

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

North Texas Zero Emissions Vehicle Call for Projects

Access North Texas

Federal Performance Measures Update

Submittal of Grant Application to the Federal Transit Administration (FTA) for the 2026 Access and Mobility Partnership Grant

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Sept. 14, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogSept26. Chris Klaus, Senior Program Manager, moderated the meeting attended by 81 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and updated on Oct. 9, 2025. Staff presented information about:

- North Texas Zero Emissions Vehicle Call for Projects (**Juliana VandenBorn**)
- Access North Texas (**Evan Paret**)
- Federal Performance Measures Update (**Jenny Narvaez**)
- Submittal of Grant Application to the Federal Transit Administration (FTA) for the 2026 Access and Mobility Partnership Grant (**Gypsy Gavia**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: publicinput.com/nctcogSept26.

Summary of Presentations

North Texas Zero Emissions Vehicle Call for Projects presentation: [North-Texas-Zero-Emissions-Vehicle-Call-for-Projects.pdf](#)

NCTCOG was awarded \$60 million by the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program for the North Texas Zero Emissions Vehicles Project. Most of the funding supports a call for projects that provide rebates for zero-emission vehicles (ZEVs) and supporting infrastructure.

An additional \$1.4 million will fund zero-emission workforce development and training through a separate proposal process. Eligible applicants include both public and private fleets that adopt the Regional Transportation Council's Clean Fleet Policy. The program targets Class 6 and Class 7 vocational vehicles, including box trucks, step vans, bucket trucks, street sweepers, transit buses, refuse haulers and other industry-specific vehicles. Funding covers up to 80 percent of costs for battery-electric and/or hydrogen fuel cell vehicles, with additional support for necessary infrastructure.

For more information visit www.nctcog.org/NTxZEV.

Access North Texas presentation:

[Access-North-Texas.pdf](#)

Access North Texas is the regional public transportation coordination plan for the region that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. The plan meets federal and State requirements for transit coordination and includes strategies to address needs, eliminate gaps in service and avoid duplication of services.

The 2026 update includes regional goals and county-specific strategies developed using public feedback, survey data and input from transit providers. Outreach began in spring 2024, and staff are preparing to publish a draft plan for public review in October. The Regional Transportation Council (RTC) will take action on the 2026 update of Access North Texas on Dec. 10, 2026.

For more information, visit www.AccessNorthTexas.org or subscribe to the Access North Texas email list.

Federal Performance Measures Update presentation:

[Federal-Performance-Measures-Update.pdf](#)

Federal performance measures are highway and transit measures used to support a safer, more reliable transportation system. Staff provided an update on PM3 measures, including peak-hour excessive delay, non-single occupancy vehicle travel and emissions reductions, as well as Transit Asset Management (TAM) measures for transit vehicles, facilities, equipment and infrastructure. The PM3 update included proposed targets for the 2026-2030 performance period. Staff noted that some measures continue to reflect post-pandemic travel patterns, while current programs and projects are expected to help maintain or improve performance over time.

For TAM, staff recommended maintaining existing regional targets for large and small transit providers while continuing to coordinate on planning, funding, technical assistance and a regional dashboard. The RTC approved the proposed targets, which will be submitted by Oct. 1, 2026, to TxDOT.

Submittal of Grant Application to the Federal Transit Administration (FTA) for the 2026 Access and Mobility Partnership Grant presentation:

[Submittal-of-Grant-Application-to-the-Federal-Transit-Administration-\(FTA\)-for-the-2026-Access-and-Mobility-Partnership-Grant.pdf](#)

The NCTCOG Transportation Department submitted an application to the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant, which supports coordinated transportation services for older adults, people with disabilities and households with limited financial resources. The proposed DFW Transportation and Medical Core Connection Project would create an interactive software platform with conversational AI and dedicated travel navigators to help connect users with available transportation options.

COMMENTS RECEIVED DURING THE MEETING

North Texas Zero Emissions Vehicle Call for Projects

Lance Manning, Citizen

A. Application timeline

Question: Do you have information on how long the application is and how many hours it will take to complete?

Summary of response by Juliana VandenBorn: It depends on how familiar a fleet is with their data and if they already have an idea of what they want to submit. I would give yourself at least two weeks, depending on the information you have readily available.

Question: Would it be 10 or 20 hours over two weeks or is it a 20-page application?

Summary of response by Juliana VandenBorn: It's only about six pages, but it will be in an Excel format. There are six or seven sheets, including instructions and signatures. The other four or five sheets have several columns to fill out vehicle information, but I would still say about two weeks. It's hard to put an exact number on it. It really depends on the data you have and how much you must coordinate with others.

Matt Johnston, AJL International

A. Project timeline clarification

Comment: I own AJL International, and we were the ones that backed up Trinity Metro during FIFA for the buses. You mentioned that this is an ongoing project for next year. Will it update every month, so people like us that are in the same industry can continually apply for things like this?

Summary of response by Juliana VandenBorn: Yes, we will continue accepting applications through the end of the year. Depending on how much funding we have available, we might extend it into next year. However, this is basically a lump sum that we've gotten from the EPA, and it's not guaranteed to come back. The State does have various vehicle programs that come back every single year, so they're a little bit more reliable if you want to know more about them.

Access North Texas

Phyllis Silver, Citizen

A. Hard copy of plan

Question: Will there be a hard copy of Access North Texas or is it online only?

Summary of response by Evan Paret: We can provide a physical copy upon request.

B. Transportation service subscriptions & costs

Comment: For the last go round, I was very disappointed by high costs and fees for services. I called one place and it took forever to get through to somebody. I remember it was a long voicemail greeting, like advertisements. Also, it turned out to be a subscription model for somebody who uses the services daily. I thought that was very disappointing. Maybe it fits some people's needs, but for the underprivileged or the average person, some of it was not appropriate.

Summary of response by Gypsy Gavia: Thank you so much for your feedback. I think what you are identifying is the cost of some of these private providers when public transportation is not available. We are having those conversations here in the department of what can be done as a region to make those services more accessible for our seniors and individuals with disabilities.

Dante Ren, National Federation of the Blind Fort Worth Chapter

A. Transit connection issues

Comment: My comment is regarding the barriers to crossing borders of transportation. For instance, I'm in Mansfield, but I can't go to Grand Prairie and there is no paratransit in Mansfield, as far as I know. The only transit that I've found that can get me anywhere is from Catholic Charities. I will send an email with some of the details hopefully soon with my comments and further questions or suggestions.

Summary of response by Gypsy Gavia: Thank you for your comment. Anything you can share via email will help us. What you described reflects challenges across city-based transit agencies, which we continue to work through. We are looking at how to help create a more regional system, especially for demand response services for seniors and individuals with disabilities. We appreciate the information and will note the Mansfield to Grand Prairie connection, especially as part of our core counties and medical connection projects. While this initiative focuses on healthcare and information, part of it is to gather hard data on missed connections so we can work with transit agencies on a more regional approach.

Other

Matt Johnston, AJL International

A. Future toll roads

Question: Should we be expecting to see a lot more private toll roads pop up in our future?

Summary of response by Chris Klaus: I don't have that information off the top of my head. I think there's a table in our Mobility Plan that probably identifies each of the roads, each of the facilities that are under consideration and the approximate implementation. We can coordinate internally with staff to get those pages or that information to you directly.

COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA EMAIL, SOCIAL MEDIA, WEBSITE & MAIL

Website

Chris Breaux, Citizen

A. Arlington transit needs

Comment: Arlington needs a comprehensive transit system with bus routes and regular service to connect better with the rest of DFW.

Response by Katherine Cadena: Hi Chris, we have received your comment, and it will be provided to appropriate staff.

Email

Jeff Baska, Citizen

A. High-speed rail construction

Question: When can we expect the high-speed rail from Dallas to Houston to begin construction?

Response by Rebekah Gongora:

Good morning, Mr. Baska,

Thank you for your interest in transportation in North Texas. We currently don't have updates on the implementation and construction of the Dallas to Houston high-speed rail project that is being developed by Texas High-speed Rail Holdings. The North Central Texas Council of Governments is only assessing the full Fort Worth-Houston corridor as part of the Federal Railroad Administration's Corridor Identification program but are in the early stages of studying the corridor.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

AI Disclosure: This document was edited with the support of Artificial Intelligence.

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Access North Texas

Request: I would like to request the draft of
the current Access North Texas for review (to be mailed to me)

Question - Pg 2. 3rd primary bullet point - what is
the DFW Transportation + Medical Connections Proposed
Project?

Comments - Pg. 5

Some Challenges to taking public transit that
I don't see listed: (especially buses)

A. In order to successfully use transit, it is
helpful to be in good shape cognitively and physically.
Reasons for this:

• It is difficult to know when to get off
the bus, especially if you're not familiar with the
route. On the new DART buses, most video screens do
not show the upcoming stops.

• The destination signs on the front of buses
are sometimes incorrect, so you might board the
wrong bus.

• There are often obstructions in the aisles
on the buses - packages, shopping carts, passengers who
bring wheelchairs on board but they are not sitting
in the wheelchairs, so it's not strapped down - it's in
the aisle.

Phyllis Silva

B. Fixed routes don't always go to some medical facilities. (I believe this was listed in your reports). It is cumbersome to request an on-demand ride as an alternative.

C. Sometimes the ground where one loads and boards the bus is not accessible it's on grass, gravel, stones, etc.

D. Lack of benches and shade when waiting for buses.

General Comment:

As I mentioned by phone during the meeting, I have discovered that the best way to obtain transportation services (especially for medical appointments) is to join a Social Service Agency with transportation services. Based on the Texas listing of a few years ago, either the cost for registering ^{for individual services} an individual was prohibitive or inconvenient if you're just using the service occasionally (and it would be inappropriate to sign up for a subscription).

Federal Performance Measures Update

Question - PS 7 - why would the proposed targets for 2028 + 2030 be the same as the baseline for the Peak Hour Excessive Delay? Isn't the goal to have a downward trend?

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(Continuation)

Submittal of Grant Application to FTA for 2026
Access + Mobility Partnership Grant

Comment - Page 3

Phase I: Development

I am pleased that in the 2nd bullet point you are offering transit options to those who are not comfortable with or do not have access to technology. As I take public transit, I sometimes get the feeling that if you don't embrace technology, you're going to be left behind. All the 'Parkers', such as reduction in Texas State Fair Admission ^{are} connected with a transit pass is only offered to those with an electronic ticket, not a paper pass or tap card.

Comment on Handout called "the MTP Policy Bundle"
It would be helpful if on this sheet the definition of MTP appeared. I see from the agenda sheet that it stands for Metropolitan Transportation Plan.

Phyllis Silver

10/2/2026