



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



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(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.

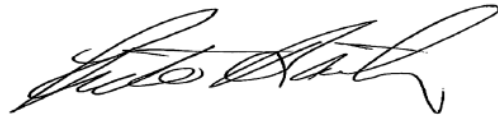
March 10, 2026

- 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". The signature is fluid and cursive, with a long horizontal stroke at the end.

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,

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