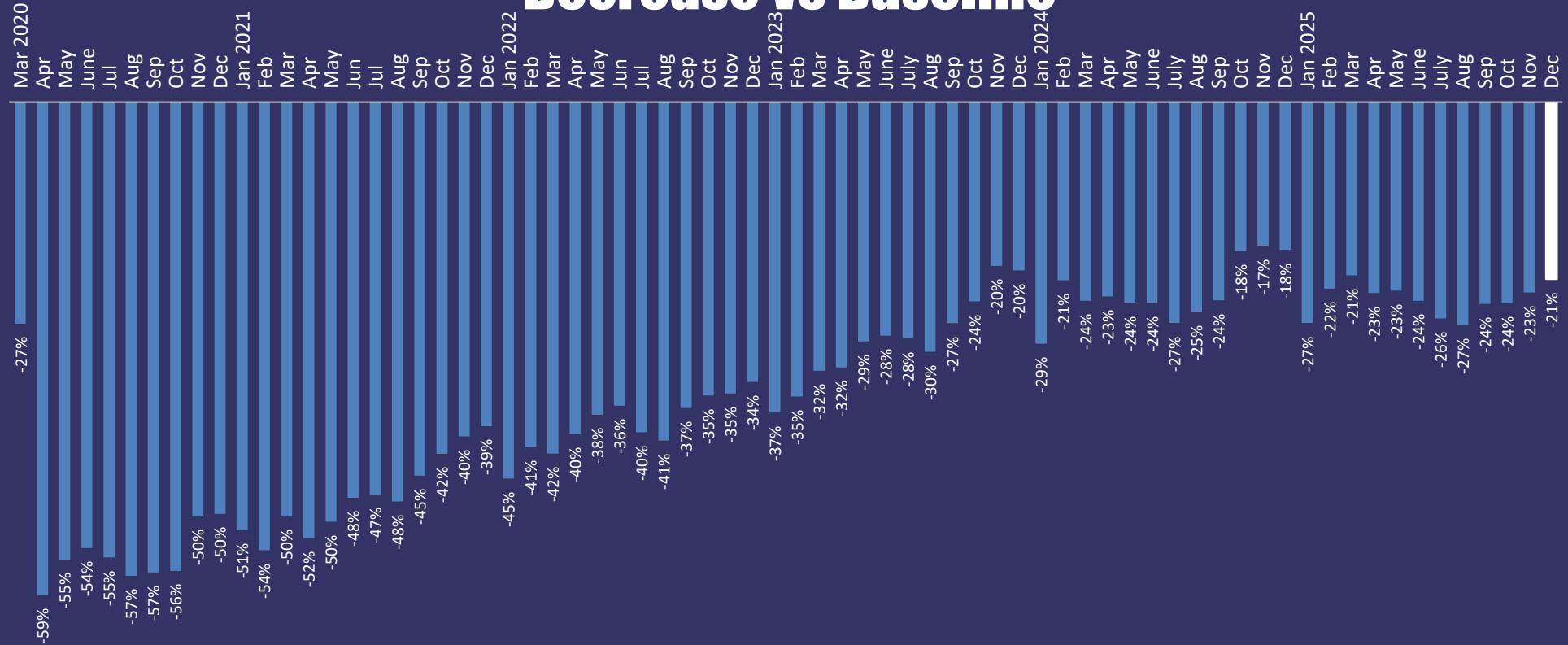


# TRANSIT IMPACTS

Rail, Bus and On Demand  
Weekend  
Ridership

## WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

# Grant Management Fund Annual Report

## April 2026 Status

**RTC Local Approved**      **\$3,000,000**

**Expended**      **\$880,000**

Year 1: April 2024 – March 2025      \$228,000  
Year 2: April 2025 - March 2026      \$652,000

**April 2026 Balance**      **\$2,120,000**

### RTC Initiatives Supported (Year 2)

#### Grant Opportunities: Application Development

Federal-State Partnership for Intercity Passenger Rail Program  
FY2026 (BUILD) Grant Program:  
    State Highway 183 & Pumphrey Drive: Bettering Access, Safety, and Efficiency (BASE)  
    FM 917/BNSF Grade Separation - Destination Joshua Project  
    US 287/Prairie Ridge Freeway Breakout Project

#### Awarded/Finalizing Requirements: Grant Agreement & Reporting Coordination


Crossing Students Safely in Dallas-Fort Worth Region (CroSS-DFW)

#### Active Programs: Grant Administration & Project Development

Enhancing Mobility within the Southern Dallas Inland Port (VA Station)  
South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades (4-Stations)  
North Texas Zero Emissions Vehicles (NTxZEV)  
FY2020 (BUILD) Grant Program: North Texas MOVES  
Food Desert Analysis  
Next Steps for Transit 2.0

#### Grant Completed: Compliance Oversight

Dallas Streetcar Assets



# Hiring External Legal Counsel for the Regional Transportation Council

DAN KESSLER | REGIONAL TRANSPORTATION COUNCIL

April 9, 2026



# Regional Transportation Council External Legal Support Needs

External Legal Support	Reason	Implication for RTC	Remedy
Engagement #1 – Governance	Blue Sheet Electronic Item 4.2 Updated Electronic Item 6.1 Electronic Item 6.2	Do not have Legal Support for Ongoing Governance Agreements  TxDOT requested meeting April 13-24 <sup>th</sup> .	Seek External Counsel to assist with TxDOT Governance Agreements, interpretations of responsibilities, authority in federal law, and overall institutional questions
Engagement #2 – Ongoing Support for RTC Policy and Programs	Electronic Item 6.1 Electronic Item 6.2	Do not have Legal Support for RTC Agreements	Seek External Counsel to assist with RTC Agreements and general advisory services
Engagement #3 - Texas Open Meetings Act and meeting procedures	Electronic Item 6.1 Electronic Item 6.2	Taylor, Olson, Adkins, Sralla, Elam providing Legal Support for RTC meetings	Affirm External Counsel to assist with Texas Open Meetings Act and meeting procedures

# Approval Process for Legal Expenses

- Individual accounts will be setup to track expenses by engagement
- Expenditures by engagement will be reported to the RTC monthly
- NCTCOG Transportation staff will review monthly invoices to ensure consistency with work activities
- Monthly invoices by engagement will be approved by RTC Chair Bailey
- NCTCOG Administration staff will provide standard internal control review and pay monthly invoices

# REQUESTED ACTION – Hiring External Legal Counsel to Support Regional Transportation Council

RTC approval of:

- Agreement with Taylor, Olson, Adkins, Sralla, Elam for Engagement #3, executed by Chair Bailey on April 8, 2026
- Hire external legal counsel for Engagement #1 and Engagement #2
- Utilize Regional Transportation Council Local funds to cover external legal expenses for all three engagements
- Administratively amending the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) as needed to incorporate the external legal counsel activities

RTC Action Item – April 2026

# Contact Us



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(817) 608-2308



# **ROCKWALL COUNTY OUTER LOOP MEMORANDUM OF UNDERSTANDING**

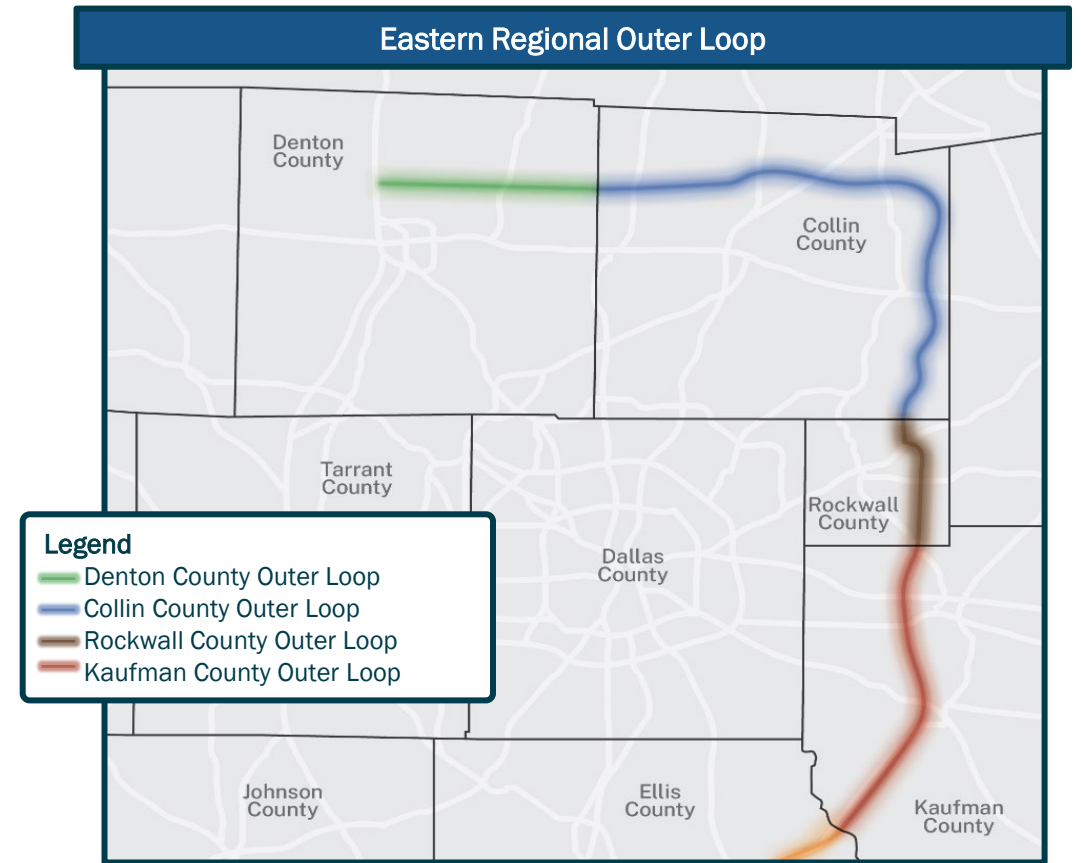
**CHRISTIE GOTTI, MPA  
North Central Texas  
Council of Governments  
April 9, 2026**

# REGIONAL OUTER LOOP STUDY

The 2011 NCTCOG Regional Outer Loop Feasibility Study, spanned 12 counties around the Dallas-Fort Worth Metroplex

The Eastern Regional Outer Loop includes four counties: Denton, Collin, Rockwall, and Kaufman

Each county's alignment would need to be integrated with alignments in other parts of the corridor to create an effective transportation system for the traveling public



# OUTER LOOP ENG/ENV PARTNERSHIP

- In April 2021, the Regional Transportation Council (RTC) approved a partnership with both Kaufman and Rockwall Counties
  - Growth in both counties was potentially restricting alignment options
  - Desired to expedite preliminary engineering and environmental clearance
  - Set the alignment and preserve right-of-way for the corridor
- The counties agreed to fund the engineering/environmental activities with local funds
- The RTC would offset their costs on other projects in the amount the counties anticipated spending on these activities



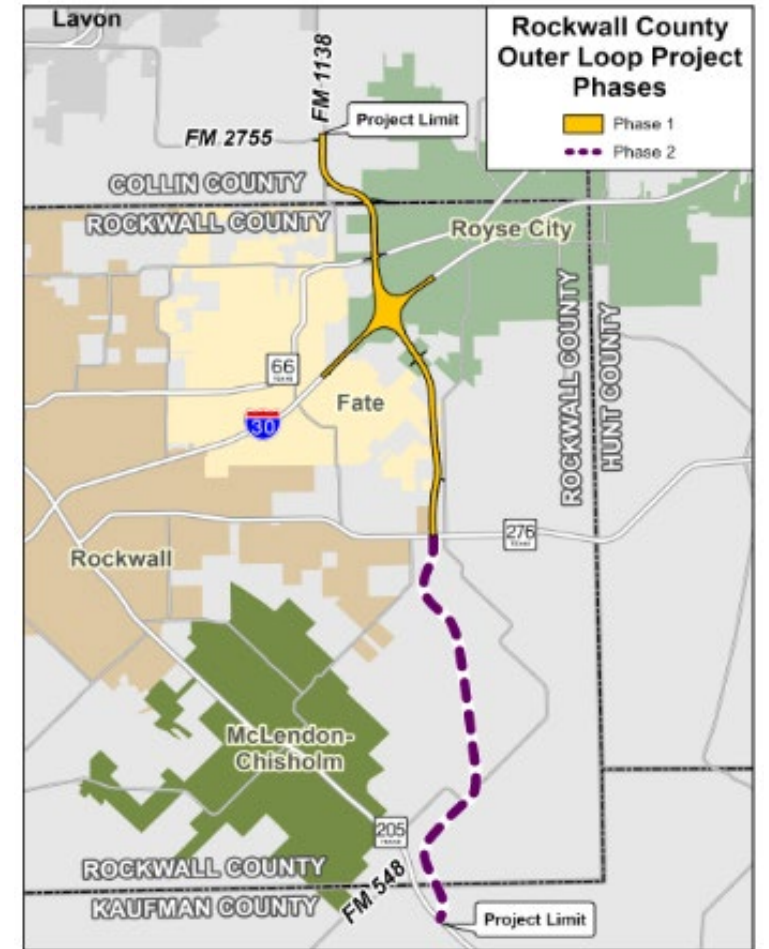
# KAUFMAN COUNTY PARTNERSHIP

- Kaufman County to clear the Outer Loop within Kaufman County
  - Process began in Fall 2022
  - Limits: SH 205 to FM 148
  - Environmental clearance anticipated in Fall 2026
- The RTC completed the Kaufman County partnership by funding FM 741 from US 175 to Spring Creek Blvd in November 2025



# ROCKWALL COUNTY PARTNERSHIP

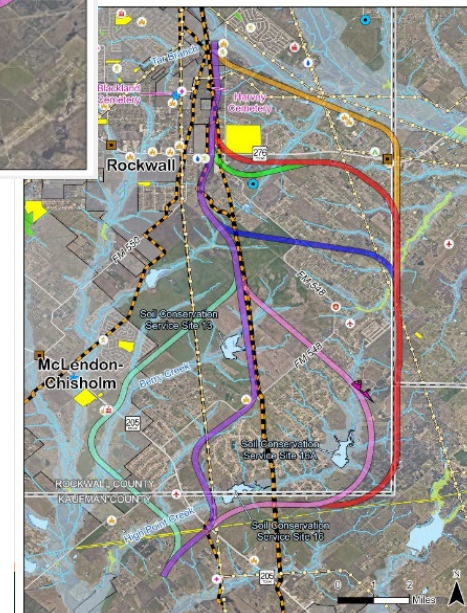
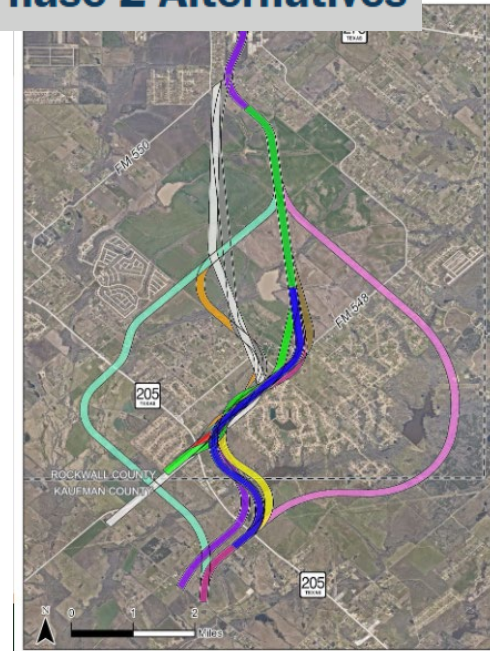
- Rockwall County to clear the Outer Loop within Rockwall County
  - Process began in Fall 2022
  - Split into two phases with separate timelines due to conflicts in the southern section
- County reassessed multiple alignments for the southern section wishing to push the alignment beyond existing neighborhood developments and/or into the neighboring county
- Transportation staff concerned that more easterly alignments would decrease potential users along the roadway due to increased distance from origins/destinations
- Lack of Outer Loop in southern Rockwall County would create a poor level of service on balance of thoroughfare system



# ROCKWALL COUNTY PARTNERSHIP

- Transportation staff have been coordinating with Rockwall County officials to review alignment options and develop consensus considering public feedback on a path forward for the southern section
- RTC was briefed in a February 2026 Director's Report item about the latest efforts on the Rockwall County Partnership Program
- Rockwall County has requested a Memorandum of Understanding (MOU) to outline items needed to develop public consensus

## Phase 2 Alternatives



# ROCKWALL COUNTY/RTC MOU

- Mitigate and minimize impact of Outer Loop on existing residents while improving mobility and reducing congestion in the County
- Creating a system of improvements that benefit both Rockwall County and the North Central Texas region
- County will hire engineering firm to finalize design and environmental clearance of the Southern section of the Outer Loop through Rockwall County
- County will update its thoroughfare plan to incorporate route once environmentally cleared
- RTC will coordinate with TxDOT to ensure right-of-way acquisition standards are met
- Outer Loop will include design elements that mitigate externalities when practicable and using engineering best practices (such as flooding/drainage, avoid existing neighborhoods, noise, visual impediments, limit frontage roads/access points near existing neighborhoods)
- RTC will continue to coordinate other transportation improvements in Rockwall County (beyond the Outer Loop)
- RTC will coordinate and keep the County informed about planning, development, and construction of Outer Loop
- RTC will support legislative efforts to obtain legal authority by the County to regulate land development along the Outer Loop



# PROPOSED CHANGE TO ROCKWALL COUNTY/RTC MOU SINCE MAILOUT

- 4. Design Objectives. The RTC and the County agree that available mitigation and enhancement strategies and standards (collectively, the “Design Objectives”) shall be used in the design, development and construction of Outer Loop through the Southern Portion of the County, to the extent reasonably practicable, including but not limited to:
    - a. Moving the route alignment away from existing neighborhoods and onto currently undeveloped rural land. In this regard, the RTC will give preferential consideration to any preferred route through the Southern Portion of the County which may be proposed by the County as long as mobility benefits are not significantly reduced.
    - b. Constructing traffic lanes (both primary and frontage road lanes) adjacent to residential neighborhoods to be below existing surface grade in order to minimize noise and interference with views, vistas and horizons; reasonable ~~cost and~~ engineering judgment applies.
    - c. Limit or prohibit construction of frontage roads alongside residential neighborhoods and other locations where commercial development is unlikely, and allow the County to have input into the location and design of frontage roads alongside the



# NEXT STEPS – NO ACTION TODAY

- Finalize MOU language with Rockwall County and seek formal County approval
- Bring MOU to STTC for Action in April 2026
- Bring final MOU language to the RTC for Action in May 2026
- Continue ongoing planning/coordination with all counties associated with the Regional Outer Loop





North Central Texas  
Council of Governments



# North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Lori Clark  
Senior Program Manager and DFW Clean Cities  
Director

Regional Transportation Council

April 9, 2026

# North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects Background

**Overview:** \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

**EPA program purpose:** Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric and hydrogen fuel cell electric)

**NCTCOG purpose:** Improve air quality by reducing ozone-forming emissions from heavy-duty trucks

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
First Responder Training		
<b>Total Federal Funding:</b>	<b>\$60 million</b>	



# Call for Projects Scope/Eligibility

**\$58.6 Million: Rebates to Replace Class 6 or Class 7 “vocational vehicles”\* with zero-emissions trucks**

Both battery electric and hydrogen fuel cell electric trucks eligible

Can fund supporting charging/fueling infrastructure if needed

Both public and private sector fleets eligible

**Example “vocational vehicles” include:**

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus



Photo Credit: NCTCOG/Trinity Metro

Refuse Hauler



Other Vocational Vehicles\*\*



\*Includes gross vehicle weight of 19,501-33,000 pounds; “vocational vehicles” defined by [49 CFR Part 523](#)

\*\*School bus eligible only if NOT operated as a typical school bus for student transport; “Other” could include dump trucks, etc.

# Project Requirements

**Comply with all EPA program requirements, including:**

- Replace internal combustion vehicle with zero-emission vehicles *(no fleet expansion)*
- Old and new vehicles must meet operational requirements and have the same form and function

**Comply with elements from NCTCOG, including:**

- Vehicles must operate primarily within the NCTCOG 16-County region
- Attend appropriate zero-emission vehicle training

**Scoring Criteria: Up to 100 Points**

<p><b>Vehicle Cost per Ton - Up to 30 Points</b>          Cost per ton of nitrogen oxides and volatile organic compound reduced</p>	<p><b>Impact on Regional Air Quality - Up to 30 Points</b>          Amount of time operating in priority areas, idling hours, and vehicle disposition method</p>
<p><b>Feasibility and Risk - Up to 25 Points</b>          Implementation plan, damage mitigation, NCTCOG administrative burden</p>	<p><b>Long-Term Sustainability Efforts - Up to 15 Points</b>          Environmental planning/practices, vehicle-to-grid compatibility or use of distributed energy resources</p>



# “Round 1” Application and Award Summary\*

## 6 Total Applicants

2 Complete, Eligible Applications

3 Applications Pending Additional Information; Coordination Ongoing

1 Ineligible Application

## Recommended Awards:

Applicant	Activities Requested	EPA Funds Requested	Approximate Local Contribution	Recommended		
				Old Vehicles Replaced	New Vehicles Acquired	EPA Funds
City of Dallas	Replace 5 diesel “other vocational vehicles” (dump trucks) with 3 battery-electric versions**	\$904,464	\$535,643	5	3	\$904,464
United Parcel Service, Inc.	Replace 2 diesel and 15 gasoline step vans with 17 battery-electric versions and install supporting infrastructure	\$2,261,941	\$1,217,968	17	17	\$2,261,941
<b>Total</b>				<b>22</b>	<b>20</b>	<b>\$3,166,405</b>

**Balance remaining for future applications: \$55,433,595**

\*Details available in Electronic Item 7.2

\*\*Includes 2 two-for-one replacements (replacing two old vehicles with one new vehicle)



# Applicant Resources

- Virtual Weekly Office Hours with NCTCOG: Mondays at 10:00am
- Resources to help identify eligible vehicles
- Technical assistance from the National Lab of the Rockies
- Call for Projects Workshop Recordings
- ZEV Workshop on April 21, 2026

All resources are FREE and available at [www.nctcog.org/NTxZEV](http://www.nctcog.org/NTxZEV)

**NCTCOG staff available to support local events, meetings, etc. to reach potential applicants**



## ZERO EMISSION VEHICLES WORKSHOP

Join us at the Zero Emission Vehicles (ZEV) Workshop to hear the latest insights on medium- and heavy-duty battery-electric and hydrogen fuel cell electric vehicles and infrastructure!

Fleets operating in or around North Texas, or anyone interested in supporting ZEV deployment should attend!



Tuesday, April 21, 2026  
8:00 AM–4:00 PM



Ruthe Jackson Center  
3113 South Carrier Pkwy  
Grand Prairie, TX 75052



Lunch is Provided



Source: DPVIA



Source: NCTCOG



Source: NCTCOG

### Includes:

- Presentations on the latest market outlook and investments for ZEV.
- Information on technical and funding assistance, including up to ~\$58.6 million through the North Texas Zero Emission Vehicles Project.
- Networking with industry experts and early adopter fleets.
- Experience a ZEV through a ride along.



Registration is required.  
Register by scanning the QR Code or  
visit [dfwcleancities.org/events](http://dfwcleancities.org/events)



North Central Texas  
Council of Governments

# Schedule

Milestone	Date
NTxZEV Call for Projects Opened	October 24, 2025
Round 1 Call for Projects Deadline	Friday, February 13, 2026
NCTCOG Public Meeting	March 9, 2026
STTC Recommendation of Round 1 Awards	March 27, 2026
RTC Approval of Round 1 Awards	April 9, 2026
ZEV Workshop Register Now at <a href="http://www.nctcog.org/NTxZEV">www.nctcog.org/NTxZEV</a>	April 21, 2026
Executive Board Action – Approval of Round 1 Awards	April 23, 2026
<b>NEXT Application Deadline (Round 2):</b>	<b>Friday, May 15, 2026; Applications must be received “in-hand” by 5 PM CT</b>
Ongoing Rolling Application Deadlines to Fully Award Funds	Currently Approved: ~90 Day Increments <b>Proposed Update: ~30 Day increments</b>
Deadline for all Preliminary Reimbursement Requests	October 29, 2027



# Requested Action – North Texas Zero Emissions Vehicles Call for Projects

## RTC approval of:

- Proposed funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 7.2
- Revised Schedule to Increase Frequency of Rolling Deadlines to Approximately Every 30 Days
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

**RTC Action Item – April 9, 2026**



# Contact Us



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Project Website: [www.nctcog.org/NTxZEV](http://www.nctcog.org/NTxZEV)





# Bike & Roll to School Day 2026

Shawn Conrad

Regional Transportation Council

04.09.2026

# Bike & Roll to School Day

## Save the Date – May 6, 2026

### A Part of Bike Month

This annual event celebrates schools, students, bicycling and other active ways to “roll” to school!

- Encourages safe, active trips to school
- Engages families, schools and local government
- Promotes health, safety, and air quality

NCTCOG promotes Bike & Roll to School Day by providing planning and promotion resources and giveaway drawings to incentivize participation

### Who Can Participate

- Students and families
- School district and educators
- Cities and local departments
- Public safety partners
- Community organizations
- **Elected officials and local leaders**



# NCTCOG Bike & Roll to School Day Promotion

## Major Elements

- Free planning and promotional resources
- School participation pledge
- Student safety pledge
- Promotional Drawings:
  - New bicycle & helmet drawings
  - Bike Month celebration drawing

**Key Deadline: April 17! – Last day for schools to register**

## Incentivizing Bike Bus Participation

- Bike Bus: a group of students riding together with adults
- Encourages group riding and safety awareness



Miller Elementary, 2023 Walk & Roll to School Day Participant



# Benefits of City Involvement

- Bike & Roll to School Day events can be a joint effort between schools and cities to raise awareness of pedestrian safety and encourage walking and biking
- Reinforces city commitment to community health and mobility
- Builds momentum towards a more comprehensive Safe Routes to School program
- Strengthens partnerships between school districts and cities



Frisco's Walk & Roll to School Day, 2022



Fort Worth Walking School Bus, 2017 4

Photo courtesy of Michael Zukerman



# Bike Events from Around the Region

City participation in community bike events like these can be a part of Bike & Roll to School Day to advance city initiatives and as opportunities for publicity and engagement:

## Bike Bus (Denton)

- Students ride to school together with an adult(s)

## Ride with the Mayor (Grand Prairie)

- Community bike ride with the mayor

## Bicycle Rodeos (Richardson)

- Experts teach bike safety, maintenance and more



Richardson Bike Rodeo Event, 2025  
Photo courtesy of City of Richardson



Bike Bus Denton: Newton Rayzor  
[www.bikebusdenton.org](http://www.bikebusdenton.org)



Grand Prairie Ride with the Mayor, 2026  
Photo courtesy of City of Grand Prairie



# Help Spread the Word!

Help support and celebrate Bike & Roll to School Day

Elevate the importance of student safety

- Get the word out to city staff, schools, parents, bicyclists, etc.
- Participate in local events

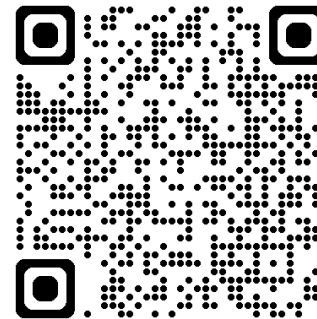
Download bilingual flyers and social media materials at [www.nctcog.org/walkbikeroll](http://www.nctcog.org/walkbikeroll)

Notices sent to schools, PTAs, libraries, city managers, interested parties

***Also: Save the Date! Walk & Roll to School Day is October 7, 2026***



Website:



# Contact Us



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# Air Quality Status Update

REGIONAL TRANSPORTATION COUNCIL  
4.9.2026

Jenny Narvaez

# Regulatory Ozone Monitors - Design Value 2026

**Legend**

Ozone

- 57 - 70
- 71 - 74

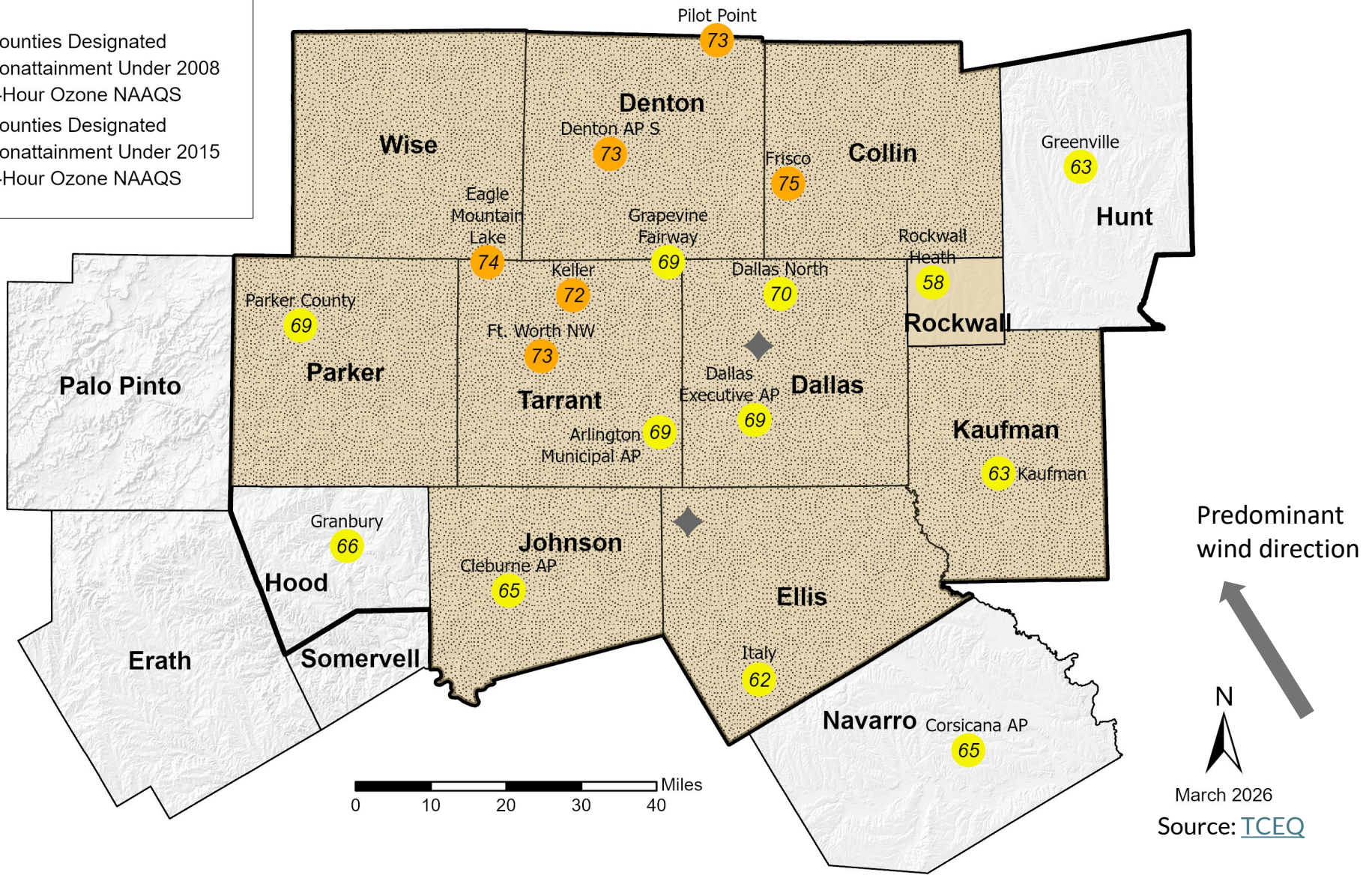
Counties Designated 8-Hour Ozone NAAQS

- Nonattainment Under 2008
- Nonattainment Under 2015

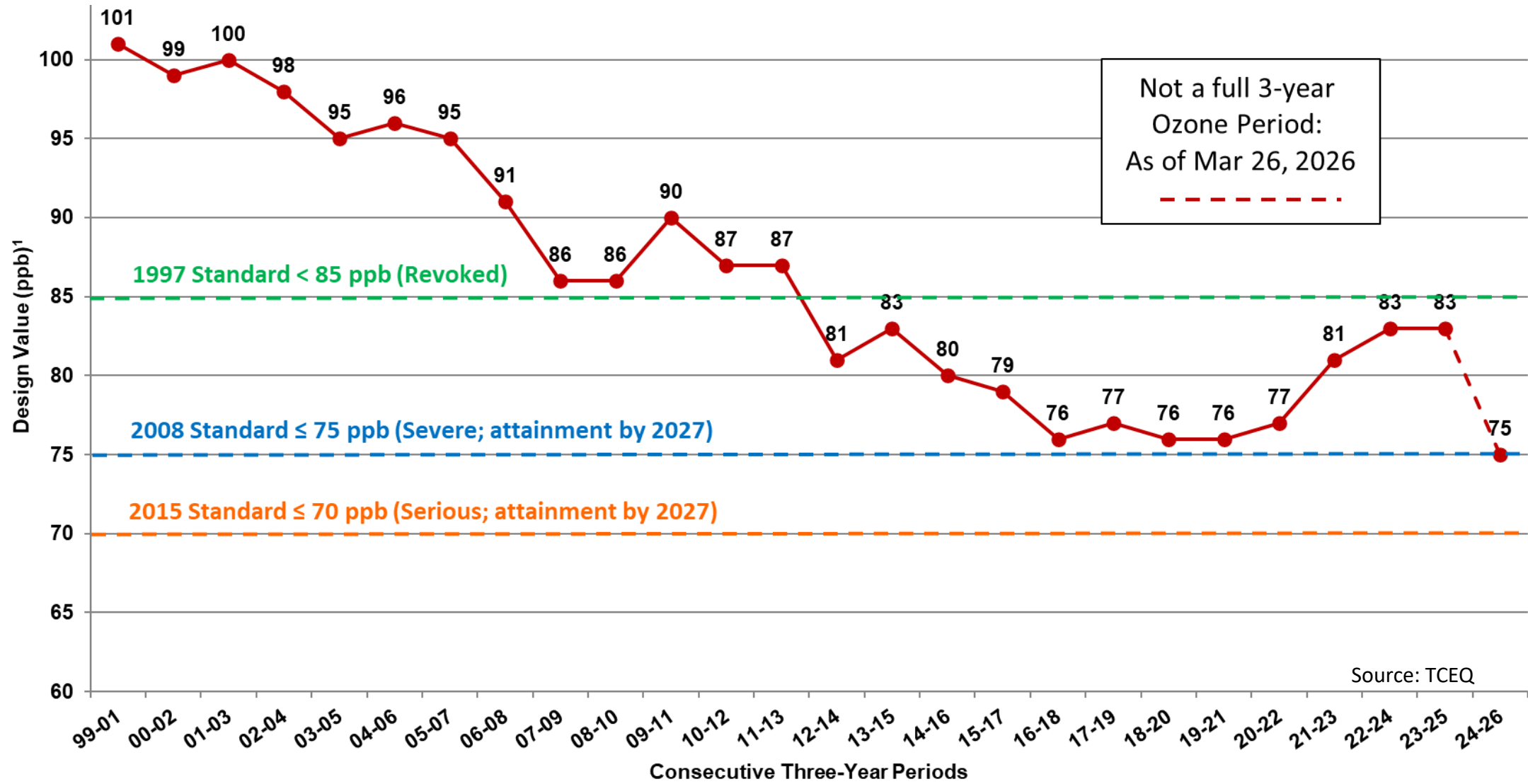
Counties Designated 8-Hour Ozone NAAQS

- Out of Service
- Metropolitan Planning Area

Colors represent Air Quality Index Breakpoints  
As of March 26, 2026



# 8-hour Ozone NAAQS Historical Trends



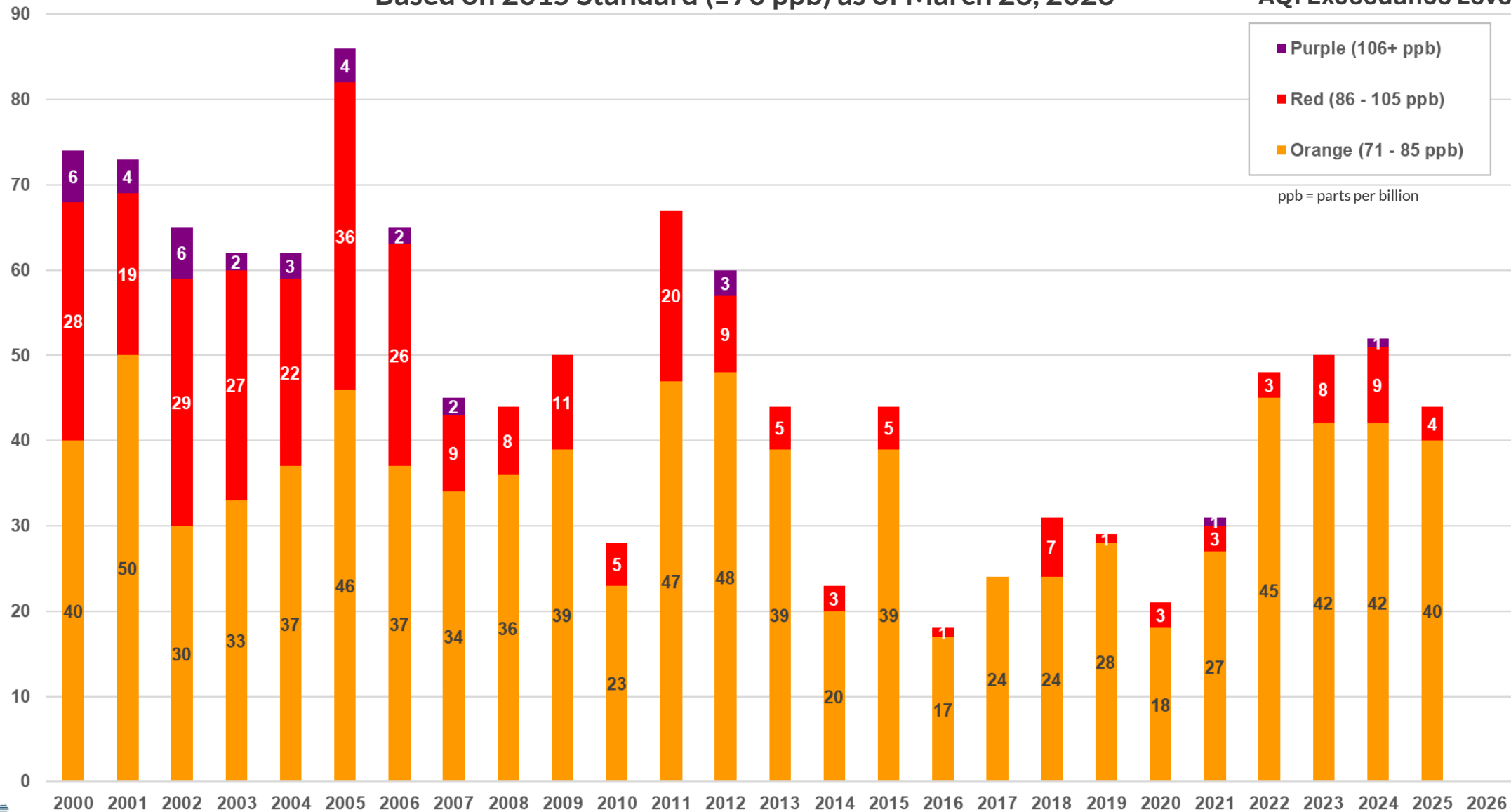
<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).



# Regulatory 8-Hour Ozone NAAQS Exceedance Trends

Based on 2015 Standard ( $\leq 70$  ppb) as of March 26, 2026

AQI Exceedance Levels



Source: [TCEQ](#)

Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

# Timeline and Milestones – 2008 Ozone Standard

## EPA Ozone Classifications

Marginal (3 years to attain)	---
Moderate (6 years to attain)	2018
Serious (9 years to attain)	2021
Severe (15/17 years to attain)	2027
Extreme (20 years to attain)	



## Notes:

Attainment Date:  
No later than **July 20, 2027**

Attainment will be based on  
2024-2026 Ozone Monitor Data

**Severe designation = Section 185 fees  
if unable to reach attainment**



# PM<sub>2.5</sub> Update

**Revised Standard  
February 7, 2024**

**Change to the National Ambient Air Quality Standards for Particulate Matter (89 FR 16202) from 12 to 9 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) of air**

**TCEQ Agenda Request  
December 18, 2024**

**Initial recommendation for counties designated non-attainment: Bowie, **Dallas**, Harris, and **Tarrant** Counties**

**Governor Abbott to EPA  
February 6, 2025**

**State Designations for the 2024 Revised Primary Annual Fine Particulate Matter National Ambient Air Quality Standard “[...] **designating all counties [...] as “attainment/unclassifiable.”**”**

**EPA Announcement  
March 12, 2025**

**Reconsideration of the 2024 Standard**

**EPA Designations  
February 7, 2026**

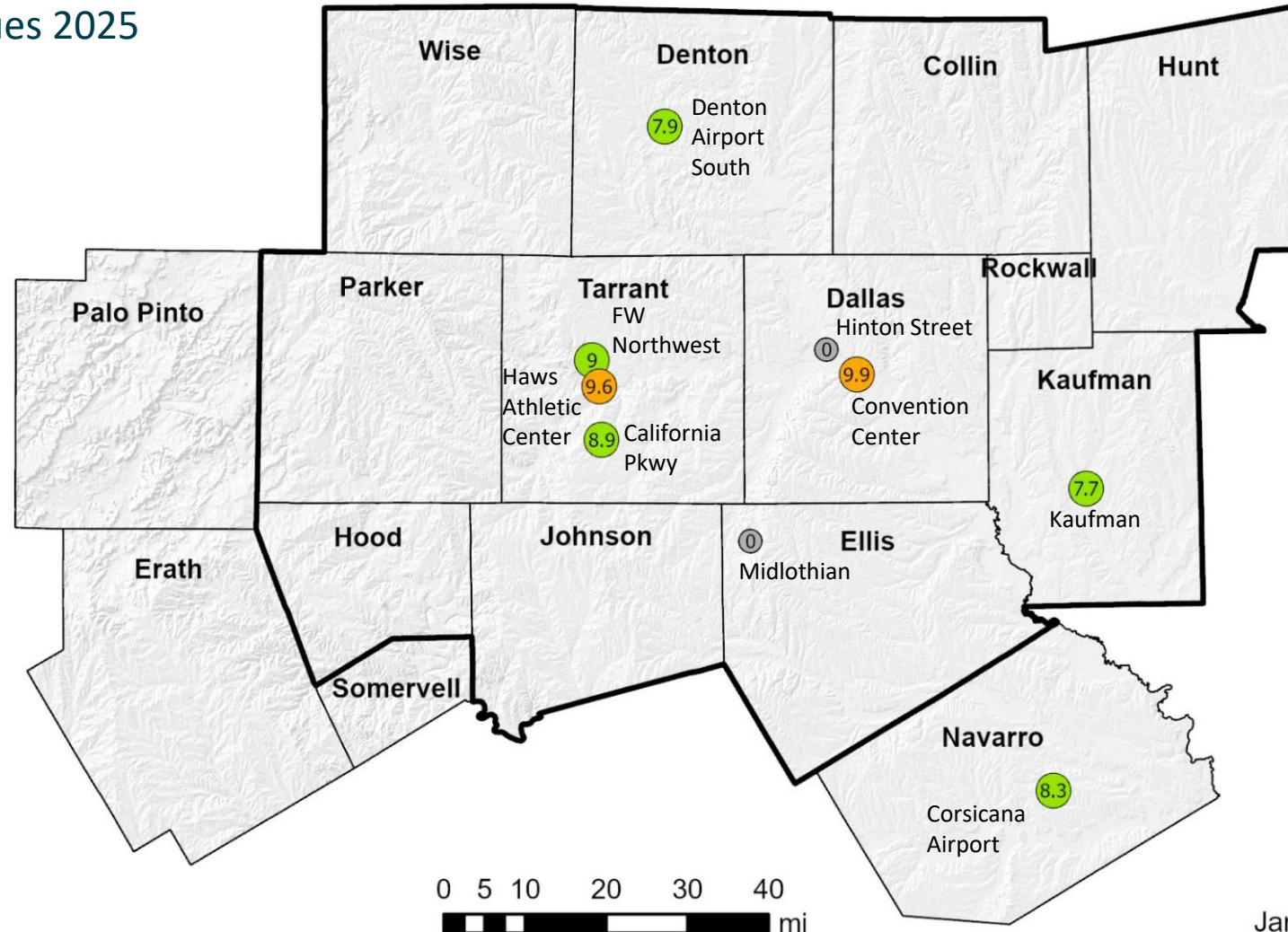
**Due to a pending court decision, designations have not been made by EPA**



# Fine Particulate Matter – PM<sub>2.5</sub> Status

## Preliminary Design Values 2025 Regulatory Monitors

Data Source: TCEQ  
Calculation: NCTCOG



Metropolitan Planning Area  
 County boundaries  
 no data  
 < or = 9.0  
 >9.0

Annual DV in µg/m<sup>3</sup>

January 2026



# Correspondence with TCEQ

**DRAFT**

## **Address Rising Ozone Risk**

Persistent increase in ozone design values and growing risk of Section 185 penalties

## **Improve Data and Modeling**

Widening gap between modeled and observed ozone levels requires updated data inputs and model validation

## **Strengthen Mobile Source Strategies and Inspection/Maintenance Program**

Increasing regional emissions support the need for immediate, measurable reductions and stronger program integrity

## **Support Enforcement and Funding**

Fraud and tampering allow high-emitting vehicles to remain on the road, reinforcing the need for stronger enforcement and sustained funding

## **Investigate Area and Background Sources**

Continued attainment challenges highlights the need to better quantify area-sector growth and background contributions not fully captured in current inventories

## **Evaluate, Prioritize, and Manage Emissions from Stationary Sources**

Cumulative impacts becoming more problematic with rapid increase in permitted facilities including asphalt/batch plants and power generation facilities co-located with data centers



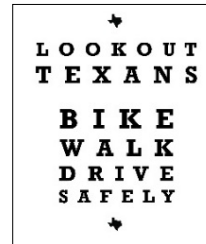
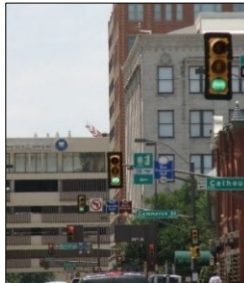
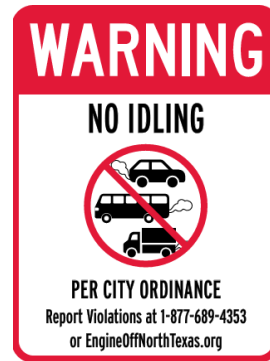
# Current Local Air Quality Programs



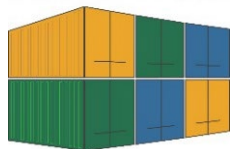
Rideshare. Record. Reward.



Dallas-Fort Worth  
CLEAN CITIES



FREIGHT  
NORTH TEXAS



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