

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

North Texas Zero Emission Vehicle Call for Projects

Texas EV Infrastructure Plan Update

Integrating Transportation & Stormwater Infrastructure Study

Traffic Signal Funding Program

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, March 9, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogmarch26. Natalie Bettger, Senior Program Manager, moderated the meeting attended by 89 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:

- North Texas Zero Emission Vehicle Call for Projects (**Juliana VandenBorn**)
- Texas EV Infrastructure Plan Update (**Jared Wright**)
- Integrating Transportation & Stormwater Infrastructure Study (**Jeff Neal**)
- Traffic Signal Funding Program (**Natalie Bettger**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by 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: publicinput.com/nctcogmarch26.

Summary of Presentations

North Texas Zero Emission Vehicle Call for Projects presentation:

[North-Texas-Zero-Emission-Vehicles-Call-for-Projects.pdf](#)

NCTCOG was awarded \$60 million by the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program for the North Texas Zero Emissions Vehicles Project. Most of the funding supports a call for projects that provide rebates for zero-emission vehicles (ZEVs), specifically battery-electric and hydrogen fuel cell vehicles, as well as supporting infrastructure. An additional \$1.4 million will fund zero-emission workforce development and training through a separate proposal process. Eligible applicants include both public and private fleets that adopt the Regional Transportation Council's Clean Fleet Policy. The program targets Class 6 and Class 7

vocational vehicles, including box trucks, step vans, bucket trucks, street sweepers, transit buses, refuse haulers and other industry-specific vehicles. Funding covers up to 80 percent of costs for battery-electric and/or hydrogen fuel cell vehicles, with additional support for necessary infrastructure.

Eligible vehicles must primarily operate within the NCTCOG region and must replace an existing internal combustion vehicle, with flexible options to scrap, sell or donate old units depending on age. To assist individuals interested in the program, a Zero-Emission Vehicles Workshop will be held on Tuesday, April 21 in Grand Prairie. For more information visit <http://www.dfwcleancities.org/events>.

Texas Electric Vehicle Infrastructure Plan Update presentation:
[Texas-Electric-Vehicle-Infrastructure-Plan-Update.pdf](#)

The Texas Electric Vehicle Infrastructure Plan is a statewide initiative funded through the Federal Highway Administration's National Electric Vehicle Infrastructure (NEVI) Program to expand EV charging access. Phase I focused on building a network of DC fast charging stations along major highway corridors, primarily interstates. As of January 2026, Texas received federal certification to move into Phase II after successfully meeting corridor coverage requirements.

Phase II expands charging infrastructure beyond major corridors to include rural areas and locations identified by metropolitan planning organizations. In the North Texas region, NCTCOG has been allocated \$60 million to recommend study areas where charging stations should be developed, with funding administered by TxDOT and implemented through private-sector partners. Staff is proposing the utilization of a GIS-based analysis to strategically identify study areas for EV charging expansion in Phase II, focusing on both DC fast charging for passenger vehicles and megawatt charging for freight. The approach emphasizes optimizing charger placement along key corridors, supporting regional connectivity, avoiding duplication of existing infrastructure and incorporating public input to ensure an efficient and accessible charging network.

Integrating Transportation & Stormwater Infrastructure Study presentation:
[Integrating-Transportation-&-Stormwater-Infrastructure-Study.pdf](#)

Initiated in 2023, the \$10 million Transportation and Stormwater Infrastructure (TSI) Study is a proactive planning effort to identify ways to reduce future flood risk and prevent negative impacts on community, health, safety and growth. The study aims to improve flood prediction and warning systems, integrate planning across sectors, develop proactive solutions and support local communities. Key initiatives include raising roads, modifying bridges and conducting buyouts in high-risk areas. For additional information about the TSI Study, please refer to the presentation slide deck linked above.

Traffic Signal Funding Program presentation: [Traffic-Signal-Funding-Program.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 RTC has requested an evaluation of allocating components eligible for federal funds to bring regional traffic signals up to a minimum standard for signal equipment. NCTCOG staff has determined that the federal government will fund 80 percent of the fifteen improvement categories, while local governments will fund the remaining 20 percent. The RTC will take action on the Traffic Signal Funding Program on March 12.

COMMENTS RECEIVED DURING THE MEETING

Traffic Signal Funding Program

Al Zito, Citizen (Former City of Southlake Councilman)

A. Cost-sharing and TEXRail corridors

Comment: Regarding the traffic signal item, you mentioned new development and potential new signals. That works well in the case of a larger new development that determines signals but does not work well in cities that are reevaluating traffic patterns. I would ask you to consider cost sharing with cities or organizations that are redoing traffic pattern studies to then determine where we need a signal in place.

The other thing was your timing items. One of the big artery clogs we have seen in the region is caused by TEXRail. Not sure if the timing studies and the timing systems are going to incorporate schedule crossings of TEXRail over all the arteries, but right now that is a major artery clog. It's causing idling vehicles and increased emissions. If the same system could be incorporated in the TEXRail and/or other crossings, it may decrease some of the idling that's occurring at that intersection.

Summary of response by Natalie Bettger: We will look at the signal performance around the TEXRail corridors and see if there is something that can be done.

Phyllis Silver, Citizen

A. Pedestrian and traffic signal concerns

Comment: Regarding the traffic signaling, I understand the need to maintain a good flow of traffic, but something I have talked about quite a bit is implementing either a leading pedestrian interval or, if not that, at least dedicated pedestrian phases along Preston Road in the City of Dallas. For example, at Preston Forest and Preston Royal, the turning traffic lights change at the exact same moment as the walk/don't-walk signals. The walk signals themselves work perfectly, at least in most instances, but the issue is that both the pedestrian and the turning vehicles start at the same time, forcing pedestrians to compete with traffic. The rule is that pedestrians have the right-of-way, but you know how that goes. I was hoping something was being done to address this, especially at major intersections near shopping centers.

Summary of response by Natalie Bettger: I did receive your comments on the pedestrian movements and Preston Road. We have been working with the City of Dallas on the Preston Road improvements, and we will make note of that and see if there is something we can do to help accommodate pedestrian movements better along that corridor.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Comment: I did not catch when the deadline is for comments and questions about today's presentations.

Summary of response by Natalie Bettger: The deadline to submit comments is Tuesday, April 7.

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments

Public Meeting - March 9, 2026

Questions + Comments

North Texas Zero Emission Vehicle Call for Projects

+

Texas EV Infrastructure Plan Update

Comment - I am in favor of these projects to improve the quality of our air

Integrating Transportation + Stormwater Infrastructure Study

Question -

Pg. 3 the 3rd bullet point says "improve regional water storage." Please excuse my limited knowledge of this field. I'm trying to learn. My question is, does water storage refer to water stored for residential and commercial consumer use, such as for drinking, cleaning, showering, etc. or does it refer to standing waterways, such as lakes and ponds? Or perhaps "storage" refers to something else.

General Question about the TSI Study -

In reading through this study, it appears that much of this initiative will be taken at the state level. (Reference to TxDOT on Page 17 and other references to the state) I also notice that funding will be provided by state offices.

On Page 17, I notice that federal roles are also mentioned.

① What is USACE?

② Besides FEMA, which is mentioned in the study material, are there other federal agencies that

Will oversee and/or assist with this North Texas Project?

Proposed
Traffic Signal Funding Program

I am pleased that traffic signals in our region are being looked at. Many fixtures and systems are quite old and worn out, especially as it pertains to pedestrian crossings. Also with updates in technology as outlined in your material, signalization has the opportunity to be improved, so we don't have to just repair old equipment. This will result in more effective features.

Once again, as I have requested many times in the past, I urge EOG to work with the cities to install pedestrian protected signals at crosswalks. Examples of heavy ^{traffic} shopping areas that need this type of signaling are: Preston Road north + south of Forest Lane at Preston Road north + south of Royal Lane.

Phyllis Silver
Phyllis Silver
3/23/2026