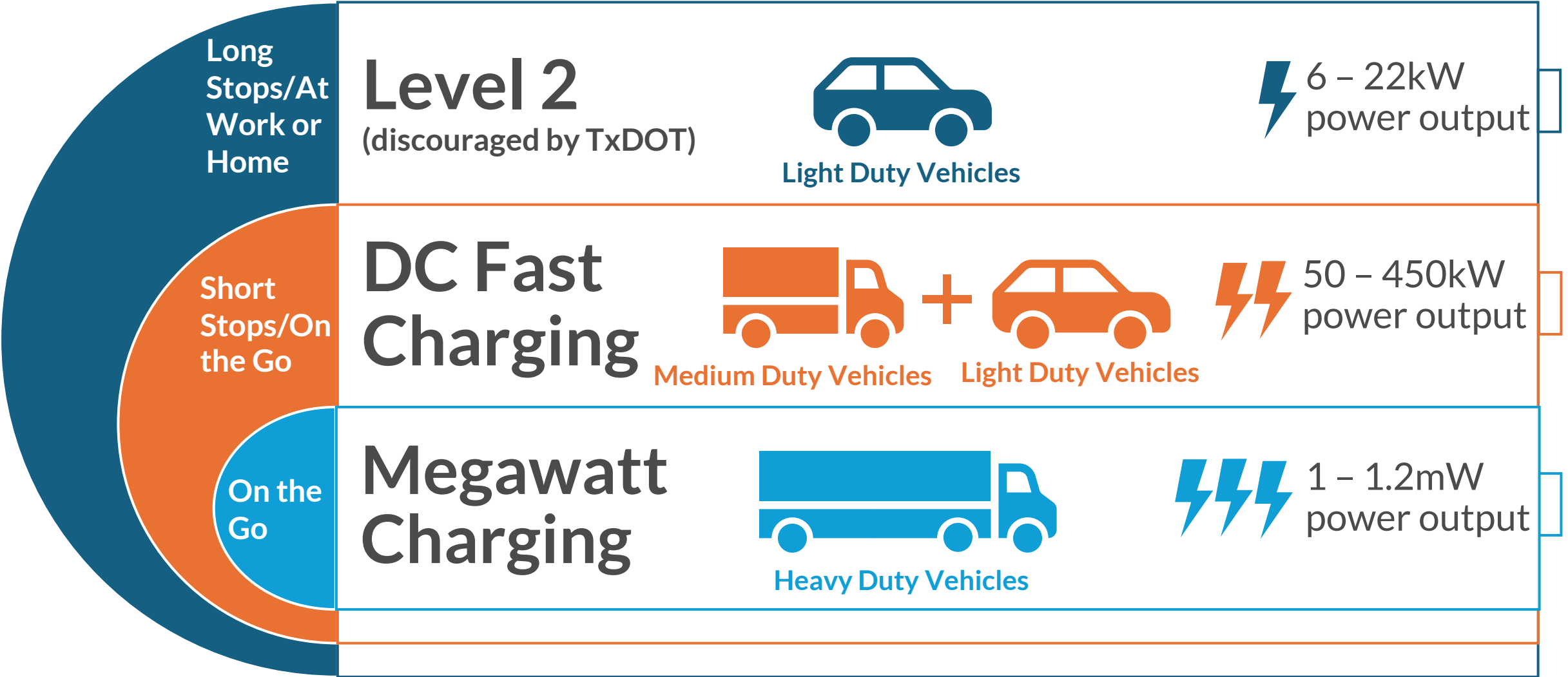


TxDOT Phase II MPO Area Approach

Administer funds through competitive grant program

- Stations must meet federal NEVI standards
- MPOs may recommend:
 - Charger type
 - Geographic “study area” in which site will be awarded
- Anticipated schedule
 1. May 2026
 - MPOs with entire boundary as a study area
 - MPOs with study areas ready
 2. Late summer/early fall 2026
 - Remaining MPOs with study areas

TxDOT Phase II Eligible Charger Types



Impact to NCTCOG Region

TxDOT Plan Vision

The Statewide EV plan for Texas is a multi-year plan to enable current and future drivers of electric vehicles to confidently travel across the state for work, recreation, and exploration¹

TxDOT Allocation to NCTCOG MPO¹

- Up to \$60 million available for the NCTCOG MPA, estimated to fund²:



NCTCOG proposed approach: submit study areas to create

1. Sufficient DC Fast Charging placement along secondary highways to mimic NEVI minimum density
2. Additional DC Fast Charging density along both designated corridors and secondary highways
3. Basic network of Megawatt Charging locations for medium/heavy-duty trucks

¹ As of the plan dated August 2025

² Based on TxDOT cost estimates

Proposed Methodology for Phase II: DC Fast Charging

NCTCOG Proposal: Use GIS to optimize placement of EV charging station study areas across both “secondary highways” and designated corridors

Criteria to assess appropriate density

- Incorporate ratio of existing vehicles to existing/planned charging stations
- Avoid existing/planned stations that meet NEVI standards
- Incorporate public input on charging station locations

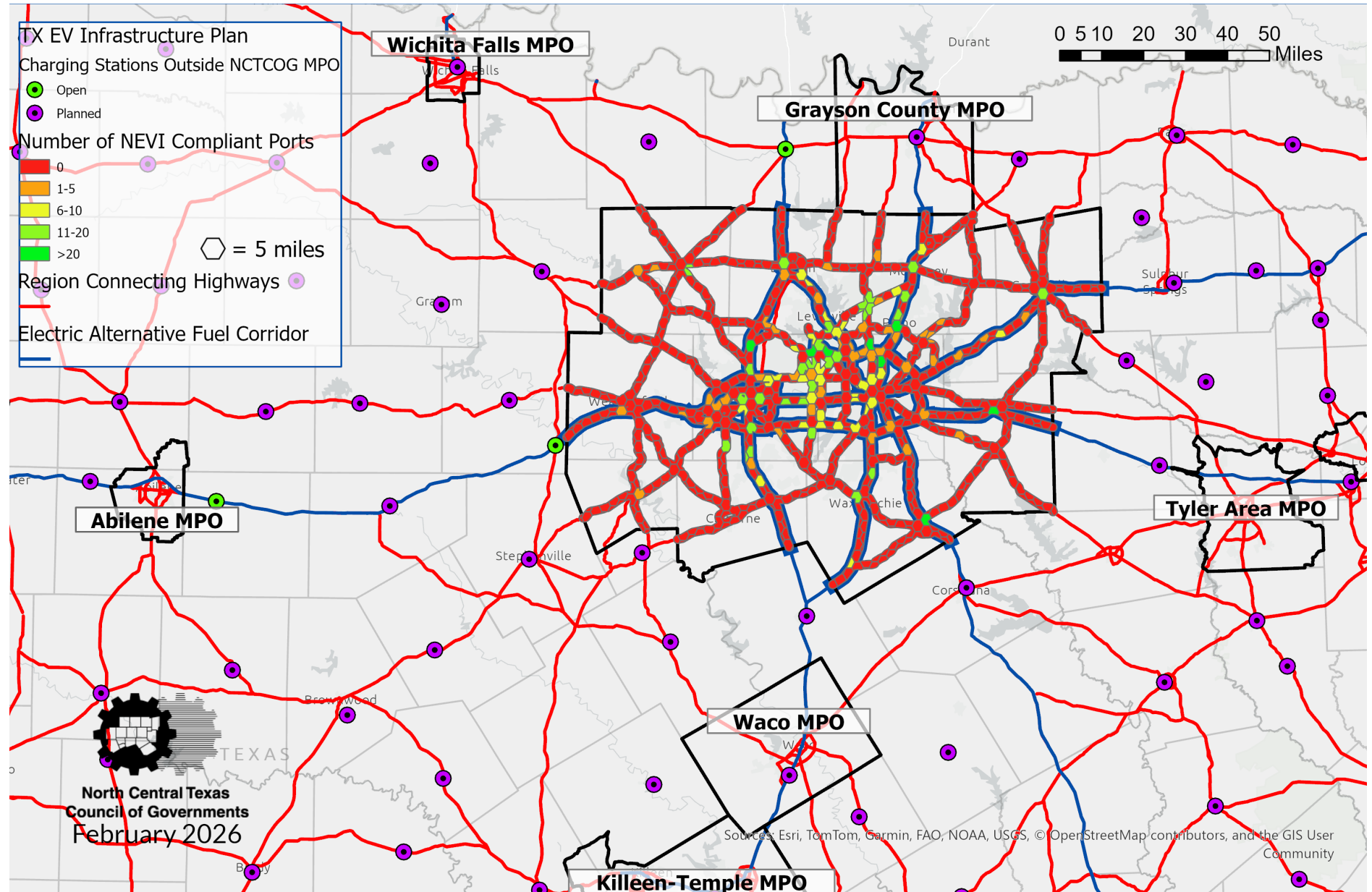
Criteria to identify “secondary highways”

- Corridors previously recommended for nomination by the RTC (US 287 and US 380)
- Hurricane evacuation routes (IH45, IH20, and US 175)
- Highways within the Strategic Highway Network (US 287)
- Corridors that connect to other urban areas or adjacent County seats
- Corridors with high traffic volume



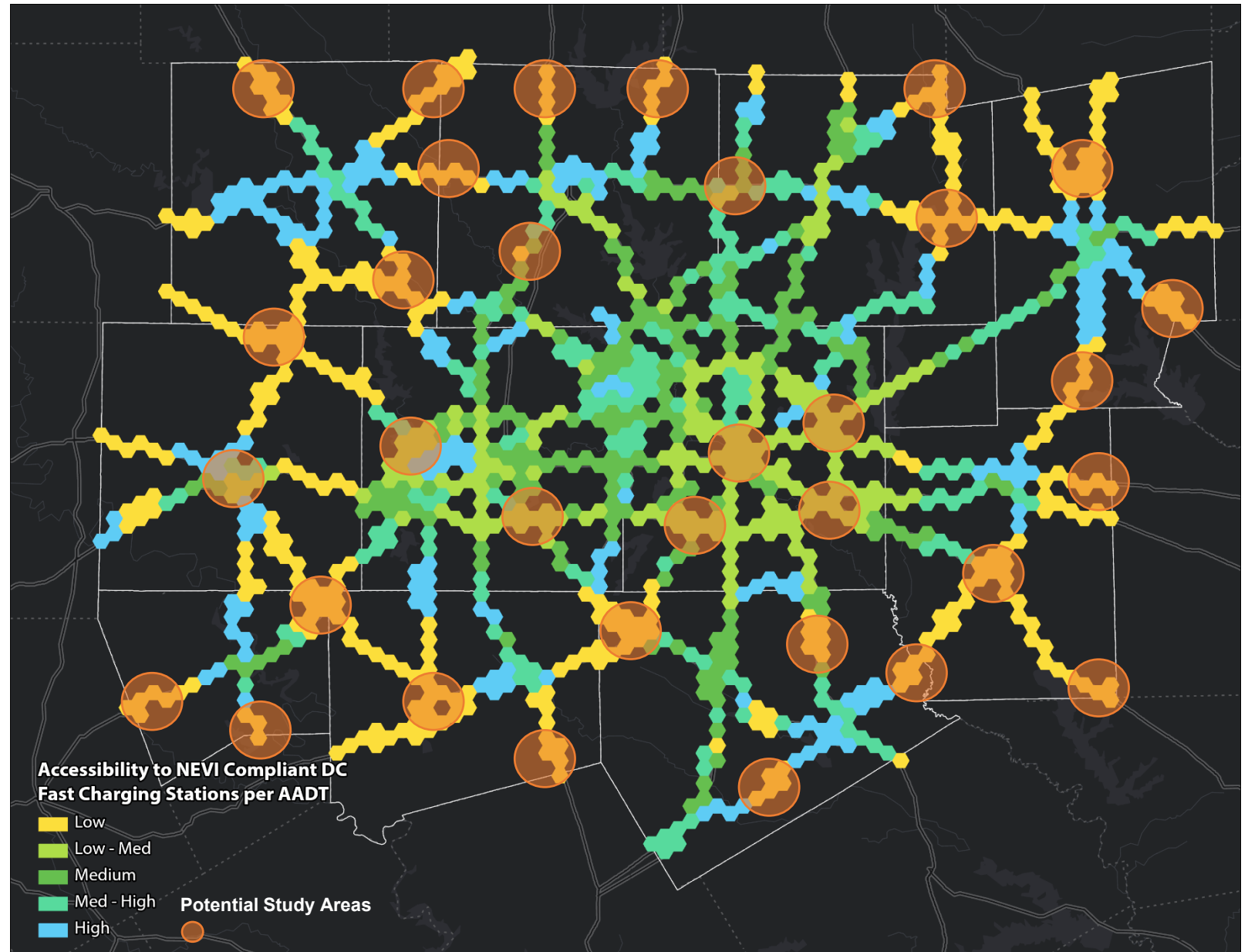
Proposed NCTCOG Phase II Approach: DC Fast Charging

Network of Highways Under Consideration



NCTCOG Phase II Methodology Example: DC Fast Charging

Expect to recommend
approximately 30-45 DC Fast
Charging locations



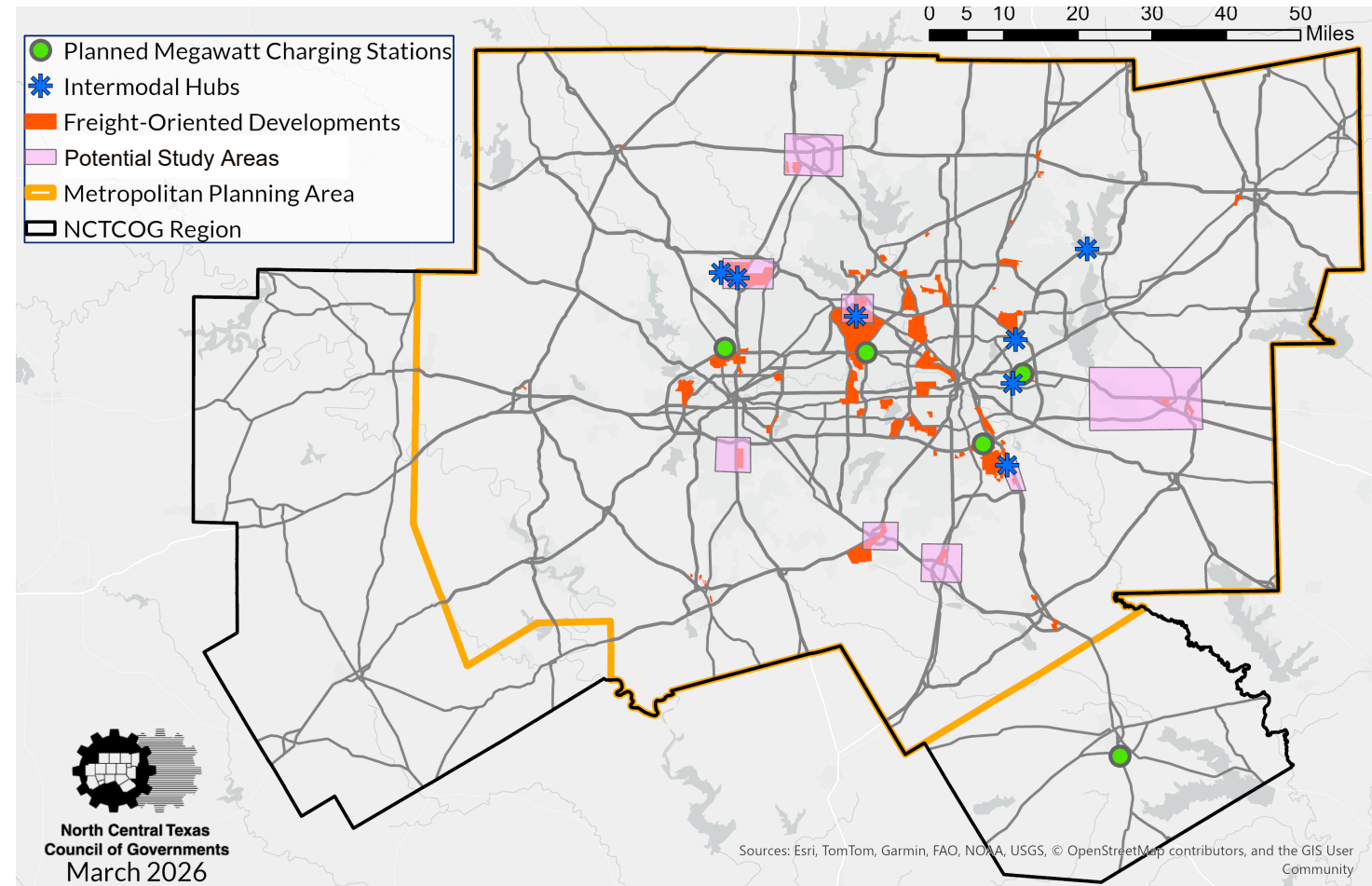
Proposed Methodology for Phase II: Megawatt Charging

Recommend study areas near major freight hubs

Criteria to identify megawatt charging study areas

- Locations of existing truck stops
- Truck traffic data around freight facilities and inland ports
- Corridors with high truck/trailer traffic
- Avoid announced charging hubs for medium- and heavy-duty EVs

Expect to recommend approximately 7 – 10 megawatt charging locations limited to 4 – 8 ports each



Requested Action – Recommendations to TxDOT on the Texas Electric Vehicle Infrastructure Plan

Approval of:

- Methodology proposed to identify DC fast charging and Megawatt charging station study areas

Endorse RTC approval of:

- Submittal of study areas for NEVI Phase II to TxDOT in April 2026
- Additional submittals using the approved methodology to subsequent funding rounds if funding remains available
- Administratively 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.

STTC Action Item – March 27, 2026



Contacts



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North Central Texas
Council of Governments



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Recommendations to TxDOT on the Texas Electric Vehicle
Infrastructure Plan



North Central Texas
Council of Governments



North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Juliana VandenBorn
Senior Air Quality Planner

Surface Transportation Technical Committee

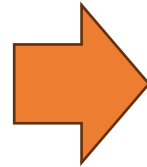
March 27, 2026

North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects Background

Overview: \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

Purpose: Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric and hydrogen fuel cell electric)

Eligible Applicants: Public or Private Fleets



NCTCOG Project Scope

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
First Responder Training		
Total Federal Funding:	\$60 million	



Eligible Vehicle Types

Class 6 or Class 7 vehicle with a GVWR between 19,501 lbs to 33,000 lbs

Heavy-Duty Zero-Emission “Vocational Vehicles” as defined by [49 CFR Part 523](#)

Any vehicle that is equipped for a particular industry, trade or occupation such as construction, heavy hauling, mining, logging, oil fields, refuse and includes vehicles such as school buses, motorcoaches and RVs

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus

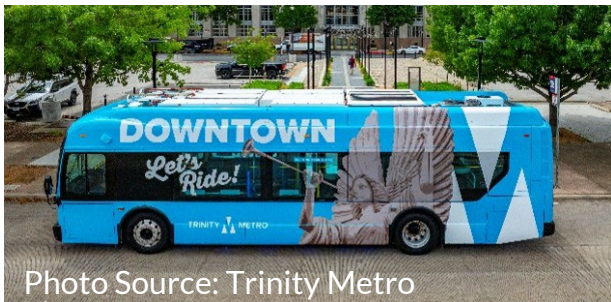


Photo Source: Trinity Metro

Refuse Hauler



School Bus*



Other



*School bus eligible only if NOT operated as a typical school bus as defined by the EPA in [NOFO Section D.2.e.i](#)



Project Requirements

Comply with all EPA program requirements, including:

- Replace internal combustion vehicle with zero-emission vehicles (*no fleet expansion*)
- Old and new vehicles must meet operational requirements and have the same form and function

Comply with elements from NCTCOG, including:

- Vehicles must operate primarily within the NCTCOG 16-County region
- Attend appropriate zero-emission vehicle training

Scoring Criteria for Eligible Projects:

Vehicle Cost per Ton- Up to 30 Points Cost per ton of nitrogen oxides and volatile organic compound reduced	Impact on Regional Air Quality- Up to 30 Points Amount of time operating in priority areas, idling hours, and vehicle disposition method
Feasibility and Risk- Up to 25 Points Implementation plan, damage mitigation, NCTCOG administrative burden	Long-Term Sustainability Efforts- Up to 15 Points Environmental planning/practices, vehicle-to-grid compatibility or use of distributed energy resources

“Round 1” Application Summary *

Status	Number of Applications	Number and Fuel Type of Vehicles		EPA Funds Requested	Approximate Local Contribution
		Old Vehicle	New Vehicle**		
Eligible, Complete	2	7 diesel and 15 gasoline	20 battery-electric	\$3,166,405	\$1,753,611
Pending/ Coordination Ongoing***	3	12 diesel	12 battery-electric	\$2,149,500	\$1,412,034
Ineligible	1	1 diesel and 5 gasoline	Did not provide		
Total	6	40 vehicles (20 diesel and 20 gasoline)	32 battery-electric	\$5,315,905	\$3,165,645

*Refer to Electronic Item 4.2 for more details.

**Includes 2 two-for-one replacements (replacing two old vehicles with one new vehicle)

***Information subject to change depending on additional information provided by applicants



“Round 1” Recommended Awards*

Applicant	Activities Requested	EPA Funds Requested	Approximate Local Contribution	Recommended	
				New Vehicles	EPA Funds
City of Dallas	Replace 5 diesel “other vocational vehicles” (dump trucks) with 3 battery-electric versions	\$904,464	\$535,643	3	\$904,464
United Parcel Service, Inc.	Replace 2 diesel and 15 gasoline step vans with 17 battery-electric versions and install supporting infrastructure	\$2,261,941	\$1,217,968	17	\$2,261,941
Total Recommended				20	\$3,166,405

Balance remaining for future applications: \$55,433,595

*Refer to Electronic Item 4.2 for more details.



Applicant Resources

- Virtual Weekly Office Hours on Mondays at 10:00am
- Technical assistance from the National Lab of the Rockies
- Resources to help identify vendors/vehicles
- Call for Projects Workshop Recordings
- ZEV Workshop on April 21, 2026

All resources are FREE and available at
www.nctcog.org/NTxZEV

*Help spread the word! Share information at meetings, newsletters, chambers, etc.
NCTCOG staff available to support local events/outlets*

ZERO EMISSION VEHICLES WORKSHOP

Join us at the Zero Emission Vehicles (ZEV) Workshop to hear the latest insights on medium- and heavy-duty battery-electric and hydrogen fuel cell electric vehicles and infrastructure!

Fleets operating in or around North Texas, or anyone interested in supporting ZEV deployment should attend!

 Tuesday, April 21, 2026
8:00 AM–4:00 PM

 Ruthe Jackson Center
3113 South Carrier Pkwy
Grand Prairie, TX 75052

 Lunch is Provided

Includes:

- Presentations on the latest market outlook and investments for ZEV.
- Information on technical and funding assistance, including up to ~\$58.6 million through the North Texas Zero Emission Vehicles Project.
- Networking with industry experts and early adopter fleets.
- Experience a ZEV through a ride along.

 Registration is required.
Register by scanning the QR Code or
visit dfwcleancities.org/events

 
North Central Texas
Council of Governments



Schedule

Milestone	Date
NTxZEV CFP Open	October 24, 2025
Round 1 Call for Projects Deadline	Friday, February 13, 2026
NCTCOG Public Meeting	March 9, 2026
STTC Recommendation of Round 1 Awards	March 27, 2026
RTC Approval of Round 1 Awards	April 9, 2026
ZEV Workshop Register Now at www.nctcog.org/NTxZEV	April 21, 2026
Executive Board Action - Approval of Round 1 Awards	April 23, 2026
NEXT Application Deadline (Round 2):	Friday, May 15, 2026, Applications must be received "in-hand" by 5 PM CT
Ongoing Rolling Application Deadlines to Fully Award Funds	Currently Approved: ~90 Day Increments Proposed Update: ~30 Day increments
Deadline for all Project Reimbursement Requests	October 29, 2027



Requested Action – North Texas Zero Emissions Vehicles Call for Projects (CFP)

STTC recommendation of RTC approval of:

- Proposed funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 4.2
- Revised Schedule to Increase Frequency of Rolling Deadlines to Every 30 Days
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

STTC Action Item – March 27, 2025



Contact Us

Project Website: www.nctcog.org/NTxZEV



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Surface Transportation Technical Committee

2026 Regional Roadway Safety Performance Targets Update

Michael Misantonis | Senior
Transportation Planner

March 27, 2026

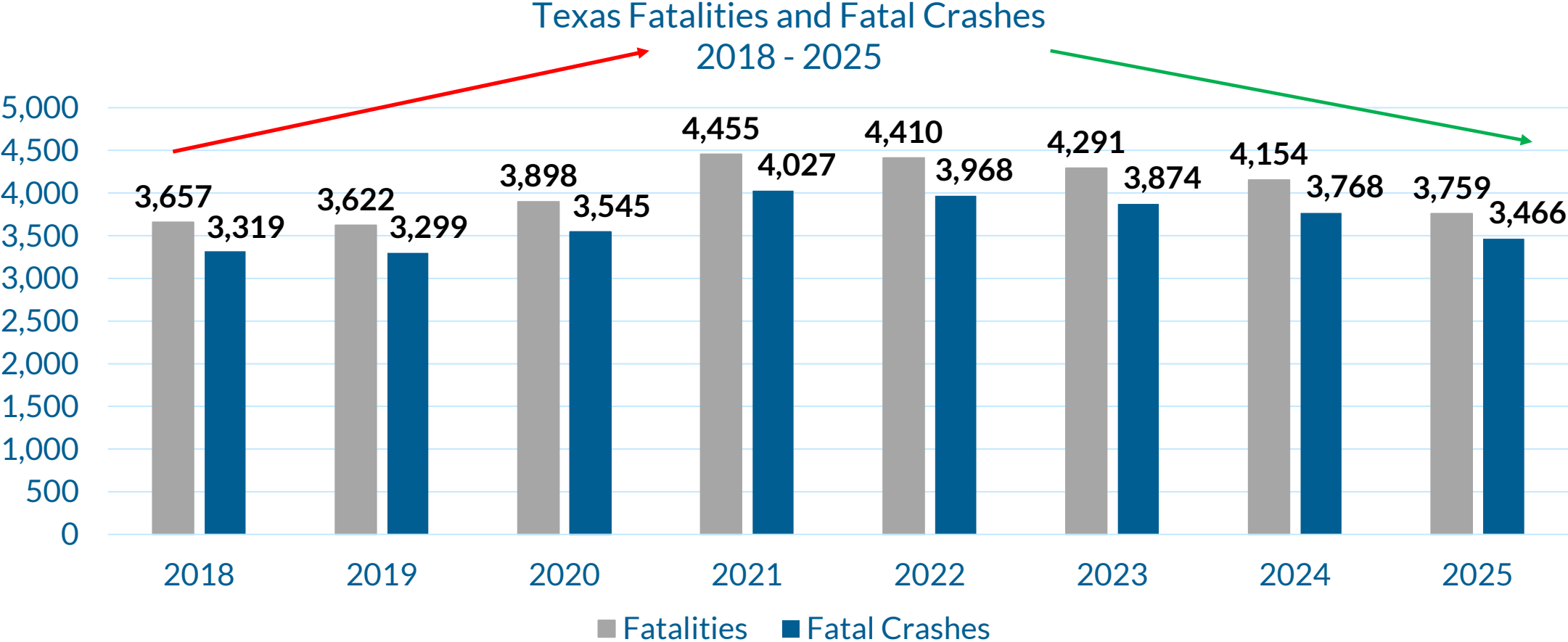


Federal Performance Measure Rules

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Late 2026 - Early 2027	Late 2026 - Early 2027	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 28, 2026	September 13, 2026	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Late 2026 - Early 2027	Late 2026 - Early 2027	Biennial
Transit Safety (PTASP)	Late 2029	Late 2029	Every 4 Years
Transit Asset Management	Late 2026 - Early 2027	Late 2026 - Early 2027	Every 4 Years



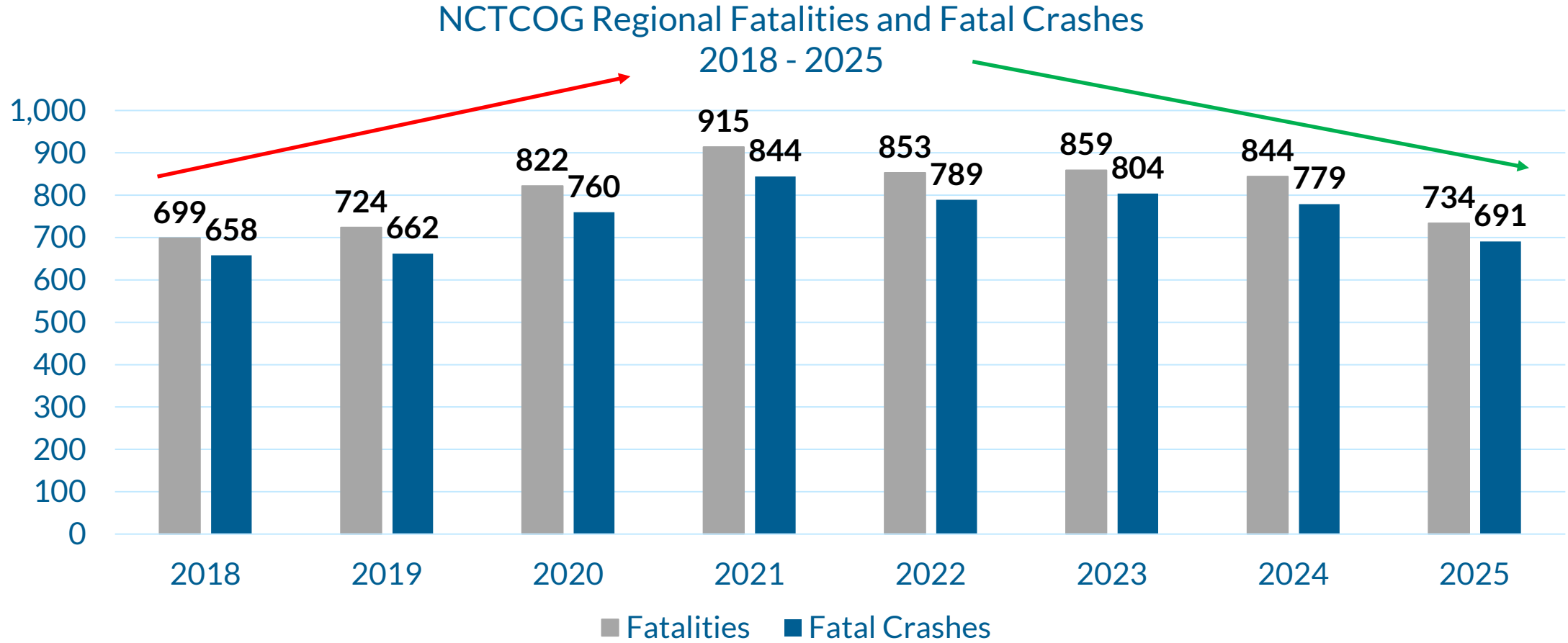
Texas Statewide Fatalities and Fatal Crashes – All Crashes



Data as of 2/25/2026 - TxDOT's Crash Records Information System (C.R.I.S.); 2025 data not yet finalized by TxDOT. Data includes vehicular, bicycle, and pedestrian crashes.



NCTCOG Regional Fatalities and Fatal Crashes – All Crashes



Data as of 2/25/2026 - TxDOT's Crash Records Information System (C.R.I.S.); 2025 data not yet finalized by TxDOT. Data includes vehicular, bicycle, and pedestrian crashes.



Background of Safety Performance Targets

- Regional Transportation Council (RTC) approved the 2023 – 2027 Safety Performance Target reduction schedule in February 2023
- Targets are updated and reported annually
- Targets are separated by motor vehicles and non-motorized vehicles (bicycle/pedestrian)
- NCTCOG currently supporting TxDOT targets
- Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050
- Serious injuries, serious injury rates, and bike and pedestrian serious injuries 2 percent reduction from the trend line

Number of Fatalities
(Vehicles Only)

Rate of Fatalities *

Number of Serious
Injuries
(Vehicles Only)

Rate of Serious
Injuries *

Bicyclist and
Pedestrian Fatalities
and Serious Injuries
Combined

*Rates Calculated
per 100 million
Vehicle Miles
Traveled



NCTCOG Safety Performance Target Schedule: 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



NCTCOG Safety Performance Targets: 2025-2026

Safety Performance Targets	2025 Targets	Draft 2026 Targets	Target Reduction
No. of Fatalities	634.42	610.31*	3.7% in 2025 3.8% in 2026
Fatality Rate	0.767	0.739*	3.7% in 2025 3.8% in 2026
No. of Serious Injuries	4,382.5	3,752.4	2% per year
Serious Injury Rate	5.282	4.54	2% per year
No. of Bicyclist and Pedestrian Fatalities and Serious Injuries	Fatalities: 192.4 Serious Injuries: 448.5 Combined: 640.9	Fatalities: 185.1 Serious Injuries: 439.5 Combined: 624.6	Fatalities: 3.7% in 2025 3.8% in 2026 Serious Injuries: 2%

Targets are based on a 5-year rolling average. 2026 targets calculated using 2020 - 2024 (observed) data.

Data Source – TxDOT’s Crash Records Information System (C.R.I.S.).

* 2026 Fatality Targets will be recalculated using 2024 Fatality Analysis Reporting System (FARS) data once made available.



\$57 Million Regional Transportation Council Safety Program (DFW Region)

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Youth Safety Program	\$4 Million
Edge Pavement Program	\$3 Million
Other	\$4 Million
¹ Increased Law Enforcement Presence ² Enhance Existing Education Campaigns – Drive Aware North Texas and Look Out Texans ³ Identify through Roadway Safety Audit and Regional Safety Plans	Totals \$57 Million

Questions and Contacts



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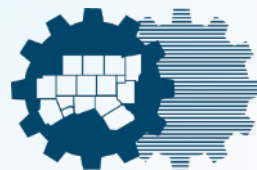
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Air Quality Status Update

DANIELA TOWER | SURFACE TRANSPORTATION
TECHNICAL COMMITTEE | 3.27.2026

Regulatory Ozone Monitors - Design Value 2026

Legend

Ozone

- 57 - 70
- 71 - 74

Counties Designated

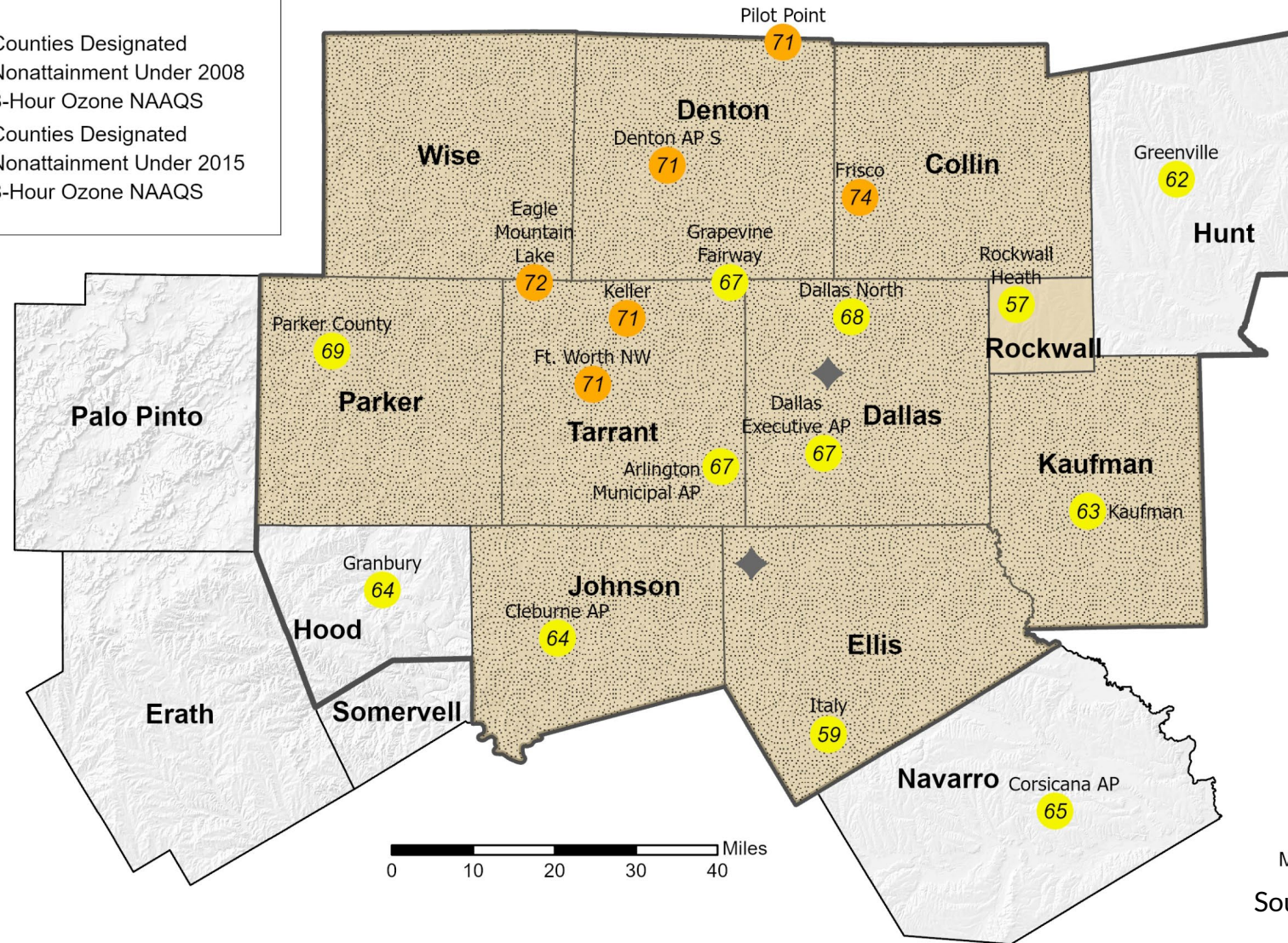
- Nonattainment Under 2008 8-Hour Ozone NAAQS
- Nonattainment Under 2015 8-Hour Ozone NAAQS

Counties Designated

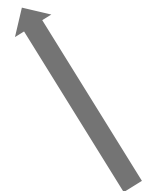
- Out of Service

Metropolitan Planning Area

Colors represent Air Quality Index Breakpoints
As of March 12, 2026

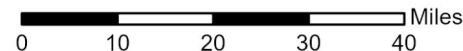


Predominant wind direction

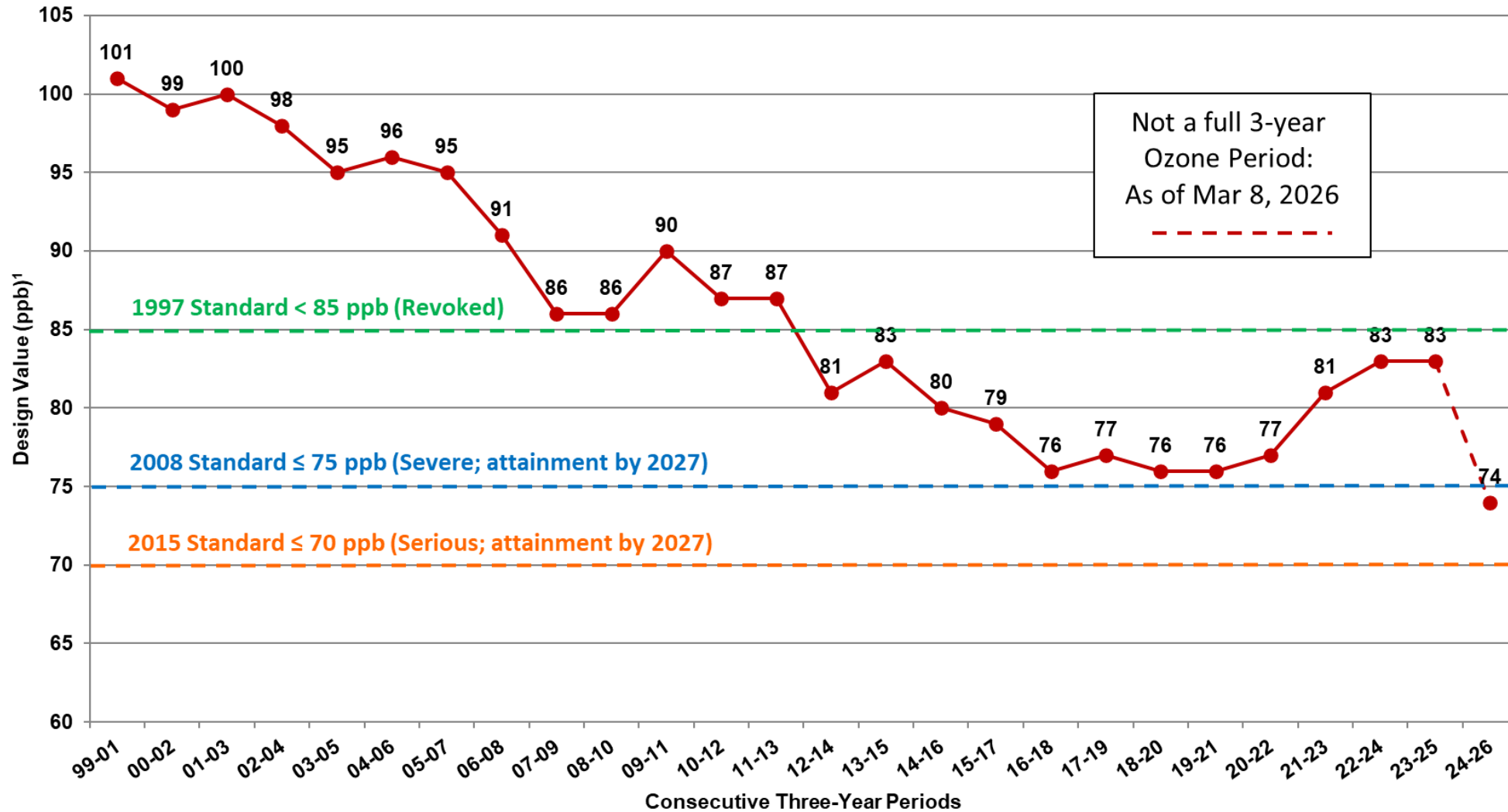


March 2026

Source: [TCEQ](#)



8-hour Ozone NAAQS Historical Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: TCEQ



2008 Ozone National Ambient Air Quality Standards Attainment Scenario (75ppb)

Monitor Values as of March 12, 2026

Highest Monitors	4 th Highest Value for Season			Current 2026 Ozone Season Design Value
	2024	2025	2026	
Frisco	84	85	53	74
Eagle Mountain Lake	89	76	53	72
Denton Airport South	84	78	53	71
Ft. Worth Northwest	85	82	48	71
Keller	88	77	48	71
Pilot Point	83	77	53	71

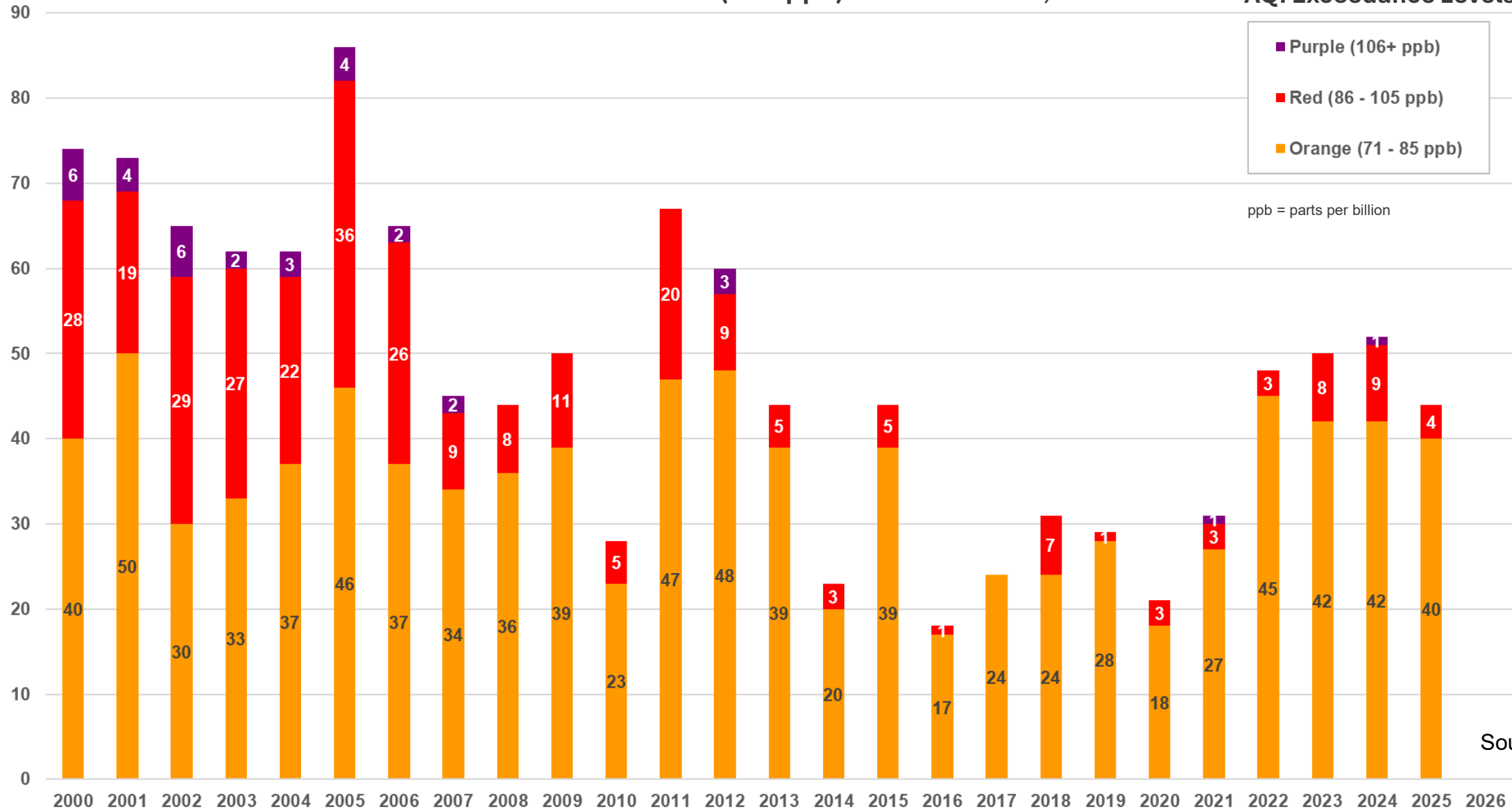
Based on 2024-2026 TCEQ ozone monitor data



Regulatory 8-Hour Ozone NAAQS Exceedance Trends

Based on 2015 Standard (≤ 70 ppb) as of March 12, 2026

AQI Exceedance Levels



Source: [TCEQ](#)

Exceedance Level indicates daily maximum eight-hour average ozone concentration.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Timeline and Milestones – 2008 Ozone Standard

2008 Ozone Standard (≤ 75 ppb)

Attainment Date:
No later than **July 20, 2027**

Attainment will be based on
2024-2026 Ozone Monitor Data

Severe designation = Section 185 fees if
unable to reach attainment

EPA Ozone Classifications

Date

Marginal
(3 years to attain)

Moderate
(6 years to attain)

2018

Serious
(9 years to attain)

2021



Severe
(15/17 years to attain)

2027

Extreme
(20 years to attain)



PM_{2.5} Update

**Revised Standard
February 7, 2024**

Change to the National Ambient Air Quality Standards for Particulate Matter (89 FR 16202) from 12 to 9 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) of air

**TCEQ Agenda Request
December 18, 2024**

**Initial recommendation for counties designated non-attainment:
Bowie, Dallas, Harris, and Tarrant Counties**

**Governor Greg Abbott to EPA
February 6, 2025**

**State Designations for the 2024 Revised Primary Annual Fine Particulate Matter National Ambient Air Quality Standard
“[...] designating all counties [...] as “attainment/unclassifiable.”**

**EPA Announcement
March 12, 2025**

Reconsideration of the 2024 Standard

**EPA Designations
February 7, 2026**

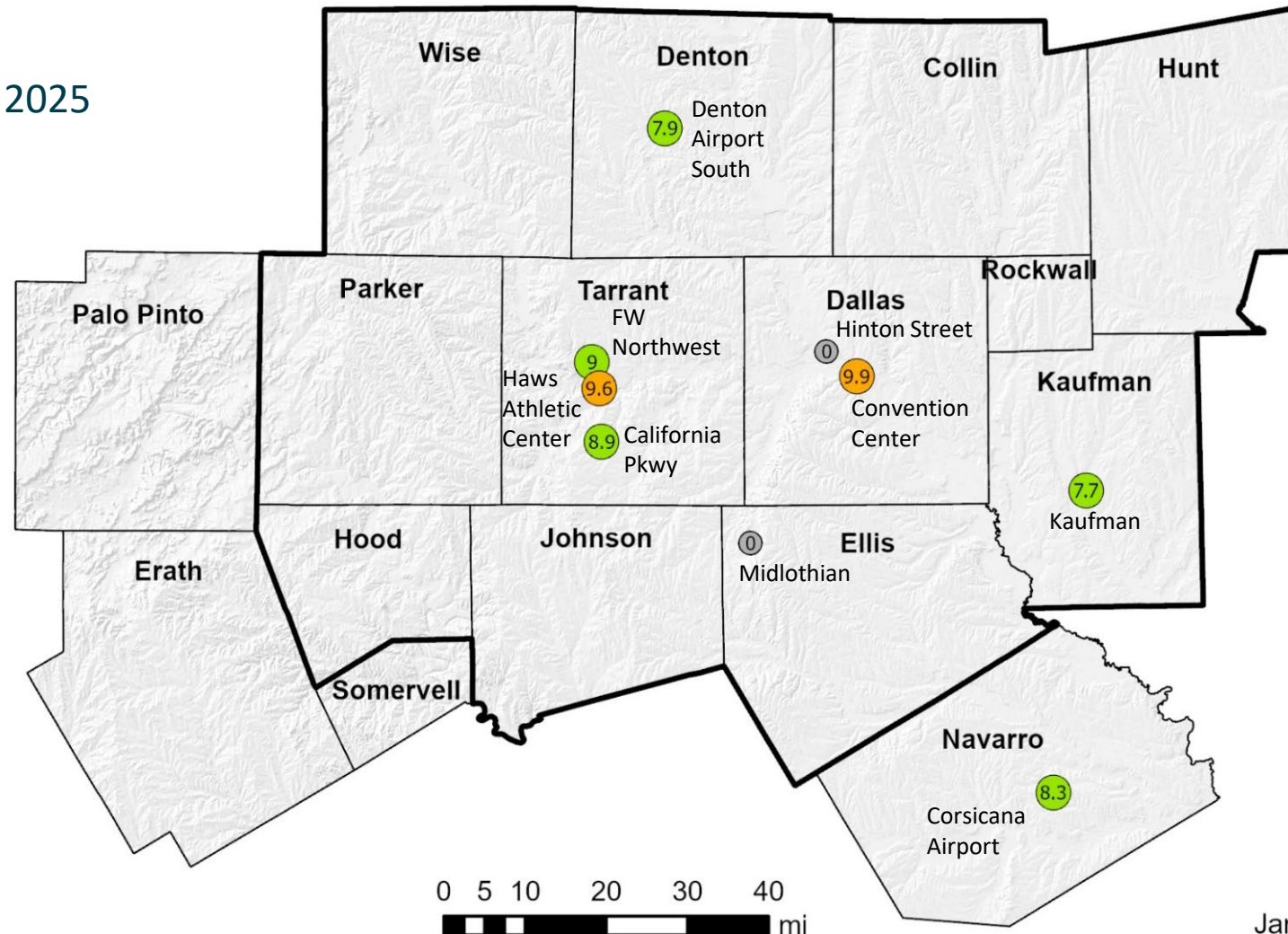
Due to a pending court decision, designations have not been made by EPA



Fine Particulate Matter – PM_{2.5} Status

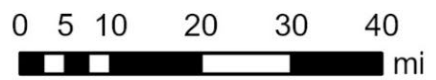
Preliminary Design Values 2025 Regulatory Monitors

Data Source: TCEQ
Calculation: NCTCOG



Metropolitan Planning Area
 County boundaries
 no data
 < or = 9.0
 > 9.0

Annual DV in µg/m³



January 2026



Correspondence with TCEQ

DRAFT

Address Rising Ozone Risk

Persistent increase in ozone design values and growing risk of Section 185 penalties

Improve Data and Modeling

Widening gap between modeled and observed ozone levels requires updated data inputs and model validation

Strengthen Mobile Source Strategies and Inspection/Maintenance Program

Increasing regional emissions support the need for immediate, measurable reductions and stronger program integrity

Support Enforcement and Funding

Fraud and tampering allow high-emitting vehicles to remain on the road, reinforcing the need for stronger enforcement and sustained funding

Investigate Area and Background Sources

Continued attainment challenges highlights the need to better quantify area-sector growth and background contributions not fully captured in current inventories



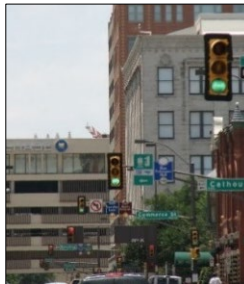
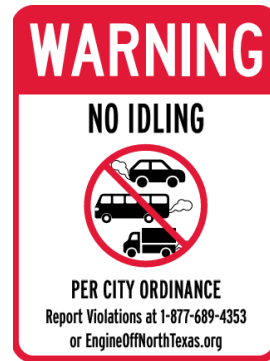
Current Local Air Quality Programs



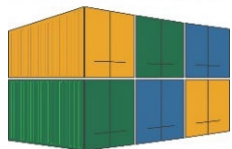
Rideshare. Record. Reward.



Dallas-Fort Worth
CLEAN CITIES



FREIGHT
NORTH TEXAS



For more Information:



Daniela Tower

Air Quality Planner

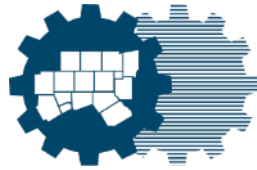
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Bike & Roll to School Day 2026

Kyle Hoener

Surface Transportation Technical Committee

03.27.2026

Bike & Roll to School Day

Save the Date – May 6, 2026

A Part of Bike Month

This annual event celebrates schools, students, bicycles and other active ways to “roll” to school!

Learn to bike to school together for safety, health, and air quality benefits

NCTCOG encourages participation by providing planning and promotion resources and drawings to incentivize participation

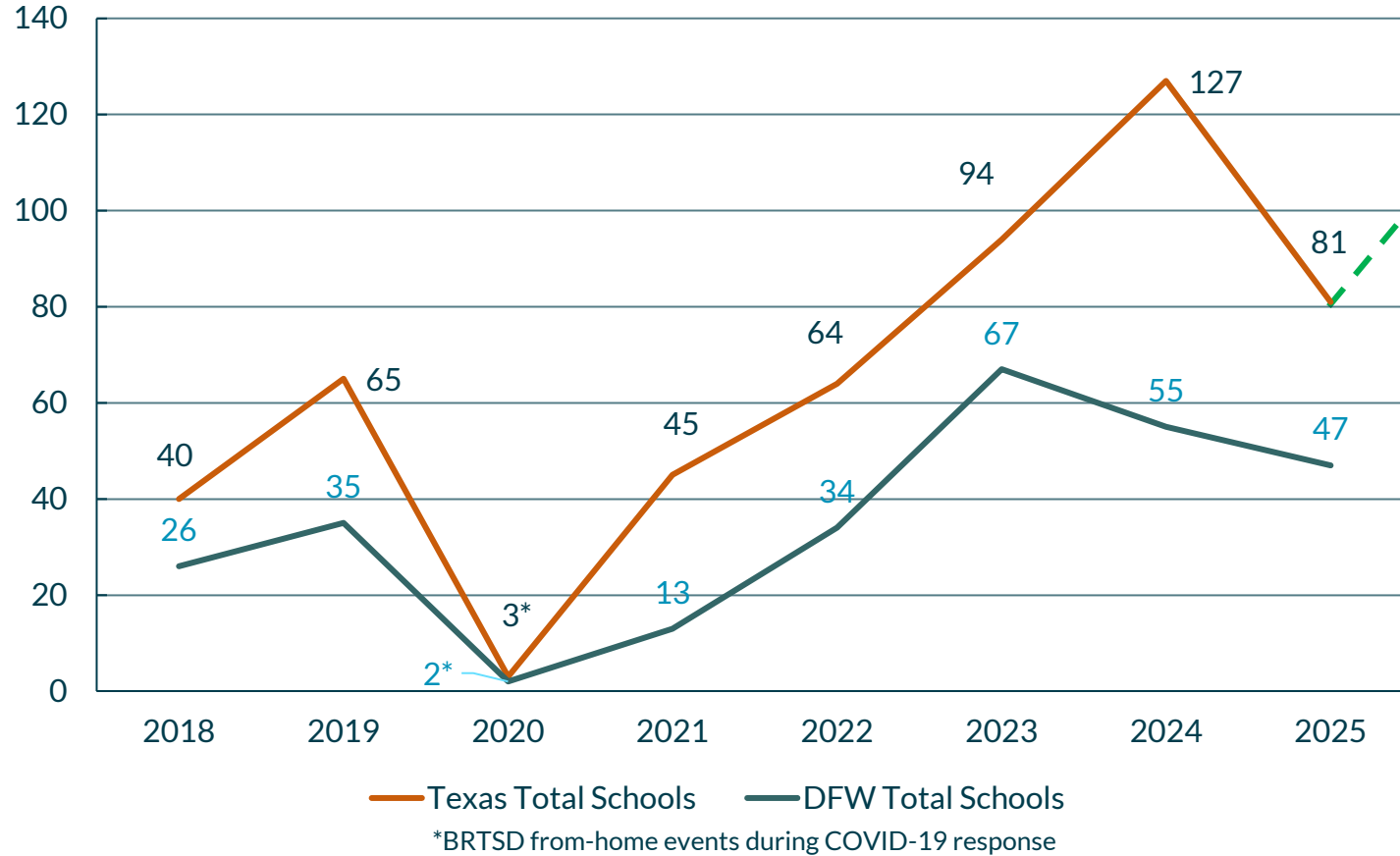
Who Can Participate

- Students
- Parents
- Crossing Guards
- Bike Shops/Groups
- City Planners
- Police Department
- Fire Department
- Elected Officials
- Church/Community



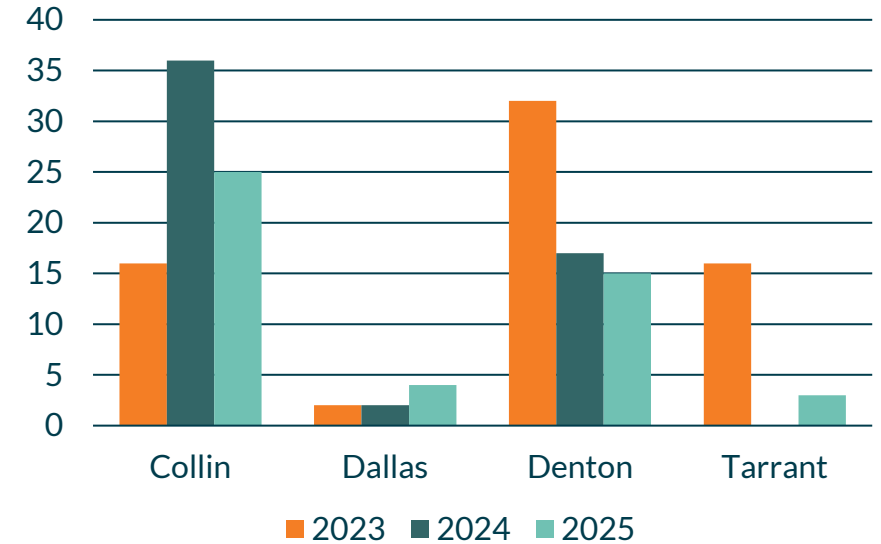
By The Numbers

Participating Schools in Texas by Year



How many more schools can we help to participate in 2026?

Last 3 Years of County Participation



Source: Walk Bike & Roll to School event tracker www.walkbiketoschool.org



Promotional Drawings!

Schools must register:

- Schools complete brief Bike & Roll to School Day participation pledge with NCTCOG
- Schools add their events to tracker at www.walkbiketoschool.org

Brand-new Bicycle and Helmet Drawing

- Students/parents return signed Promise to Street Safety Pledge to enter bike drawing

Bike Month Celebration Drawing

- Schools that held a Bike Bus submit photos to NCTCOG
- Schools that held a Bike Bus enter drawing for an end-of-the-year Bike Month Celebration provided by NCTCOG



Bike Month Celebration Drawing

Bike Buses offer a method to address safety when bicycling to school

- Students ride in a group chaperoned by adult(s)
- Provide hands-on road safety education for students and parents
- Flexible model that supports biking, walking, and other modes
- Larger groups increase driver awareness and street safety



Timeline

March 10
Registration Opens

April 10
Registration Closes

Last day for safety
pledge submission
April 24



05/06/2026
BIKE & ROLL TO
SCHOOL DAY



Two weeks before the event

- Students submit safety pledges to school
- **Bicycle drawing**
- Bicycles delivered in time for event

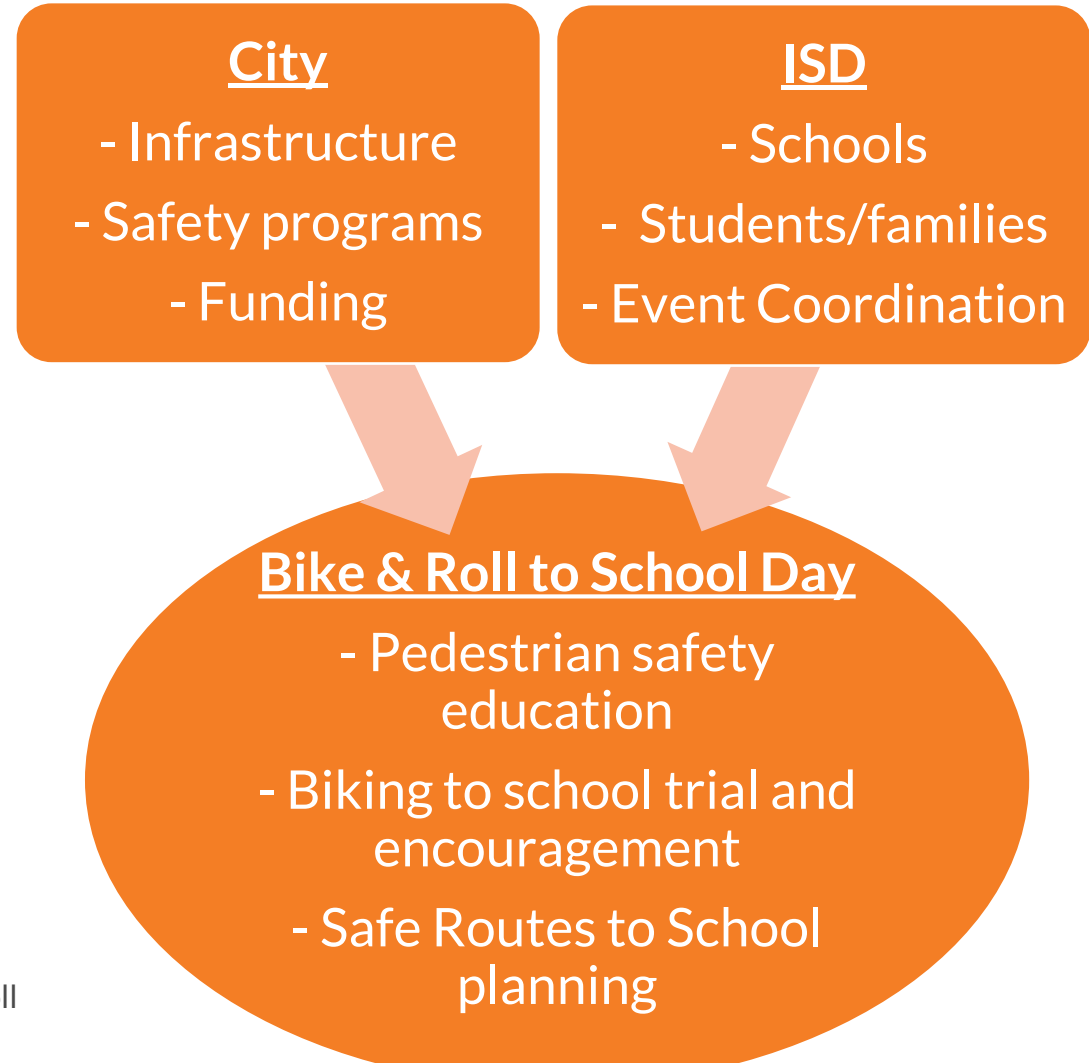
After the event

- Schools submit Bike Bus photos
- **Bike Month Celebration drawing**



City/ISD Coordination

- City Transportation Engineering Division
- Police Department
- Elected Officials
- Independent School District
- Bike & Roll to School Day events can be a joint effort to raise awareness of pedestrian safety and encourage walking and biking
- Reinforces City commitment to community health and mobility
- Builds momentum toward a more comprehensive Safe Routes to School program



Not Sure Where To Start?

- Visit www.nctcog.org/walkbikeroll for more information about Bike & Roll to School Day and free resources for holding your own event!
- **Municipalities:** Collaborate with local ISDs and schools in your jurisdiction to hold joint events and raise community awareness
- **Contact us** for assistance with planning your Bike & Roll to School Day events

Bledsoe Elementary
Courtesy of the City of Frisco



Help Us Spread the Word!

May 6, 2026

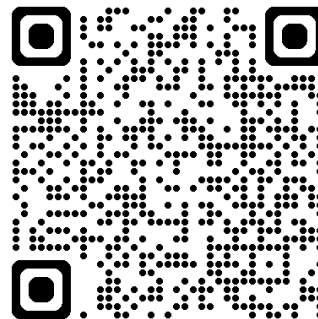
Help support and celebrate
Bike & Roll to School Day

Get the word out to schools,
parents, teachers, PTAs,
bicyclists, etc.

Participate in local events

Also Save the Date: Walk &
Roll to School Day is
October 7, 2026

For more information:

A graphic with a green and blue color scheme. At the top is a gear icon with a grid inside. Below it, the text reads "Bike & Roll to School Day" and "Save the date: May 6, 2026". The middle section contains four photos: a group of children on bicycles, a man on a bicycle, a group of children in costumes, and a group of people standing together. Below the photos is a blue bar with the text "Event Information" and a vertical ellipsis. At the bottom is another blue bar with the text "Register Your School: Closes April 10" and a vertical ellipsis.

Bike & Roll to School Day
Save the date: May 6, 2026

Event Information

Register Your School: Closes April 10



Contact Us



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For more information:

