

RTC LOCAL Accounts

Permanent MPO Revolver Balance (as of 7/31/2026)			\$	4,209,153.71
Permanent MPO Revolver			\$	15,000,000.00
Permanent MPO Revolver Interest			\$	698,001.38
Permanent MPO Revolver Utilization			\$	11,488,847.67
Number of times Permanent Revolver has rotated			\$	22.68
Temporary MPO Revolver Balance (as of 7/31/2026)			\$	11,217,815.88
Temporary MPO Revolver Receipts			\$	10,000,000.00
Temporary MPO Revolver Interest			\$	1,217,815.88
Temporary MPO Revolver Utilization			\$	-
RTC Local Fund Pool Balance (as of 8/4/2026)			\$	94,601,395.25
RTC Local Fund Receipts			\$	95,000,000.00
RTC Local Fund Interest			\$	22,698,768.10
Committed Funds			\$	23,097,372.85



Status Report on Legal Expenses

REGIONAL TRANSPORTATION
COUNCIL

OCTOBER 8, 2026

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #1 – Governance	Gibson, Dunn, Crutcher	April	\$165,155
		May	\$281,432
		June	\$125,738
		July	\$130,888
		August	TBD
TOTAL Engagement #1			\$703,213

NCTCOG Governance Legal Expenses – Approximately \$265,000

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #2 – Ongoing Support for RTC Policy and Programs	Taylor, Adkins, Olson, Sralla, Elam	April	\$1,278
		May	\$0
		June	\$0
		July	\$821
		August	\$365
		TOTAL Engagement #2	\$2,464
Engagement #3 - Texas Open Meetings Act and meeting procedures	Taylor, Adkins, Olson, Sralla, Elam	April	\$731
		May	\$6,009
		June	\$1,034
		July	\$0
		August	\$2,098
		TOTAL Engagement #3	\$9,873

Cumulative Total All Engagements Through August - \$715,550

Status Report on Internal Legal Costs to the RTC

Month (2026)	Total Hours	Ken	James
January	112.50	68.00	44.50
February	136.50	76.00	60.50
March	164.50	89.50	75.00
April	53.00	26.00	27.00
May	55.50	31.50	24.00
June	26.50	21.50	5.00
July	19.50	14.50	5.00
August	35.50	31.50	4.00
Total	603.50	358.50	245.00
Total Cost for Eight Months for Two Attorneys \$114,896			

2025 Comparison (January – August)	1,385.50	786.00	599.50
Total Cost for Eight Months in 2025 \$250,173			

Key Takeaways

Internal support hours decreased by 782 hours compared to January - August 2025

Internal support costs decreased by approx. \$135,277 compared to Jan- August 2025

No comparable increase in external legal costs in Engagement 2 and 3

Approximate \$125,000 (\$250,173 - \$114,896 - \$2,464 - \$9.873) of costs savings for General Counsel and RTC meeting support costs to RTC

Contact Us



Emily Beckham, CGMS
Senior Program Manager
ebeckham@nctcog.org
(817) 608-2308



Dan Kessler
Assistant Director
dkessler@nctcog.org
(817) 695-9248



2027 RTC LEGISLATIVE POLICY PROGRAM FOR THE 90TH TEXAS LEGISLATURE

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council Meeting

October 8, 2026

RTC LEGISLATIVE POLICY PROGRAM

LEGISLATION TO ACTIVELY PURSUE

- Identify and pursue additional revenue for all modes of transportation
 - Prioritize funding opportunities for on-system and off-system thoroughfares
 - Return approximately \$90 million in air quality user fees to counties for Local Initiatives Projects
 - Reconsider current uses of transportation funding (see table)
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions and allow the use of Public-Private Partnerships
- Support innovative funding methods to expand rail and transit options within the region
 - Support use of the Texas Mobility Fund (TMF) for regional commuter rail and Class I railroad improvements; support extension of TMF bond issuance deadline
 - Support dedicated funding for public transportation and rail through a budget rider
 - Create a sales tax revenue pilot project to support Transit 2.0

RTC LEGISLATIVE POLICY PROGRAM

LEGISLATION TO ACTIVELY PURSUE WITH OTHERS

- Support legislation to restructure the Dallas Area Rapid Transit Board of Directors as agreed to by DART's Service Area Cities
- Provide tools to aid transit agencies in supporting transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions
- Improve the safety of the statewide transportation system for all users; reduce aggressive driving, eliminate driving under the influence, enforce seat belts, advance bystander training into statewide drivers' education courses, and establish a framework for the regulation and enforcement of high-powered electric mobility devices
- Use technology to improve safety; advance automated speed enforcement with technology-assisted law enforcement, and modernize messaging in construction zones
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs

RTC LEGISLATIVE POLICY PROGRAM

PROVIDE TESTIMONY UPON REQUEST

- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Encourage measures that improve bicycle and pedestrian safety
- Oppose legislation to increase freight truck weight limits above current law; strengthen commercial vehicle weight policies to protect infrastructure
- Retain eminent domain authority in current statute
- Support system reliability, congestion relief, and trip reduction strategies
- Support high-speed rail development in Texas
- Support the continued collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use, infrastructure, and the safe operations of unmanned aircraft (UAS)

RTC LEGISLATIVE POLICY PROGRAM

PROVIDE TESTIMONY UPON REQUEST (CONTINUED)

- Support funding, planning, and implementation efforts to advance airport modernization, Advanced Air Mobility, UAS integration, and related infrastructure
- Support legislation that improves air quality, including enhancing the emissions inspection/maintenance program, reducing heavy-duty truck idling, ending vehicle emissions inspection fraud, supporting tire disposal programs, and encouraging truck stop electrification
- Modernize and increase flexibility in the Local Initiative Projects through a limited program focused on transportation and air quality improvements
- Protect and modernize the Texas Emissions Reduction Plan (TERP) Trust Fund; preserve its revenue for TERP purposes and innovative air quality improvement strategies, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles, transit vehicles, and associated infrastructure
- Require the State to contract with non-attainment MPOs for development of on-road emissions inventory to ensure consistency with air quality conformity
- Support policies that preserve open space needed for flood mitigation; support funding for roadway channel crossings and flood early warning systems in flash flood-prone communities

REVENUE REDISTRIBUTION VS NO NEW TAXES – HOW TO PAY

Source	Revenue	Unit	From	To	Request
Sales Tax	\$780M	per year	State	Region	\$200M/year?
Air Check	\$90M	one time	Balance Budget	Counties	\$90M for Air Quality
Texas Mobility Fund	Varies	per year	TxDOT	MPO as before	\$100M/year
CMAQ	\$56M	per year by 2035	TxDOT	MPO as before	\$50M/year
Cat. 12 Use	Varies	per year	TxDOT	MPO as before	Create Flexibility for RTC
Budget Rider	\$100M	per year	TxDOT	Equity State Ferries	\$100M/year – Regional Rail

Point of Collection: May be a non-starter (Not new revenue)

September 11, 2026

RTC Legislative Policy
Program Presented;
Comments Requested

Today

RTC Legislative
Policy Program
Presented as an
Action Item

October/November

Staff to Design RTC
Legislative Policy
Handout

November 3, 2026

Election Day

November 9, 2026

Bill Filing Begins for
the 90th Texas
Legislature

TIMELINE

Key Dates for 2027 RTC
Legislative Policy
Program, Election, and
90th Legislative Session

REQUESTED ACTION: 2027 RTC LEGISLATIVE POLICY PROGRAM FOR THE 90TH TEXAS LEGISLATURE

RTC approval of:

- 2027 Regional Transportation Council Legislative Policy Program for the 90th Texas Legislature
- Bringing regional transportation organizations together to identify a set of shared top policy priorities

RTC Action Item – October 8, 2026

CONTACT US

Rebekah Gongora

Program Manager
Public Involvement and
Government Relations

rgongora@nctcog.org

(682) 433-0477

Jackie Nolasco

Communications Specialist
Government Relations

jnolasco@nctcog.org

(817) 695-9255



www.nctcog.org/legislative



Request to Use Regional Transportation Council Local Funds for Air Quality

Chris Klaus

Regional Transportation Council

10.08.2026

Air Quality – Conformity and Emissions Inventories

As the MPO for the North Central Texas ozone nonattainment area, NCTCOG is responsible for demonstrating transportation conformity to ensure that projects in the Metropolitan Transportation Plan can proceed.

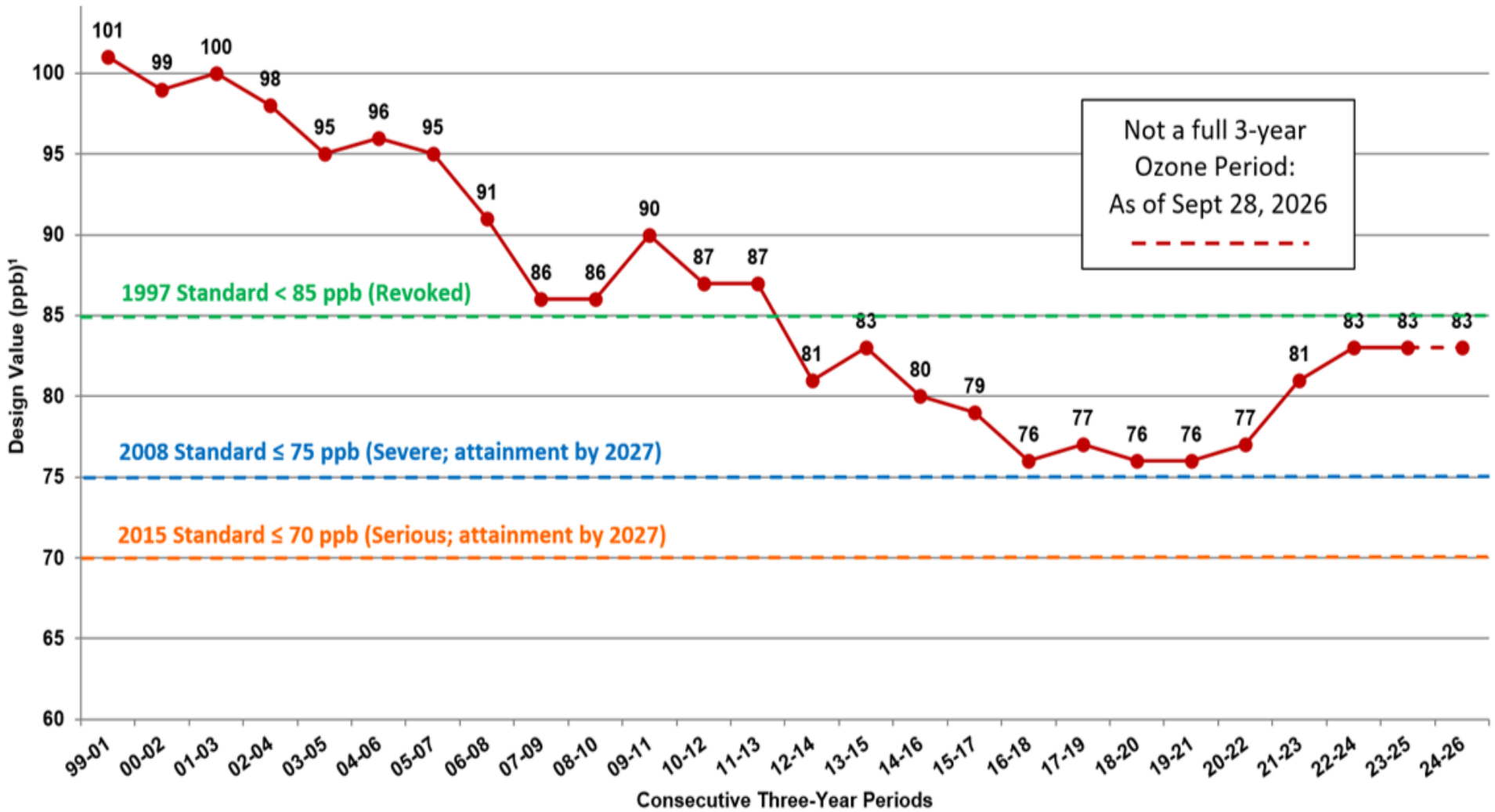
Conformity demonstration requires transportation emissions to stay under the ceilings established through the on-road emissions inventories (EIs) in the State Implementation Plan (SIP). Consistent methodologies and sources are critical between the two.

NCTCOG brings more than 30 years of direct experience working through this process. But, since 2021, development of on-road EIs for the SIP has been taken away.

Plan:

Will pursue, through state legislation, that NCTCOG be responsible for both sets of on-road EIs.

Air Quality – Regulatory Monitoring vs. TCEQ Modeling



SIP Model Predictions
(Ozone Design Value
Forecasts – DVF)

2023: 73 ppb

2026: 72 ppb

Source: TCEQ

¹Attainment 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).

Air Quality - Recent Correspondence

RTC has sent multiple letters addressing Air Quality Concerns

TCEQ:

- June 12, 2018: Emissions Inventory Development Associated with Transportation Conformity
- April 12, 2023: Dallas–Fort Worth Ozone Nonattainment and Section 185 Fee
- July 17, 2023: Dallas–Fort Worth Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS
- January 16, 2024: Dallas–Fort Worth Severe Area Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS
- November 22, 2024: Request for Assessment on Rising Ozone Levels in North Central Texas
- January 10, 2025: Addressing RTC's Concerns on Ozone Monitoring and Mitigation Strategies
- June 11, 2026: Correspondence to the Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas

TxDOT:

- July 28, 2025: Draft 2026 UTP Public Comments
- July 30, 2026: UTP Public Comment from NCTCOG Regional Transportation Council

Air Quality – Ozone Modeling

A targeted, data-driven investigation is needed to identify and quantify contributors to the persistent gap between observed ozone concentrations and photochemical model outputs, beyond meteorological influences.

Additional factors such as unaccounted-for emissions, inventory inaccuracies, mobile source behavior, and other deficiencies, should be systematically evaluated.

Plan:

Establish an in-house air quality modeling infrastructure that supports SIP-level modeling — Linux operating system with modeling software (compiler and pre/post-processors).

Obtain hands-on technical training on the modeling software and emissions processors to set up and execute model runs.

Potential Sensitivity Analyses and Applications

Assistance/Feedback to TCEQ

Source Apportionment

Weekends vs. Weekdays

Seasonal Impacts

Control Strategies

VMT / Population Growth Scenarios

Exceptional Events Evaluation

Better Transport Understanding

Pandemic-Type Disruption Analysis

Zero Out Scenarios

Interagency Agreements with Other Regions

Evaluation of other regulatory pollutants (as needed)

Estimated Specifications

Category	Quoted Cost	Previously Approved (RTC Local Funds)	Additional Funds Needed
Computer Equipment (server, storage, networking)	\$420,000	\$80,000	\$340,000
Training (CAMx, EPS3, WRF)	\$100,000	\$100,000	\$0
Support (Linux planning, deployment, and support)	\$25,000	\$0	\$25,000
Total	\$545,000	\$180,000	\$365,000

Rider 7 Fine Particulate Matter (PM2.5) Grant

TCEQ-administered grant supporting local air quality planning

Previously approved:

Continue current PM2.5 monitoring and install additional PM2.5 monitors
\$480,000 (Consultant)

Develop a regional PM2.5 conceptual model
\$250,000 (Consultant)

Plan:

Develop a regional PM2.5 conceptual model
\$250,000 (in-house)

Seeking \$55,000 in RTC local funds for administrative costs to carry out in-house modeling

Requested Action - Request to Use RTC Local Funds for Air Quality

Regional Transportation Council approval of:

- Additional \$365,000 of RTC local funds to continue establishing and supporting the in-house modeling infrastructure and training.
 - \$180,000 previously approved (for a combined total \$545,000)
- \$55,000 of RTC local funds for TCEQ Rider 7 PM_{2.5} in-house conceptual modeling.
- Unused funds will be returned to the RTC local account.

Amend the Transportation Improvement Program (TIP) and update administrative and/or planning documents as needed to incorporate the funds.

RTC Action Item – October 8, 2026

For more Information



Chris Klaus
Senior Program Manager
cklaus@nctcog.org



Jenny Narvaez
Program Manager
jnarvaez@nctcog.org



Vivek Thimmavajjhala
Senior Transportation System Modeler
vthimmavajjhala@nctcog.org



Daniela Tower
Air Quality Planner
dtower@nctcog.org

REGIONAL TRANSPORTATION COUNCIL PRESENTATION

REGIONAL BICYCLE SAFETY ACTION PLAN

KEVIN KOKES, AICP

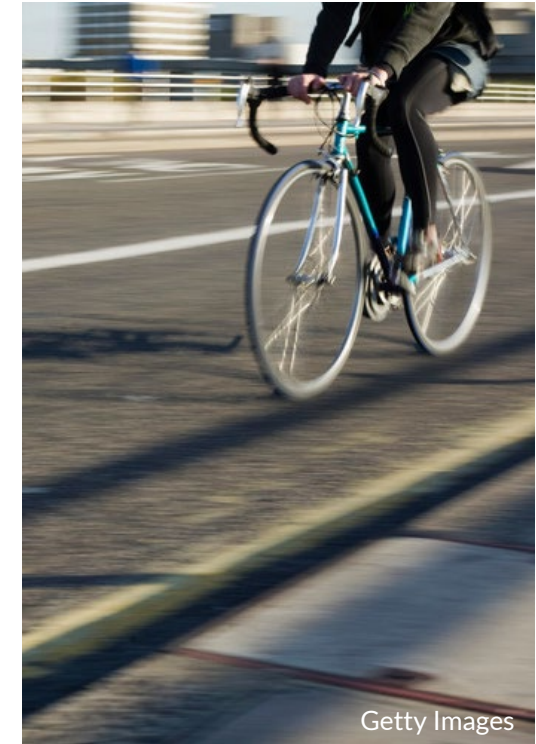
10.08.2026



**LOOK OUT
TEXANS**  
BIKE WALK DRIVE SAFELY
LookOutTexans.org

Purpose of the Safety Plan

- 🚲 Supports the **Metropolitan Transportation Plan** (Mobility 2050)
- 🚲 **Goals and policies** in support of Regional Transportation Council (RTC) and Texas Transportation Commission safety positions.
- 🚲 Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- 🚲 Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**.



Planning Process

🚲 Robust, grass roots engagement (February – November 2025)

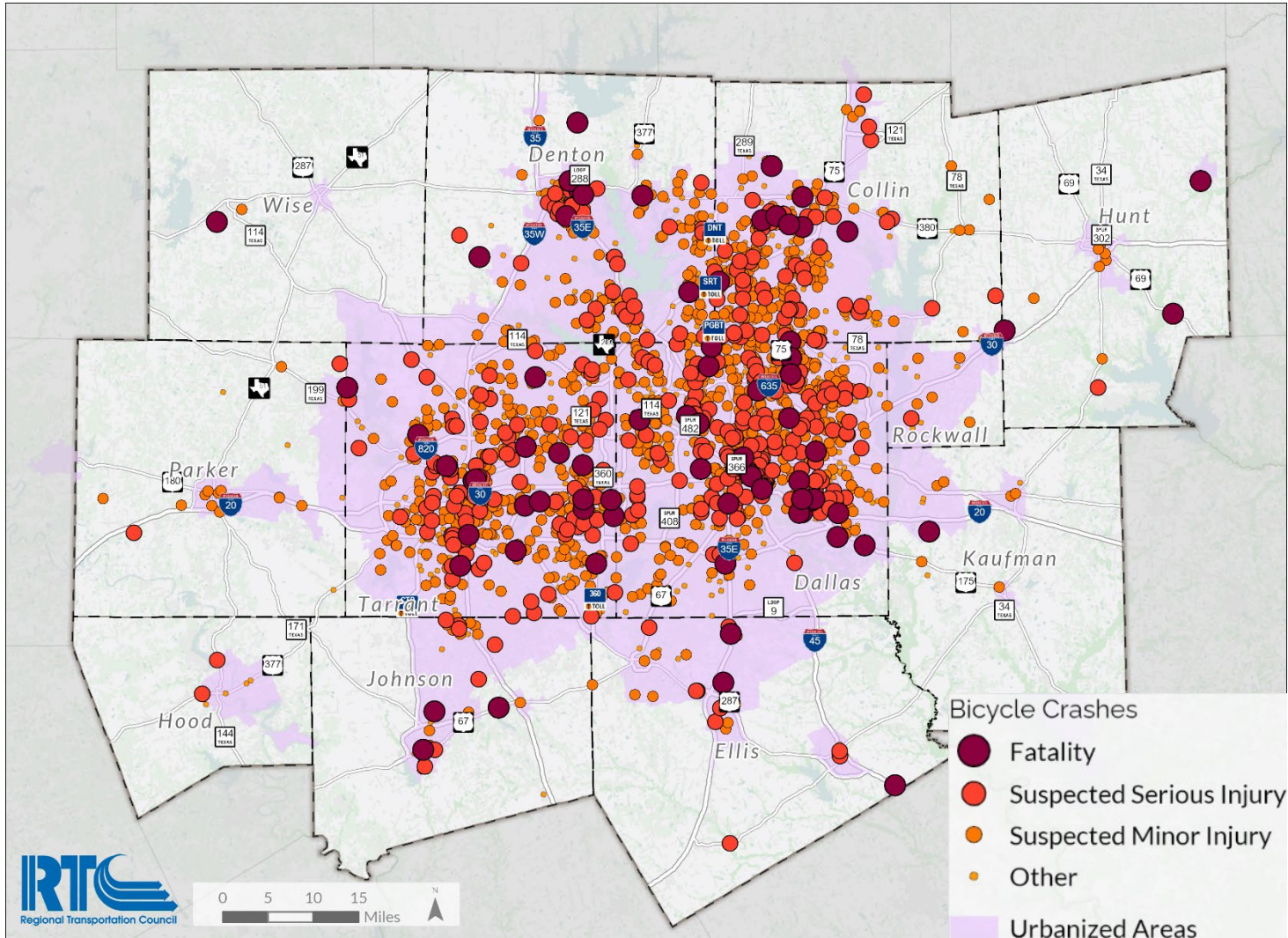
- Stakeholder workgroup
- Bike group and committee meetings
- Outreach events

🚲 Regional Opinion Survey

- 87% of respondents are interested in bicycling more than they do now.
- 52% of respondents cited safety concerns as their primary reason for not bicycling more often.



Bicyclist Crashes in the MPA (2019 – 2023)



2,471

**TOTAL BICYCLE
CRASHES IN the MPA from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

73

**TOTAL BICYCLIST
FATALITIES OCCURRED
REGION WIDE from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

86%

**of All Fatal &
Serious Injuries
Involved**

MALES

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023



81% of bicyclists
killed were not wearing
HELMETS.

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

74%

**of all bicycle crashes
occurred at**

INTERSECTIONS

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

90%

**of bicyclist
crashes
occur within**

**1 MILE
of a school**



Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

Goals



Eliminate all serious injury and fatal bicyclist crashes across the region by 2050



Address critical bicycle safety needs in priority locations



Enhance safe connections to daily destinations

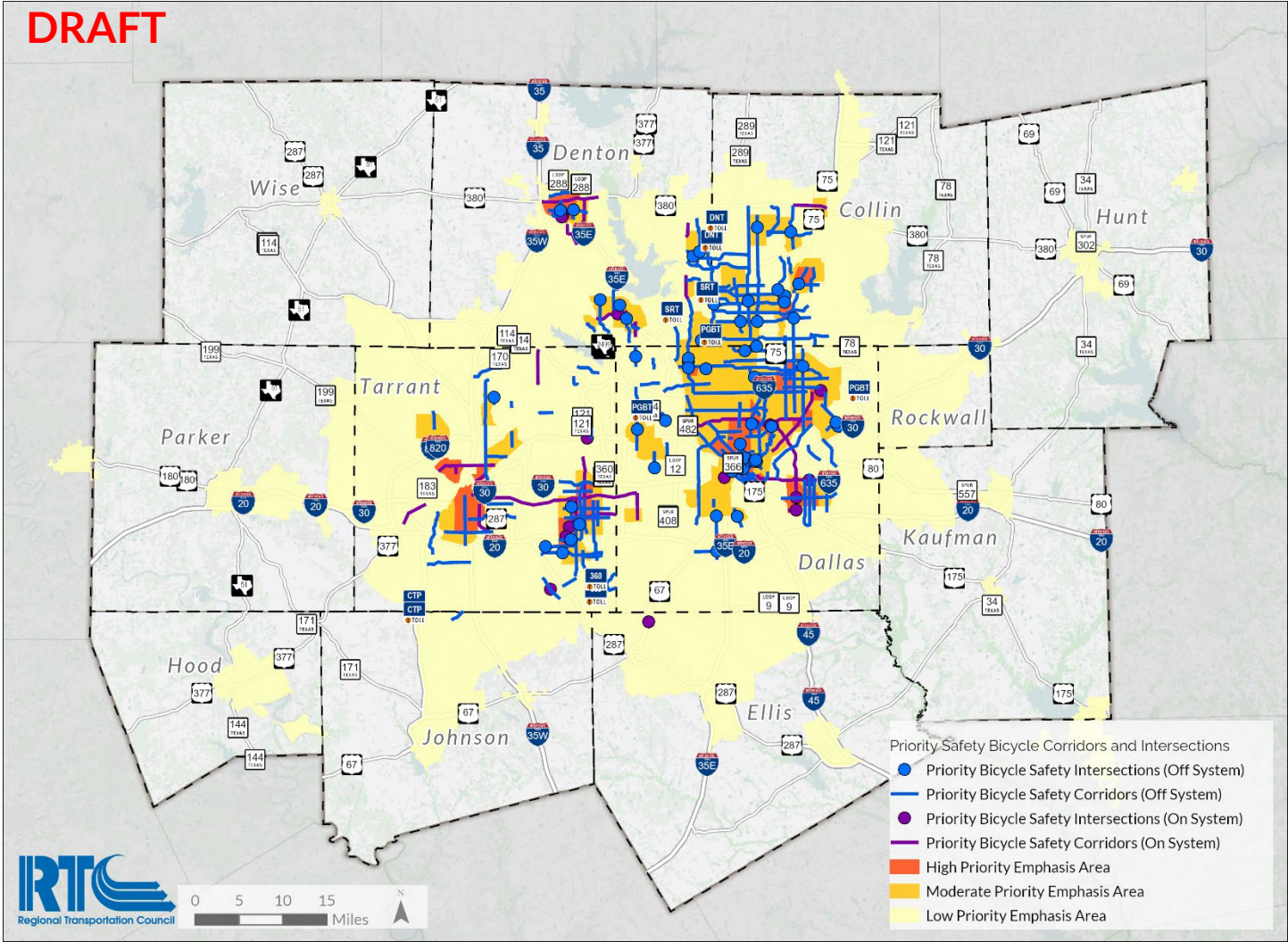


Balance the safety and needs of all roadway users



Develop a culture of safety

Priority Bicycle Safety Areas, Corridors, and Intersections



Located in 37 cities across the region.

- Priority Safety Bicycle Corridors and Intersections
- Priority Bicycle Safety Intersections (Off System)
 - Priority Bicycle Safety Corridors (Off System)
 - Priority Bicycle Safety Intersections (On System)
 - Priority Bicycle Safety Corridors (On System)
- Priority Emphasis Areas
- High Priority
 - Moderate Priority

Priority Emphasis Area	% of Urbanized Areas	% of Crashes	Mi. of Planned Bikeways
High	2.6%	21%	315
Moderate	9.0%	34%	810
Total	11.6%	55%	1,125

Action Plan for Projects and Programs

Over **thirty action items** consisting of strategies, projects, programs, and policies. Each action item identifies the responsible parties and magnitude of cost.

#	Action Item (examples)	Action Item Type
O-1	Provide training for transportation design professionals about bicycle facility design best practices and how bicyclists operate on the roadway.	Education
O-7	Prioritize enforcement of traffic laws such as speed limits, impaired driving, safe driving practices, traffic control device compliance.	Enforcement
O-8	Conduct road safety audits for Priority Bicycle Safety Corridors and Priority Bicycle Safety Intersections.	Engineering
ST-15	Provide adequate roadway lighting along bikeway corridors, especially at conflict locations such as intersections and driveways.	Engineering

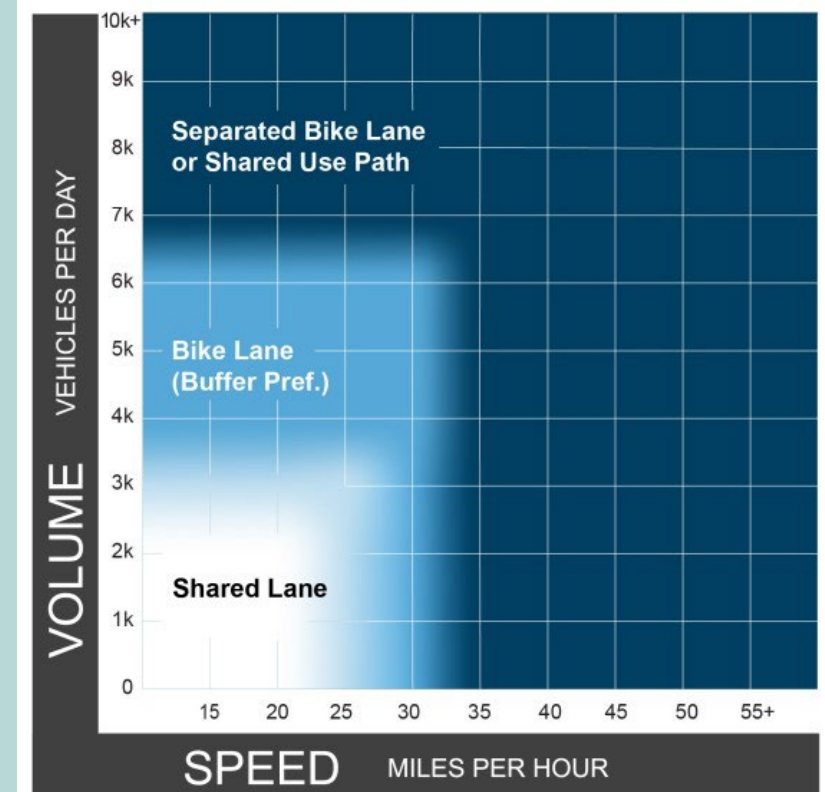
October 08, 2026: Regional Bicycle Safety Action Plan

Bicyclist Safety on US Roadways: Crash Risks and Countermeasures
Safety Research Report: NTSB/SS-19/01, Adopted November 5, 2019

The National Transportation Safety Board (NTSB) reports that separated bike lanes are associated with fewer crashes, fatalities, and serious injuries.

Recommended Bicycle Facility Selection

Source: Federal Highway Administration, Texas Roadway Design Manual



Action Plan: Education

Examples of LookOut Texans Safety Campaign Messaging for Bicyclists

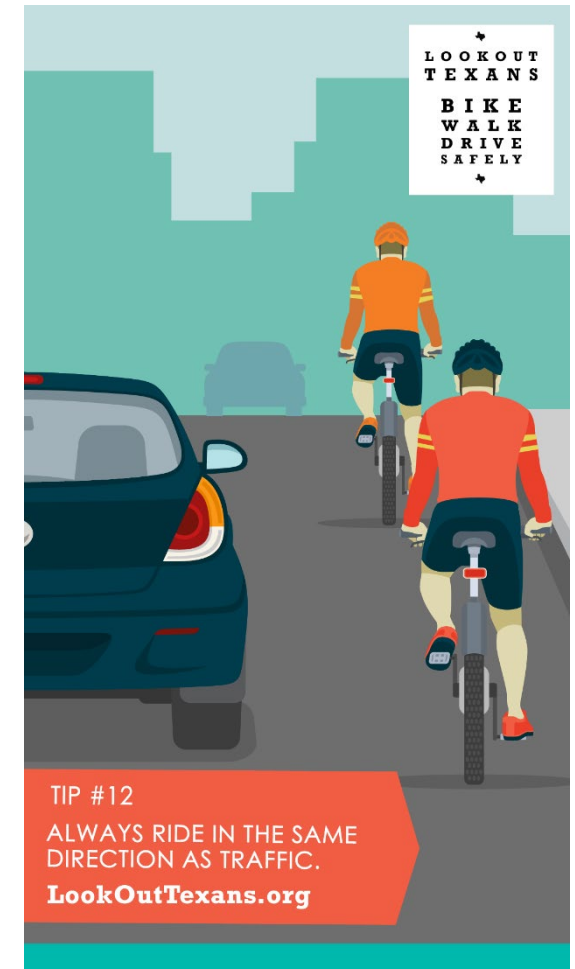
Traffic Laws



Visibility



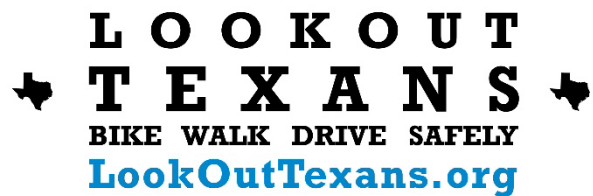
Operation on the Roadway



REQUESTED ACTION: Regional Bicycle Safety Action Plan

RTC approval to:

- Adopt the Regional Bicycle Safety Action Plan.
- Direct staff to implement the recommendations of the Regional Bicycle Safety Action Plan as consistent with the programs and policies of the existing Metropolitan Transportation Plan (Mobility 2050) and incorporate the recommendations of the Regional Bicycle Safety Action Plan into future metropolitan transportation plans.



Contact Us



Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org | (817) 695-9275



Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org | (817) 608-2376



Daniel Snyder, AICP

Senior Transportation Planner

dsnyder@nctcog.org | (817) 608-2394



Chris Nelson

Senior Transportation Planner

cnelson@nctcog.org | (817) 704-1513



Catherine Richardson

Transportation Planner III

crichardson@nctcog.org | (682) 433-0485





2027 TRANSPORTATION ALTERNATIVES CALL FOR PROJECTS FOR THE NORTH CENTRAL TEXAS REGION

Kevin Kokes, AICP
Regional Transportation Council | 10.08.2026

ELIGIBLE PROJECT ACTIVITIES

May include:

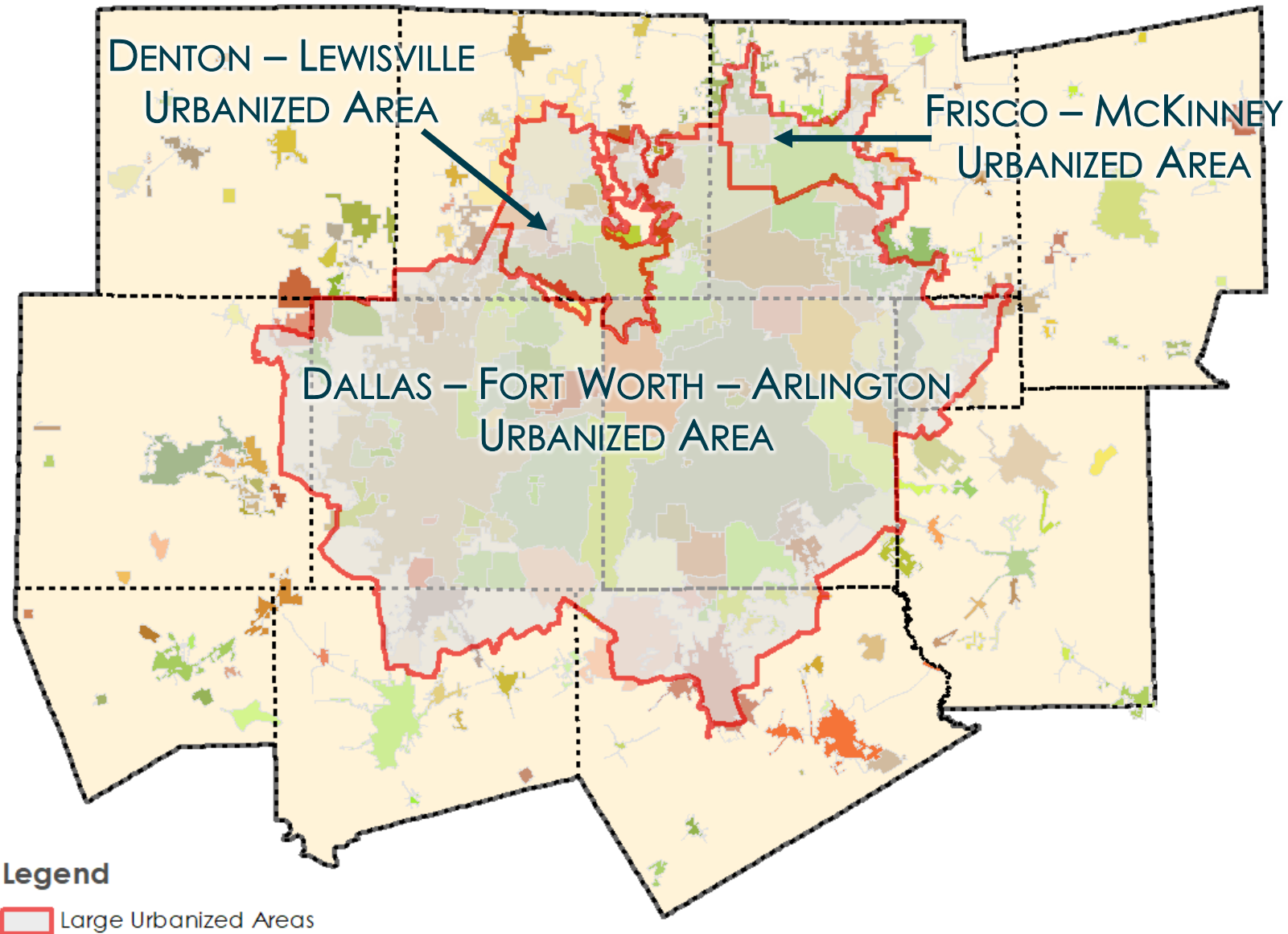
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps with Shade (part of a larger project)
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures
- Protected Intersections
- Safe Routes to School Planning



ELIGIBLE PROJECT AREAS

Within the three
urbanized areas
(exceeding 200K
population)

NOTE: the TxDOT Statewide TA
Call for Projects is anticipated to
open January 2027



FUNDING OVERVIEW

Approximately \$60 million in federal funding is anticipated to award

Project Activity	Minimum Federal Funding Award per Project (Targets)	Maximum Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000

FUNDING OVERVIEW (cont.)

Construction-implementation projects

- Engineering and Environmental Phases: *100 percent locally funded*
- Construction Phases: *Minimum 20 percent local match**

Safe Routes to School planning: *Minimum 20 percent local match**

* Local match must be cash or Transportation Development Credits (TDCs)

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)
 - *Regional TDCs may be requested in lieu of local match for projects implementing alignments of the Regional Veloweb*
 - *MTP Policy Bundle TDCs available for qualifying local governments may be applied to other project types not consisting of a Regional Veloweb alignment*

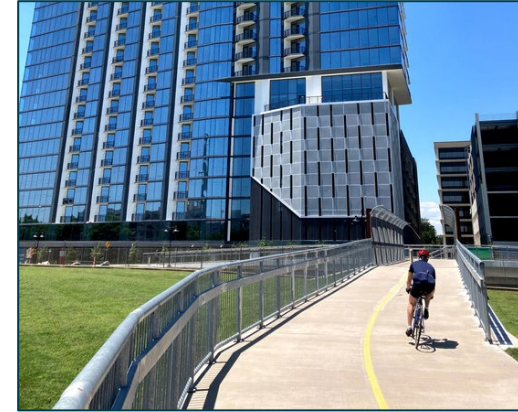
FUNDING PRIORITIES

Connections:

- Regional Connections (e.g., Regional Veloweb)
- Connections to Jobs, Schools, and/or transit
- Connections between existing facilities (e.g., creating a connected network)

Project Readiness

- Project feasibility and amount of advance planning completed to date (e.g., schematics or preliminary engineering)



Evaluation Criteria and Scoring

Active Transportation Infrastructure

Category	Points
Regional Network Connectivity	25
Access to Major Destinations	20
Project Readiness and Other Factors	20
Safety and Comfort	20
Congestion Reduction	15
Total	100

Safe Routes to School Infrastructure

Category	Points
Problem Identification and Solution	25
Planning Support	15
Community Support	10
Potential to Increase Walking and Bicycling	15
Equal Opportunity	15
Project Readiness and Other Factors	20
Total	100

Safe Routes to School Planning

Category	Points
Problem Identification and Solution	25
Community Support	15
Equal Opportunity	15
Proposed Plan Elements	25
Proposed Planning Process	20
Total	100

SCHEDULE

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Information	August 26, 2026
Surface Transportation Technical Committee (STTC) – Action on Call for Projects	September 25, 2026
 Regional Transportation Council (RTC) – Action on Call for Projects	October 8, 2026
Call for Projects Opens	October 12, 2026
Call for Projects Public Workshop	October 27, 2026
Call for Projects Closes (Applications Due)	January 15, 2027, 5 PM
Review of Projects/Scoring by NCTCOG Staff	January – March 2027
Public Meeting	April 2027
Surface Transportation Technical Committee (STTC) – Action to Approve Recommended Projects	May 28, 2027
Regional Transportation Council (RTC) – Action to Approve Recommended Projects	June 10, 2027
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (Fourth Quarter 2027 Revisions)	July 23, 2027

REQUESTED ACTION: 2027 TA CALL FOR PROJECTS

RTC approval of:

Elements related to program rules, eligible activities, eligible project areas, schedule, funding, and use of Transportation Development Credits for the 2027 Transportation Alternatives Call for Projects for the North Central Texas Region

CONTACT US



Daniel Snyder, AICP
Senior Transportation Planner
dsnyder@nctcog.org
817-608-2394



Shawn Conrad, PhD
Program Manager
sconrad@nctcog.org
817-704-5695



Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org
817-695-9275



Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org
817-608-2376



RTC PRESENTATION

ORGANIZATION IDENTITY AND NAMING CONVENTION

AMANDA WILSON | REGIONAL TRANSPORTATION COUNCIL | 10.8.2026

ORGANIZATION IDENTITY FRAMEWORK

Determining an organization identity for the Metropolitan Planning Organization policy board and staff is necessary to comply with the Tri-Party Agreement, Two-Party Operational Agreement, and the Settlement Agreement

Regional Transportation Council has strong statewide+ name recognition

RTC Bylaws Subcommittee has requested the full RTC select an organization identity and naming convention in advance of the first reading of the Bylaws (expected in November)

NAMING CONVENTION FRAMEWORK

Do not create confusion with existing regional entities or MPOs

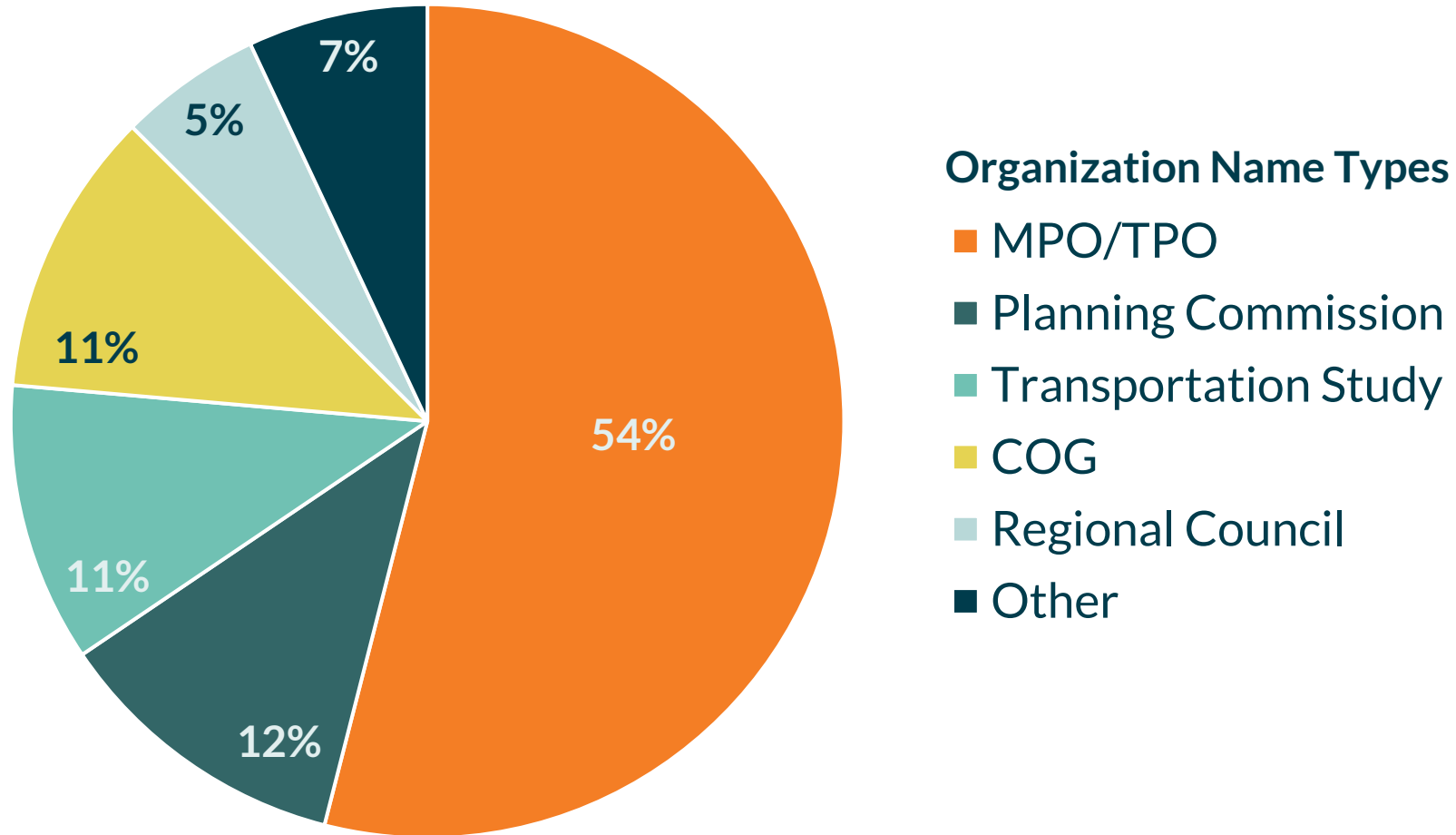
Any geographic reference should be recognizable in the region, within Texas, and across the country

Any geographic reference should represent the entire 12-county MPO region and the three federally-designated Urbanized Areas

Name should be easy to remember, web domain available

Name can include any combination of geographic identity, modifiers, and organization type

BENCHMARKING MPO NAMING CONVENTIONS



NAMING CONVENTION FRAMEWORK

Regional Transportation Council has name recognition within the region (also favored at the RTC Bylaws Subcommittee)

The term Metropolitan Planning Organization has significance in the current context

Using North Central Texas would signify continued partnership and closeness with NCTCOG

MPOs identify both the staff and policy board by the same name

STAFF RECOMMENDATION



Regional Transportation Council North Central Texas Metropolitan Planning Organization

Strengths:

- Consistent with agreements
- Strong RTC name recognition
- Keeps history of the North Central Texas geography
- North Central Texas signifies partnership with fiscal agent
- Geographic modifier in tagline to separate from other “RTC” organizations
- Staff would identify as RTC Staff

REQUESTED ACTION – Organization Identity and Naming Convention

- RTC approval of:
 - Selecting Regional Transportation Council as the organization identity with a tagline of North Central Texas Metropolitan Planning Organization to complete the naming convention
 - Directing the RTC Bylaws Subcommittee to incorporate this naming convention into the RTC Bylaws
 - Directing Staff to effectuate organization identity changes in all external communications, website address, e-mail addresses, documents, agendas, and other appropriate places upon full execution of the Tri-Party Agreement and approval of the updated RTC Bylaws
 - 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 new organization identity and naming convention, at the appropriate time

RTC Action Item – October 8, 2026



Status Report on Commercial Vehicle Compliance

Jason Brown, NCTCOG
Officer Derek Malena, Allen Police Department

Regional Transportation Council
October 8, 2026



Commercial Vehicle Regulations Overview

Regulations	How it's Implemented?	Who is Implementing?
Motor Carrier Safety	Annual Safety Inspection	Texas Department of Public Safety
Weight and Size Laws	Commercial Vehicle Enforcement Pullover, Weigh Stations	Local Law Enforcement, US Department of Transportation, Texas Department of Public Safety
Hazardous Material	Commercial Vehicle Enforcement Pullover, Weigh Stations	Local Law Enforcement, Federal Motor Carrier Safety Administration
Registration	Commercial Vehicle Enforcement Pullover, Weigh Stations	Local Government, US Department of Transportation, Texas Department of Public Safety
Traffic Laws	Local Law Enforcement Pullover	Local Law Enforcement
Criminal Laws	Law Enforcement Pullover	Local Law Enforcement
Engine Emissions Standards	State: None	Not Enforced

Commercial Vehicle Enforcement

Commercial Vehicle Enforcement (CVE) Officers

Specialized and certified officers operate either individually or in multijurisdictional events

CVE officers can perform random roadside inspections and coordinate with other agencies on safety regulation enforcement

Objectives

Protect roadways from damage by ensuring compliance with laws regulating commercial vehicle weight

Enforce registration laws to ensure fair payment of commercial vehicle fees and protect public rights and safety on highways

Ensure compliance with traffic laws and regulations

Commercial Vehicle Enforcement (cont.)

Roadside Inspections Process

Coordinated enforcement efforts with Texas Department of Public Safety (TXDPS) and other local law enforcement agencies

Trucks are identified and pulled over safely on roadway or into designated parking lots or offroad areas

Truck drives over weigh scales

CVE officers inspect trucks for brake system, coupling devices, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires

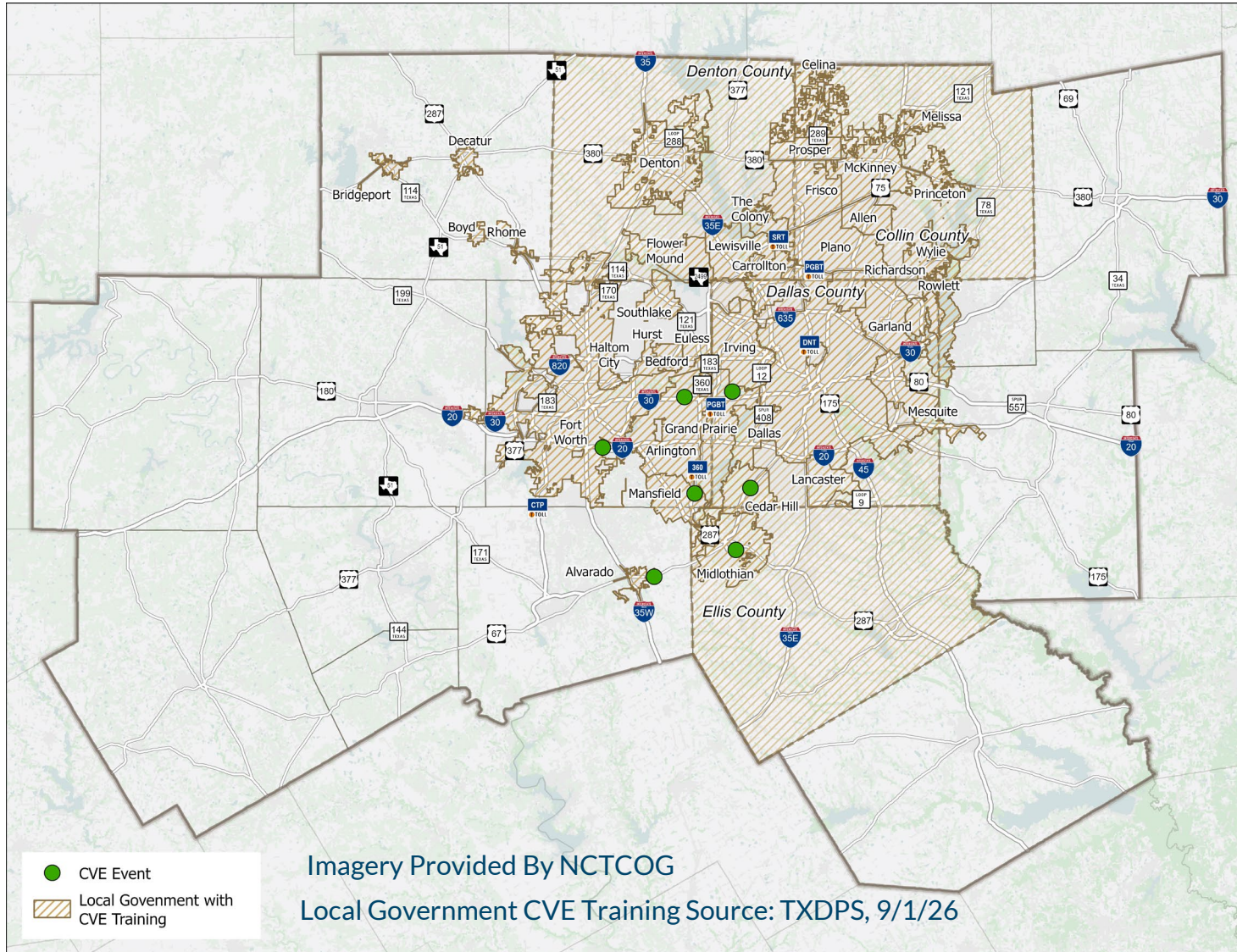
CVE officers inspect drivers license, registration, hours of service, etc.

Citations issued as determined by inspection violations; Repairs made before operating



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Commercial Vehicle Enforcement Coverage



TXDPS trains Texas CVE personnel using Commercial Vehicle Safety Alliance course materials

Coverage of CVE training provided by TXDPS

4 County Sheriff Offices

39 City Police Departments

CVE Event represents multi-jurisdictional collaborated pullovers (generally monthly)

Individual CVE operations are conducted daily

Regional Details & Statistics

- Rate of vehicle OOS is concerningly high
- Do not currently receive a detailed breakdown of citations, violations, and reasons for being put OOS
- We are working toward getting more of this information from CVE police departments

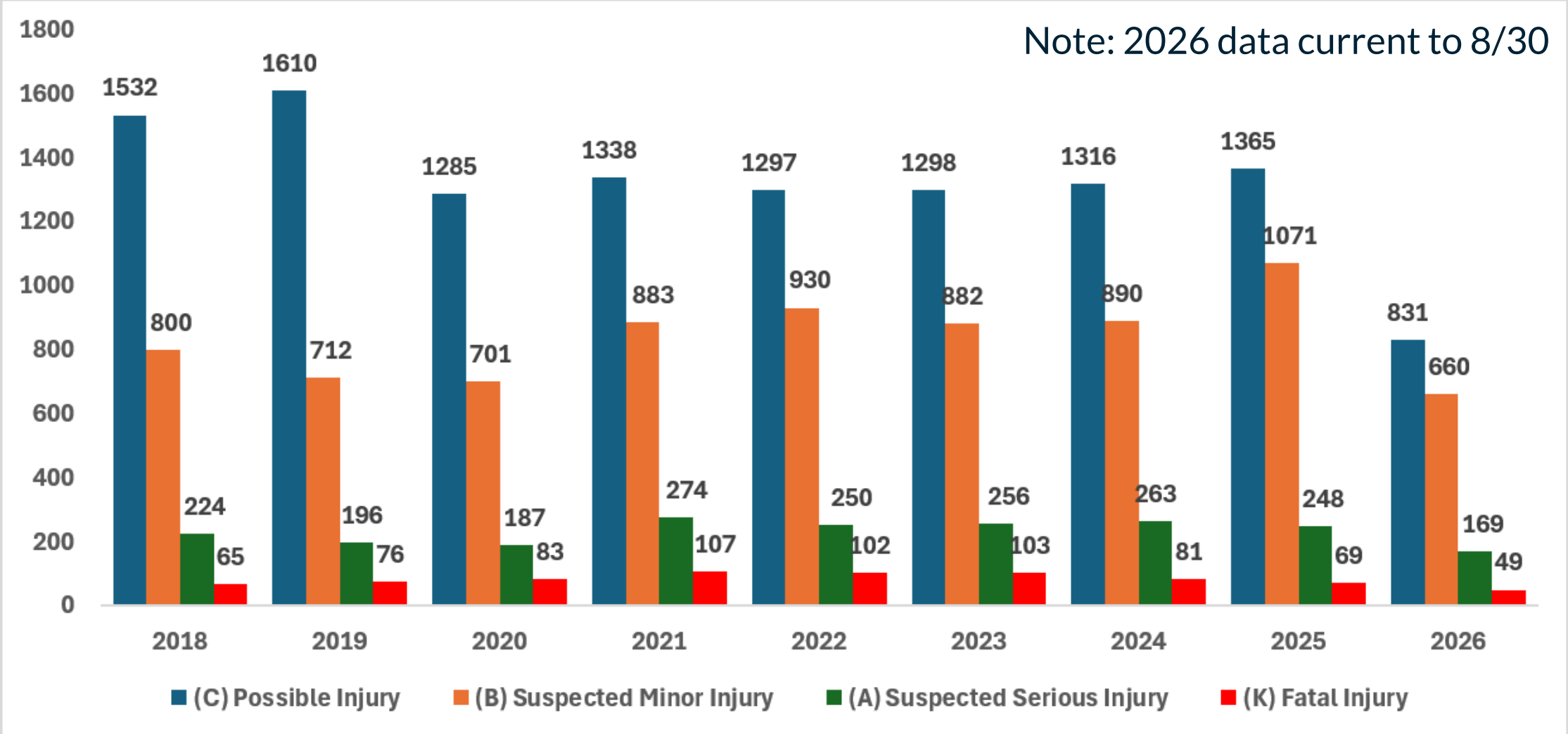
CVE events occur throughout the year as location, weather, and multijurisdictional schedules permit.

	Inspections	Citations	Violations	Vehicles OOS	Vehicles OOS %	Drivers OOS	Drivers OOS %
Total	1,205	505	4,066	590	N/A	65	N/A
Average	45	30	226	24	53%	3	7%

Events occurred from 04/27/2021 through 07/30/2026

Resources Provided By Local CVE Officers

Vehicle Crash Injuries Involving Commercial Vehicles: 1/1/2018 – 8/30/2026



Examples of Truck Safety Defects



Cracked Frame



Loose Axle



Tire Blowout

- Others:**

 - Lights**
 - Brakes**
 - Driver Violation**
 - Cargo Securement**



Heavily Degraded Tires



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Heavy Duty Diesel Emissions

No diesel vehicles are subject to emissions testing in Texas

EPA suggests significant emissions control tampering

No tampering assumptions are made in emissions inventory modeling

Types of Heavy-Duty Diesel Emissions Tampering*	
Physical Tampering	Software-Based Tampering
Exhaust Gas Recirculation Removal	Exhaust Gas Recirculation Disable
Diesel Particulate Filter Removal	Selective Catalyst Reduction Disable
	Air/Fuel Ratio Tuning
	Ignition Timing Tuning

*Tampering = under the Clean Air Act, removing or making inoperable any system or device used to control emissions from a motor vehicle engine. [U.S.C. Title 42 - THE PUBLIC HEALTH AND WELFARE](#)

Next Steps

Continue attending CVE events

- Collect truck data (device)
- Visually inspect for tampering

Collection of truck emissions data (laboratory)

Analyze Safety Inspection Correlations

Analyze Crash Data Correlations

Facilitate regional working group

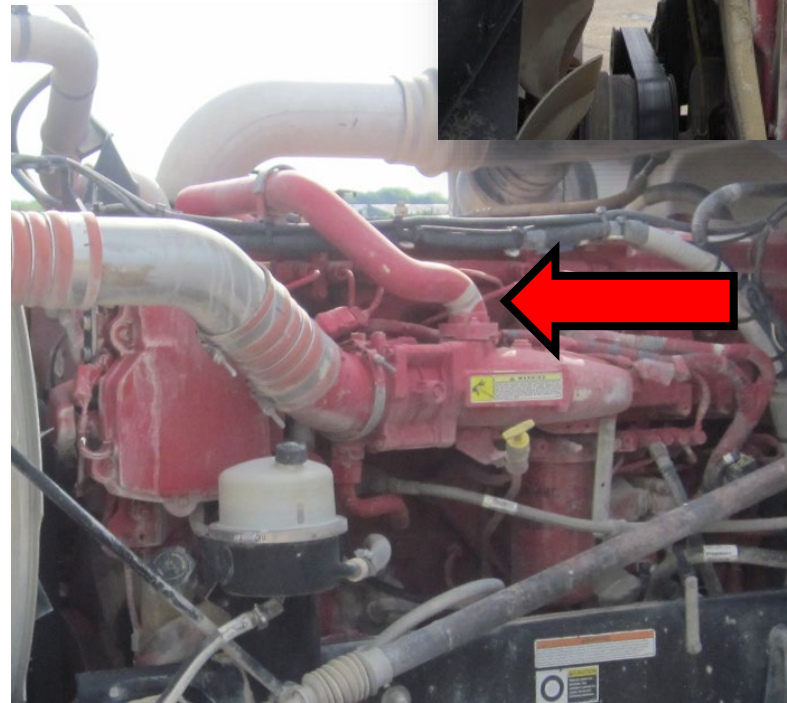
Future CVE support

- Training
- Personnel
- Equipment
- Expansion

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Status Report on Commercial Vehicle Compliance



*Exhaust Gas
Recirculation Intact*

Contact Us



Chris Klaus
Senior Program Manager
cklaus@nctcog.org



Jason Brown
Program Manager
jbrown@nctcog.org



Anthony Moffa
Senior Air Quality Planner
amoffa@nctcog.org



Travis Ripley
Air Quality Planner
triple@nctcog.org

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Status Report on Commercial Vehicle Compliance