

## AGENDA

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**Friday, March 27, 2026**

**North Central Texas Council of Governments**

#### **1:30 pm Full STTC Business Agenda**

**1:30 – 1:35**

**1. Approval of February 27, 2026, Meeting Summary**

Action       Possible Action       Information      Minutes: 5

Presenter: Brian Shewski, STTC Chair

Item Summary: Approval of the February 27, 2026, meeting summary contained in [Electronic Item 1](#) will be requested.

Background: N/A

**1:35 – 1:40**

**2. Consent Agenda**

Action       Possible Action       Information      Minutes: 5

**2.1. Fédération Internationale de Football Association Local Funding**

Presenters: Michael Morris, NCTCOG

Item Summary: North Central Texas Council of Governments staff has been working with partners to coordinate transportation needs and to prepare the region to host the 2026 Fédération Internationale de Football Association (FIFA) World Cup. This item facilitates cleanup and reallocation of previously approved funding and anticipated expenditures associated with the 2026 World Cup.

Background: In October 2023 and March 2025, the Regional Transportation Council approved \$11.8 million for activities related to the 2026 World Cup. Some costs have come in lower, some costs have been reallocated, and most costs have been adjusted. Changes are being made since the region received an additional \$10,033,037 in transit operational funding. The details of the adjustments are contained in [Electronic Item 2.1](#) and additional contingency funds will be retained until FIFA is complete.

Performance Measure(s) Addressed: Administrative, Transit

**2.2. Recommendation of Revision to Regional Transportation Council Local Funds to Support the Regional Energy Management Assistance Program**

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Committee recommendation for Regional Transportation Council (RTC) approval to revise details of Transportation Department participation in the Regional Energy Management Assistance Program.

Background: Since 2018, the North Central Texas Council of Governments (NCTCOG) Transportation and Environment and Development Departments have received Department of Energy (DOE) funding through the State Energy Conservation Office to implement the Regional Energy Management Assistance Program. This initiative helps reduce air pollution associated with power generation and fuel consumption, contributing to local efforts to attain federal air quality standards. In June 2025, the RTC approved Transportation Department participation for fiscal years (FY) 2026-2028. The Transportation Department was expected to receive approximately \$125,000 in federal funding and provide \$25,000 in non-federal match for each fiscal year for a total of \$75,000 RTC Local funds across three years. When the funding solicitation was released, it included a new DOE limit on the amount of indirect and direct fringe expenses that may be reimbursed. This resulted in NCTCOG needing additional local matches to participate in the program. In November 2025, RTC approved an additional \$62,500 in RTC Local funds for a total of \$137,500 for participation in FY26. In January 2026, the DOE rescinded the policy limiting eligible indirect and fringe expenses. As such, the additional \$62,500 in RTC Local funds is no longer needed. Staff proposes returning these funds to the RTC Local fund. Staff also requests to reaffirm the original approval to use \$75,000 RTC Local funds as local match for Transportation Department participation throughout FY26-28. More information is available in [Electronic Item 2.2](#).

Performance Measure(s) Addressed: Air Quality

1:40 – 1:50

3. **Recommendations to Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan**

Action       Possible Action       Information      Minutes: 10

Presenter: Jared Wright, NCTCOG

Item Summary: Staff will provide an update on the Texas Department of Transportation (TxDOT) implementation of the Texas Electric Vehicle Infrastructure Plan and will outline a recommendation to TxDOT about grants to be administered for electric vehicle (EV) charging station projects within the metropolitan planning organization (MPO) boundary. Staff will request approval of the methodology to develop this recommendation as well as endorsement of Regional Transportation Council approval to submit recommendations.

Background: TxDOT developed the Texas Electric Vehicle Infrastructure Plan to create a statewide network of EV charging stations using National Electric Vehicle Infrastructure Formula Program funding. Implementation began in 2024, was paused in early 2025, then resumed after new guidance was issued by the Federal Highway Administration (FHWA) in August 2025. In January of 2026, TxDOT received certification from the FHWA that the designated alternative fuel corridor highways in Texas are “fully built out,” completing Phase I of the plan in Texas. This certification enables TxDOT to proceed to Phase II of the plan. As part of Phase II, TxDOT is requesting the MPO to provide input on charger type and location for additional grant funding rounds. [Electronic Item 3](#) provides details on the proposed methodology to develop these recommendations.

Performance Measure(s) Addressed: Air Quality

1:50 – 2:00

4. **North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations**

Action       Possible Action       Information      Minutes: 10

Presenter: Juliana Vandenberg, NCTCOG

Item Summary: Staff will provide an overview of the North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects (CFP) including applications received to date, scoring results, and activities recommended for funding. Staff will request recommendation of Regional Transportation Council (RTC) approval of funding recommendations and a revised NTxZEV CFP schedule.

Background: In 2025, the North Central Texas Council of Governments (NCTCOG) was awarded funding through the Environmental Protection Agency’s Clean Heavy-Duty Vehicles grant program. This program aims to accelerate the replacement of

existing diesel, gasoline, natural gas, and propane heavy-duty vocational vehicles (e.g., box trucks, step vans, septic/bucket trucks, street sweepers, transit buses, refuse haulers, etc.) with zero-emissions vehicles and install supporting infrastructure, as needed. A Call for Projects providing \$58.6 million for vehicle replacement activities was opened on October 24, 2025, and applications for the first round were accepted through February 13, 2026. [Electronic Item 4.1](#) provides additional details on the NTxZEV CFP results, including the revised NTxZEV CFP schedule. [Electronic Item 4.2](#) provides details on scoring and funding recommendations. NCTCOG continues to accept applications for this funding program. Staff is organizing a workshop to provide additional information on both the program and available zero emissions vehicles on April 21, 2026. Information on the workshop is available in [Electronic Item 4.3](#). Additional details can be found at [www.nctcoq.org/NTxZEV](http://www.nctcoq.org/NTxZEV).

Performance Measure(s) Addressed: Air Quality

2:00 – 2:10

5. **Director of Transportation Report on Selected Items**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

1. Outcomes from Workshop on Metropolitan Planning Organization Roles and Responsibilities and Related Agreements: March 2026 (Ken Kirkpatrick and Executive Board Orientation/Observations from Michael Morris)
2. Approval of Proposed Letter to the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement
3. March Surface Transportation Technical Committee (STTC) Meeting in Person; May STTC Will Be Virtual
4. Cancellation of Surface Transportation Technical Committee in June 2026 and Regional Transportation Council in July 2026
5. New Surface Transportation Technical Committee (STTC) Officers (May STTC 2026)
6. Correspondence from the February Regional Transportation Council Meeting in Advance of Fédération Internationale de Football Association ([Electronic Item 5.1](#))

7. Rebuilding American Infrastructure with Sustainability and Equity Fiscal Year 2022 Four Stations Grant Update ([Electronic Item 5.2](#))
8. Update on Existing and New Transit Funding for the Fédération Internationale de Football Association ([Electronic Item 5.3](#))
9. Recent Correspondence on Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers ([Electronic Item 5.4](#))
10. Illumination Maintenance ([Electronic Item 5.5](#))

Performance Measure(s) Addressed: Administrative, Transit

**2:10 – 2:20**

**6. 2026 Regional Safety Performance Targets Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Misantonis, NCTCOG

Item Summary: Staff will provide an update on the proposed Regional Roadway Safety Targets for 2026 for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Observed 2018 to 2025 crash data will be summarized to highlight improvements in reducing fatalities and fatal crashes in the region. The item was presented at February’s meeting, and the March presentation is aimed at clarifying actual improvements in the region.

Background: As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments (NCTCOG) is required to set regional targets for Roadway Safety. These targets are used to track and report on the region’s performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. In February 2023, the Regional Transportation Council (RTC) approved the reduction schedule for the 2023–2027 regional Roadway Safety targets. Staff will provide the Committee with updates on the proposed 2026 targets based on the approved reduction schedule and the actual performance of the observed fatality data from 2018 to 2025.

Performance Measure(s) Addressed: Roadway, Safety

2:20 – 2:30

7. **Air Quality Status Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Daniela Tower, NCTCOG

Item Summary: Staff will provide an air quality update focusing on ozone and fine particulate matter.

Background: Staff will provide an air quality update focused on ozone and fine particulate matter (PM<sub>2.5</sub>), including preliminary 2025 PM<sub>2.5</sub> design values and the current designation timeline for the revised PM<sub>2.5</sub> standard. The 2026 ozone season began March 1, 2026, for the North Central Texas 9-and 10-county nonattainment areas and continues through the end of November. The region remains in nonattainment for both the 2008 and 2015 ozone National Ambient Air Quality Standards, with 2026 representing the third final year of data that will determine whether attainment is achieved in 2027. Staff also continues to evaluate discrepancies between modeled emissions and monitored air quality data. Daily ozone conditions and forecasts are available at: <https://www.nctcog.org/trans/quality/air/ozone>. More details can be found in [Electronic Item 7](#).

Performance Measure(s) Addressed: Air Quality

2:30 – 2:40

8. **Bike and Roll to School Day**

Action       Possible Action       Information      Minutes: 10

Presenter: Kyle Hoener, NCTCOG

Item Summary: Staff will provide an overview of activities planned for the 2026 Bike and Roll to School Day promotion and information for participation.

Background: Bike and Roll to School Day is a national event where students from across the country bike, walk, or roll to school on the same day. More students using active transportation to school reduces the car congestion around schools, increases pedestrian safety and improves air quality. This event highlights the benefits of using active transportation to school and the importance of safety on our roadways for our communities. To encourage schools in the region to hold Bike and Roll to School Day events, the North Central Texas Council of Governments (NCTCOG) will provide participating schools with the opportunity to enter drawings for kids' bicycles with helmets as well as a Bike Month celebration. In 2024, NCTCOG supported 15 schools with Bike and Roll to School Day events and the Dallas-Fort Worth region accounted for over half of the registered Bike and Roll to School Day events in the State of Texas. Early coordination for

Bike and Roll to School Day 2026 is critical due to parents and school schedules. Staff will request assistance from local governments to promote this opportunity with local schools and independent school districts. Details provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Bike/Ped+, Safety

2:40 – 2:50

9. **Fast Facts**

Action       Possible Action       Information      Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Camille Fountain* – Spring 2026 Traffic Incident Management Executive Level Course Announcement - May 7, 2026 ([Electronic Item 9.1](#))
2. *Skylar Staffaroni* – Metropolitan Transportation Plan Policy Bundle Round 6
3. *Travis Ripley* – Local Clean Air Project Spotlight ([Electronic Item 9.2](#))
4. *Hannah Thesing* – Dallas-Fort Worth Annual Survey and Annual Fleet Recognition Awardees ([Electronic Item 9.3](#))
5. *Hannah Thesing* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
6. *Hannah Thesing* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
7. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 9.4](#))
  - January–February Public Comments Report ([Electronic Item 9.5](#))
  - February Public Meeting Minutes ([Electronic Item 9.6](#))
  - April Public Meeting Notice ([Electronic Item 9.7](#))

10. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.

11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on April 24, 2026**.

**MEETING SUMMARY**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Friday, February 27, 2026**

The Surface Transportation Technical Committee (STTC) met on Friday, February 27, 2026, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Joe Atwood, James Bell, Nathan Benditz, David Boski, Tanya Brooks, Daniel Burnham, Farhan Butt, Bryan Cabrera, Brenda Callaway, Travis Campbell, John Cordary Jr., Tara Crawford, Clarence Daugherty, Pritam Deshmukh, Becky Diviney, Rhett Dollins, (representing Gary Graham), Phil Dupler, Chris Flanigan, Austin Frith, Michael Haithcock, Tom Hammons, Namoo Han, Craig Hancock, Chris Harris, Sophia Harvey, Barry Heard, Alan Hendrix (representing Stanford Lynch), Duane Hengst, MD Hossain (representing Ahmed Alqaisi), Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Wilson Kakembo, Jeff Kelly (representing Brett Bourgeois), Gus Khankarli, Eron Linn, Clay Lipscomb, Auro Majumdar, Chad Marbut, Alberto Mares, John Mears, Brian Moen, Mark Nelson, Alfredo Ortiz, Chad Ostrander (representing Brian Shewski), John Polster, Kelly Porter, Minesha Reese, Elizabeth Reynolds, Greg Royster, Chelsea St. Louis, Aaron Tainter, Chris Techau (representing Marah Aqqad), Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Stephanie Wagner (representing Melissa Baker), Caroline Waggoner, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Koushik Arunachalam, Berrien Barks, Carli Baylor, Natalie Bettger, Scott Booth, Jason Brown, Caroline Burns, Daniel Byrd, Katherine Cadena, Dina Colarossi, Liza Cox, Brian Dell, Samit Deo, Cody Derrick, Zhen Ding, Rebekah Gongora, Ricardo Gonzalez, Chris Gossett, Christie Gotti, Jackie Griffiths, Millie Hayes, Kristina Holcomb, Parisa Hosseini, Raj Jandhyam, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Dan Lamers, Sonya Landrum, Travis Liska, Carlos Lopez, Malcolm Mayhew, James McLane, Michael Misantonis, Anthony Moffa, Michael Morris, Chandra Muruwahandam, Jenny Narvaez, Dylan Niles, Jackie Nolasco, Donald Parker, Caleb Polster, Trey Pope, Ezra Pratt, Vercie Pruitt-Jenkins, Sydney Ranch, Jacob Reinig, Travis Ripley, Jasmine Rodriguez, Jackson Rose, Dana Shomarel, Ivy Shrum, Dongyoon Song, Toni Stehling, Vivek Thimmavajjhala, Daniela Tower, Christie Trinh, Luke Urie, Shashider Velagali, and Amanda Wilson.

1. **Approval of the January 23, 2026, Meeting Summary:** Approval of the January 23, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the January 23, 2026, meeting was approved as submitted in Electronic Item 1. John Polster (M); Gus Khankarli (S).

2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Proposed Traffic Signal Program Funding:** Gregory Masota presented the proposed traffic signal funding program based on the recently approved Regional Transportation Council traffic signal improvement types and associated funding categories.

The Committee approved staff's recommendation as illustrated below. Nathan Benditz (M); Daniel Burnham (S).

## REQUESTED ACTION – TRAFFIC SIGNAL FUNDING PROGRAM

- **Recommendation for RTC approval of:**

- Approve the allocation of \$36 million in total program funding (\$28.8 million federal plus required State and/or local match) for the Traffic Signal Funding Program.
- Approve the use of a combination of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and State and/or local matching funds to support the program, subject to funding availability.
- Administratively amending the Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and other planning/administrative documents, as necessary, to implement the approved funding.

STTC Action Item – February 27, 2026



Proposed Traffic Signal Funding Program

8

4. **2027-2030 Transportation Improvement Program Development:** Brian Dell requested a recommendation for Regional Transportation Council approval of the 2027-2030 Transportation Improvement Program document.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Farhan Butt (S).

## REQUESTED ACTION

- Recommend RTC approval of:

- The 2027-2030 TIP document, including the final TIP listings to be included in the Statewide Transportation Improvement Program (STIP)
- Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed



7

5. **Fort Worth Heritage Park Regional Pedestrian Connection:** Travis Liska requested approval for a recommendation to the Regional Transportation Council for the North Central Texas Council of Governments to assign \$8 million in Congestion Mitigation and Air Quality Improvement Program funding matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection.

The Committee approved staff's recommendation as illustrated below. Gus Khankarli (M); Daniel Burnham (S).

## REQUESTED ACTION – Heritage Park Regional Pedestrian Connection

### STTC recommendation for RTC approval of:

- \$8M Congestion Mitigation and Air Quality Improvement Program funding matched with \$2M local funding from the City of Fort Worth to construct the Heritage Park Regional Trail Connection.
- Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project/change.
- The requirement of City of Fort Worth and NCTCOG executing a Memorandum of Understanding

STTC Action Item – February 27, 2026



NCTCOG Presentation

5

6. **Texas Wesleyan University/Collard Street Improvements Study**: Sydnee Mangini requested action on a recommendation to the Regional Transportation Council (RTC) for approval of \$150,000 in RTC Local for the Texas Wesleyan University (TWU)/Collard Street Improvements Study. Funds will be used for staff to conduct planning study activities including an existing conditions review and development of a funding plan, as well as to engage TWU students in developing surveys and corridor branding materials for the project.

The Committee approved staff's recommendation as illustrated below. Alberto Mares (M); John Polster (S).

## REQUESTED ACTION – TWU/Collard Street Improvements Study

### • Recommendation for RTC approval of:

- \$150,000 of RTC Local funds for staff to facilitate Phases 1, 2, and 3 of the corridor planning study.
- Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the TWU/Collard Street Improvements Study.

STTC Action Item – February 27, 2026



NCTCOG Presentation

10

7. **North Tarrant Express and Lyndon B. Johnson East Regional Toll Revenue Funding Requests**: Liza Cox requested action on two projects in which the Texas Department of Transportation (TxDOT) Dallas and Fort Worth Districts have asked to utilize Regional Toll Revenue (RTR) funding. *Request 1*) TxDOT Fort Worth District is requesting \$45 million for construction of northbound Interstate Highway 35 West to State Highway (SH) 121 frontage roads and reconstruction of the Sylvania Ave bridge over SH 121. \$97 million in TxDOT

funds and \$45 million of RTR revenue from the North Tarrant Express are proposed to fund this project. *Request 2)* TxDOT Dallas District requested up to \$10 million for change orders on the Lyndon B Johnson (LBJ) East project for various improvements. \$10 million of RTR revenue from the LBJ East corridor was proposed to fund this request.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Nathan Benditz (S).

## REQUESTED ACTION – NTE AND LBJ EAST FUNDING REQUESTS

Recommendation for RTC approval of:

- \$97M in TxDOT funds and \$45M in RTR funds for SH 121/Sylvania Bridge project from the NTE RTR Account
- Up to \$10 million for LBJ East, using LBJ East RTR funds
- 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 programming increase.

STTC Action Item – February 27, 2026



NCTCOG Presentation - North Tarrant Express and LBJ East Funding Requests

6

8. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
  1. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
  2. Anticipated Workshop on Texas, Metropolitan Planning Organization, and Fiscal Agent Agreements: March 2026 (Ken Kirkpatrick, Texas Department of Transportation to be Invited, and Executive Board Orientation from Michael Morris)
  3. Arlington's Request to Explore a Technology-Based Transit Authority
  4. Amanda Wilson's Service Recognition on the AMPO Policy Committee in 2025
  5. Michael Morris is the ENR Texas and Louisiana's 2026 Legacy Award Winner
  6. Future Discussion on Rockwall County/Partnership Program
  7. Mobility Assistance Patrol Program
  8. Status Update on 2025 Transportation Conformity
  9. 2026 Fiscal Year Appropriations Update and Fédération Internationale de Football Association Funding
  10. Regional Transportation Council Approval of the Dallas Area Rapid Transit Plan
9. **Update on McKinney Passenger Rail Corridor Study:** Donald Parker presented on the McKinney Passenger Rail Corridor Study that was put on hold as a result of discussion at the November 2025 Regional Transportation Council meeting regarding the status of Dallas Area Rapid Transit (DART) elections. With progress being made on the DART issue, staff would like to advance the consultant procurement process to support this study and provided a briefing on the scope and schedule of this effort.

10. **2026 Regional Safety Performance Targets**: Michael Misantonis provided updates on the proposed Regional Roadway Safety Targets for 2026 for federally required performance measures and actual performance of the 2024 targets. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.
  
11. **Fast Facts**: These items were not presented due to time constraints:
  1. Trey Pope – Collaboration Opportunity: Managing Heavy-Duty Vehicle Idling and Regional Air Quality
  2. Carolyn Burns – Local Clean Air Spotlight
  3. Carolyn Burns – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
  4. Carolyn Burns – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
  5. Written Progress Reports:
    - Partner Progress Reports
    - December – January Public Comments Report
    - March Public Meeting Notice
  
12. **Other Business (Old or New)**: No items were provided.
  
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on March 27, 2026.***

Meeting adjourned at 2:57 p.m.

	<b>RTC Local Approved</b>	<b>Cost</b>	<b>Available</b>
Transit Passes <sup>1</sup>	\$3,000,000	\$1,200,000	\$1,800,000
Bus Bridge <sup>2</sup>	\$5,000,000	\$0	\$5,000,000
Parking Lot Bus Hub	\$3,800,000	\$3,500,000	\$300,000
			\$7,100,000
	<b>RTC Local Approved</b>	<b>Cost</b>	<b>Available</b>
Operation of Bus Hub, Technology Lot, Centreport	\$0	-\$700,000	-\$700,000
Wayfinding (\$2M Federal) <sup>3</sup>	\$0	-\$2,000,000	-\$2,000,000
Technology Lot	\$0	-\$185,000	-\$185,000
Sunday TRE Plus Incremental Fuel Charge	\$0	-\$700,000	-\$700,000
Fort Worth Statler Roads Closures	\$0	-\$10,000	-\$10,000
			-\$3,595,000

Contingency      \$ 3,405,000

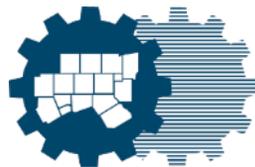
<sup>1</sup>Media and Volunteers

<sup>2</sup>Provided Elsewhere

<sup>3</sup>\$2M Returned in Federal Funds

### Proposed Agreements

Updated Agreement with FWC Organizing Committee for pilot test, operations, Fan Festival VIP Passes (\$20,000), Wayfinding and Signage, and ADA Vehicles (\$1,700,000 RTR + \$2,000,000 RTC Local)
Updated Agreement with DART for transit passes, Sunday services, and fuel costs (\$1,900,000 RTC Local)
Agreement for tow truck services (\$50,000)
Agreement with Fort Worth for road closure (\$10,000)
Agreement with Arlington for technology lot construction and operation (\$185,000)



# Recommendation of Revision to Regional Transportation Council Local Funds to Support Regional Energy Management Assistance Program

Lori Clark

Senior Program Manager

Surface Transportation Technical Committee

03.27.2027

# Background

**Collaboration between NCTCOG Transportation and Environment & Development Departments, ongoing since 2018**

**Funded by Department of Energy (DOE) through the State Energy Conservation Office (SECO)**

**Supports regional air quality through reducing emissions associated with power generation and fuel consumption**

**Builds relationship as a valued resource with the State and enables collaboration on energy-related issues**



# Key Milestones Related to FY26 and FY27 Work

## **June 2025 – RTC Action: Approved Application to Program and Local Match**

- ~ \$250,000 in federal funds for fiscal year (FY) 2026; \$125,000 for Transportation
- Option for two, one-year contract renewals
- Authorized ~\$25,000 RTC Local Funds per FY for Transportation local match; Total ~\$75,000 over 3-years

## **August 2025 – Program Funding Structure for FY 2026 Modified Based on New DOE Directive**

- Eligible reimbursement of Indirect and Direct Fringe Benefit costs limited to 10% of federal award

## **November 2025 – RTC Action: Increase RTC Local Funds to Accommodate New DOE Directive**

- Increased RTC Local Funds by \$62,500; Total of \$137,500 RTC Local but Limited to FY26 only
- Anticipated to fund non-reimbursable expenses for both Departments and Transportation local match

## **January 2026 – DOE Rescinds Directive**

## **February 2026 – NCTCOG Notified of Award and Recission of DOE Directive**

- Results in opportunity to return RTC Local Funds

## **March 2026 – NCTCOG Invited to Propose FY27 activities to Extend Work with SECO**

- Triggers need to affirm support for participation in FY27 activities



# Requested Action – Regional Energy Management Assistance Program

## Recommendation for RTC approval of:

- Reduction of \$62,500 RTC Local Funds authorized for this initiative, leaving balance of \$75,000 approved funds
- Reaffirmation of support for Transportation Department participation in the Regional Energy Management Assistance Program for FY26-FY28
  - Approved RTC Local Funds to be used at match for Transportation Department efforts, approximately \$25,000 per year
- 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 program.

STTC Action Item – March 27, 2026



# Contact Us



**Lori Clark**

Senior Program Manager & DFW Clean Cities Director

[lclark@nctcog.org](mailto:lclark@nctcog.org) | 817-695-9232

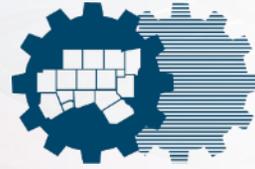


**Savana Nance**

Principal Air Quality Planner

[snance@nctcog.org](mailto:snance@nctcog.org) | 682-433-0488





# 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

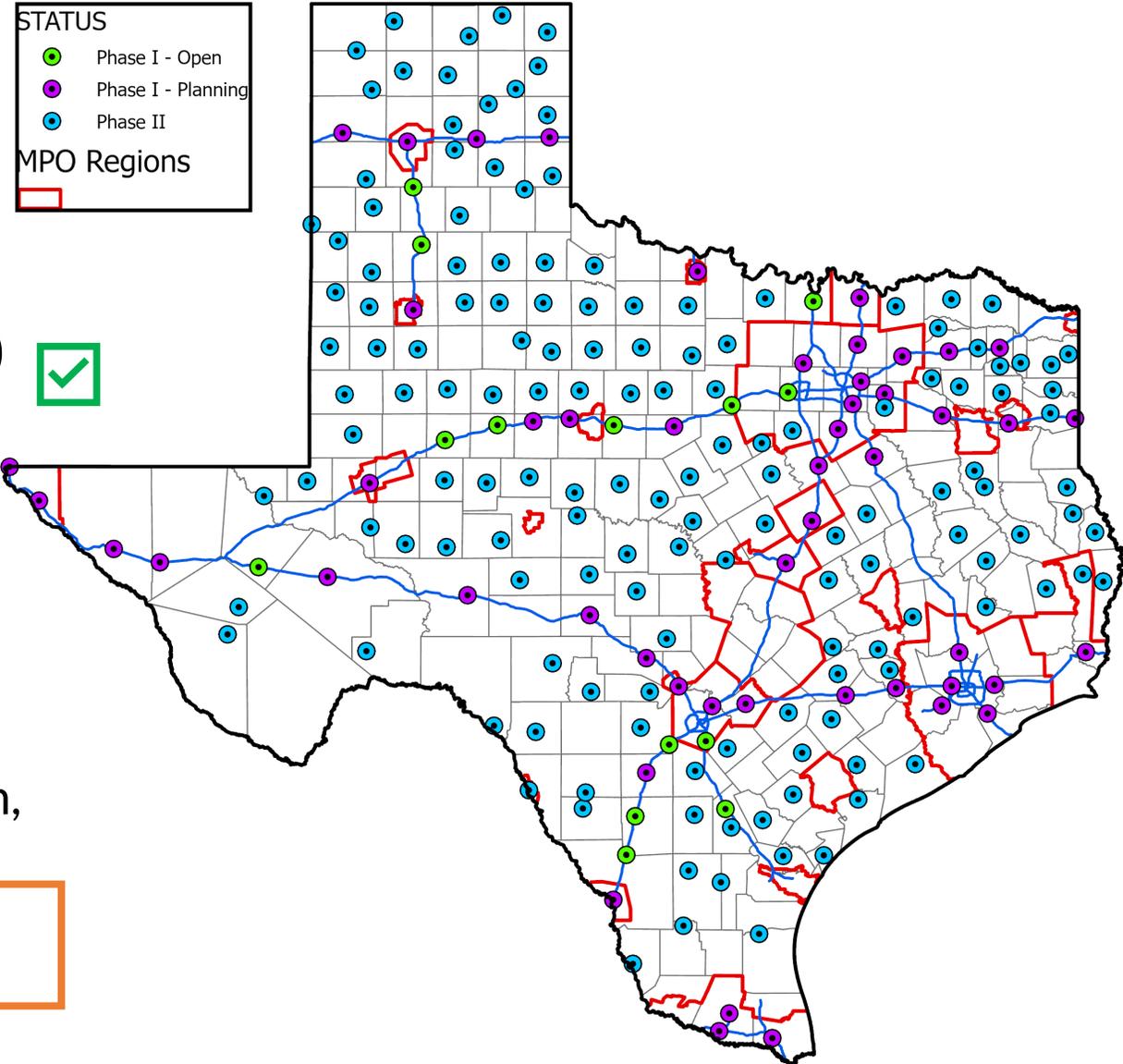
Texas plan to implement National Electric Vehicle Infrastructure (NEVI) funding

## 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](#)



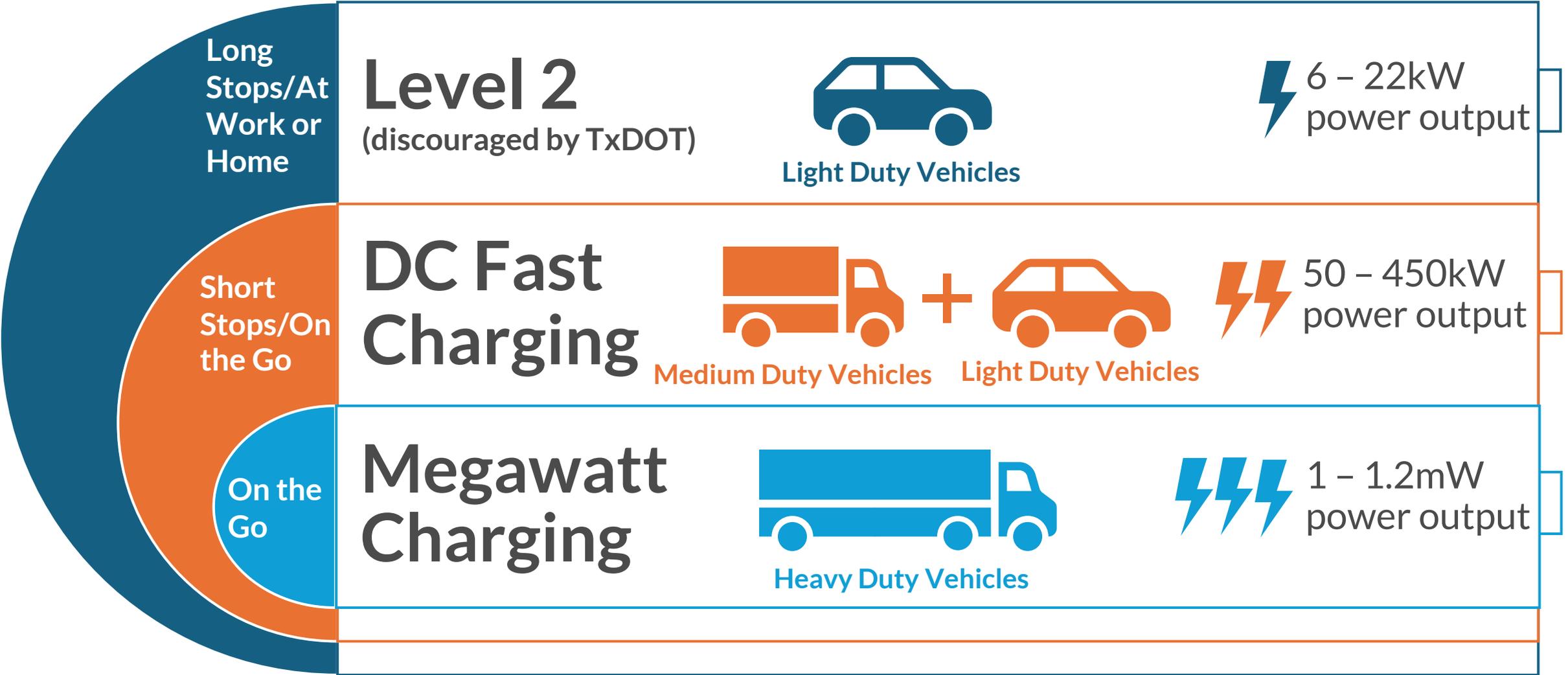
# TxDOT Phase II MPO Area Approach

## 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 exploration<sup>1</sup>*

## TxDOT Allocation to NCTCOG MPO<sup>1</sup>

- Up to \$60 million available for the NCTCOG MPA, estimated to fund<sup>2</sup>:



## 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

<sup>1</sup> As of the plan dated August 2025

<sup>2</sup> 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

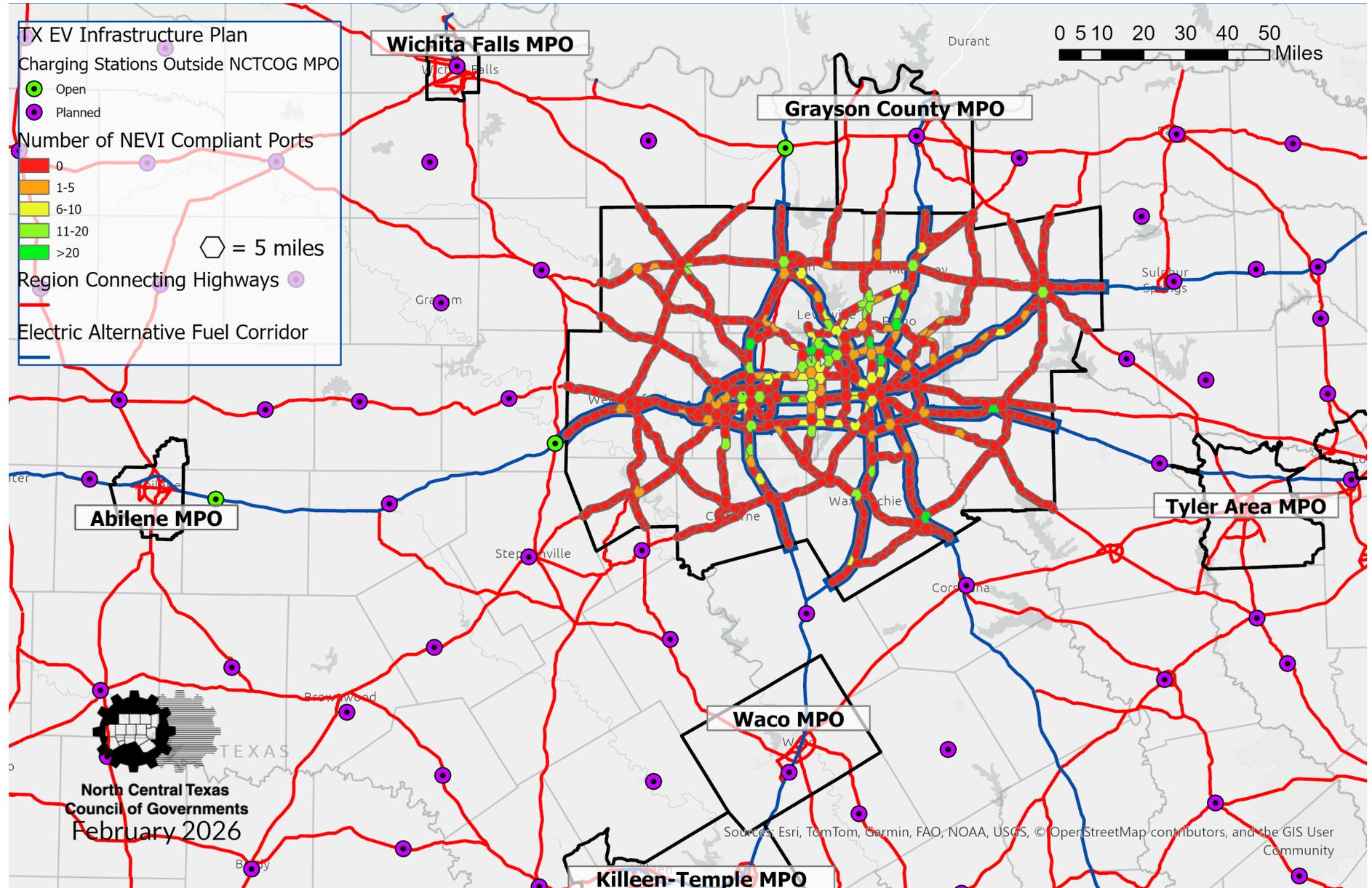
## Criteria to identify “secondary highways”

- 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



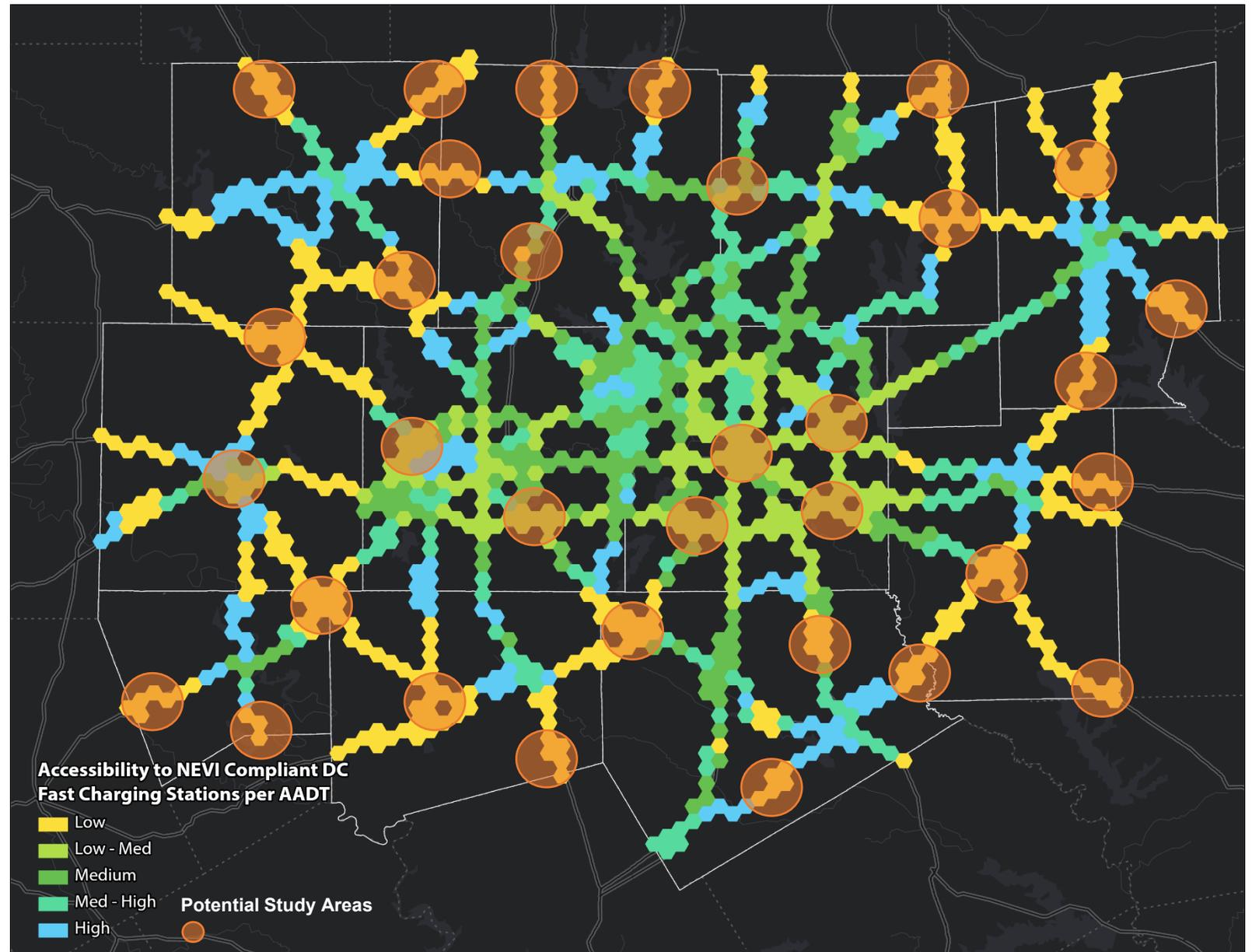
# Proposed NCTCOG Phase II Approach: DC Fast Charging

Network of Highways Under Consideration



# NCTCOG Phase II Methodology Example: DC Fast Charging

Expect to recommend  
approximately 30-45 DC Fast  
Charging locations



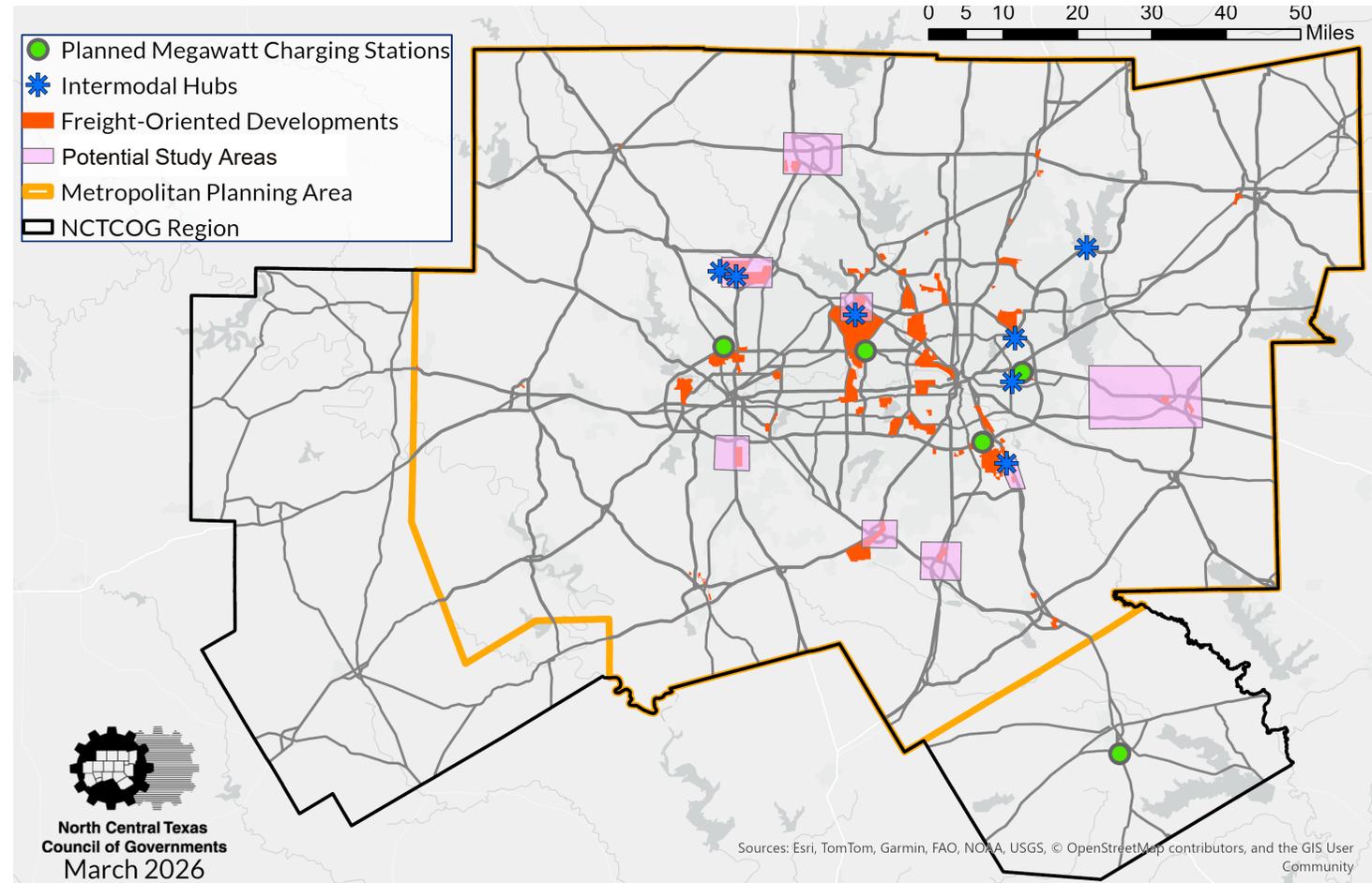
# Proposed Methodology for Phase II: Megawatt Charging

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



Quinnton DeBolt  
Air Quality Planner  
[gdebolt@nctcog.org](mailto:gdebolt@nctcog.org)  
817-695-9229



Jared Wright  
Principal Air Quality Planner  
[jwright@nctcog.org](mailto:jwright@nctcog.org)  
817-608-2374



Lori Clark  
Senior Program Manager  
& DFWCC Director  
[lclark@nctcog.org](mailto:lclark@nctcog.org)



North Central Texas  
Council of Governments



[dfwcleancities.org](http://dfwcleancities.org)



@NCTCOGTrans



[cleancities@nctcog.org](mailto:cleancities@nctcog.org)



[linkedin.com/dfwcleancities/](https://linkedin.com/dfwcleancities/)



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

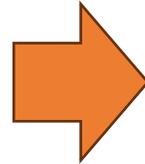
March 27, 2026

# 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		
<b>Total Federal Funding:</b>	<b>\$60 million</b>	



# 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:**

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



# “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		
<b>Total</b>	<b>6</b>	<b>40 vehicles (20 diesel and 20 gasoline)</b>	<b>32 battery-electric</b>	<b>\$5,315,905</b>	<b>\$3,165,645</b>

\*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
<b>Total Recommended</b>				<b>20</b>	<b>\$3,166,405</b>

**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](http://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](http://dfwcleancities.org/events)



# 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 <a href="http://www.nctcog.org/NTxZEV">www.nctcog.org/NTxZEV</a>	April 21, 2026
Executive Board Action – Approval of Round 1 Awards	April 23, 2026
<b>NEXT Application Deadline (Round 2):</b>	<b>Friday, May 15, 2026, Applications must be received “in-hand” by 5 PM CT</b>
Ongoing Rolling Application Deadlines to Fully Award Funds	Currently Approved: ~90 Day Increments <b>Proposed Update: ~30 Day increments</b>
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](http://www.nctcog.org/NTxZEV)

---



Lori Clark  
Senior Program Manager  
NCTCOG

[LClark@nctcog.org](mailto:LClark@nctcog.org)

817-695-9232



Savana Nance  
Principal Air Quality Planner  
NCTCOG

[SNance@nctcog.org](mailto:SNance@nctcog.org)

682-433-0488



Juliana VandenBorn  
Senior Air Quality Planner  
NCTCOG

[JVandenborn@nctcog.org](mailto:JVandenborn@nctcog.org)

817-704-2545



Kris Yowtak  
Air Quality Planner III  
NCTCOG

[KYowtak@nctcog.org](mailto:KYowtak@nctcog.org)

817-695-9238



North Texas Zero Emissions Vehicles Project: Round 1 Funding Recommendations

North Texas Zero Emissions Vehicles Project: Round 1 Funding Recommendations																														
Project Information																	Scoring					Funding Information						Comments		
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)					New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Federal Funds Requested			Approximate Local Contribution				Recommended Award	
				Fuel Type	Vocation	Model Year	Average Annual Mileage	Average Annual Idling Hours	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NTxZEV Priority Areas	Cost per Ton NO <sub>x</sub> Reduced	Cost per Ton VOC Reduced						Up to 30 Points	Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle	Infrastructure			Total
1	0731	City of Dallas	Public	Diesel	Other Vocational Vehicle (Dump Truck)	2000	4,473	858	Scrap	Battery-Electric	No	100	0	0	0	\$429,992	\$4,954,497	22	27	20	11	80	\$194,464	\$0	\$194,464	\$104,715	\$0	\$104,715	\$194,464	Vehicle meets minimum operation requirements based on idling hours
2	0980	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,826	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,645,352	\$953,802	26	16	22	12	75	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
3	1992; 8543	City of Dallas	Public	Diesel; Diesel	Other Vocational Vehicle (Dump Truck)	2002; 2002	6,705; 3,605	66; 123	Scrap	Battery-Electric	No	100	0	0	0	\$339,876	\$3,922,652	23	20	20	11	74	\$355,000	\$0	\$355,000	\$215,464	\$0	\$215,464	\$355,000	Replacing two old vehicles with one new battery-electric vehicle to meet minimum operational requirements
4	0893	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,612	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,695,982	\$964,169	24	16	22	12	73	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
5	0649	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,464	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,721,828	\$971,207	23	16	22	12	72	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
6	4886; 1994	City of Dallas	Public	Diesel; Diesel	Other Vocational Vehicle (Dump Truck)	2008; 2002	5,374; 4,802	73; 88	Scrap	Battery-Electric	No	100	0	0	0	\$520,719	\$7,282,051	20	20	20	11	71	\$355,000	\$0	\$355,000	\$215,464	\$0	\$215,464	\$355,000	Replacing two old vehicles with one new battery-electric vehicle to meet minimum operational requirements
7	0833	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	17,885	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,257,771	\$1,111,109	21	16	22	12	70	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
8	6169	United Parcel Service, Inc.	Private	Diesel	Step Van	2011	15,175	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$770,219	\$17,168,431	19	16	22	12	68	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
9	8215	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,963	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,257,771	\$1,172,294	20	15	22	12	68	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
10	2723	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	17,268	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,398,524	\$1,149,506	18	16	22	12	67	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
11	6144	United Parcel Service, Inc.	Private	Diesel	Step Van	2011	14,491	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$807,620	\$18,352,461	17	16	22	12	66	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
12	9500	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,715	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,327,003	\$1,190,652	17	15	22	12	65	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
13	0986	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	16,379	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,668,608	\$1,212,349	15	16	22	12	64	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
14	9516	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,347	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,435,178	\$1,215,117	14	15	22	12	62	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
15	0839	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	15,520	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,927,976	\$1,279,378	12	16	22	12	61	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
16	0566	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	14,967	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,068,775	\$1,327,235	11	16	22	12	60	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
17	9842	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	13,523	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,322,214	\$1,470,225	9	15	22	12	57	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
18	8228	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	12,733	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,661,929	\$1,560,766	8	15	22	12	56	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
19	7836	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	12,931	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,913,571	\$1,538,212	6	16	22	12	55	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
20	9861	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	11,677	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$6,188,620	\$1,700,388	5	15	22	12	53	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
<b>Total</b>																						\$2,989,605	\$176,800	\$3,166,405	\$1,658,411	\$95,200	\$1,753,611	\$3,166,405		
<b>Total Funds remaining for "Round 2" Projects</b>																						<b>\$55,433,595</b>								

**North Texas Zero Emissions Vehicles Project: Round 1 Pending Applications**  
 Additional information from applicant is needed for application to proceed. Will be scored as part of future funding round.

Project Information																	Scoring					Funding Information						Comments	
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)					New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Federal Funds Requested			Approximate Local Contribution				Recommended Award
				Fuel Type	Vocation	Model Year	Average Annual Mileage*	Average Annual Idling Hours*	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NTxZEV Priority Areas	Cost per Ton NO <sub>x</sub> Reduced						Cost per Ton VOC Reduced	Up to 30 Points	Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle		
N/A	8956	Dallas County	Public	Diesel	Straight/Box Truck	Did Not Provide	6,000	220	Sale	Battery-Electric	No	100	0	0	0	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	Additional vehicle documentation needed
	9374	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	3476	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	4578	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	6645	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	1060	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	2335	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	1661	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	6411	Dallas Area Rapid Transit	Public	Diesel	Straight/Box Truck	2000	6,684	550	Scrap	Battery-Electric	Yes - DCFC	100	0	0	0													To Be Determined	Additional vehicle documentation needed
	5542	Dallas Area Rapid Transit	Public	Diesel	Straight/Box Truck	2000	3,504	500	Scrap	Battery-Electric	Yes - DCFC	100	0	0	0													To Be Determined	Additional vehicle documentation needed
8346	GGM Logistics	Private	Diesel	Straight/Box Truck	2014	7,963	45	Sale	Battery-Electric	Yes - DCFC	70	10	20	0	To Be Determined	Additional vehicle documentation needed													
6609	GGM Logistics	Private	Diesel	Straight/Box Truck	2001	7,000	525	Third-Party Scrapage	Battery-Electric	No	50	0	50	0	To Be Determined	Additional vehicle documentation needed													

**North Texas Zero Emissions Vehicles Project: Round 1 Ineligible Applications**

Project Information																	Scoring					Funding Information						Comments	
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)					New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Federal Funds Requested			Approximate Local Contribution				Recommended Award
				Fuel Type	Vocation	Model Year	Average Annual Mileage*	Average Annual Idling Hours*	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NTxZEV Priority Areas	Cost per Ton NO <sub>x</sub> Reduced						Cost per Ton VOC Reduced	Up to 30 Points	Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle		
N/A	8325	Imperial Food Services	Private	Diesel	N/A	2016	8,500	630	Reduced Service	Did Not Provide	No	Did Not Provide				Not Calculated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low
	6936	Imperial Food Services	Private	Gasoline	N/A	2000	6,300	600	Reduced Service	Did Not Provide	No	Did Not Provide																Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low
	3672	Imperial Food Services	Private	Gasoline	N/A	2019	4,200	550	Reduced Service	Did Not Provide	No	Did Not Provide																Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low
	4796	Imperial Food Services	Private	Gasoline	N/A	2012	4,200	550	Reduced Service	Did Not Provide	No	Did Not Provide																Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low
	3606	Imperial Food Services	Private	Gasoline	N/A	2016	6,500	620	Reduced Service	Did Not Provide	No	Did Not Provide																Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low
	3027	Imperial Food Services	Private	Gasoline	N/A	2004	8,400	650	Reduced Service	Did Not Provide	No	Did Not Provide																Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low

# 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



Source: DFWIA



Source: NCTCOG



Source: NCTCOG

## 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](https://dfwcleancities.org/events)



North Central Texas  
Council of Governments



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

March 11, 2026

Mr. Marc D. Williams, P.E.  
Executive Director  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701

Dear Mr. Williams:

The Regional Transportation Council (RTC) respectfully requests that the Texas Department of Transportation (TxDOT) defer implementation of the plan to decrease Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding allocations to the Dallas-Fort Worth Metropolitan Planning Organization (MPO) as first introduced in the 2026 Unified Transportation Program (UTP). This funding source has become even more critical for the Dallas-Fort Worth region given recent discussions about the level of funding anticipated in Category 2.

Over the past year, RTC staff have worked closely with the TxDOT Districts in our region to align with the State's CMAQ policies and to reduce carryover balances. Significant increases in Category 12 funds and limited Category 2 funds have highlighted the funding gap on the Farm to Market Road system that can be aided with CMAQ funding. In addition, the targeted use of CMAQ funds helps to ensure that the DFW region continues to meet transportation conformity, so that roadway projects important to the State of Texas can proceed without delay. The RTC has a history of innovative and responsive partnerships with TxDOT and the Texas Transportation Commission (TTC) and requests that consideration of that history and future partnership opportunities demonstrate the benefits of maintaining CMAQ as a funding source that is critical to improving air quality in our region. Please contact Michael Morris at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or Christie Gotti at [cgotti@nctcog.org](mailto:cgotti@nctcog.org) or (817) 640-3300 to discuss this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

Rick Bailey, Chair  
Regional Transportation Council  
Commissioner, Johnson County

DN: BH

cc: The Honorable W. Alvin New, Acting Chairman, Texas Transportation Commission  
The Honorable Steven D. Alvis, Commissioner, Texas Transportation Commission  
The Honorable Pat Gordon, Commissioner, Texas Transportation Commission  
The Honorable Alejandro "Alex" G. Meade III, Commissioner, Texas Transportation Commission  
The Honorable Robert C. Vaughn, Commissioner, Texas Transportation Commission  
Brian Barth, P.E., Deputy Executive Director for Program Delivery, Texas Department of

Transportation

Brandye Hendrickson, Deputy Executive Director for Planning and Administration, Texas  
Department of Transportation

Humberto Gonzalez Jr., P.E., Director of Transportation Planning and Programming, Texas  
Department of Transportation

Ceason Clemens, P.E., Dallas District Engineer, Texas Department of Transportation

David Salazar, P.E., Fort Worth District Engineer, Texas Department of Transportation

Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

March 10, 2026

Chairwoman Brooke Paup  
Mail Code 100  
Texas Commission on Environmental Quality  
P.O. Box 13087  
Austin, TX 78711-3087

Dear Chairwoman Paup,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization policy body for the Dallas-Fort Worth (DFW) area, I seek your assistance in exploring innovative ways to increase the amount of Texas Emissions Reduction Plan (TERP) funds coming to our region.

TERP has been a long-standing and highly successful financial incentive program to accelerate the replacement, upgrade, or repowering of older, higher emission equipment with cleaner technology. Its intention has been to reduce nitrogen oxides (NOx) which contribute to ozone formation. As North Central Texas starts the 2026 ozone season, our current design value is 83 parts per billion (ppb). This is well above both the 2008 ozone standard set at 75 ppb and the 2015 ozone standard set at 70 ppb.

The RTC, consisting of regional elected officials, takes ozone levels seriously as nonattainment status complicates the region's ability to ensure long-range plans and funding programs can be implemented for a safe, efficient, and reliable transportation system. Additionally, North Central Texas is experiencing tremendous population growth. By 2050, our projected population will be approximately 12.3 million people, a 43% growth rate over 25 years. This risks undermining any progress made to comply with all emission standards. We may already be experiencing this challenge, as our ozone levels first flattened but have been rising again over the past four years.

Our current focus is on securing additional TERP funds to support transit services, including buses and rail vehicles/infrastructure. Transit projects would achieve emissions benefits in multiple ways - not only from use of lower-polluting vehicles, but also from eliminating passenger vehicle trips associated with transit riders and mitigating increases in congestion for the remaining traffic.

We are interested in discussing with Texas Commission on Environmental Quality (TCEQ) staff innovative and creative ways to increase funding for transit-related projects that achieve emissions reductions and could qualify for TERP funding. Options could be:

- North Central Texas Council of Governments (NCTCOG) staff could better understand the nuances of TERP project eligibility so that we can better guide transit agencies toward programs.
- Modifications could be made to existing TERP programs to improve opportunities for transit projects.

March 10, 2026

- NCTCOG could pursue a contract as a third-party administrator of TERP funds. NCTCOG has served as a third-party administrator through two previous contracts in 2005 and 2009. This avenue could leverage the strong relationship between NCTCOG and transit agencies while freeing up the TCEQ's limited resources.
- The TCEQ could request a portion of the TERP Fund Balance be allocated as part of the agency's upcoming biennial budget to increase the amount of funding available in upcoming TERP funding cycles, as the TERP 2025 Annual Report indicated that funds requested have far exceeded available funding.

Other suggestions are welcome.

The RTC is eager to work with the TCEQ to explore ways to continue making progress toward ozone attainment through the TERP program. To facilitate this discussion, we would appreciate the opportunity to meet with your staff at your earliest convenience. Please let us know a suitable time for a meeting. Please contact Chris Klaus at the NCTCOG at [cklaus@nctcog.org](mailto:cklaus@nctcog.org) or 817-608-2342 to coordinate further.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair  
Regional Transportation Council  
County Commissioner, Johnson County

CK:jls



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

March 10, 2026

The Honorable W. Alvin New  
Texas Transportation Commission Acting Chair  
125 E. 11th Street  
Austin, TX 78701

Dear Acting Chair New:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued service to the State of Texas on transportation issues. A membership roster of our organization is enclosed.

The RTC would like to request your support and action to improve congestion and safety throughout the DFW region by allocating a portion of Texas Mobility Funds to urban areas. As you know, the Texas Mobility Fund was created in 2001 and is administered by the Texas Transportation Commission. The fund is not part of the constitutionally dedicated Fund 6/State Highway Fund. In 2021, House Bill 2219 was passed, which authorizes TxDOT to issue up to \$3.6 billion in new bonds between May 31, 2021, and January 1, 2027. TxDOT has allocated Texas Mobility Funds to MPOs in the past.

Texas Mobility Funds could be distributed through formula allocation among urban areas in the state, including the DFW region. Bonding the balance and extending issuance past January 1, 2027, could lead to billions in cost savings. The strategic utilization of Texas Mobility Funds for eligible transit capital projects, in addition to roadway safety and economic development investments, will increase the region's ability to provide multimodal congestion relief while maximizing return on investment. This flexibility is critical considering DFW's population is predicted to grow to an estimated 12.3 million residents by 2050, putting unprecedented strain on the region's transportation system and demanding a wide range of mobility solutions. We are happy to meet with appropriate TxDOT staff to explain this option.

Once again, thank you for your valuable service to the State of Texas, and for being leaders on transportation issues. Please let me know if there is anything the RTC can do to support your efforts. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner

JN:kw

cc: The Honorable Steven D. Alvis, Commissioner, Texas Transportation Commission  
The Honorable Pat Gordon, Commissioner, Texas Transportation Commission  
The Honorable Alejandro "Alex" G. Meade III, Commissioner, Texas Transportation Commission  
The Honorable Robert C. Vaughn, Commissioner, Texas Transportation Commission  
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

March 5, 2026

The Honorable [First Last Name]  
U.S. House of Representatives  
[Address]  
Washington, DC 20515

Dear Representative [Last Name]:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress.

We were pleased to see that the 2026 Consolidated Appropriations Act included language extending the Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation and expenditure deadline. This provision is essential in ensuring that the RTC can fully utilize previously awarded federal grant funds while also advancing key transportation initiatives in the DFW region, such as the South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project. The project will improve safe walking, bicycling, and transit access to Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas, enhancing access and safety concerns.

Thank you for working to extend the deadline, enabling this important project to proceed. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner

JN:kw

cc: Members of the North Central Texas Congressional Delegation  
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

March 5, 2026

The Honorable [First Last Name]  
U.S. Senate  
[Address]  
Washington, DC 20510

Dear Senator [Last Name]:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Senate.

We were pleased to see that the 2026 Consolidated Appropriations Act included language extending the Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation and expenditure deadline. This provision is essential in ensuring that the RTC can fully utilize previously awarded federal grant funds while also advancing key transportation initiatives in the DFW region, such as the South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project. The project will improve safe walking, bicycling, and transit access to Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas, enhancing access and safety concerns.

Thank you for working to extend the deadline, enabling this important project to proceed. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner

JN:kw

cc: Members of the North Central Texas Congressional Delegation  
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

March 5, 2026

The Honorable John Cornyn  
U.S. Senate  
517 Hart Senate Office Building  
Washington, DC 20510

Dear Senator Cornyn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Senate.

We were pleased to see language in the 2026 Consolidated Appropriations Act allocating \$100.3 million for operational support for public transportation systems serving millions of spectators, workers, and residents during the World Cup, including \$10 million for the DFW region. The 2026 Fédération Internationale de Football Association (FIFA) World Cup will coincide with other nationally significant events such as America's 250th anniversary, further amplifying the need for robust transit preparedness. This dedicated federal support will ensure that our public transportation systems are equipped to deliver a world-class experience.

Thank you to you and your staff for your support and for enabling this important work to proceed. The RTC, with the entire Dallas-Fort Worth region, looks forward to welcoming FIFA World Cup participants and visitors in 2026. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner

JN:kw

cc: Members of the North Central Texas Congressional Delegation  
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



**North Central Texas Council of Governments**

**March 16, 2026**

**Sean McMaster  
Administrator  
Federal Highway Administration  
1200 New Jersey Avenue SE  
Washington, DC 20590**

**Re: Docket No. FHWA-2025-0070  
Comments on Notice of Proposed Modification of the Waiver of Buy America Requirements for  
Electric Vehicle Chargers**

**Dear Administrator McMaster:**

**In the February 12, 2026, issue of the Federal Register, the Federal Highway Administration (FHWA) published a Notice of Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers. Comments were requested by March 16, 2026.**

**The North Central Texas Council of Governments (NCTCOG) is the staff to the Metropolitan Planning Organization (MPO) Policy Committee, the Regional Transportation Council (RTC). Our region contains the 12 urban counties of the Dallas-Fort Worth region. In this role, we collaborate closely with regional, state, and federal partners to plan transportation projects and carry out programs aimed at improving air quality, enhancing mobility, and promoting more efficient land use.**

**On behalf of the RTC, I appreciate FHWA's consideration of the attached comments and recommendations. If you have any questions, please contact Lori Clark, Senior Program Manager and Dallas-Fort Worth Clean Cities Director at (817) 695-9232 or [LClark@nctcog.org](mailto:LClark@nctcog.org).**

**Sincerely,**

A handwritten signature in black ink that reads "Michael Morris".

**Michael Morris, P.E.  
Director of Transportation**

**QD:jls**

## **RTC Comments on Notice of Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle (EV) Chargers**

### **1. Inconsistency with Buy America Treatment of Other Manufactured Products**

The proposal to increase domestic content requirements beyond the current 55 percent threshold would result in a domestic content requirement that is more stringent than the Buy America requirements applied to other manufactured products. The current domestic content threshold applicable to EV chargers is consistent with the requirements established in the Buy America Requirements for Manufactured Projects rule that became effective March 20, 2025. This proposal now singles out EV charger projects to be treated more stringently than other manufactured products, less than one year after domestic content requirements were initially applied to other manufactured products. This inconsistency does not have a clear rationale and would negatively impact project implementation by either delaying or rendering projects infeasible.

### **2. Appropriate Higher Level for Domestic Content**

Based on information from manufacturers and industry coalitions, it is highly unlikely that any EV charger currently available on the U.S. market is capable of meeting a 100 percent domestic content requirement. We recommend moving ahead with requirements that align with those issued on March 20, 2025.

### **3. Risk to Long-Term Operations, Maintenance, and Repair needs of Federally Funded Assets**

The proposed requirement raises concerns regarding future repair and maintenance of EV chargers already deployed through federal aid projects. If existing chargers require replacement parts, software updates, or subcomponents that are no longer Buy America-compliant, there could be a risk of existing chargers becoming stranded assets if agencies are unable to procure compatible replacement parts that comply with new requirements. This may lead to increased downtime and decreased network reliability. It is recommended that FHWA issue clear guidance on the applicability of Buy America requirements to repairs, component replacements, and software updates for EV chargers placed into service or obligated prior to the effective date of any new rule.

### **4. Compromised Administration of the Ongoing National EV Infrastructure (NEVI) Formula Program**

The proposed rules are highly likely to delay or undermine feasibility of implementing the remainder of the NEVI Formula Program, which is mid-implementation following the delay experienced in 2025 while new FHWA guidance was being developed. The retention of NEVI allocations in the 2026 Consolidated Appropriations Act indicates Congress' intent to see the remainder of the program implemented. This rule change would substantially compromise ongoing momentum.

### **5. Need for Additional Process for Receiving Sufficient Feedback**

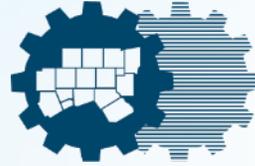
The proposed modification has not given the industry and public sufficient time to respond. Previous practice from FHWA on EV charger rulemakings allowed the industry and public to provide comments at other opportunities beyond the 30-day public comment period. In August 2022, the proposed EV charger waiver was preceded by an RFI opened in November 2021. By providing over a year of notice on the proposed changes, the industry was able to more sufficiently prepare for potential changes to Buy America requirements.

The agreement has the basic requirement for the city to take on maintenance responsibility once the construction of the lighting system is accepted by TxDOT.

**2. MAINTENANCE AND OPERATION RESPONSIBILITIES**

**A.** The City hereby agrees to furnish, at its expense, the electrical energy required for proper operation of the lighting system, such electrical energy to be provided at points on the lighting system as designated by the State. The City further agrees to maintain and operate the lighting system in an efficient and sightly condition, including the furnishing of all equipment and labor and making any replacements which may become necessary, without cost to the State.

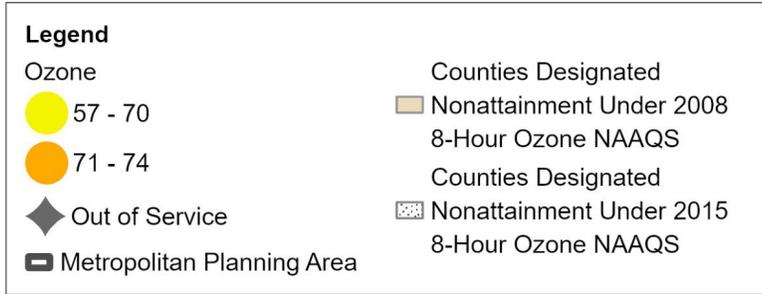
**B.** The City shall assume maintenance and operation on a date to correspond with the date construction of the lighting system is completed and accepted by the State. The State will provide written notification to the City of such acceptance. The City hereby agrees to furnish at its expense the electrical energy consumed by the system during the period of trial operation prior to acceptance by the State. If the lighting system is constructed by sections, this provision shall apply to each such separately constructed section.



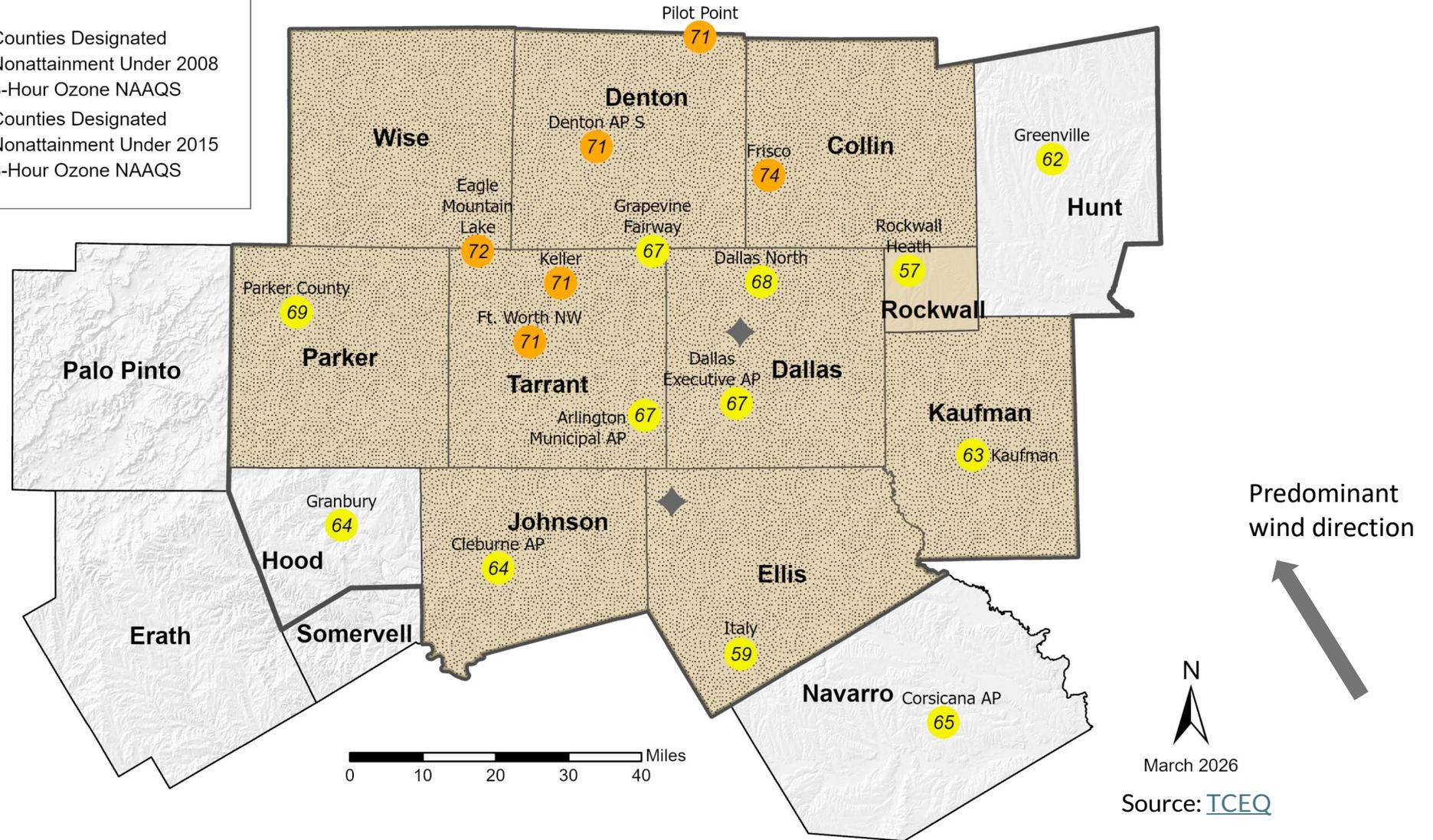
# Air Quality Status Update

DANIELA TOWER | SURFACE TRANSPORTATION  
TECHNICAL COMMITTEE | 3.27.2026

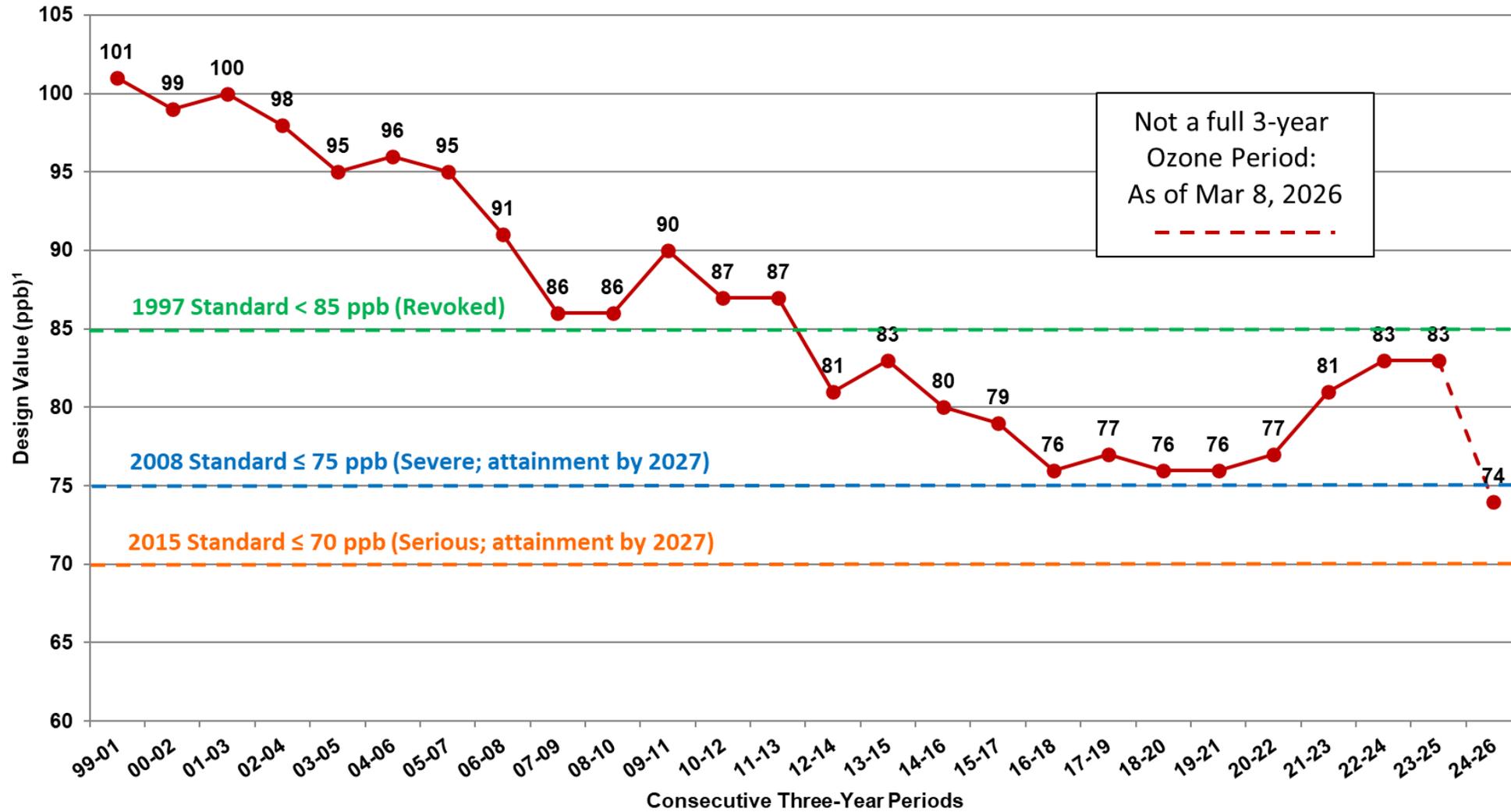
# Regulatory Ozone Monitors - Design Value 2026



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



# 8-hour Ozone NAAQS Historical Trends



<sup>1</sup>Attainment 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 <sup>th</sup> 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

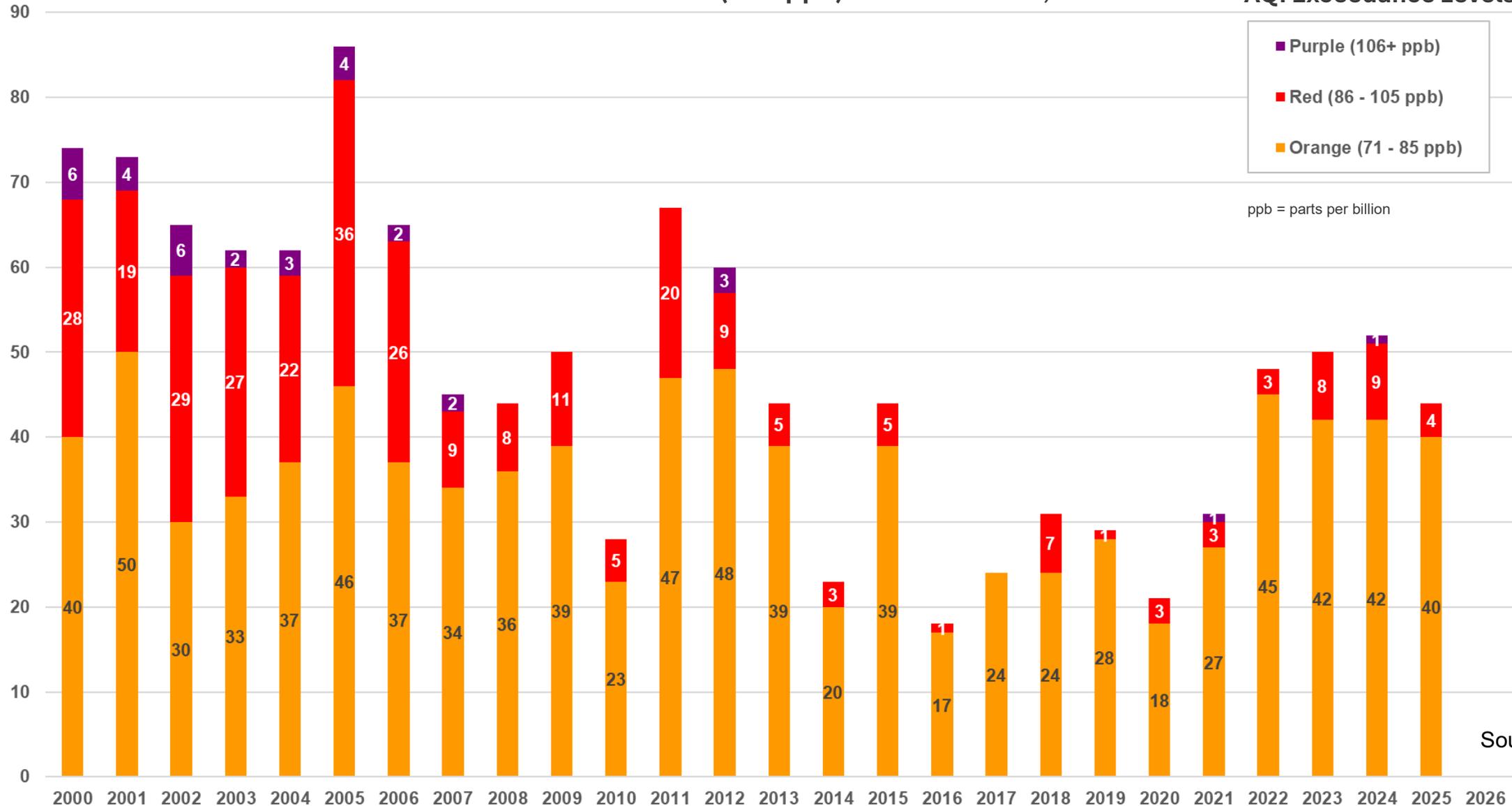
Based on 2024-2026 TCEQ ozone monitor data



# Regulatory 8-Hour Ozone NAAQS Exceedance Trends

Based on 2015 Standard ( $\leq 70$  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 ( $\leq 75$ 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<sub>2.5</sub> 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**

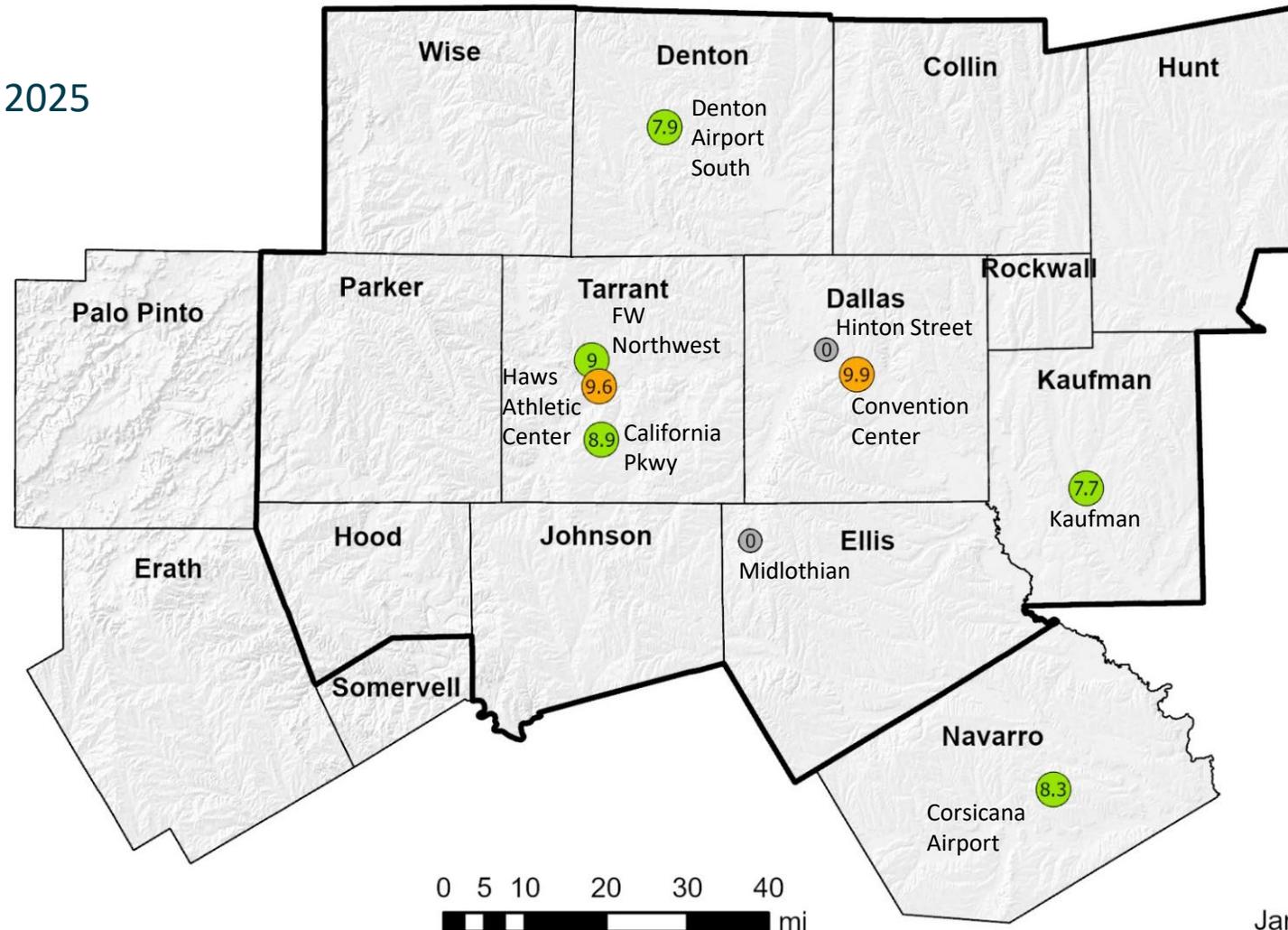
**Due to a pending court decision, designations have not been made by EPA**



# Fine Particulate Matter – PM<sub>2.5</sub> 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/m<sup>3</sup>

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



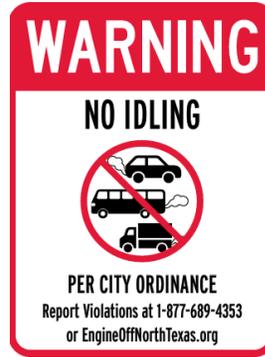
# Current Local Air Quality Programs



Rideshare. Record. Reward.



Dallas-Fort Worth  
CLEAN CITIES



# For more Information:



Daniela Tower

Air Quality Planner

[dtower@nctcog.org](mailto:dtower@nctcog.org) | 817-704-5629



Jenny Narvaez

Program Manager

[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org) | 817-608-2342



# BIKE & ROLL

TO SCHOOL DAY

## May 6, 2026

Join communities around the world to celebrate the benefits of bicycling, walking, and rolling to school!

### BIKE & ROLL INCENTIVES

Attention DFW schools! Join NCTCOG in celebrating bike safety in May. Seize the chance for your school's students to win a brand-new kids' bike and helmet or a Bike Month celebration for your school!

*Registration closes April 10, 2026*

Visit [nctcog.org/walkbikeroll](https://nctcog.org/walkbikeroll) for more information and to sign up.

### WHY PARTICIPATE?

- Discover the joy of an energizing and affordable way to get to school
- Champion safe and convenient active transportation for all abilities
- Share smiles, laughter, and an appreciation for the great outdoors
- Strengthen connections within your school and community

Please contact Kyle Hoener at [khoener@nctcog.org](mailto:khoener@nctcog.org) with questions.

The North Central Texas Council of Government's Safe Routes to School program works to improve pedestrian safety and encourage more walking and bicycling. To find out more, visit [www.nctcog.org/SRTS](https://www.nctcog.org/SRTS)



North Central Texas  
Council of Governments





# BIKE & ROLL

TO SCHOOL DAY

## 6 de mayo, 2026

¡Participa con las comunidades del mundo para celebrar los beneficios de ir en bicicleta, caminando y en patinete a la escuela!

### INCENTIVOS DE BICICLETA Y RODAR

¡Atención escuelas de DFW! Acompaña a NCTCOG a celebrar la seguridad en bicicleta este mes de Mayo. ¡Aprovechen la oportunidad para que los estudiantes de su escuela ganen una bicicleta y casco nuevos para niños o una celebración del Mes de la Bicicleta para su escuela!

*La inscripción cierra el 10 de Abril.*

¡Para más información y para registrarse [nctcog.org/walkbikeroll](http://nctcog.org/walkbikeroll)!

### ¿POR QUÉ PARTICIPAR?

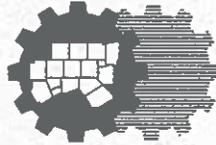
- Descubre una forma divertida, enérgica y económica de ir a la escuela
- Mejorar el conocimiento por un transporte más seguro y cómodo para todas las edades y capacidades
- Comparte risas, sonrisas y aprecio por la naturaleza con amigos.
- Favorecer una colaboración más directa entre la escuela y la comunidad

Para más información, contacta a Kyle Hoener a [khoener@nctcog.org](mailto:khoener@nctcog.org).



El programa Rutas Seguras a la Escuela del North Central Texas Council of Governments trabaja para mejorar la seguridad de peatones y fomentar más el uso de bicicletas y caminar. Para más información, visita [www.nctcog.org/SRTS](http://www.nctcog.org/SRTS)





## North Central Texas Council Of Governments

**TO:** Regional Transportation Council  
 (Primary and Alternate Members)  
 Mayors, City Managers  
 Surface Transportation Technical Committee  
 County Sheriffs, Police Chiefs, Fire Chiefs  
 Medical Examiners and Transportation Providers

**DATE:** March 1, 2026

**FROM:** Michael Morris, P.E.  
 Director of Transportation

**SUBJECT:** Announcement for the Spring 2026 North Central Texas Council of Governments  
 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2025, the 16-county Dallas-Fort Worth region experienced 123,106 total reportable crashes, of which 41,883 were injury crashes, and 718 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 148 classes have been offered at the first responder level to 3,941 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 40 classes have been offered at the executive level to 1,502 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity.

March 1, 2026

Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program (SHRP2) National Program. Those agencies that have participated in the training prior to 2019 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, American National Standards Institution (ANSI) Standards, and best practices. Important to note is that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 7, 2026, from 10 am to 12 pm. The course will be held at the DalTrans Building at the TxDOT District Office, 4625 E. Highway 80 in Mesquite, 75150. Texas Department of Transportation (TxDOT) – Dallas District staff are offering attendees a 30-minute tour of the Traffic Management Center (TMC) DalTrans immediately following the training course from 12 – 12:30 pm. There is no charge for either event. Once registered, you will receive a map to the DalTrans building, parking locations, and instructions how to gain entrance to the secure building.

Please register for the upcoming Executive Level Course at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Charlene Collins of NCTCOG at [ccollins2@nctcog.org](mailto:ccollins2@nctcog.org) or 817/608-2330 by Friday, May 1, 2026. We look forward to your participation on May 7, 2026.



Michael Morris, P.E.

CF:cc

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Captain Charles Yancey, Irving Fire Department  
Captain Daniel Plumer, Dallas County Sheriff's Department



# EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

**INCREASE** INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

**MAY 7, 2026 | 10AM - 12PM | IN-PERSON MEETING**

TxDOT Dallas Office (DalTrans Building) | 4625 E. Highway 80, Mesquite, TX 75150

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

## Goals of the Traffic Incident Management Executive Level Course:

- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining)

Contact: [Ccollins2@nctcog.org](mailto:Ccollins2@nctcog.org) | 817-608-2330



**Freeway Incident Management - Executive Level Course  
Agency Attendance: November 2013 - November 2025**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
<b>CITIES/TOWNS</b>										
Town of Addison	1				1					2
City of Allen	4									4
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2		1					10
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	1					1			4
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	1									1
City of Commerce		1								1
City of Coppell	1	1			1					3
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		13		2			28
City of Decatur		1								1
City of Denton	3							1		4
City of DeSoto	1	1								2
City of Duncanville	1	2	1							4
Town of Edgecliff Village		1								1
City of Elmo		1								1
City of Ennis	2	1	2		1					6
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch				1	1					2
City of Ferris	5	5								10
Town of Flower Mound	4	3			1			1	4	13



**Freeway Incident Management - Executive Level Course  
Agency Attendance: November 2013 - November 2025**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of Oak Point		5								5
City of Parker	2									2
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	7	15
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							2	4
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9	1			4					14
City of Richland Hills	2	1			1					4
City of Roanoke	3	1								4
City of Rockwall	8	1								9
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	6									6
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	6	2								8
City of Waxahachie	2	1								3
City of Weatherford	2	3	1					2		8
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	4	2								6
City of Wilmer		2								2
City of Wylie	3	6			2					11
COUNTIES										

**Freeway Incident Management - Executive Level Course  
Agency Attendance: November 2013 - November 2025**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
Collin County	2					1				3
Dallas County	43				2	2		3	25	75
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	4				4	1				9
<b>OTHER AGENCIES</b>										
Dallas Area Rapid Transit	5									5
Dallas Love Field					1		2			3
DFW Airport	1						1			2
Fannin County (OEM)							2			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					91				40	131
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					6					6
TxDOT - Austin								4		4
TxDOT - Dallas					2			10		12
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
<b>Total</b>	<b>323</b>	<b>173</b>	<b>26</b>	<b>4</b>	<b>163</b>	<b>4</b>	<b>19</b>	<b>124</b>	<b>97</b>	<b>836</b>

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: August 2013 - January 2026**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Allen	Fire Department		0			City of Corinth	Fire Department		0		
	Police Department		23				Police Department		6		
City of Alvarado	Fire Department		0			City of Corsicana	Fire Department		1		
	Police Department		6				Police Department		0		
City of Amarillo	Fire Department		0			City of Cresson	Fire Department		1		
	Police Department		3				Police Department		0		
City of Argyle	Fire Department		0			City of Cross Roads	Fire Department		0		
	Police Department		3				Police Department		3		
City of Arlington	Fire Department		1			City of Dallas	Fire Department		8		
	Police Department		35				Police Department		8		
City of Aubrey	Fire Department		5			City of Decatur	Fire Department		0		
	Police Department		0				Police Department		3		
City of Azle	Fire Department		0			City of Denton	Fire Department		1		
	Police Department		1				Police Department		20		
City of Balch Springs	Fire Department		1			City of Desoto	Fire Department		0		
	Police Department		1				Police Department		1		
City of Bedford	Fire Department		0			City of Duncanville	Fire Department		3		
	Police Department		8				Police Department		4		
City of Benbrook	Fire Department		1			City of Ennis	Fire Department		0		
	Police Department		28				Police Department		4		
City of Boyd	Fire Department		0			City of Euless	Fire Department		3		
	Police Department		2				Police Department		9		
City of Bridgeport	Fire Department		0			City of Farmer's Branch	Fire Department		0		
	Police Department		1				Police Department		7		
City of Burleson	Fire Department		3			Town of Flower Mound	Fire Department		0		
	Police Department		7				Police Department		1		
City of Caddo Mills	Fire Department		0			City of Forest Hill	Fire Department		0		
	Police Department		1				Police Department		7		
City of Carrollton	Fire Department		3			City of Forney	Fire Department		18		
	Police Department		12				Police Department		14		
City of Cedar Hill	Fire Department		0			City of Fort Worth	Fire Department		0		
	Police Department		2				Police Department		19		
City of Celina	Fire Department		0			City of Frisco	Fire Department		2		
	Police Department		2				Police Department		2		
City of Cleburne	Fire Department		1			City of Garland	Fire Department		3		
	Police Department		6				Police Department		1		
City of Colleyville	Fire Department		0			City of Glenn Heights	Fire Department		2		
	Police Department		5				Police Department		11		
City of Coppell	Fire Department		0			City of Granbury	Fire Department		0		
	Police Department		11				Police Department		7		

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: August 2013 - January 2026**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>
City of Grand Prairie	Fire Department	0
	Police Department	1
City of Grapevine	Fire Department	1
	Police Department	11
City of Greenville	Fire Department	0
	Police Department	5
City of Hickory Creek	Fire Department	0
	Police Department	5
City of Highland Park	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	15
City of Hutchins	Fire Department	0
	Police Department	2
City of Irving	Fire Department	6
	Police Department	9
City of Josephine	Fire Department	0
	Police Department	1
City of Joshua	Fire Department	0
	Police Department	2
City of Keene	Fire Department	9
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	3
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	7
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	9
	Police Department	12
City of Little Elm	Fire Department	1
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	3

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	2
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	20
City of North Richland Hills	Fire Department	3
	Police Department	31
Town of Northlake	Fire Department	0
	Police Department	1
City of Oak Point	Fire Department	0
	Police Department	2
City of Pantego	Fire Department	1
	Police Department	1
City of Plano	Fire Department	1
	Police Department	49
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	2
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Rhome	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4



**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: August 2013 - January 2026**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>	<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>
<b>COUNTIES</b>						<b>OTHER AGENCIES</b>					
Collin County	Fire Department			0		TxDOT - Dallas District	Mobility Assistance			19	
	Sheriff's Department			5							
Dallas County	Fire Department			180		TxDOT - Fort Worth District	Mobility Assistance			31	
	Sheriff's Department			9							
Erath County	Fire Department			0		Brownsville	Other			1	
	Sheriff's Department			1							
Hood County	Fire Department			0		Bryan	Police Department			2	
	Sheriff's Department			1							
Hunt County	Fire Department			0		Dallas/Fort Worth Int'l Airport	Fire Department			0	
	Sheriff's Department			2			Police Department			25	
							DPS			2	
Johnson County	Fire Department			1		LBJ Infrastructure Group	Other			31	
	Sheriff's Department			7							
Rockwall County	Fire Department			0		Lindsey Transportation	HOV			16	
	Sheriff's Department			45							
Tarrant County	Fire Marshal			1		Lockheed Martin Fire Department	Fire			1	
	Sheriff's Department			49							
	Mobility Assistance			42							
Wise County	Fire Department			0		MedStar	EMS			20	
	Sheriff's Department			2							
						NTE Mobility Partners	Other			49	
						North Texas Tollway Authority	Transportation			99	
						Protect Environmental	Other			3	
						State of Texas	DPS			134	
						Texarkana	Police Department			1	
						Trinity Metro	Other			5	
						Towing	Wrecker Services			31	



NCTCOG PRESENTATION

# Local Clean Air Project Spotlight

Surface Transportation Technical Committee

March 27, 2026

North Central Texas Council of Governments

# Project Spotlight – City of Dallas

<b>Awarded Project</b>	Five Compressed Natural Gas (CNG) Class 8 Refuse Haulers
<b>Technology Replaced</b>	Six Diesel Class 8 Refuse Haulers
<b>Project Geographic Area</b>	City of Dallas (Dallas County)
<b>Implementation Date</b>	January 2026
<b>Awarded Amount</b>	\$ 775,950
<b>Total Project Cost</b>	\$2,315,355
<b>Call for Projects</b>	North Texas Clean Diesel Project
<b>Funding Source</b>	Environmental Protection Agency



# Project Spotlight – City of Dallas



CNG Apparatus



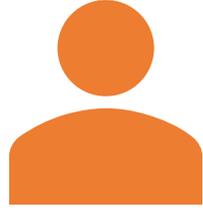
CNG Refuse Hauler Profiles



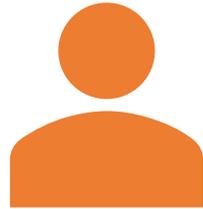
CNG Label



# Contact Us



Travis Ripley  
Air Quality Planner  
[Tripley@nctcog.org](mailto:Tripley@nctcog.org) | (682) 433-0356

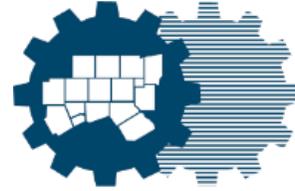


Anthony Moffa  
Air Quality Planner  
[Amoffa@nctcog.org](mailto:Amoffa@nctcog.org) | 817-695-9281



Jason Brown  
Program Manager  
[JBrown@nctcog.org](mailto:JBrown@nctcog.org) | 817-704-2514





# Dallas-Fort Worth Annual Survey and Annual Fleet Recognition Awardees

Hannah Thesing, Air Quality Planner

Surface Transportation Technical Committee

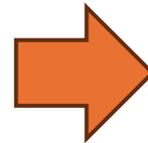
March 27, 2026

# Overview

## Dallas-Fort Worth Clean Cities (DFWCC) Annual Survey:\*

**Goal:** Collect information from fleets on alternative fuel use and fuel saving efforts each calendar year

**Typical Timeframe:** January to June



## (DFWCC) Fleet Recognition

**Goal:** Use Annual Survey data to recognize fleets for efforts to improve air quality

**Typical Timeframe:** June to December

\*Submission of DFWCC Annual Survey is required as part of the Clean Fleet Policy ([www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy)) and is scored as part of the Mobility 2050 Policy Bundle ([www.nctcog.org/trans/plan/mtp/policy-bundle](http://www.nctcog.org/trans/plan/mtp/policy-bundle))



# 2025 Recognition Awards

## Collaboration Between:

Air North Texas: [www.airnorthtexas.org/](http://www.airnorthtexas.org/)

DFWCC Fleet Recognition: [www.dfwcleancities.org/get-involved/fleet-recognition](http://www.dfwcleancities.org/get-involved/fleet-recognition)

Charging Smart: [www.dfwcleancities.org/activities/charging-smart](http://www.dfwcleancities.org/activities/charging-smart)



# Results

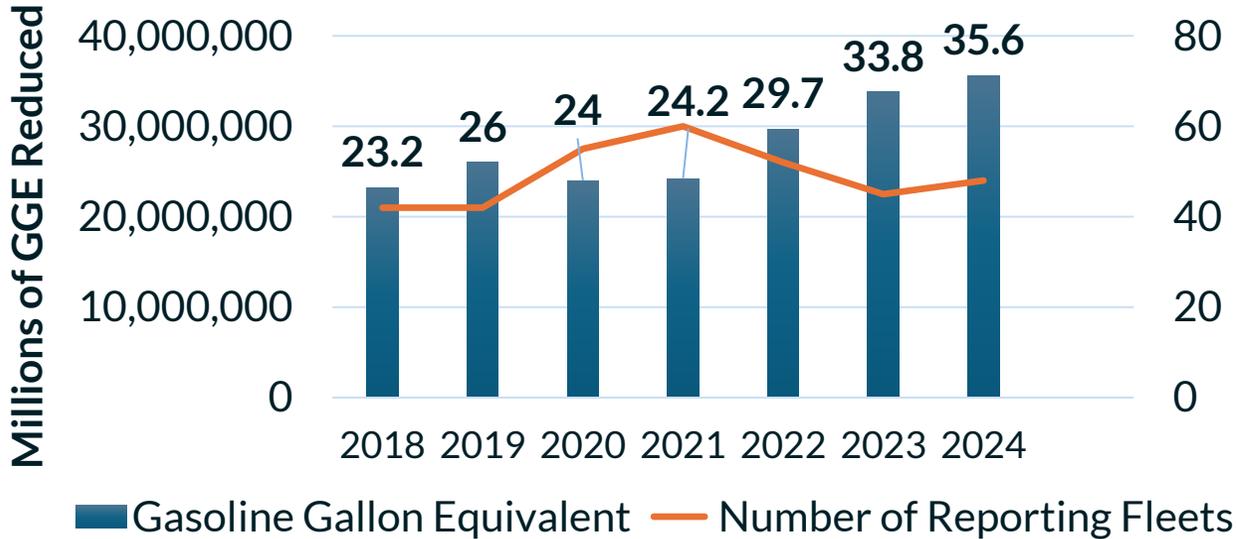
## Impacts Over Calendar Year 2024\*

48 Fleets Reporting

8,571 Alternative Fuel Vehicles/Equipment

67 Tons Ozone-Forming Nitrogen Oxides Reduced

## Historical Gallons of Gasoline Equivalent (GGE) Reduced



\*Based on National Laboratory of the Rockies Quantification

## 2025 Awardees

28 Total Awardees



# Next Steps

Go to:

[www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport) to complete the survey

Survey submission and Clean Fleet Policy adoption required for the 2026 Fleet Recognition Awards consideration

**Deadline: April 3, 2026**



Dallas-Fort Worth Annual Survey and Annual Fleet Recognition Awardees

# Accepting Annual Survey Submissions Now!



# Contact Us



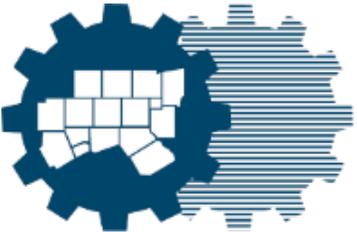
Lori Clark  
Senior Program Manager  
& DFWCC Director  
[lclark@nctcog.org](mailto:lclark@nctcog.org)



Savana Nance  
Principal Air Quality Planner  
[snance@nctcog.org](mailto:snance@nctcog.org)



Hannah Thesing  
Air Quality Planner II  
[hthesing@nctcog.org](mailto:hthesing@nctcog.org)



[dfwcleancities.org](http://dfwcleancities.org)



[@NCTCOGTrans](https://twitter.com/NCTCOGTrans)



[cleancities@nctcog.org](mailto:cleancities@nctcog.org)



[linkedin.com/showcase/dfwcleancities/](https://www.linkedin.com/showcase/dfwcleancities/)



CONTINUED FROM COVER STORY



Through the virtual public meeting, participants can review materials and complete an online survey that includes an interactive map for location-specific feedback. Public comments will help TxDOT confirm needs, identify local issues and refine priorities. Draft recommendations are expected this fall outlining potential bikeway improvements and how routes can function together across the district. A second virtual public meeting is planned for late 2026 to gather feedback on those recommendations.

The District Bicycle Plan does not fund or schedule specific projects. Instead, it highlights where improvements could be most helpful. Those recommendations may move forward over time through future TxDOT projects, grant opportunities and coordination with local partners.

The public can view meeting materials and submit comments through March 24 by visiting TxDOT.gov and searching "Dallas District Bicycle Plan" or by scanning the QR code here.



I-30 CANYON GROUNDBREAKING



SOURCE: TxDOT

BREAKING GROUND IN DALLAS! With the work zone in the background and golden shovels in hand, officials turned dirt on March 5, 2026 for the ceremonial start of the I-30 Canyon project. The \$888 million improvement project will transform and modernize this vital corridor between the I-35E and I-45 interchanges in Dallas. Pictured are (from left to right) NCTCOG Transportation Director Michael Morris; Chief of Staff (for City of Dallas Mayor Pro Tem Jesse Moreno) Brenda Martinez-Del Rio; Dallas County Judge Clay Jenkins; Texas Senator Royce West; Texas Transportation Commissioner Robert C. Vaughn; TxDOT Deputy Executive Director Brian Barth; and TxDOT Dallas District Engineer Ceason Clemens.

Go to DriveTexas.org in order to plan your next travel destination. This website can assist travelers with some of the most accurate and up-to-date travel-related information for highways across Texas.

Drivers can use DRIVETEXAS.ORG in order to:



SOURCE: TxDOT

- 1. Check current highway travel conditions
- 2. View statewide network of traffic cameras
- 3. See work zone locations statewide
- 4. View scheduled lane and ramp closures in work zones
- 5. Find rest areas and travel information centers

TxDOT graphic



FOR MORE INFORMATION: 214-320-4480 dalinfo@txdot.gov www.txdot.gov

Visit https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html or call 800.452.9292. Progress report can be downloaded at https://www.txdot.gov/about/districts/dallas-district/progress-report.html



DALLAS DISTRICT PROGRESS



COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

WEIGH IN: TxDOT PLANNING FUTURE BIKE IMPROVEMENTS



The Texas Department of Transportation is inviting North Texas residents and stakeholders to help shape the future of bicycling on state roadways.

TxDOT's Dallas District has launched a virtual public meeting for its District Bicycle Plan, now available through March 24. The plan is part of a statewide effort to improve bicycle safety, mobility and comfort on TxDOT-managed roads.

The plan provides a consistent, data-driven framework to evaluate bicycling conditions on state

This plan helps us take a closer look at where people want to bike and where they may face challenges today. - Rachael Twiggs, Dallas District Bicycle Coordinator

highways and other on-system roadways. Because TxDOT's network connects communities across Texas, many bicycling barriers and safety concerns occur on or near state facilities. Across the Dallas District, the plan will help identify gaps in the existing network, high-stress locations and areas where bikeway

improvements could provide the greatest benefit. The effort also supports regional and long-distance connections, including refinements to the Bicycle Tourism Trails.

"This plan helps us take a closer look at where people want to bike and where they may face challenges today," said Rachael Twiggs, Dallas District Bicycle Coordinator. "Public feedback will play an important role in helping us refine priorities and better understand local needs."

MORE ON BACK PAGE >>

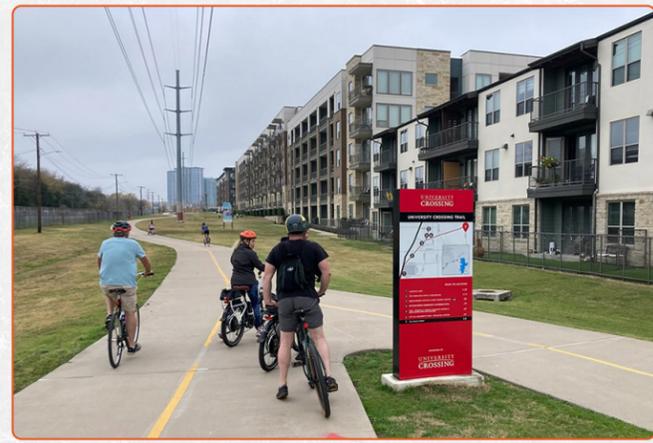


PHOTO SOURCE: Friends of the Northaven Trail.



PHOTO SOURCE: Friends of the Northaven Trail.

### FEBRUARY 2026 LET PROJECTS

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0009-03-051	SH 66	NONA STREET TO EAST CITY LIMITS	LANDSCAPE DEVELOPMENT	GARRET SHIELDS INFRASTRUCTURE	\$0.72 M
2	CSJ: 0048-03-099	US 77	US 287 TO I-35E	REHABILITATE EXISTING ROADWAY	PEACHTREE CONSTRUCTION, LTD.	\$5.40 M
3	CSJ: 0918-18-142	NW CR 4340	NW CR 4340 AT FROST BRANCH	BRIDGE REPLACEMENT	TUCAN CONTRACTING, LLC	\$1.22 M
4	CSJ: 1015-01-024	FM 549	SH 205 TO SH 276	WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN SECTION	URBAN INFRACONSTRUCTION LLC	\$29.81 M
5	CSJ: 2374-03-100	I-20	BONNIE VIEW ROAD TO I-635	BRIDGE MAINTENANCE	RAGLE CONSTRUCTION, INC.	\$7.98 M
6	CSJ: 2921-01-010	SS 394	I-35E TO FM 877	CONSTRUCT NEW ROAD	MARIO SINACOLA & SONS EXCAVATING, INC.	\$18.93 M
*	CSJ: 0918-47-445	EDGEFIELD	NE ZANG TO SW ZANG	TRAFFIC SIGNAL IMPROVEMENTS	WG ENGINEERING & CONSTRUCTION, LLC	\$2.76 M
*	CSJ: 0918-00-433	VARIOUS	VARIOUS LOCATIONS	PREVENTIVE MAINTENANCE	STRIPE-A-ZONE, LLC	\$1.41 M

\*Unmapped. SOURCE: TxDOT

ESTIMATED TOTAL **68.23 M**

### MARCH 2026 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	CSJ: 0009-02-076	SH 78	CAMERON AVE/TENSION PKWY TO TENISON MEMORIAL DR.	HIGHWAY IMPROVEMENT	\$1.06 M
2	CSJ: 0261-01-041	US 67	AT LAKE RIDGE PKWY.	INTERCHANGE IMPROVEMENT	\$68.58 M
3	CSJ: 0281-01-041	SH 78	AT CR 550 TO IN FARMERSVILLE	INSTALL TRAFFIC SIGNAL	\$2.07 M
4	CSJ: 0430-01-066	SH 352	SH 352 (PIONEER RD) AT TO E GLEN BLVD.	TRAFFIC SIGNAL IMPROVEMENTS	\$2.32 M
5	CSJ: 0581-02-156	SS 348	AT I-35E SB	BRIDGE REPLACEMENT	\$16.13 M

SOURCE: TxDOT

ESTIMATED TOTAL **\$90.16 M**

### COMPLETED CONSTRUCTION PROJECTS • (FROM FEBRUARY 1-28, 2026)

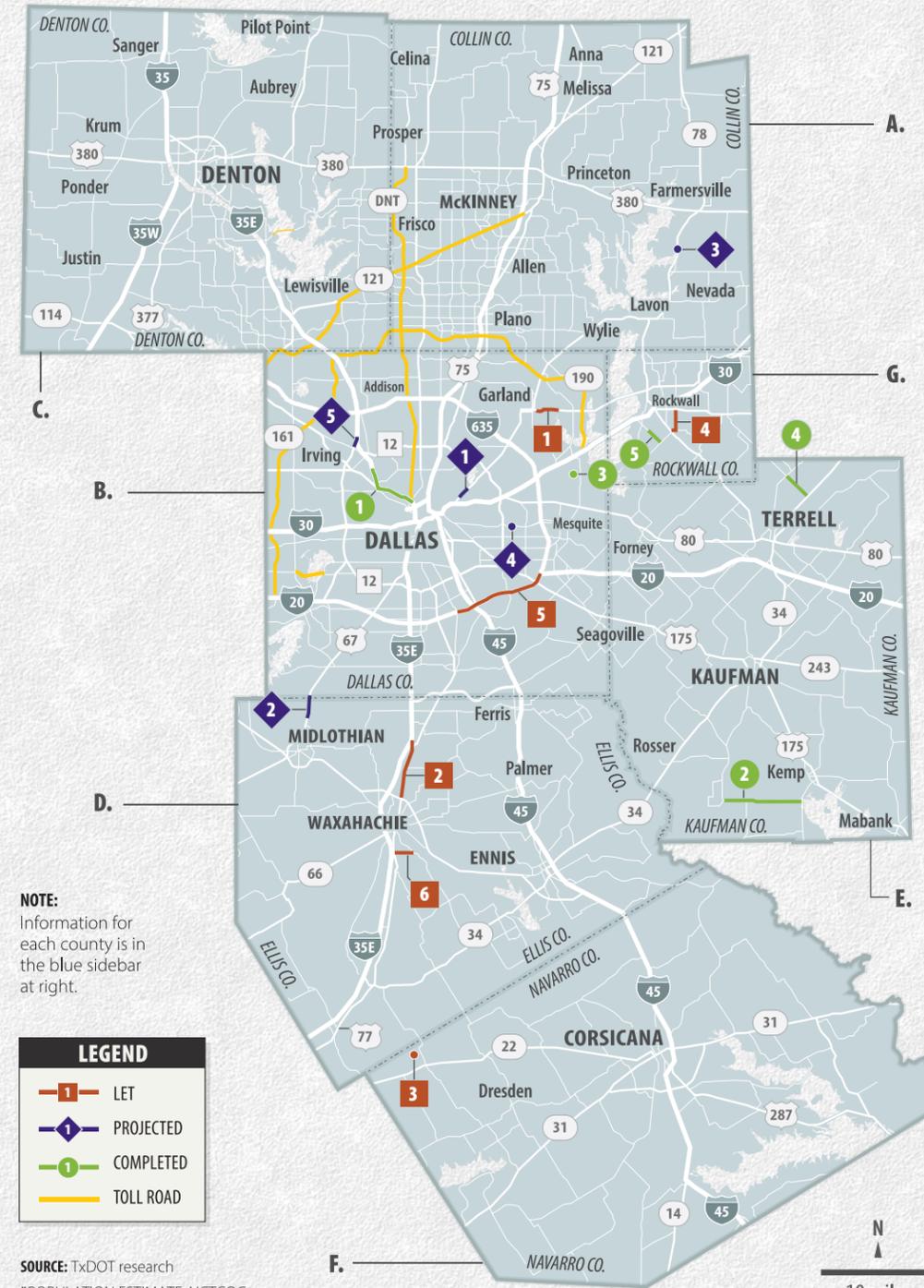
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0196-03-294	I-35E	From Hi Line Dr. to Regal Row	Drainage improvements	\$8.1 M	2/17/2026
2	CSJ: 0751-03-043	FM 148	From N. FM 2613 to S. SH 274	Rehabilitate existing roadway	\$9.3 M	2/23/2026
3	CSJ: 0918-47-288	CS	Barnes Bridge Rd. at Duck Creek	Bridge replacement	\$2.3 M	2/10/2026
4	CSJ: 1494-03-004	FM 3486	At FM 986 to SH 34	Rehabilitate existing roadway	1.0 M	2/26/2026
5	CSJ: 3148-01-011	FM 3097	From east of Tubbs Rd. to FM 549	Rehabilitate existing roadway	3.0 M	2/9/2026
*	CSJ: 0918-00-330	Various	Non-site specific signal improvements FY2022	Traffic signal improvement	\$2.4 M	2/24/2026

\*Unmapped. SOURCE: TxDOT

ESTIMATED TOTAL **\$26.1 M**

## DALLAS DISTRICT PROJECTS MAP

COLORED AND NUMBERED BOXES CORRESPOND WITH THE CHARTS ON PAGE 2 AND SHOW PROJECTS THAT HAVE LET IN **FEBRUARY 2026**, ARE PROJECTED TO LET IN **MARCH 2026**, OR HAVE RECENTLY BEEN **COMPLETED**.



SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



### FY2025 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,950,262  
\*POPULATION ESTIMATE | 5,650,522  
LANE MILES | 11,671

#### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 956,767  
\*POPULATION ESTIMATE: 1,272,999  
LANE MILES: 1,652

#### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,119,019  
\*POPULATION ESTIMATE: 2,691,548  
LANE MILES: 3,618

#### C. | DENTON COUNTY

VEHICLE REGISTRATION: 819,821  
\*POPULATION ESTIMATE: 1,058,299  
LANE MILES: 1,864

#### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 705,428  
\*POPULATION ESTIMATE: 235,760  
LANE MILES: 1,659

#### E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 170,855  
\*POPULATION ESTIMATE: 200,711  
LANE MILES: 1,235

#### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 61,112  
\*POPULATION ESTIMATE: 55,841  
LANE MILES: 1,276

#### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 117,260  
\*POPULATION ESTIMATE: 135,364  
LANE MILES: 366



**PUBLIC COMMENTS REPORT**  
**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is 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 (MPO) and updated on Oct. 9, 2025.

This document is a compilation of public comments related to various transportation and air quality initiatives that were submitted from Tuesday, Jan. 20 through Thursday, Feb. 19, 2026 via website, email, social media and in person at NCTCOG’s monthly Regional Transportation Council (RTC) meeting

Additionally, comments can be submitted through Map Your Experience, the Transportation Department’s online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 14 new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Air Quality**

**LinkedIn -**

1. NCTCOG is offering \$58.6 million for rebates through the North Texas Zero Emission Vehicles (NTxZEV) Call for Projects! If you are a fleet with these types of vehicle operations in or around the NCTCOG region looking to get into the zero-emission vehicle space, this Call for Projects is for you! This program will fund the replacement of existing diesel, gasoline, natural gas, and propane Class 6 & 7 vehicles with battery-electric or hydrogen fuel cell electric vehicles. This program is for “vocational vehicles” including box trucks, step vans, refuse haulers, street sweepers, utility trucks, transit buses, etc. The application deadline is Friday, February 13, 2026 at 5 PM CT. To learn more, see the link in our comments below - NCTCOG Transportation Department.



And if you have questions on the truck, the vocations it fits, charging. Feel free to reach out. International will guide you along the way. - Joe Jenkins, Alternative Fuel Vehicle Systems Expert

## Public Involvement

### Facebook -

1. Growth within the region brings both new opportunity and transportation challenges. This week, our #TopicOfTheMonth series explores how growth impacts congestion, commutes and transit access across North Texas. As the region continues to expand, regional planners work toward solutions to increase efficiency of transit infrastructure and overall quality of life. Read more about growth's impact on transportation at the link in our comments below. - NCTCOG Transportation Department



Build high speed rail in the Texas triangle and regional rail systems around all our major metros ☑ - Sebastian Lecourt

How about design road projects with enough fore thought to where the project is not out of date when the construction is finished. - Paul Brockett

2. Please see attachment 1 for comments submitted via comment form.

### Public Input -

#### 1. Melissa Nielson, Citizen

I would like to know if there were any plans in the works for a transportation resource that would transport residents from the Texoma area (and Wise and Montague counties) to Denton for life sustaining cancer treatments. The need is so great and, as the social worker at Texas Oncology in Denton, I have nothing to offer them. Is this a topic that has been discussed previously? Does anyone have any data that captures the number of people in those more rural counties that are unable to receive the care they need due to lack of transportation? Can the people with TAPS and the people with SPAN work something out? Thank you.

I have never attended one of these meetings before, so I am not experienced in the flow or protocol. I ask for grace as I stumble through this. I am not sure if the question I wrote in several weeks ago is visible to anyone in this hybrid meeting today. I also recognize that my question is not related to the specific projects being discussed today so I wonder if there is a better platform that I could be directed to?

### **Response by NCTCOG Transportation Staff**

Melissa, thank you for your comment. We have received it and will forward it to appropriate NCTCOG staff who will reply directly. Thank you for your patience.

### **Safety**

#### **Instagram –**

1. "Weather permitting, all lanes of east and westbound I-30 will be closed between the I-35E and I-45/US 75 interchanges from 10 p.m. Friday, Jan. 30 to 5 a.m. Monday, Feb. 2 as part of the ongoing I-30 Canyon corridor improvement project. • A signed detour will be in place to use the SH 366/Woodall Rodgers Freeway as an alternate east-west connection between I-35E and I-45/US 75 during this time. Other alternate routes may result in increased travel distance. • Significant delays can be expected; avoid unnecessary travel in the area if possible. Plan ahead for extra travel time and be alert to slower or stopped traffic. As a reminder, the following traffic impacts are in place as part of this project and are weather permitting: • All lanes of Cesar Chavez Boulevard are closed and detoured at I-30 through late 2028. • All lanes of Cadiz Street are closed and detoured at I-30. It will be rebuilt on a new alignment and reopen later in the project. • All lanes of Akard Street are closed and detoured at I-30 through summer 2028. • Good Latimer Expressway is narrowed to one lane in each direction at I-30 through early 2028. Signed detours to adjacent streets are in place for the closures at Cesar Chavez Blvd., Cadiz St. and Akard Street. Drivers should plan ahead for extra travel time. No pedestrian access is allowed inside the closed work zones. This is part of the \$888 million I-30 Canyon project between the I-35E and I-45 interchanges. Overall completion is expected in late 2030/early 2031, weather permitting. Future scheduled lane and ramp closures for this project will be posted in [www.DriveTexas.org](http://www.DriveTexas.org) as information becomes available. For everyone's safety, TxDOT urges drivers to use caution in work zones by setting aside distractions, following posted speed limits and being alert to slower traffic and crews in the area. For media inquiries, contact TxDOT Public Information Officer Lead Worker Kenna Mitchell at [Kenna.Mitchell@txdot.gov](mailto:Kenna.Mitchell@txdot.gov) or (214) 320-4404." - dalldot 🚫 From @txdotdallas:



Can you include information impacting cyclists? These routes are used for daily commutes and other transportation needs. – dallasbicyclecoalition

@dallasbicyclecoalition Hi, if you're looking for traffic information impacting cyclists, check out 511DFW.org for help reaching your destination. - NCTCOG Transportation Department

@nctcogtrans 📍 – dallasbicyclecoalition

### Roadway

#### Email -

#### Vy Dang, Citizen

1. Hello, our neighborhood, Parks of Deer Creek along McPherson Boulevard, currently has only one way in and out, directly off I-35W. With TxDOT moving forward on plans to widen and reconstruct I-35W, we residents are extremely concerned about losing safe and reliable access to our homes during construction.

We are asking that the segment from I-35W to North Crowley Road be funded and constructed on an accelerated schedule and coordinated with TxDOT's I-35W project so that Parks of Deer Creek is not left with only a single, construction-impacted access point.

This is a matter of public safety, emergency response, and neighborhood security for hundreds of families.

Thank you for your consideration.

#### **Response by NCTCOG Transportation Staff**

Good afternoon,

Thank you for contacting the North Central Texas Council of Governments. We have received your comments.

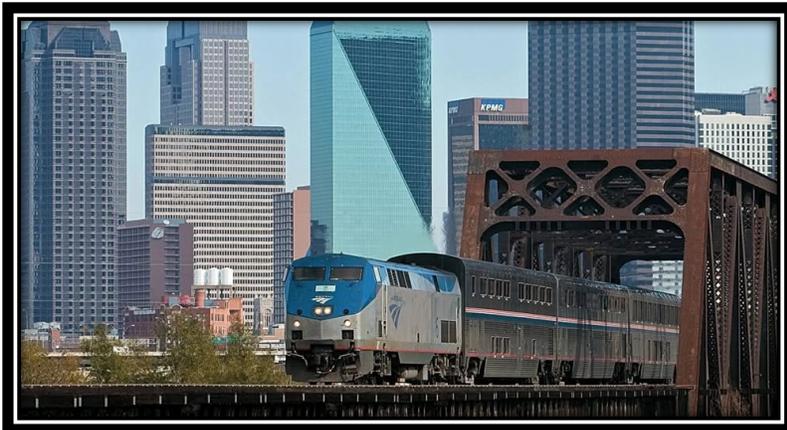
For questions related to local TxDOT projects, Mohammad Alhweil with the TxDOT district office would be a good point of contact. He can be reached at mohammad.alhweil@txdot.gov or by phone at 817-370-6710.

Please let us know if you have any additional questions or if we can be of further assistance.

## Transit

### Facebook –

1. Intercity rail extends beyond North Texas. As we continue February's #TopicOfTheMonth, this week we're spotlighting Amtrak's Texas Eagle. This service connects Texas and the Midwest, operating between Chicago and San Antonio. This long-distance rail takes passengers across the country, providing connections to jobs, schools and medical care, while opening the door to discovering new places and communities. Read more about the Texas Eagle route at our link in our comments below. - NCTCOG Transportation Department



Would y'all support an extension of the Flyer to Galveston? - Aléjandro Alegría

What about the continuation of the Heartland Flyer? - Don Rios

Why is so hard to link 🚶 the Rio Grand Valley, Corpus Christi, Victoria, San Antonio, Houston, Ft Worth, and Dallas with intercity passenger rail?? This is a no brainer for our state. 30 million Texans are forced to spend 4 to 6 hours between metros, for better jobs, better healthcare options, tourist attractions, school functions, etc. It's quite ridiculous Texas politicians have wasted 40 years of never executing the building out of an intercity passenger rail grid system that ties into the existing light rail system in the state. 99.9 percent of OUR transportation gas 🛢️ tax goes to highways- Who is going to step up and help pass legislation to start funding intercity passenger rail in our state? It's ridiculous we are left to only two modes of transportation in Texas. We need to be a multimodal transportation state by incorporating intercity passenger rail linking the above-mentioned metros. We will never be the "Greatest State" until we do. - Bobby Fisher

This places priority out of order. DFW is the major US metropolis with the lowest per-capita transit ridership, with the danger of sliding backwards. People don't use long-distance transit when they need a car at their destination. - P.M. Zuang

To view more comments on this post, visit: <https://www.facebook.com/share/p/1Frhw1PyfQ/>.

2. This week, our February #TopicOfTheMonth series highlights Amtrak's Heartland Flyer, a route that has provided safe, reliable transportation between Fort Worth and Oklahoma City for over 25 years. Last summer, NCTCOG's Regional Transportation Council approved \$3.5 million to help bridge a funding gap for the Heartland Flyer after losing state support. Continued and increased ridership is vital to ensuring the long-term success of this important service.

Learn more about the Heartland Flyer at the link in our comments below! - NCTCOG Transportation Department



My wife and I traveled to and from San Antonio to OKC. It was an enjoyable and relaxing trip due to the Heartland Flyer. During our stop in Fort Worth, many of the shopkeepers expressed their support for this route. The line infuses revenue into Texas. - Don Rios

I enjoyed the Heartland Flyer on trips originating in Gainesville to Fort Worth (and return trip) several times last year. I could have traveled by car but chose Amtrak. On the trips, I witnessed numerous elderly and disabled passengers use the Heartland Flyer to connect with loved ones across Oklahoma and North Texas. Shout out to NCTCOG for stepping up after the Texas Legislature failed to think about senior citizens and the disabled. - Kat F Lathen

I have taken several trips on the Heartland Flyer in 2025 from OKC to Fort Worth and to San Antonio. Please save the train. - Northern Flyer Alliance

### **Instagram -**

1. This week, our February #TopicOfTheMonth series highlights Amtrak's Heartland Flyer, a route that has provided safe, reliable transportation between Fort Worth and Oklahoma City for over 25 years. Last summer, NCTCOG's Regional Transportation Council approved \$3.5 million to help bridge a funding gap for the Heartland Flyer after losing state support. Continued and increased ridership is vital to ensuring the long-term success of this important service.

Learn more about the Heartland Flyer at the link in our comments below! - NCTCOG Transportation Department



I want to ride so bad, but I need round trip service from Fort Worth not just OKC 🙏 day trips would be so fun - greatvalue.exe

**Letters -**

1. Please see Attachment 2 for comments submitted via letter.
2. Please see Attachment 3 for comments submitted via letter.



North Central Texas  
Council of Governments

## Public Meeting Comment Form

### Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name Sydney Claridge

Organization \_\_\_\_\_

Date 02/08/2026

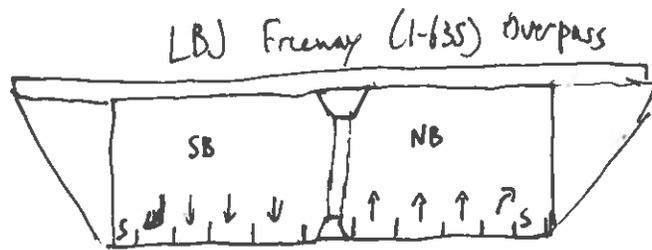
Meeting Location NCTCOG office

### Please provide written comments below:

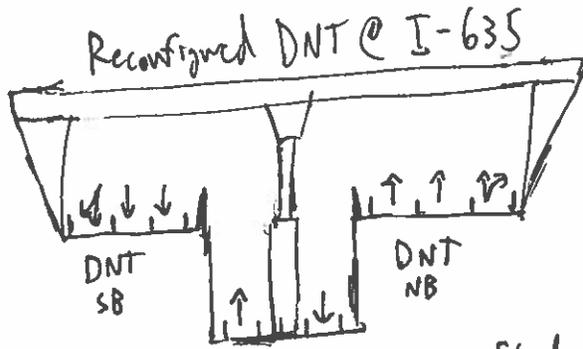
Exploring alternatives to eliminate weaving at the I-635/DNT cloverleaf interchange - I have invented a potential solution to potentially fix this outdated cloverleaf interchange at minimal cost and potentially with minimal infrastructure relocations. My innovative design could require as few as two new bridge structures, as one potential alternative to explore.

(I have included an additional document alongside this comment that includes an illustration of one embodiment of my invention.)

To submit comments or questions by mail, fax, or e-mail, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [transinfo@nctcog.org](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>

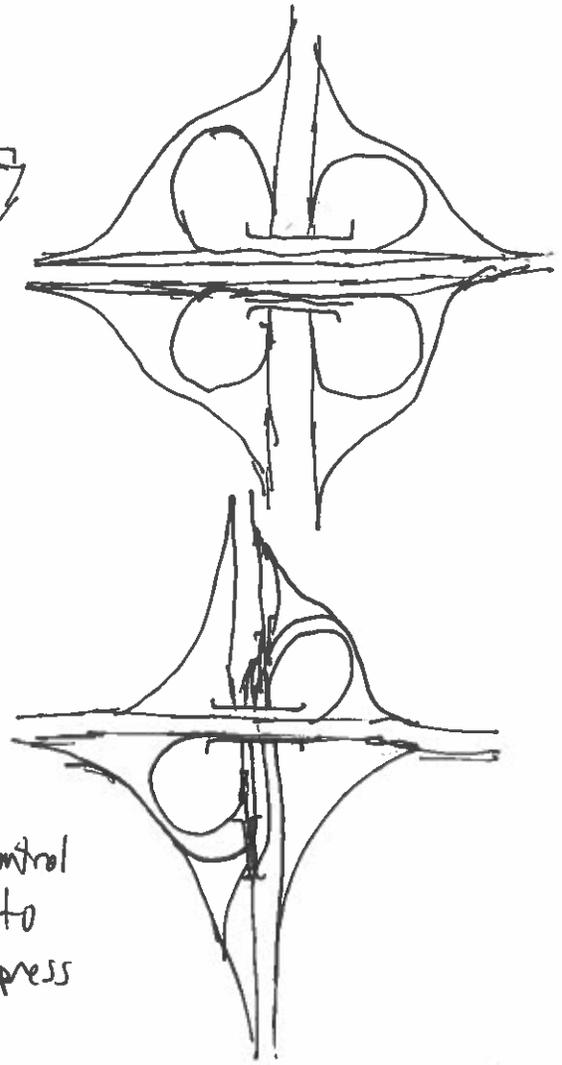


Existing Configuration  
of DNT



Contracross  
ramps  
in trench  
(due to  
space constraints  
w/ frontage road  
overpasses)

Flood control  
tied into  
LBJ Express



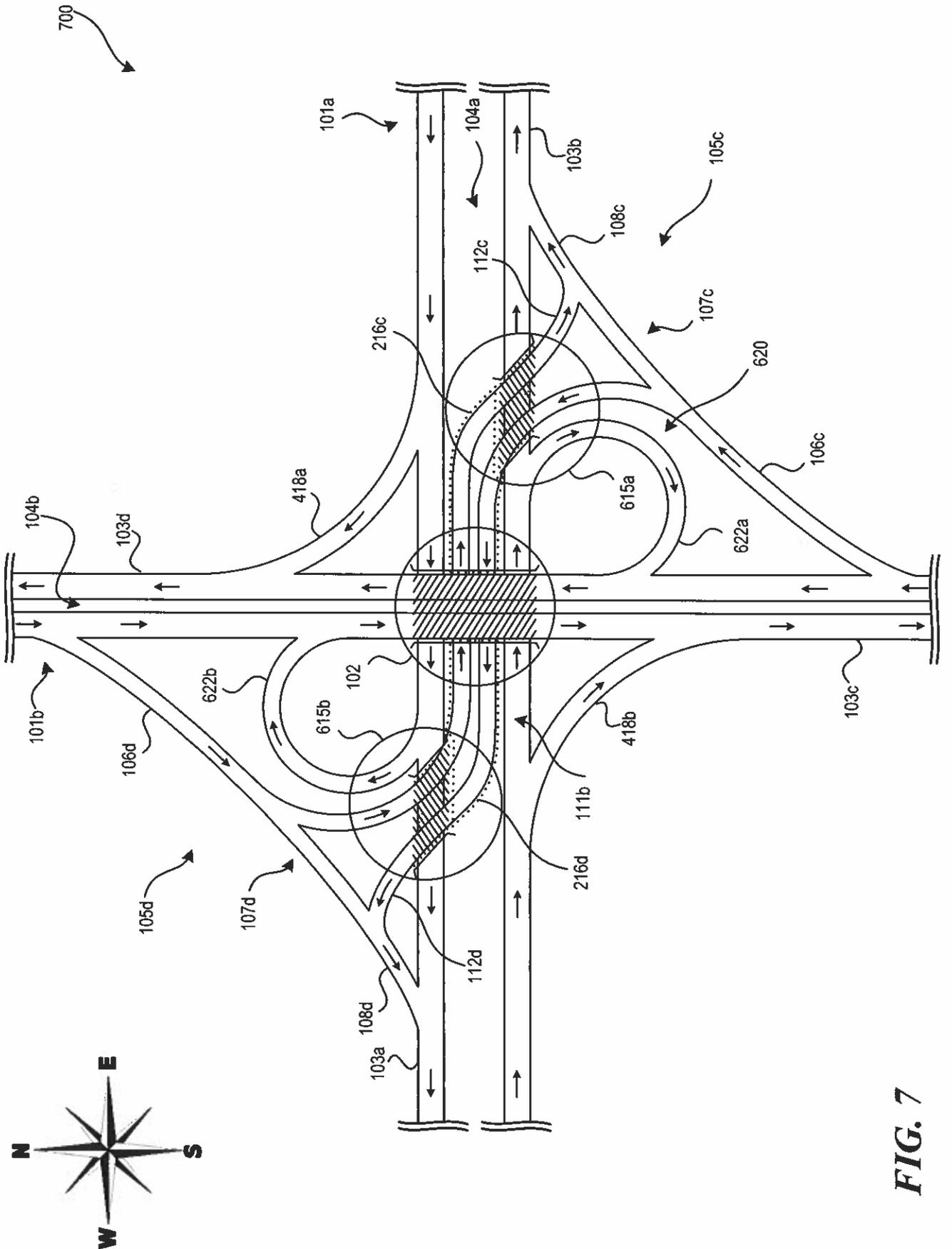


FIG. 7

Akin Gump Strauss Hauer & Feld LLP  
2300 N. Field Street  
Suite 1800  
Dallas, TX 75201

T +1 214.969.2800  
F +1 214.969.4343  
akingump.com

**Akin**

ERIC GAMBRELL  
214.969.2799/214.969.4343  
[egambrell@akingump.com](mailto:egambrell@akingump.com)

February 9, 2026

Ken Kirkpatrick  
General Counsel  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

*Re: The otherwise stale environmental impact statement regarding possible future Dallas-to-Houston high-speed rail is completely incompatible with and would preclude construction of the planned Kay Bailey Hutchison Convention Center*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

For your information, on January 21, 2026, the Dallas City Council was provided a briefing and update regarding the planned Kay Bailey Hutchison Convention Center (the "KBHCC"). Included in the presentation materials was the "Overall Site Map," provided below, which depicts the currently planned geographic footprint and layout of the KBHCC.

## Component 1 - Overall Site Map



5

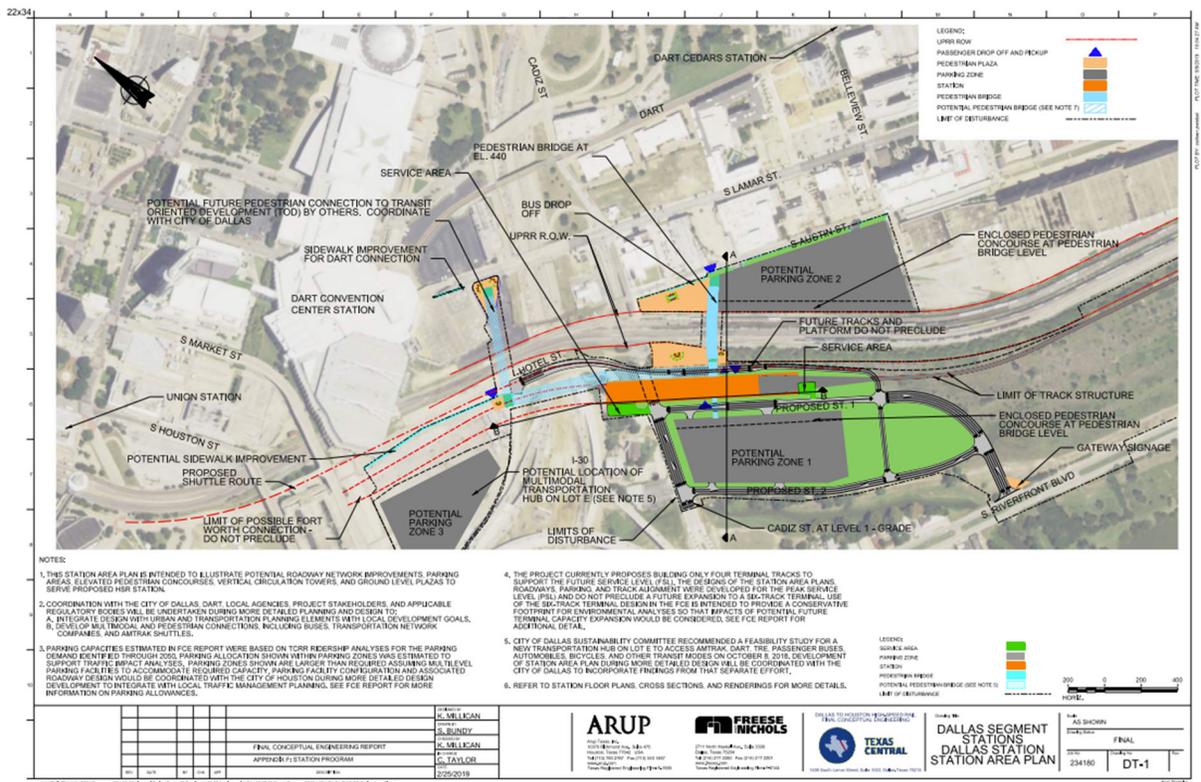


As is readily apparent, the KBHCC Overall Site Map illustrates a footprint for the KBHCC that expands onto and engulfs the area commonly known as "Lot E." This includes, as examples, plans for multiple buildings and other major and necessary infrastructure, including without limitation

the Loading Dock and Fire Station, to cover and envelope Lot E as critical components of the KBHCC.

The long since legally stale, expired and outdated six-year-old environmental impact statement relating to possible future Dallas-to-Houston high-speed rail (the "EIS") was approved in 2020 based on plans and specifications that would preclude the construction of the KBHCC as proposed. The KBHCC plans are in direct and discordant conflict with the EIS.

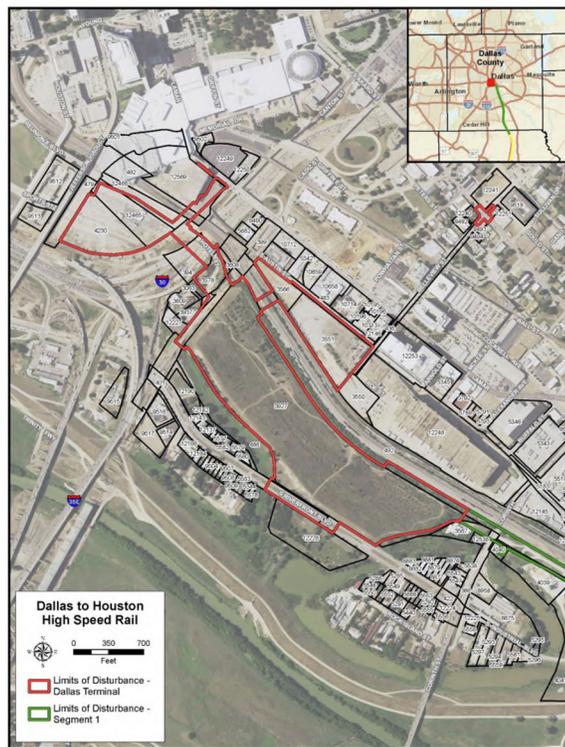
For example, as shown in the below map taken from the EIS, the EIS was approved based on Lot E being used as a necessary parking lot for a possible future Dallas high-speed rail station.



Ken Kirkpatrick  
General Counsel  
February 9, 2026  
Page 3

As detrimentally disqualifying to the EIS (even leaving aside for the moment its other numerous legal and procedural deficiencies, including those we have previously reported to you), it specifically finds and concedes that the preliminary location for a Dallas high-speed rail station would create an irreconcilable area of “Disturbance” for the entirety of Lot E. This admitted Disturbance, as shown in the below map taken from the EIS, would not only interfere with, but preclude and render impossible, the construction and operation of the KBHCC as planned by the City of Dallas.

Figure 2-21: Dallas Terminal



Source: AECON 2019

*Succinctly, the already legally and procedurally infirm EIS is completely, structurally and facially incompatible with and an open attack upon the plans, designs and operations of the KBHCC.*

**NCTCOG has a binary choice regarding alignment “2(b)”:**

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”  
  
or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

**The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.**

**“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.**

**NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP  
2300 N. Field Street  
Suite 1800  
Dallas, TX 75201

T +1 214.969.2800  
F +1 214.969.4343  
akingump.com



ERIC GAMBRELL  
214.969.2799/214.969.4343  
[egambrell@akingump.com](mailto:egambrell@akingump.com)

February 17, 2026

Ken Kirkpatrick  
General Counsel  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

*Re: New ticket prices on the TRE between Dallas and Fort Worth are a small fraction of what the price would be for possible future Dallas-to-Arlington Entertainment District higher-speed rail (in addition to the TRE being as competitively fast following drastically cheaper upgrades, saving many billions of dollars)*

Dear Mr. Kirkpatrick:

The limited purpose of this correspondence is to courteously inform you that the price for an individual to travel from Dallas to Fort Worth on the Trinity Railway Express (the “TRE”) will *decrease* on March 1, 2026 to **\$4.50** (with a \$9.00 regional unlimited day pass).

<https://fortworthreport.org/2026/01/24/trinity-railway-express-fare-changes-begin-march-1/#:~:text=p%3E%20Although%20regional,standard%20used%20nationwide.%E2%80%9D%3C/>

*Of course, this is a tiny fraction of what any ticket would cost for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.*

We have previously notified you that the Boston Consulting Group, in its report that has been both cited and offensively relied upon by NCTCOG Transportation Director Michael Morris, finally concluded that the TRE could be upgraded to have a competitive travel time with any possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (and at a small fraction of the expense reported to be required for the so-called alignment “2(b)").

<https://cityofdallas.legistar.com/View.ashx?M=F&ID=14256993&GUID=3EE3C465-3157-4938-9BB0-FAFF9976B879>

**NCTCOG has a binary choice regarding alignment “2(b)”:**

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”  
  
or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

**The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.**

**“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.**

**NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL  
PUBLIC MEETING**

**2027-2030 Transportation Improvement Program (TIP)**

**North Tarrant Express TEXpress Funding Request**

**Dallas Fort Worth Air Quality Improvement Plan Update**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Feb. 9, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogFeb26](http://www.publicinput.com/nctcogFeb26). Christie Gotti, Senior Program Manager, moderated the meeting attended by 78 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:

- 2027-2030 Transportation Improvement Program (TIP) – **presented by Cody Derrick**
- North Tarrant Express TEXpress Funding Request – **presented by Liza Cox**
- Dallas Fort Worth Air Quality Improvement Plan Update – **presented by Irlenia Hermosillo**

The public meeting was held to educate, inform and seek comments from the public. Comments were made from 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: [www.publicinput.com/nctcogFeb26](http://www.publicinput.com/nctcogFeb26).

**Summary of Presentations**

**2027-2030 Transportation Improvement Program (TIP) presentation:**  
[2027-2030-Transportation-Improvement-Program.pdf](#)

The TIP is a funding and inventory document of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State

government and contains funding from federal, State and local sources. A new TIP is developed every two years and updated on a quarterly basis.

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding and developing revised project listings for Fiscal Years 2027 through 2030. The draft 2027-2030 TIP roadway and transit list includes approximately \$7.43 billion in funding and 1,291 roadway and transit projects.

The Regional Transportation Council (RTC) will take action on the 2027-2030 TIP in March 2026.

***North Tarrant Express TEXpress Funding Request presentation:***  
[North-Tarrant-Express-TEXpress-Funding-Request.pdf](#)

The Texas Department of Transportation (TxDOT) Fort Worth District is seeking funding for improvements along SH 121 between IH 35W and Riverside Drive. These improvements include reconstruction of the Sylvania Avenue Bridge and associated frontage roads as well as ramp modifications. The total construction cost is estimated at \$142 million, with \$97 million already available. TxDOT Fort Worth District is requesting the remaining \$45 million in regional toll revenue to fully fund the project.

The TxDOT Dallas District is requesting up to \$10 million in additional funding for the IH 635E (LBJ East) project to address lane striping, pavement markings, concrete barrier walls and drainage upgrades.

Both funding requests will be presented to the RTC for consideration.

***Dallas Fort Worth Air Quality Improvement Plan Update presentation:***  
[Dallas-Fort-Worth-Air-Quality-Improvement-Plan-Update.pdf](#)

The Dallas-Fort Worth Air Quality Improvement Plan, developed under the Environmental Protection Agency's Climate Pollution Reduction Grant Program, includes two main deliverables: a completed Priority Action Plan and a Comprehensive Action Plan (CAP). The CAP is a 25-year plan that includes emissions projections through 2050 and sets long-term reduction goals. The plan also addresses the region's nonattainment status for ground-level ozone and the expected population and economic growth that may worsen air quality. Criteria pollutants, particularly ozone and particulate matter, remain a concern for public health and the environment.

Regional projections show carbon dioxide equivalent (CO<sub>2</sub>e) emissions increasing by 123 percent from 2022 to 2050, driven by growth in the energy and transportation sectors. Transportation-related emissions alone are expected to rise by 55 percent during this period. The regional target aims to reduce NO<sub>x</sub>, CO<sub>2</sub>e and related pollutants by 25 percent by 2050.

Key transportation strategies under evaluation include:

- **Vehicle and Equipment Upgrades:** Transitioning to renewable and alternative fuels and improving emission standards compliance.
- **System Operations Improvements:** Enhancing infrastructure efficiency through optimized traffic signal timing and reduced delays.
- **Mode Shifts:** Promoting public transit, biking and other alternatives to single occupancy vehicle use.

Draft documents and a public survey are available online for review and comment through March 15, 2026.

## COMMENTS RECEIVED DURING THE MEETING

### 2027-2030 Transportation Improvement Program (TIP)

**James Gyunkovic, Director of Smart City Mobility**

#### A. TIP modifications for corridor projects

**Comment:** My name is James Gyunkovic. I am the director and founder of the Smart City Mobility Company and the newly formed Arlington Rapid Transit Corporation, a technology company devoted to developing the TX 180 corridor and the ATS Mobility corridor between Dallas and Fort Worth.

In collaboration with Trinity Metro, we are looking to partner with you all to determine the technology that is supposed to go into this technology corridor for Lancaster Boulevard/TX 180. The problem is that this is a regionally significant project and a regionally significant corridor. It is a one lane, 35-mile direct route between Downtown Dallas and Downtown Fort Worth, which intersects with the Arlington Entertainment District right on Division Street. Our goal is to get this study modified, adjusted and/or strategically paused, since autonomous technology had only advanced so far when this project was originally developed.

Also, the Stadler FLIRT was not studied along this corridor, though it is well-suited for the Arlington connection between Dallas and Fort Worth. The vehicle already has a shared-use agreement with Union Pacific and can operate alongside the existing line, and the twenty-foot median down the center of Lancaster provides an ideal location for this type of service. Incorporating the FLIRT into the corridor would also support a broader economic development strategy built on transit-oriented development policies already used by DART and Trinity Metro, which have generated more than \$20 billion in investment and stationary design improvements within a quarter-mile of transit since 2000. The corridor also includes five urban villages near East Side Oakland Corners, Stop Six, the National Historic District of Handley, Village Creek, and the Maverick Central

Station at UTA/Arlington Entertainment District and serves as the connector to the Great Southwest Parkway people mover running north-south near DFW Airport and meeting the planned DART Red Line extension at Hensley Field, as identified in the 2045 DART long-term corridor study.

Now, this is all about having a conversation. We know what the inter-city commuter rail corridor is, which is described in Mobility 2020 and Mobility 2025. It has also been included in the study for high-speed rail. However, we are missing a significant opportunity if we do not at least discuss the foundational corridor that will potentially activate \$30 billion in the next 20 years interconnecting every major commercial hub that is a long corridor and complete the mobility circuit here in the metroplex.

Those are my comments. We have one road sitting there that is a perfect sandbox for Smart City technology between Hensley Field, Arlington, UT Arlington and across the Lancaster corridor directly into TTI and the Fort Worth A&M Innovation District. That is our goal as we are meeting with Mr. Morris this month to open this up for discussion between myself and our partners, which include UT Arlington and three technology companies. Our goal is to explore this ATS technology and make this the very first fully deployed autonomous corridor in the world along the very first automobile corridor on the Bankhead Highway. We hope to get your support, and we hope to partner with you all and have a study.

**Summary of response by Christie Gotti:** Thank you for your comments. We are scheduled to meet with you soon on this topic. For those of you not aware, this is related to the East Lancaster corridor in Fort Worth, which has a substantial amount of funding already. It has been through a comprehensive public involvement process, including 20 or so public meetings. We will take your comments and integrate them in with other feedback we have received from the public.

### **North Tarrant Express TEXpress Funding Request**

#### **Phyllis Silver, Citizen**

##### **A. Terminology verification**

**Comment:** Liza Cox mentioned something about construction due to “strikes,” and I do not know what “strikes” means.

**Summary of response by Liza Cox:** The reference to “strikes” in the presentation relates to repeated vehicle impacts to the existing Sylvania Avenue Bridge. According to TxDOT, the structure has been hit numerous times over the years due to outdated design standards. The planned reconstruction will raise the bridge to the current standard clearance of approximately 16 feet, which is expected to significantly reduce future vehicle strikes, improve safety and prevent the congestion that occurs each time the bridge is hit.

## Dallas Fort Worth Air Quality Improvement Plan Update

**Phyllis Silver, Citizen**

### A. Impacts of compressed natural gas

**Comment:** Irlenia mentioned all the DART buses running on compressed natural gas (CNG). I wanted to know, at least in the Dallas area, if the pollution level is much less with CNG buses. There is so much misinformation on the part of the opponents of DART in Addison. It is very disheartening. Therefore, I want to better understand CNG.

**Summary of response by Savannah Nance:** Compressed CNG vehicles do emit less ozone precursors, which are a significant contributor to our non-attainment issues. Some manufacturers, however, can go above and beyond and get an additional certification for what is called a CARB Low NOx engine. To that extent, they are reducing emissions. Another benefit of compressed natural gas is the opportunity to use a renewable form of natural gas, which also reduces emissions. Many entities in our region, including DFW Airport, are already incorporating some amount of renewable natural gas into their operations. In general, I would say we are supportive of compressed natural gas, and it does, especially in the new engines, emit less than a diesel engine.

### Other

**Phyllis Silver, Citizen**

### A. DART concerns and NCTCOG's involvement

**Comment:** Is anything being done by NCTCOG to help save DART? I am very concerned about the future of DART. Several member cities—including Plano, Irving and now Addison—are discussing elections or policy changes that could significantly affect DART's structure and services. Even if cities remain in the system, many local leaders do not fully understand how transit operations work, and there is growing pressure to "dissect" or alter parts of DART without recognizing the implications. I'm hoping to learn whether NCTCOG is doing anything to help address these concerns because the uncertainty has become incredibly stressful for those of us who follow these issues closely.

**Summary of response by Christie Gotti:** NCTCOG staff have been actively working with both DART and the member cities considering withdrawal. These discussions have intensified in recent weeks, with leadership dedicating a significant amount of time to addressing the situation ahead of the upcoming elections. Some cities still have the option to reverse their withdrawal elections, and NCTCOG's goal is to help facilitate that outcome where possible. Policy recommendations related to these issues will be brought to the Regional Transportation Council this month, and additional updates will be shared as conversations move forward.

## Zach Freeman, Rambler Texas Media

### A. DART deadline for withdrawal election

**Comment:** I am seeking clarification on the deadline for cities to cancel the DART withdrawal election. I previously understood the cutoff to be March 18, but recent discussions suggest that, at least for Dallas County, the effective deadline may be earlier, possibly late February. I would appreciate confirmation regarding the correct date, so I can better understand the timeline.

**Summary of response by Christie Gotti:** While I do not have the exact date, we will bring items to our policy board this week to specifically align decisions some cities need to make around February 23. These council-level deadlines come before the larger statutory deadlines, which is why the timeline is moving so quickly.

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

### Email

#### Jan Buck, Citizen

I listened to the meeting where you gave an update on the reconstruction of the Sylvania Ave. bridge and surrounding access roads of Hwy 121. I did not hear anything about a timeline, is there a timeline for starting and/or finishing this project? I live on N. Sylvania Ave., so I have interest in this project. Thanks for any information. – Jan Buck

#### Response by Liza Cox

The project is being managed by TxDOT, and according to my colleague at TxDOT Fort Worth District, the SH 121/Sylvania Bridge construction is scheduled to begin as early as this summer, and they anticipate the project taking approximately three and a half years to be fully completed. I do not have a more definite timeline at this point. Once construction begins, TxDOT will have a page on their website ([www.txdot.gov](http://www.txdot.gov)) to report on project progress.

### Website

#### Melinda, Citizen

As a Grand Prairie resident, I've been really frustrated with how our main primary streets stayed icy and unclear for so long during the recent winter storm—schools and city offices closed for safety, but travel was dangerous anyway. I get that Public Works crews are humans with families and it was brutally cold/icy (safety first!), but if we couldn't get aggressive standing, bringing, or clearing on key roads like in some nearby cities, it raises

questions about our local response plan and priorities. I'm against the city seeking state reimbursement/funds for storm costs if we didn't fully deploy crews or provide the service with expected accountability matters, especially when residents dealt with unsafe conditions and closures. That's why I'm planning to attend. Topics like the 2027-2030 Transportation Improvement Program (TIP), Mobility 2050 revisions, and air quality plan updates are perfect spots to push for: Better funding/prioritization in the TIP for local street weather resilience (e.g., more ice mitigation tools, drainage improvements, or pre-treatment protocols for suburban cities like ours). Incorporating extreme weather lessons into Mobility 2050 (like faster/safer local road clearing without over-risking workers). Linking air quality goals to reduced idling/congestion from poor winter road conditions.

### **Response by NCTCOG Transportation Staff**

Melinda, thank you for your comment. We have received it and will forward it to the appropriate NCTCOG staff. We appreciate your patience, and a record of your comment will be maintained.

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



North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING

APRIL 13 | 12 Noon | 616 SIX FLAGS DR. ARLINGTON, TX

## PRESENTATIONS

### TEXAS WESLEYAN UNIVERSITY/COLLARD STREET IMPROVEMENTS STUDY

This corridor planning study will aid in connecting East Lancaster Avenue to East Rosedale Street in Fort Worth. The project team will develop strategies for improving safety conditions and multimodal transportation access for these two major corridors, which have received significant transportation investments over the last two decades.

### 2026 FIFA WORLD CUP UPDATE

NCTCOG is leading efforts to coordinate and develop the transportation plan for the FIFA World Cup games, which will occur this summer over a span of 30 days. This item will provide an overview of what to expect and how to get around in the region during the events.

### REGIONAL BIKE SAFETY ACTION PLAN

NCTCOG staff is working with partners across the Dallas-Fort Worth Metroplex to create a Regional Bicycle Safety Action Plan aimed at improving safety. The team reviewed bicycle crash data, identified safety challenges, gathered public input and developed strategies to improve high-crash areas.

### BIKE, WALK, & ROLL TO SCHOOL DAYS 2026

NCTCOG staff will provide an overview of national

walking and biking events, including Bike & Roll to School Day and Walk & Roll to School Day as well as efforts to promote and incentivize participation among local schools.

### START OF 2026 OZONE SEASON

March 1st marked the beginning of the 2026 ozone season for North Central Texas nonattainment areas. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. An update will be provided on overall regional air quality, including measures put in place to reduce emissions.

## RESOURCES + INFORMATION

Administrative Revisions to Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

[publicinput.com/nctcogapril26](https://publicinput.com/nctcogapril26)

Zero Emission Vehicles (ZEV) Workshop

[www.dfwcleancities.org/events](https://www.dfwcleancities.org/events)

Look Out Texans: Distracted Driving Awareness Month

[LookOutTexans.org](https://LookOutTexans.org)

Try Parking It

[TryParkingIt.com](https://TryParkingIt.com)

*For special accommodations due to a disability or for language interpretation, contact Katherine Cadena at 817-695-9109 or [kcadena@nctcog.org](mailto:kcadena@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

*Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app! Download the app at: [arlingtontx.gov/ondemand](https://arlingtontx.gov/ondemand).*

*Attend in person, watch the presentations live at [publicinput.com/nctcogApril26](https://publicinput.com/nctcogApril26) or participate via phone by dialing 855-925-2801 then code **3014**.*

[f](#) [@](#) [X](#) [in](#) @nctcogtrans