

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Mobility 2050 Transportation Conformity Determination Received

Heavy-Duty Diesel Emissions Tampering Detection

Parking Requirements Findings and Management Best Practices Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, June 8, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogjune2026. Chris Klaus, Senior Program Manager, moderated the meeting attended by 45 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:

- Mobility 2050 Transportation Conformity Determination Received (**Jenny Narvaez, Skylar Staffaroni**)
- Heavy-Duty Diesel Emissions Tampering Detection (**Anthony Moffa**)
- Parking Requirements Findings and Management Best Practices Update (**Brayan Cervantes**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: publicinput.com/nctcogjune2026.

Summary of Presentations

Mobility 2050 Transportation Conformity Determination Received presentation:

[Mobility-2050-Transportation-Conformity-Determination-Received.pdf](#)

On April 30, 2026, the U.S. Department of Transportation granted a successful Transportation Conformity determination for Mobility 2050. The Clean Air Act of 1990 requires Metropolitan Planning Organizations with a nonattainment designation to perform an air quality analysis when a new metropolitan transportation plan is developed. Staff presented effects on final project recommendations due to the Transportation Conformity review process.

Heavy-Duty Diesel Emissions Tampering Detection presentation:
[Heavy-Duty-Diesel-Emissions-Tampering-Detection.pdf](#)

The Heavy-Duty Diesel Emissions Tampering Detection is a Truck Assessment and Goods Movement Demonstration Project that can detect if an emissions system has been tampered with. NCTCOG staff are collaborating with truck fleets and local commercial vehicle law enforcement officers to conduct tests and scan trucks throughout the region. Through recently purchased tamper detection devices, staff will identify whether these control systems have been modified in some capacity. If a vehicle system has been found to be tampered with, the information will strictly be gathered for research. However, the goal is to get them back into compliance, since tampering could affect regional air quality standards.

Parking Requirements Findings and Management Best Practices Update presentation:
[Parking-Requirements-Findings-and-Management-Best-Practices-Update.pdf](#)

The Parking Requirements Evaluation reviews 126 North Texas sites from the NCTCOG Regional Parking Demand Database to see how often developers exceed zoning minimums. It also compares required parking to observed use. Findings suggest that, along with improving data, cities and developers should expand their use of parking management tools and strategies. To support this work, NCTCOG has updated a Toolbox of Best Practices to help stakeholders improve parking outcomes for development and transportation in the Dallas-Fort Worth region. For more information, visit: NCTCOG.org/Parking.

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050 Transportation Conformity Determination Received

Council member, Debrah North, City of Desoto

A. Effects of Transportation Conformity review

Questions: Did the transportation conformity review result in any changes to projects affecting DeSoto or Southern Dallas County. If so, what are the anticipated impacts on project timelines, funding and regional mobility outcomes?

Summary of response by Chris Klaus: Conformity itself does not change projects. The analysis is related to an update to the Mobility Plan, and I think there could have been some potential changes or alterations to projects. Many times, projects are delayed due to a variety of reasons, including weather or contractual issues.

Summary of response by Amy Johnson: I'm Amy Johnson from the Mobility Plan Team, and I can assist in answering this question. There were no notable changes to any projects and no known delays in the DeSoto area. I am not aware of any particular changes, but if we had anything, they would have been extremely minor things like configuring networks that drive the analysis or table modifications. These would not be things that would impact any project, as they are more for federal review documentation.

Heavy-Duty Diesel Emissions Tampering Detection

Phyllis Silver, Citizen

A. Diesel inspection

Comment: It is great that you are doing these inspections. I know this is only a study, and I'm sure it's not going to be indefinite. Do you think that tailpipe emissions will be looked at and then law enforcement will pull them over? Also, I'm not a truck driver, so I don't know if the trucks are being inspected on an annual basis like automobiles, but I would like to see it on an ongoing basis.

Summary of response by Anthony Moffa: The inspections we are doing will just be on a project basis. We're not going to be doing this indefinitely, but depending on our results, there might be room to continue to assess tailpipes. There are currently no emissions inspections for diesel trucks in the State of Texas. There's only an emissions test for light or light-duty gasoline vehicles.

Council member, Debrah North, City of Desoto

A. Emission tampering detection prioritization

Questions: How will NCTCOG prioritize where these emission tampering detection efforts are conducted? Will communities along major freight corridors in Southern Dallas County, including DeSoto, be measurable with regards to air quality benefits from this initiative?

Summary of response by Chris Klaus: There are regional monitors out there collecting and monitoring our ozone. There's 20 of them throughout the region. I think there are a couple in the City of Dallas. There is one in Midlothian that has been offline for many years, and we have continued to ask why. It is hard to know from an ozone standpoint if reducing something is having an impact because there is no way to differentiate the ozone.

What we can do is related to particulate matter. There are a multitude of studies, and we're working with the City of Dallas and the Texas Commission on Environmental Quality to not only continue monitoring the network that's out there, but also adding more particulate monitors throughout the region as needed.

Tyler, Citizen

A. Terminology clarification

Questions: How can your device differentiate from our right to repair including aftermarket computer changes versus "tampering"? Define "tampering" versus aftermarket changes?

Summary of response by Anthony Moffa: By federal law, one is not allowed to alter the programming and the fuel timing of a vehicle that is certified with an emissions program, which includes the aftermarket tampering, and the computer changes. Additionally, this would include the things that we're specifically looking at, including the deletion of emissions-controlled devices. Tampering includes removing or disabling emissions-control equipment, such as the diesel particulate filter, exhaust gas recirculation system, sensors or selective catalytic reduction system. It can also include altering the vehicle's computer, so it continues to operate after those

systems are removed or disabled. In contrast, repairs keep the emissions-control equipment on the vehicle and restore it to proper function.

Summary of response by Chris Klaus: The device checks for fault codes, missing tables and other anomalies compared with a factory or stock-functioning computer. If emissions systems have been deleted or modified, the device can typically detect those changes within a few minutes. A visual inspection alone may not reveal whether a problem exists or whether a change has been made, since some modifications are designed to make the emissions-control technology appear intact. The equipment being used was developed through extensive work and testing by the Environmental Protection Agency.

NCTCOG is now working to collect a larger sample of vehicle data to better understand how common tampering may be. The system captures extensive information from a truck's computer, including parameters that can help identify whether prohibited modifications have occurred. This allows staff to flag vehicles, categorize the type of tampering and understand why the device identified the issue.

The data will also help develop an information system to track how often different types of tampering occur. The project is still in its early stages. Staff have completed many visual inspections and have now begun using the device, in coordination with commercial vehicle enforcement partners and the Environmental Protection Agency, to collect computer-based information from trucks.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Comment: Is there a deadline for comments this month?

Summary of response by Chris Klaus: Yes, July 7 will be the comment deadline.

Richard Schumacher, Citizen

A. Support of Transportation Director

Comment: Bring back Michael Morris.

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

Email

Council member, Debrah North, City of Desoto

Hello Jason,

Thank you for the update yesterday regarding the Mobility 2050 transportation conformity determination and related freight initiatives.

As follows up, DeSoto would appreciate any additional detail your team can provide on whether the conformity determination resulted in changes affecting projects in DeSoto or southern Dallas County, particularly any impacts on:

- Project timelines
- Funding assumptions
- Regional mobility outcomes

Additionally, as you continue identifying logistics/warehouse-focused cities for deeper analysis, DeSoto would welcome inclusion in discussions or data exchanges related to:

- Freight activity and emissions impacts
- Warehouse siting and development patterns
- Regional mobility and goods movement trends

I've added Majed Al-Ghafry, City Manager, for awareness and input on value in exploring whether there is interest in convening a targeted regional conversation among impacted southern corridor cities.

Response by Amy Johnson, Transportation Department

Dear Council member North,

Thank you for attending our NCTCOG June 8 public meeting and for your question regarding whether the conformity determination resulted in any changes affecting projects in DeSoto or southern Dallas County.

We were able to review recommended projects for the area in detail. Following the federal conformity review process, there were no material changes to projects in the Mobility 2050 plan affecting this area. Specifically:

- Project timelines: We identified no changes to project schedules or implementation timelines in DeSoto or southern Dallas County resulting from the conformity determination. The projects included in Mobility 2050 for this area carried forward from the previous metropolitan transportation plan, Mobility 2045 Update (adopted in 2022). Projects that may be of interest include IH 20, State Loop 9, Daniieldale Road, and Belt Line Road. An interactive regional map of projects included in Mobility 2050 can be found at: <https://geospatial.nctcog.org/portal/apps/experiencebuilder/experience/?id=8b37e00b63d74461bd607328cebd20e9>.
- Funding assumptions: There were no changes to the underlying funding assumptions as a result of the federal review process. As is typical when developing a new long-range plan, project costs were updated to reflect the latest available assumptions and information from implementing partners related to project

development. However, costs remained comparable between plans, and no substantive funding changes affecting these projects were identified.

- Regional mobility outcomes: We reviewed the projects in DeSoto and the broader southern Dallas County area and found no changes to the anticipated mobility outcomes compared with the previous plan. During the technical review process, one adjustment was made to ensure consistency between the project tables and the transportation networks used for modeling purposes. This minor correction of IH 20 frontage roads did not affect the regional modeling results or the conclusions of the conformity analysis.

Overall, the conformity determination did not result in substantive changes to projects, funding assumptions, implementation timing, or anticipated mobility outcomes for DeSoto or southern Dallas County.

It was a pleasure meeting you the other day. Please let us know if you would like any additional information.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.