

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

2025 End of Ozone Season

North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations

Traffic Signal Program Funding Process

Proposed Modifications to the List of Funded Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Dec. 8, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogDec25. Lori Pampell Clark, Senior Program Manager, moderated the meeting attended by 62 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:

- 2025 End of Ozone Season – **presented by Daniela Tower**
- North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations – **presented by Jared Wright**
- Traffic Signal Program Funding Process – **presented by Gregory Masota**

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: www.publicinput.com/nctcogDec25.

Summary of Presentations

2025 End of Ozone Season presentation:

<https://www.nctcog.org/getmedia/bdc07103-45a8-44f4-a7ad-007cbaabb9c7/2025-End-of-Ozone-Season.pdf>

The 2025 ozone season concluded at the end of November, and preliminary data show the region ended with a design value of 83 parts per billion (ppb), primarily driven by high readings in Frisco, Fort Worth Northwest and surrounding northwestern areas. This aligns with the region's typical summer wind pattern, which carries pollutants from the southeast toward the northwest, where they undergo photochemical reactions that form ozone. The highest six monitors for 2025 ranged from 80 to 83 ppb. This season recorded 44 exceedance days, with 40 orange-level and 4 red-level exceedance days.

Looking ahead, the region faces significant challenges in meeting the 2008 ozone standard of 75 ppb by the end of 2026. Data shows achieving attainment would require unrealistically low ozone levels next year, making it likely that the region will miss the standard. If attainment is not met, Clean Air Act Section 185 fees could be imposed on major pollution sources, potentially raising operational costs that may be passed on to consumers. NCTCOG continues to provide resources—including the new 2025 Air Quality Handbook—and maintains multiple public information platforms such as Air North Texas, TCEQ statewide alerts and local air quality initiatives. Additional regional and national tools, along with local emissions control programs, aim to support public awareness and long-term ozone reduction efforts.

North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations presentation:

<https://www.nctcog.org/getmedia/b21b53e9-30cd-447f-ab01-dea020d5ce5e/North-Texas-Electric-Vehicle-Infrastructure-Call-for-Projects-Funding.pdf>

The North Texas Electric Vehicle Infrastructure Call for Projects stems from the Federal Highway Administration's Charging and Fueling Infrastructure Program, which awarded the region \$15 million to expand publicly accessible EV charging. The program aims to fill geographic gaps in the regional charging network by funding roughly 100 charging ports at approximately 25 locations. Eligibility has been limited to publicly owned properties such as libraries, parks and recreation centers.

The Call for Projects received 109 eligible site proposals from 36 public agencies across 12 counties; of these, 55 sites are recommended for funding, 48 sites have been waitlisted and 6 have been removed. The recommended funding totals approximately \$10.7 million and includes the use of Regional Transportation Council (RTC) Local Funds to support a project in Erath County due to delayed federal funding. The number of funded sites may change as actual procurement costs become known.

The region will bring final recommendations to the RTC in early 2026. This initiative also aligns with statewide efforts under the Texas Electric Vehicle Infrastructure Plan, through which TxDOT is expanding fast-charging corridors and will coordinate with MPOs on future urban charging locations.

Traffic Signal Program Funding Process presentation:

<https://www.nctcog.org/getmedia/c489bbc8-b989-4a03-8964-e3741a1c82d1/Traffic-Signal-Program-Funding-Process.pdf>

In response to growing regional needs, the Regional Transportation Council (RTC) has approved a new traffic signal program funding process. The program evaluates requests based on four key elements: agency eligibility, project evaluation, categorization of needs and cost-sharing between NCTCOG and local agencies. The program integrates equipment inventories provided by cities with performance data gathered via signal analytics to prioritize improvements.

The funding process involves reviewing both the physical inventory and signal performance to determine appropriate improvements based on available funds. NCTCOG maintains updated inventories covering central software, coordination equipment, physical hardware and corridor characteristics. Signal performance is evaluated through research data showing average delay and level of service for each intersection movement. With RTC's approval, the next step is to request funding for each category and guide agencies on how to submit requests

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/00302a3c-3c76-45e3-a84f-68acf53d9bc7/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2028 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, state, and local sources, and is updated regularly to ensure accuracy; the current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Tarrant, and Wise Counties, as well as financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA).

COMMENTS RECEIVED DURING THE MEETING

2025 End of Ozone Season

Russ Gamber, Citizen

A. Air quality during upcoming FIFA World Cup

Comment: Will FIFA have any specific air quality standards that will need to be met during the influx of visitors for the upcoming events? And what actions would be taken if air quality is poor on practice or game days? Also, will visitors receive alerts on red or orange air quality days? Finally, as a long-time Arlington resident, I noted that Arlington was not listed among the local air quality initiatives and asked whether the city is planning to implement any.

Summary of response by Lori Clark: We may need to follow up with colleagues more directly involved with FIFA to confirm whether any special air quality standards are required, though we have not heard of anything beyond the standards the region already follows. We currently participate in FIFA's sustainability committee and are coordinating expanded transit service and heightened Air North Texas outreach during the events, while existing air quality alert systems, and possibly the FIFA visitor app, could help notify attendees on high-ozone days. There are already localized air quality resources, though the list is still being updated. Under the Mobility Plan Policy Bundle, local governments can adopt air quality policies such as clean fleet standards and idle-reduction signage. Arlington is already engaged in some of these efforts.

Other

Phyllis Silver, Citizen

A. Air quality standards, pedestrian safety and public comment period

Comment: I am concerned about the worsening regional air quality and would like further clarification on design values, noting that despite cleaner fleets, fewer gas-guzzling vehicles and more electric vehicles, ozone levels appear to be rising. Also, are the region's efforts being undermined by other sources of pollution? Addressing traffic operations, I urge the team to consider giving pedestrians a few seconds head start before turning vehicles, emphasizing that both right- and left-turning cars often conflict with people crossing, especially near shopping centers. Finally, I am requesting clarification on the public comment deadline, noting that the item will go to RTC on January 8 and asking when written or online comments must be submitted.

Summary of response by Lori Clark: Public comments will be accepted through Tuesday, January 6, and we encourage you to review the Air Quality Handbook for a clearer explanation of how design values are calculated, although recent trends show some regression, current design values are still far lower than those in the early 2000s. We should note that population growth, construction activity, expanding development and weather conditions all contribute to rising ozone levels despite ongoing initiatives. Regarding pedestrian safety, the MPO already promotes leading pedestrian intervals (LPIs) as a best practice and has provided training, peer-to-peer exchanges and policy guidance to help agencies implement them. But we will take your suggestion back to the team to explore whether a formal policy could require LPIs during signal retiming or synchronization.

Proposed Modifications to the List of Funded Projects

Tameila Spillman, TxDOT Dallas District

A. Funding adjustments

Comment: The Dallas District requests a correction to MOD2025-0655. Per the NT Moves Trade proposal, the overall funding for CSJ 2921-01-010 was not intended to be reduced, as currently reflected in the MOD; accordingly, the district requests that the Category 2 funding amount in the proposed modification be corrected from \$12,758,463 to \$16,508,462, as highlighted in the snippet below.

FUNDING									
FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2025	ENG	2921-01-010	SW PE	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	UTIL	2921-01-010	SW ROW	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	2921-01-010	2M - METRO CORR	\$13,206,770	\$3,301,692	\$0	\$0	\$0	\$16,508,462
2026	CON	2921-01-010	5 - CMAQ	\$4,280,192	\$1,070,048	\$0	\$0	\$0	\$5,350,240
2026	CON	2921-01-010	7 - STBG	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
2026	CON	2921-01-010	TDC (MPO)	\$0	\$0	\$0	\$3,000,000	\$0	\$0
Total				\$32,486,962	\$6,221,740	\$0	\$0	\$0	\$38,708,702

Summary of response by Ken Bunkley: Thank you for your input. The change has been made and will be presented to the RTC for approval on January 8, 2026.

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

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

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