

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

#### Federal Certification Review

#### FY2026 and FY2027 Unified Planning Work Program

#### Update on Dallas-Fort Worth Air Quality Improvement Plan

#### North Texas Zero Emission Vehicle Project

#### Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Thursday, June 5, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogJune25](http://www.publicinput.com/nctcogJune25). Amanda Wilson, Senior Program Manager, moderated the meeting attended by 93 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 amended on Nov. 10, 2022. Staff presented information about:

- Federal Certification Review – **presented by Marc Oliphant, Federal Transit Administration**
- FY2026 and FY2027 Unified Planning Work Program – **presented by Vickie Alexander**
- Update on Dallas-Fort Worth Air Quality Improvement Plan – **presented by Irlenia Hermosillo and Savana Nance**
- North Texas Zero Emission Vehicle Project – **presented by Alyssa Cunningham and Savana Nance**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited 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:  
<http://www.publicinput.com/nctcogJune25>.

#### Summary of Presentations

**Federal Certification Review presentation:** [https://www.nctcog.org/getmedia/f7536c55-797c-4a98-9f4f-22cbb0b21faf/Federal-Certification-Review\\_Updated-Contacts.pdf](https://www.nctcog.org/getmedia/f7536c55-797c-4a98-9f4f-22cbb0b21faf/Federal-Certification-Review_Updated-Contacts.pdf)

Every four years the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly review the metropolitan transportation planning process for regions with a population over 200,000.

The metropolitan transportation planning process decides how a substantial share of federal funding is spent nationwide, and NCTCOG must prioritize the regional needs and determine the best economical solutions. The process also lays the framework for the future transportation system. Products of the process include the following:

- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Congestion Management Process (CMP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)

The Federal Certification Review also includes gathering public input. Comments are taken into consideration while evaluating transportation planning completed for the region and will be included in a report summarizing discussions during the review.

The survey questions from the federal agencies are available online at <http://www.publicinput.com/nctcogJune25>. All public comments should be submitted directly to FHWA and FTA by July 18, 2025.

***FY2026 and FY2027 Unified Planning Work Program presentation:***

<https://www.nctcog.org/getmedia/870fa48c-8b09-414e-8cf7-1fd19dcb27e2/FY2026-and-FY2027-UPWP.pdf>

***Draft FY2026 and FY2027 Unified Planning Work Program:***

<https://www.nctcog.org/getmedia/5942d307-7d61-4853-9b1e-5b86c05170c7/FY2026-and-FY2027-UPWP-Full-Doc.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers the 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming, and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The UPWP for FY2026 and FY2027 will focus on several planning initiatives, including the 2023-2026 Transportation Improvement Program (TIP), automated vehicle technologies, high-speed passenger technology, bicycle and pedestrian plans, corridor and transit studies, freight planning and air quality conformity analysis, among others. A draft of the work program is posted at [www.publicinput.com/nctcogJune25](http://www.publicinput.com/nctcogJune25) for review and comment.

The RTC will take action on the recommended FY2026 and FY2027 UPWP on June 12, 2025.

***Update on Dallas-Fort Worth Air Quality Improvement Plan presentation:***

<https://www.nctcog.org/getmedia/730528ce-3871-4371-bf35-1dc027f68956/DFW-Air-Quality-Improvement-Plan.pdf>

The Dallas-Fort Worth Air Quality Improvement Plan is a comprehensive regional initiative aimed at reducing air pollution across 16 counties. The plan targets multiple sectors including

transportation, energy, water, wastewater, agriculture and forestry and is funded by the 2022 Inflation Reduction Act through the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) program. The CPRG program requires two deliverables: a short-term Priority Climate Action Plan (PCAP) and a long-term Comprehensive Climate Action Plan (CCAP), which includes emissions projections for 2030 and 2050 and sets reduction goals.

The PCAP outlines voluntary, actionable measures across all sectors to reduce criteria pollutants. These measures are being refined for inclusion in the CCAP, which will also include cost estimates and funding sources. Transportation strategies under consideration include reducing idling, promoting low-emission vehicles, improving traffic flow and expanding pedestrian, bicycle and transit infrastructure. The CCAP will align with NCTCOG's Mobility 2050 Plan to ensure consistency in regional transportation planning. Public input continues to be welcomed through the project website and upcoming summer meetings.

Visit [www.publicinput.com/dfwaqip](http://www.publicinput.com/dfwaqip) to learn more about DFW AQIP and explore public input opportunities.

***North Texas Zero Emission Vehicle Project presentation:***

<https://www.nctcog.org/getmedia/1856b176-6a10-41af-b789-995ad3f0ab09/NTx-Zero-Emission-Vehicle-Project.pdf>

NCTCOG has secured a \$60 million grant from the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program, funded through the Inflation Reduction Act. This funding supports the regional deployment of medium- and heavy-duty zero-emission vehicles (ZEVs) and related infrastructure. The initiative, known as the North Texas Zero Emission Vehicle (NTX ZEV) Project, is divided into two main components: vehicle replacement and workforce development.

Eligible applicants include both public and private entities, with priority given to operations in the region's 10-county ozone nonattainment area. Funding levels vary based on vehicle type, ranging from 33 to 65 percent for battery-electric vehicles and 60 to 80 percent for hydrogen fuel cell vehicles. The remaining \$1.4 million will support workforce development, including training for first responders, mechanics and drivers working with ZEVs and their infrastructure.

The program aims to improve air quality in the Dallas-Fort Worth area by replacing high-emission vehicles with ZEVs, allowing the region to achieve significant environmental benefits without needing to replace many vehicles. The initiative also supports infrastructure such as battery storage systems and renewable energy sources like wind and solar for vehicle charging. Texas is emerging as a strong market for ZEVs, with nearly 20,000 light- to medium-duty electric vehicles and 188 heavy-duty electric vehicles currently registered.

NCTCOG is currently developing a call for projects, which is expected to open in the summer/fall of 2025, pending EPA approval. Additional information is available at [nctcog.org/ntxzev](http://nctcog.org/ntxzev).

## **COMMENTS RECEIVED DURING THE MEETING**

### **Federal Certification Review**

**Phyllis Silver, Citizen**

#### A. DART funding

*Comment:* As you may know, DART is preparing to propose some drastic cuts in service because of this general mobility program. They want to reallocate 5 percent of DART's annual sales collections, equivalent to approximately \$42.59 million. Do you think there's any money that could come from the federal government and/or from NCTCOG, so there wouldn't be such a drastic impact on the ridership?

*Summary of response by Marc Oliphant, FTA:* There are numerous funding sources for transit. In addition to standard allocations, there are also competitive funds that have to do with population size and so forth. The new administration is also in the process of updating some of that competitive funding and what's going to be available. So yes, it's possible as far as which funding source or how, that's something that would have to be explored. But we will make a note of your comment.

*Summary of response by Amanda Wilson:* From a broad Metropolitan Planning Organization (MPO) perspective, we've been working on a project called Transit 2.0 for the past 18 months. You may recall this from a previous public meeting. That work has now concluded, and we've wrapped up our efforts with the consultant. Next week, the final recommendations from the study will be presented to the Regional Transportation Council, along with the proposed next steps. We had been waiting to see the outcome of the Texas legislative session, and now that it has concluded without the passage of relevant legislation, the focus shifts to what comes next. DART has introduced a Mobility Fund proposal, and the key question now is: Where do we go as a region? The Dallas-Fort Worth area is experiencing significant population growth, much of it outside the boundaries of the three major transportation authorities. This raises the need to bring together cities that currently participate in transit authorities and those that do not to discuss the future of regional transit. At this point, there's nothing formally scheduled. Vickie can speak to whether there's anything specific in the Unified Planning Work Program, though that document primarily covers planning projects rather than funding for implementation. Implementation funding would come through a separate document known as the Transportation Improvement Program. That said, you can expect the Transit 2.0 study to produce recommendations on how we move forward and ensure that transit service continues to reach all parts of the Dallas-Fort Worth region.

#### **Update on Dallas-Fort Worth Air Quality Improvement Plan**

**Larry Howe, Citizen**

#### A. Educational resources

*Comment:* There is a lot of misinformation and misunderstanding around the basic science of climate change. Will your AQIP and CRPG Program provide resources to local jurisdictions and the general population to help clear up the misinformation out in the public?

*Summary of response by Savana Nance:* The goal of the Air Quality Improvement Plan (AQIP) is to assess current conditions in the region and identify potential policies, projects and programs that can improve both air quality and overall quality of life. The plan addresses both greenhouse gases and criteria pollutants, but it's not focused on any single pollutant. Instead, it provides information on how action, such as expanding transit, can benefit everyone regardless of the specific type of

pollution being addressed. There will be a variety of resources available from the Environmental Protection Agency to support this initiative. For those interested in learning more, we'll be directing people to informational materials as they become available.

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

### **Update on Dallas-Fort Worth Air Quality Improvement Plan**

#### **Email**

##### **Choteau Kammel, Citizen**

1. As a resident of Fort Worth, I'm grateful for the work NCTCOG is doing and has done to improve the livability of North Central Texas. With summer heat on the way and ozone warnings already beginning to blare, I also appreciate the attention being paid to air quality and the Metroplex's non-compliance with certain pollutants under the Clean Air Act. In facing this critical issue, however, I want to caution against adopting a myopic view of solutions. Air quality is not simply fixed by swapping gas burning municipal fleets with electric vehicles nor is it solved by encouraging private entities to do the same. Rather, to truly improve air quality here, policymakers must recognize that zoning laws and transportation optionality directly contribute to whether pollution improves or continues to worsen. If people cannot live near where they work, travel by alternative means other than by automobile, or have proximate access to recreation, socializing and worship, air quality will suffer further. Consequently, addressing air quality requires our municipalities to allow people to live near job centers again; to expand housing availability to include forms for different family sizes; and to invest in providing feasible transportation alternatives to spending endless hours in pollution-causing congestion. The TRE and TEXRail are incredible transit assets, and yet their stations are parking lots rather than places for families to live, work and play. Imagine both the congestion relief and reduction in air pollution if thousands more people could build their lives around rail corridors rather than freeways. Mass automobile use in a mega-region of millions of people drives much of the pollution here, wastes substantial amounts of time and results in hundreds of preventable deaths each year. If we want to improve air quality, and enjoy a bevy of other benefits, then we must support and provide transportation options for the people of North Central Texas. Municipal zoning and housing laws work against improving air quality because they create the ever-growing commute times citizens of North Central Texas have resulted in backed-up highways and worse pollution. The Texas legislature passed several landmark housing and zoning bills this year that allow housing to be built on commercial and retail tracts (SB 840), finally allowing smaller starter-home sizes to be built in new subdivisions (SB 15) and allow cities to permit single-staircase apartments up to six stories tall (SB 2835). These bills offer a momentous opportunity for North Central Texas municipalities to build more housing within proximity to job centers ultimately making housing more affordable and reducing commute times and the resultant air pollution. Our municipalities must take advantage of these bills and act swiftly to remove other barriers such as onerous parking mandates set in the 1960s and allowed to ossify. These actions will help shift the balance from a development pattern that literally drives air pollution, especially as millions more people continue to move here, to a pattern that offers more choices, freedom and air quality to our friends and neighbors here in North Central Texas.

**Response by NCTCOG Transportation staff:**

Thank you for your comments. They will be included in our public comments report and provided to the Regional Transportation Council.

**Other**

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments  
Thurs., June 5, 2025 Public Meeting

Dallas-Fort Worth Air Quality Improvement Plan

Question Pg. 3 - In the gray square on the left side of the page it has a question mark next to "particulate matter" - does this mean that we do not know the status of particulate matter in the region? If so, isn't this measurable and why would we not know?

Question Pg. 9 - What does "improve rail crossings" refer to? Is it a maintenance issue? Is it a problem with the track or gates?

I saw a report on the news that indicated that some freight trains are too long so when the train gets to a crossing, cars can be stacked up for one hour waiting for the train to pass. Does this "improve rail crossings" measure refer to this problem?

Comment / Pg. 12 -

Question - Priority Climate Action Plan: Transportation Sector Measures  
 One of the measures under Transit Enhancement Program is to increase transit frequency. Currently, DART is considering a decrease in frequency for buses and trains due to funding for the GMP. Can COG help out with some of this funding so that we can maintain or improve frequency? This would help us improve air quality.

Comment - Pg. 13 -

PCAP: Transportation Sector Measures  
 Under Active Transportation Program - Improve/Expand Bicycle and Pedestrian Facilities - more work needs to be done to improve pedestrian safety. This would encourage more people to take transit, as we need to walk to and from our transit stops.

over →

pg. 1 of 2

also on Pg. 13- Same PCAP heading -  
Comment -

Enhanced Regional Traffic Signal Timing Program -  
Improve Signal timing in the Region - We need to  
improve Signal prioritization for vehicles and improve  
traffic signals for safe passage of pedestrians. There  
needs to be protected signals for pedestrians.

Phyllis Silver  
Phyllis Silver

6/27/2025