



# Endorsement to Receive Rider 7 Fine Particulate Matter Planning Funds from the Texas Commission on Environmental Quality

Daniela Tower

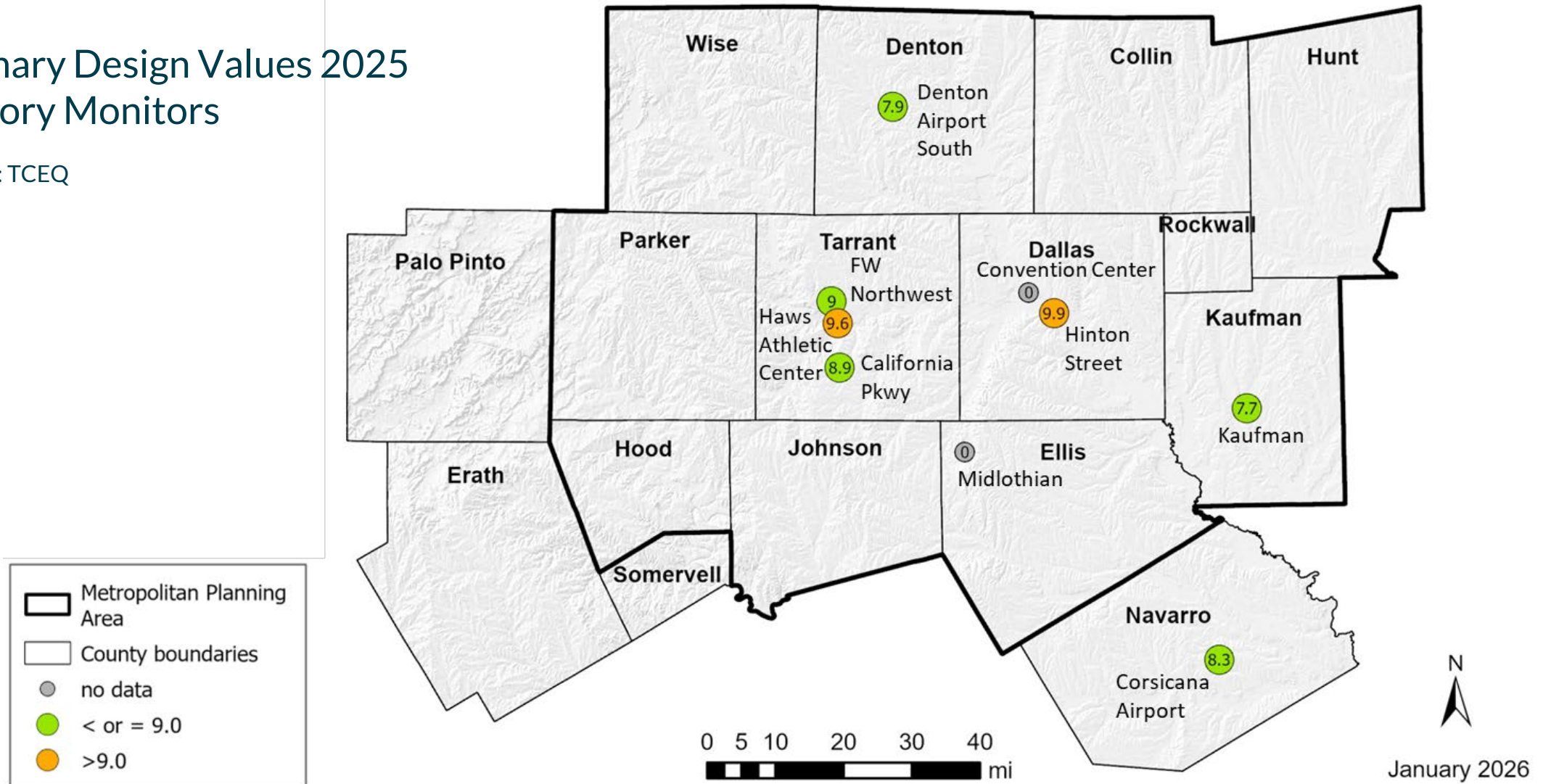
Surface Transportation Technical Committee

1.23.2026

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

## Preliminary Design Values 2025 Regulatory Monitors

Data Source: TCEQ





# Rider 7 Local Air Quality Planning Grants

## Fine Particulate Matter (PM<sub>2.5</sub>)

Agreement between NCTCOG and the Texas Commission on Environmental Quality (TCEQ) for air quality planning activities in Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Navarro, Parker, Rockwall, Tarrant, and Wise Counties

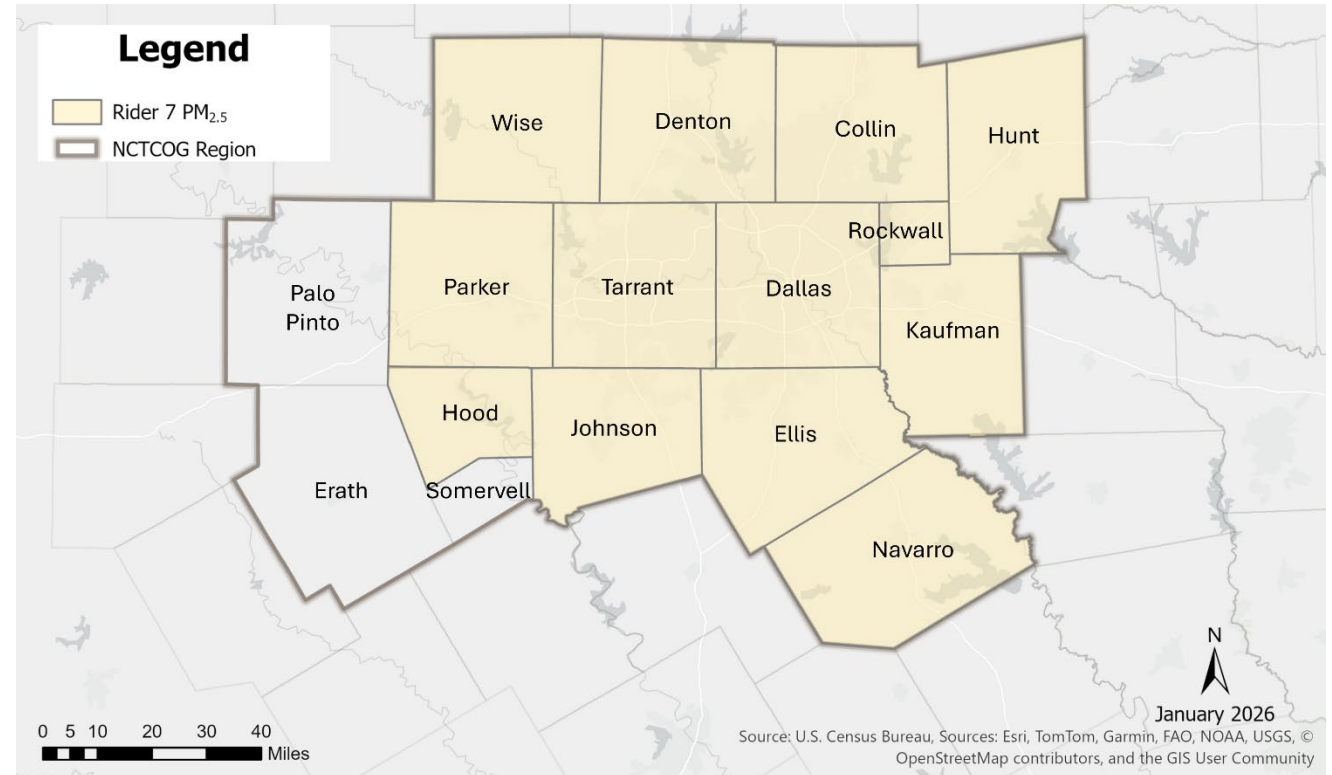
*Biennium 24/25 – Contract*

*Biennium 26/27 – Amendment*

To avoid lapse of the current contract, the TCEQ requested execution of the Amendment by Dec. 30, 2025

→ Endorsement

→ AQ Monitoring RTC Policy P24-02



# Air Quality Monitoring RTC Policy

## Policy P24-02

**RTC policy focus:** Emphasizes the importance of collaborative efforts to improve regional air quality through the use of non-regulatory monitors

**Partnerships:** Encourages coordination with local governments, agencies, and other stakeholders

**Funding efforts:** Pursues funding opportunities to expand and strengthen air quality monitoring programs

**Enhanced monitoring:** Aims to improve air quality data collection and monitoring capabilities

**Public awareness:** Seeks to increase public understanding of air quality issues

**Informed Decisions:** Supports data-driven decision-making to promote a healthier and more sustainable region

**Actions:** Identify Funding Sources

Develop Partnerships

Implementation & Deployment

Public Engagement and Communication

Evaluation and Reporting





# Rider 7 Local Air Quality Planning Grants

**Administering agency:** The Texas Commission on Environmental Quality (TCEQ)

**Purpose of funding:** Supports local air quality planning activities

**Eligible areas:** Counties that are not designated as “nonattainment”

**Regulatory context:** Applies to areas meeting federal National Ambient Air Quality Standards (NAAQS)

**Activities must benefit the State Implementation Plan (SIP)**

## **This funding can be used to:**

inventory PM<sub>2.5</sub>-related emissions

monitor PM<sub>2.5</sub>-related pollution levels

PM<sub>2.5</sub>-related air quality modeling

regional air quality planning activities, and

administrative costs



# Rider 7 PM<sub>2.5</sub> Activities- Biennium 24/25

Installation of six nonregulatory PM<sub>2.5</sub> monitors and weather stations  
Dallas, Ellis, and Tarrant Counties

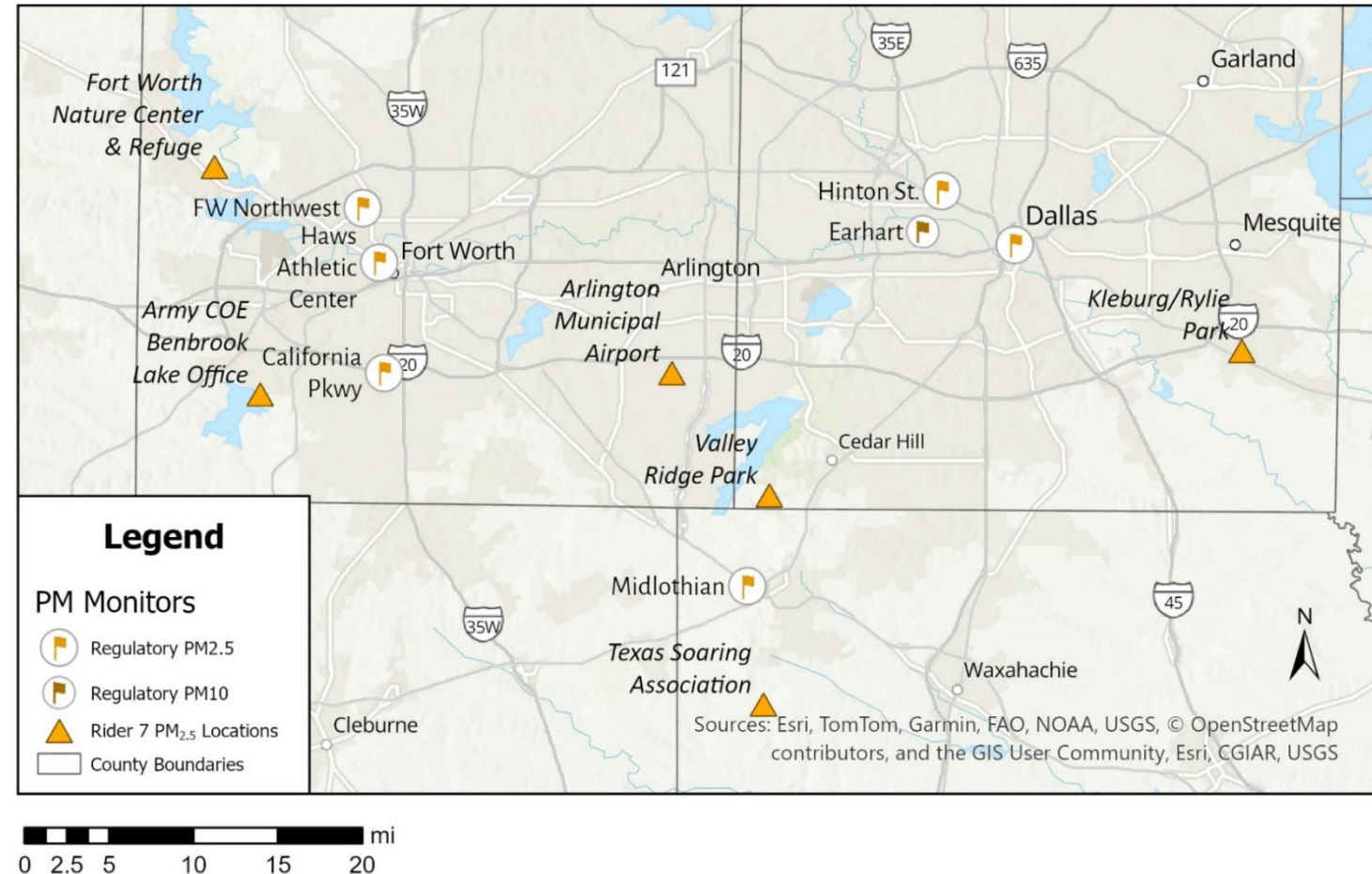
Data collection began in June 2025

Final Report approved by the TCEQ on  
December 30, 2025

## **Subgrantees:**

Texas A&M Transportation Institute (TTI)

Kevin Overton (Personal Services  
Agreement)



# Rider 7 PM<sub>2.5</sub> Activities- Biennium 26/27

**DRAFT**

## Planned Activities

Continuation of current monitoring activities

Installation of four additional PM<sub>2.5</sub> monitors in Collin, Denton, and Tarrant Counties

Conceptual model of PM<sub>2.5</sub> pollution in the region

## Proposed Team

**NCTCOG:** Contract lead, data interpretation and analysis, reporting, fiscal oversight

**Kevin Overton:** Monitor site evaluation and selection, data interpretation and analysis

**TTI:** Monitor installation & maintenance, data collection and storage, quality control

**Modeling Entity (TBD):** conduct PM<sub>2.5</sub> emissions modeling





# Requested Action: Receiving and Using Rider 7 Funds for Regional Air Quality Activities

Endorsement to receive an additional \$660,933.27 in the Fiscal Year 2026-2027 biennium for a new total of \$1,149,928.27.

Approval for an agreement between NCTCOG and Kevin Overton for an amount not to exceed \$80,000 in TCEQ Rider 7 PM<sub>2.5</sub> funds to assist with new monitor site evaluations and selection, as well as data interpretation and analysis for both existing and new monitor locations.

Approval for an agreement between NCTCOG and TTI for an amount not to exceed \$400,000 in TCEQ Rider 7 PM<sub>2.5</sub> funds to maintain the currently installed six PM<sub>2.5</sub> monitors, install and maintain up to four additional monitoring stations, and quality control collected data.

Approval to initiate a competitive request for proposals (RFP) for an amount not to exceed \$250,000 in TCEQ Rider 7 PM<sub>2.5</sub> funds to conduct PM<sub>2.5</sub> emissions modeling. Following results of the RFP, Committee approval to subaward will be requested at a future date.



# Contact Us



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# Approval to Receive Rider 7 Ozone Planning Funds from the Texas Commission on Environmental Quality

Daniela Tower

Surface Transportation Technical Committee

1.23.2026



# Rider 7 Local Air Quality Planning Grants

## Rider 7 Ozone – Accept Funds

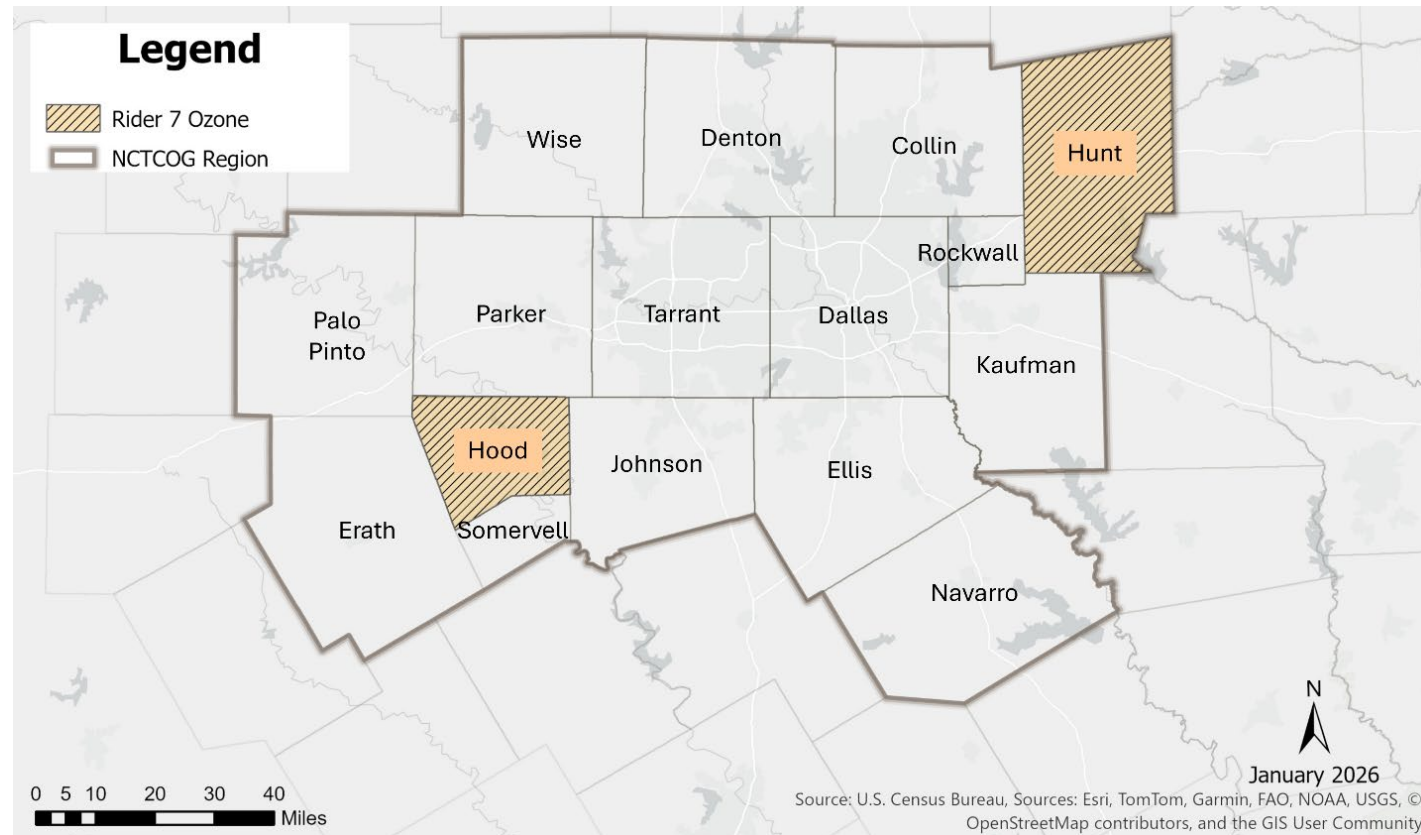
Agreement between NCTCOG and the Texas Commission on Environmental Quality (TCEQ) for air quality planning activities in Hood County and adjacent Somervell County.

*Biennium 22/23 – Contract*

*Biennium 24/25 – Amendment*

*Biennium 26/27 – New Contract*

RTC Policy P24-02



# Air Quality Monitoring RTC Policy

## Policy P24-02

**RTC policy focus:** Emphasizes the importance of collaborative efforts to improve regional air quality through the use of non-regulatory monitors

**Partnerships:** Encourages coordination with local governments, agencies, and other stakeholders

**Funding efforts:** Pursues funding opportunities to expand and strengthen air quality monitoring programs

**Enhanced monitoring:** Aims to improve air quality data collection and monitoring capabilities

**Public awareness:** Seeks to increase public understanding of air quality issues

**Informed Decisions:** Supports data-driven decision-making to promote a healthier and more sustainable region

**Actions:** Identify Funding Sources

Develop Partnerships

Implementation & Deployment

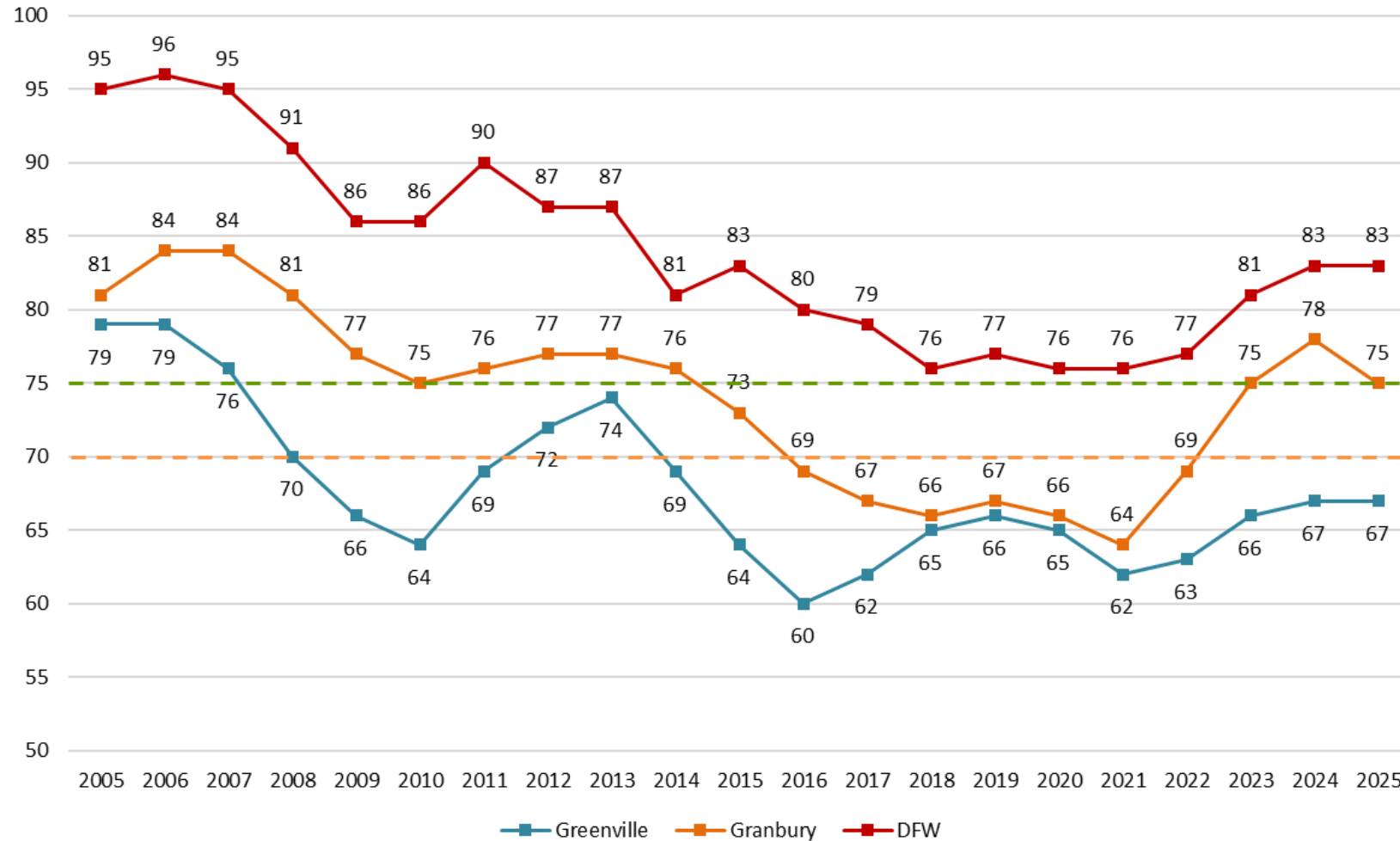
Public Engagement and Communication

Evaluation and Reporting



# Rider 7 - Ozone

Ozone Design Values in Hood and Hunt Counties 2005 - 2025



2008 Standard  $\leq 75$  ppb (Severe, attainment by 2027)

2015 Standard  $\leq 70$  ppb (Serious, attainment by 2027)

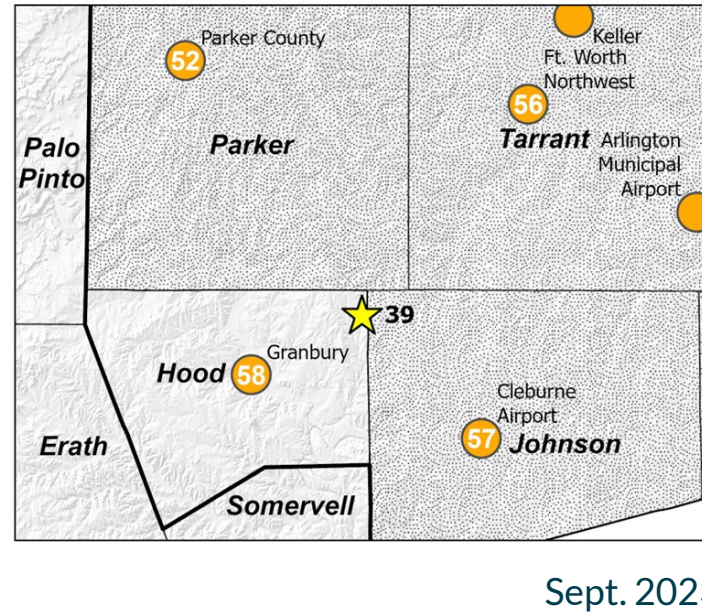
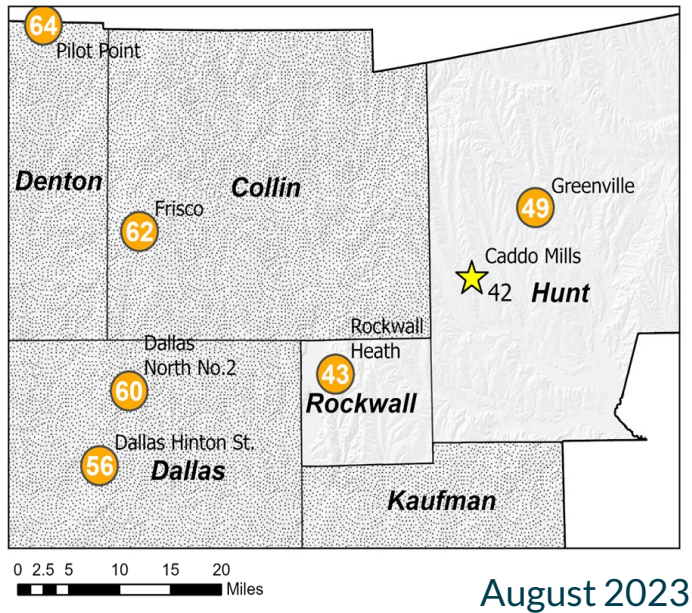




# Rider 7 - Ozone

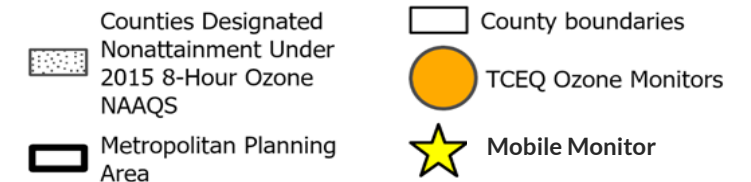
## Biennium 22/23 Activities: Ambient monitoring

Hunt County (Caddo Mills, June 16 – Sept. 13, 2023) and  
Hood County (City of Cresson, Sept. 15 – Nov. 15, 2023)



Nitric Oxide (NO)  
Nitrogen Dioxide (NO<sub>2</sub>)  
Ozone (O<sub>3</sub>)  
Volatile Organic Compounds (VOC)

Wind Speed  
Wind Direction  
Relative Humidity  
Ambient Pressure  
Ambient Temperature



# Rider 7 - Ozone

## Biennium 24/25 Activities: Ambient Monitoring

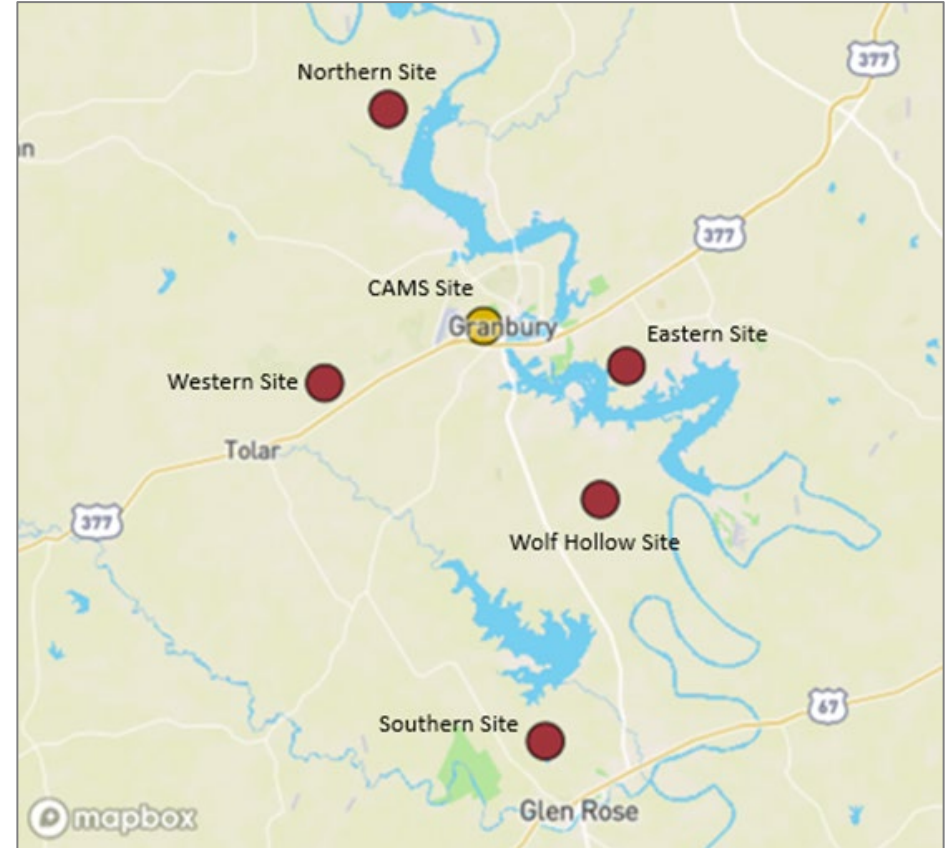
Installation of five ozone monitors, NO<sub>2</sub> reference monitors, and weather stations in Hood and Somervell Counties - TTI

Data collection from end of June – October 31, 2025

Final Report Monitoring approved by the TCEQ on December 30, 2025

## Updated Emissions Inventory for Hood County – Ramboll

Final Report Emissions Inventory approved by the TCEQ on September 12, 2025



*FEM Monitor:* Ozone  
*Reference Aeroqual:* Ozone, NO<sub>2</sub>, PM<sub>2.5</sub>  
*Meteorological station:* Wind speed, wind direction, temperature, precipitation, solar radiation



# Rider 7 Ozone Activities- Biennium 26/27

## Planned Activities

Continuation of current monitoring activities (Hood and Somervell Counties)

Addition of a reference NO<sub>2</sub> monitor at the Western Site

Update of the 2015 Conceptual Model for Hood County

**DRAFT**

## Proposed Team

**NCTCOG:** Contract lead, data interpretation and analysis, reporting, fiscal oversight

**City of Granbury/ Hood County Clean Air Coalition:** Subgrantee - Local oversight and implementation

**TTI:** Monitor installation & maintenance, data collection and storage, quality control

**Modeling Entity (TBD):** conduct modeling to update the conceptual model for Hood County



# Requested Action: Receiving and Using Rider 7 Ozone Funds for Local Air Quality Activities

STTC approval of:

Approval for an agreement between NCTCOG and the TCEQ and receiving \$281,250 in the Fiscal Years 2026-2027 biennium for local air quality planning activities benefiting the SIP

Approval for an agreement between NCTCOG and the City of Granbury for an amount not to exceed \$255,000 to:

- maintain the currently installed five ozone monitors and meteorological stations as well as five NO<sub>2</sub> reference monitors in Hood and Somervell Counties,
- store and quality control collected data, interpret and analyze the results of these collected data, and
- conduct ozone modeling in Hood County





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North Central Texas Council of Governments

# **FY2026 Better Utilizing Investments to Leverage Development (BUILD) Grant and Off-System Rail Grade Separation State Fund Programs**

**Surface Transportation Technical Committee – Action Item**

**Jeffrey C. Neal, PTP – Senior Projects Manager – January 23, 2026**

# NCTCOG Federal Competitive Grant Applications

## Award Postings & Pending Announcements for 2025 Submittals

Grant Program	Application (Project) Name	Award Request	Status
Safe Streets & Roads for All (SS4A) Program: Implementation Grants	<i>Hemphill Street Community-Based Safe Streets Project (for Fort Worth)</i>	\$ 12M	Not Awarded
Bridge Investment Program (BIP): Large Bridge Project Grants	<i>IH 345 Connects Project (for TxDOT)</i>	\$ 825M	Selection expected: Jan/Feb 2026



# FY2026 BUILD Grant Program – Overview

## Funding Availability

**\$75 Million**

Planning Grants

**\$1.425 Billion**

Capital Grants

**50%/50%**

Urban/Rural Areas

## Cost Sharing (Federal)

**Up to 80%**

Urban Areas

**Up to 100%**

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

## Maximum Award

**\$25 Million**

– per Project (*All*)

**\$225 Million**

– per State ( $\leq 15\%$ )

## Minimum Award

**\$5 Million**

Urban Areas (*Capital*)

**\$1 Million**

Rural Areas (*Capital*)

**No Minimum**

Planning Grants

## Other Details

FY2025 BUILD “Projects of Merit” will not carry over into FY2026 competition. While merit criteria are unchanged, priority is given to safety, quality of life, mobility/community connectivity, & economic competitiveness. Added weight for increased cost share, project readiness, Qualifying Opportunity Zone location, & receipt of previous BUILD grant.

**Application Limit** = Three (3) per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY2026 BUILD funding**:

**Application Deadline – February 24, 2026**

**Award Announcement – June 28, 2026**

**Obligation Deadline – September 30, 2030**

**Expenditure Deadline – September 30, 2035**

### NCTCOG FY2025 BUILD APPLICATIONS:

1. SH 183/Pumphrey Dr BASE Project
2. SH 183/SH 356/Belt Line Rd Interchange
3. Ennis Ave/UPRR Grade Separation

## Project Eligibility

1. **Highway, Bridge, or Road** (*Title 23*)
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger/Freight Rail/Intermodal
4. Port Infrastructure (*incl. inland/land ports of entry*)
5. Airport Surface Transportation (*pt. B, subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species habitat*)
7. Tribal Surface Facility (*vested federal title/maintenance*)
8. TOD/Non-Motorized/Mobility On-Demand

## Applicant Eligibility

1. State/Territorial Government (*or political subdivision*)
2. **Metropolitan Planning Organization (MPO)**
3. Local/Tribal Government (*or political subdivision*)
4. Public Agency/Chartered Authority
5. Public Special Purpose District (*including Port*)
6. Multi-Jurisdictional Group of Above Entities





# FY2026 BUILD Grant Program

## Alternate Advancement of Unawarded FY2025 BUILD Projects

### Ennis Ave/UPRR Grade Separation:

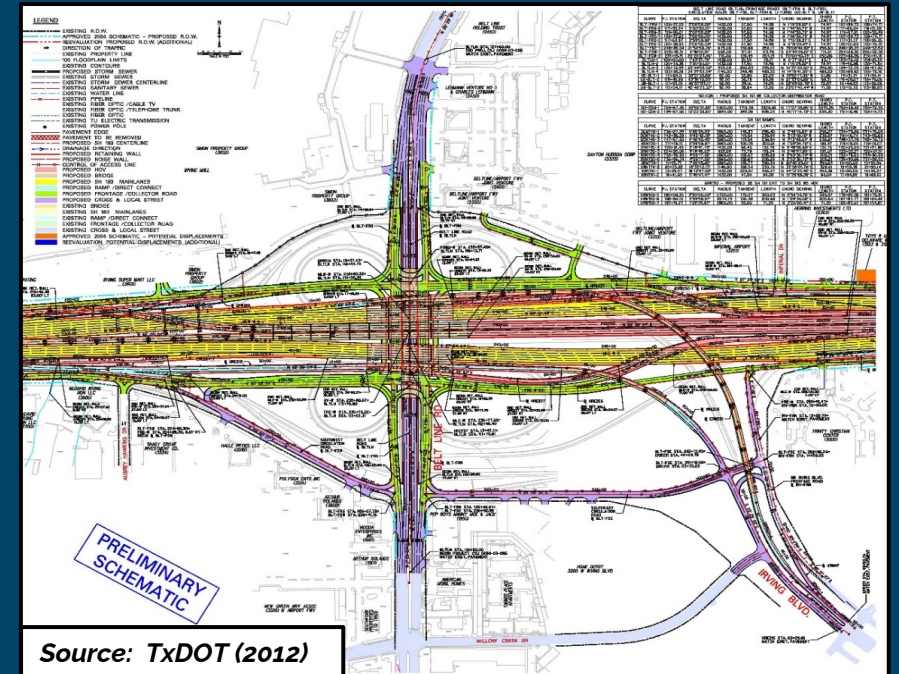
- Close funding gap through 2027-2030 Transportation Improvement Program (TIP) to achieve desired October 2026 letting
- Future STTC/RTC approval pending



Source: City of Ennis (2023)

### SH 183/SH 356/Belt Line Rd Project:

- Continue work with TxDOT/city of Irving to renew design & stakeholder coordination
- Evaluate other federal/state funding & delivery options (SH 183 Segment 2E timing)

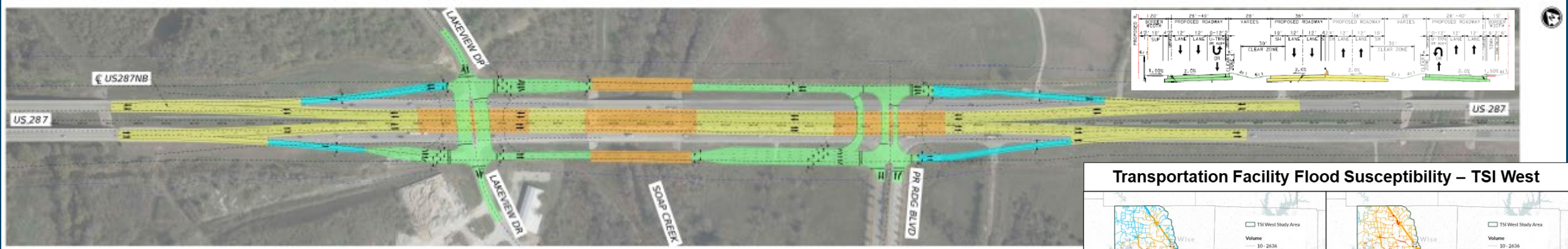


Source: TxDOT (2012)

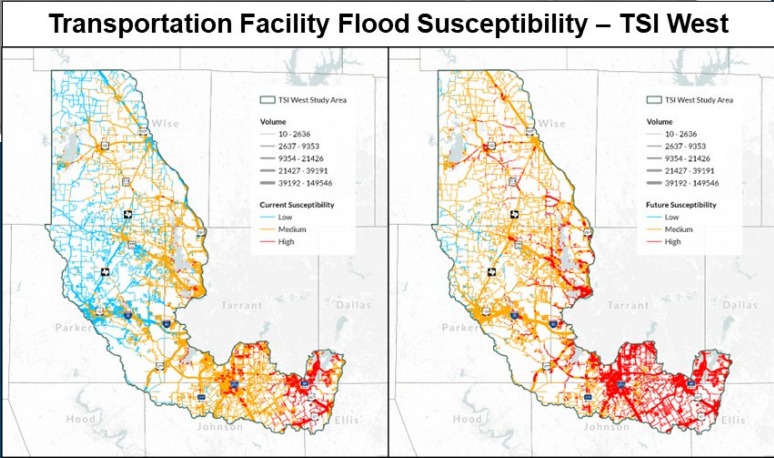


# FY2026 BUILD Grant Program

## East Subregion Candidate #1 – US 287/Prairie Ridge



- Project on draft 2027 UTP list for proposed 50/50 split of Category 2/4 funds
- US 287/Soap Creek bridges prioritized in Mountain Creek watershed for TSI Study enhancements due to high area flood vulnerability/susceptibility
- National Highway System (NHS) corridor economically viable as new Interstate; high freight volume (>12% trucks); multiple fatalities since 2021 (recently Dec 2025)



PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
US 287/ Prairie Ridge	Expedite US 287 grade separations in south Grand Prairie to address safety, mobility, & connectivity in fast-growing/flood-prone area.	RURAL	\$23,777,083 (30%)	\$29,308,334 (38%)	\$25,000,000 (32%)	\$78,085,417

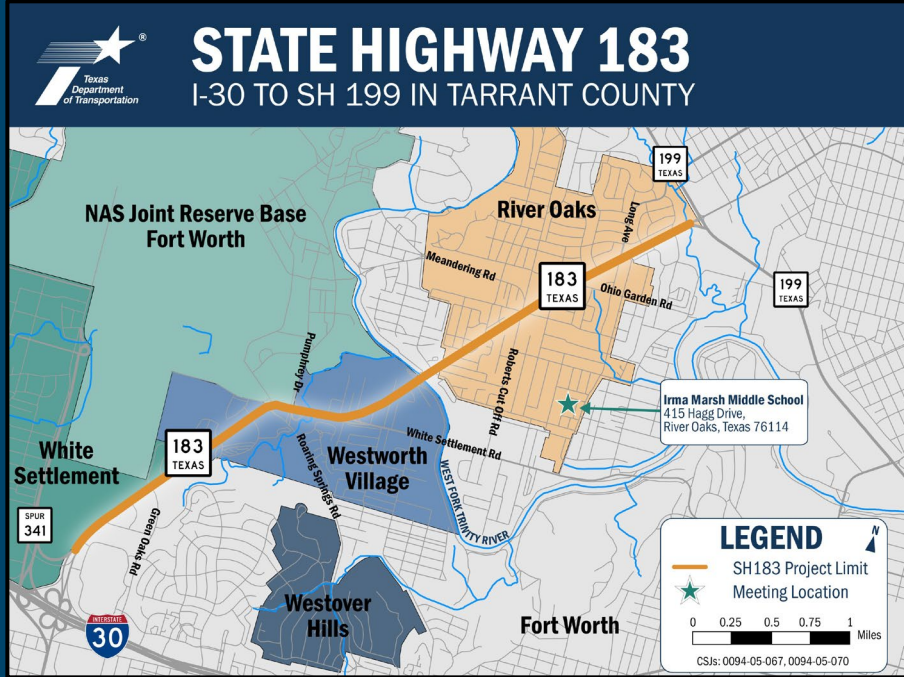
Non-Federal: \$6,250,000 (TxDOT BUILD Grant Match) + \$3,663,542 (TxDOT Category 2 Match) + \$3,663,541 (TxDOT Category 4 Match)  
 Federal (Other): \$14,654,167 (Category 2 Funds - Federal Only) + \$14,654,167 (TxDOT Category 4 Funds - Federal Only)





# FY2026 BUILD Grant Program

## West Subregion Candidate #1 – SH 183/Pumphrey Dr BASE Project



### Looking NE at Pumphrey Drive & Roaring Springs Road:



*Project total does not include \$6,000,000 previously approved in 2025-2028 TIP (\$3,000,000 – Engineering, \$3,000,000 – ROW/Utilities)*

PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
SH 183/ Pumphrey	Rebuild SH 183 junction with Pumphrey Dr & Roaring Springs Rd for improved multimodal capacity, safety, & NAS JRB accessibility.	URBAN	\$8,200,000 (20%)	\$16,800,000 (41%)	\$16,000,000 (39%)	\$41,000,000

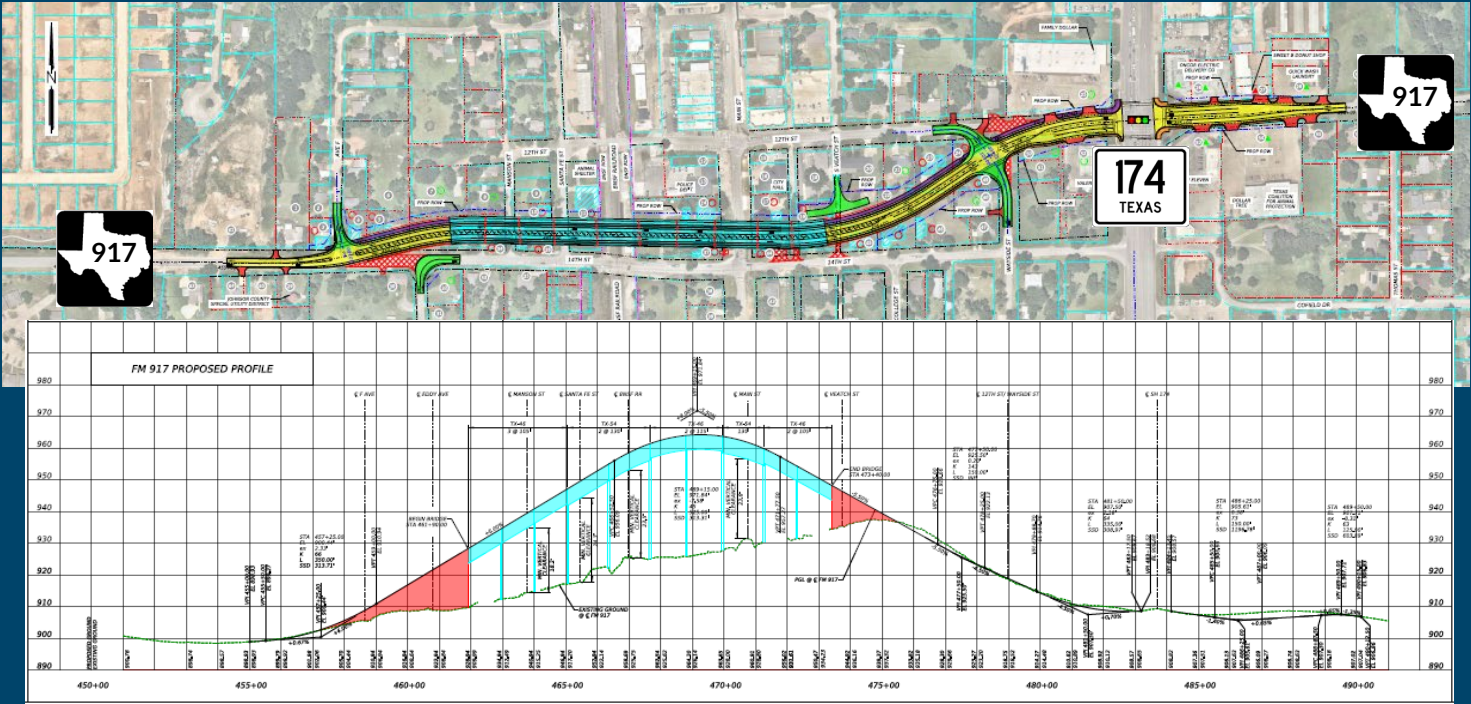
**Non-Federal:** \$4,200,000 (TxDOT Category 2 Match) + \$4,000,000 (TxDOT BUILD Grant Match)

**Federal (Other):** \$16,800,000 (TxDOT Category 2 Funds – Federal Only)



# FY2026 BUILD Grant Program

## West Subregion Candidate #2 – FM 917/BNSF Grade Separation



PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
FM 917/ BNSF	Realign & grade separate FM 917 at BNSF in downtown Joshua to improve multimodal safety/ mobility & context-sensitive redevelopment	RURAL	\$11,366,971 (30%)	\$10,400,000 (28%)	\$15,867,886 (42%)	\$37,634,857

**Non-Federal:** \$2,600,000 (TxDOT Category 2 Match) + \$3,966,971 (TxDOT BUILD Grant Match) + \$1,100,000 (TxDOT PE Funds) + \$3,700,000 (TxDOT ROW Funds)  
**Federal (Other):** \$10,400,000 (TxDOT Category 2 Funds – Federal only)





# FY2026 BUILD Grant Program – Schedule

**November 26, 2025**      **FY2026 BUILD Program: Notice of Funding Opportunity (NOFO) Release**

January 14, 2026      Finalize Candidate Project Details  
*(for posting of January 2026 STTC Agenda)*

**January 23, 2026**      **STTC Action**

February 6, 2026      RTC Letter of Support Deadline  
*(for partner-submitted projects, please send requests to Jackie Nolasco – [jnolasco@nctcog.org](mailto:jnolasco@nctcog.org))*

February 12, 2026      RTC Action

**February 24, 2026**      **FY2026 BUILD Program: Application Deadline – Valid Eval**

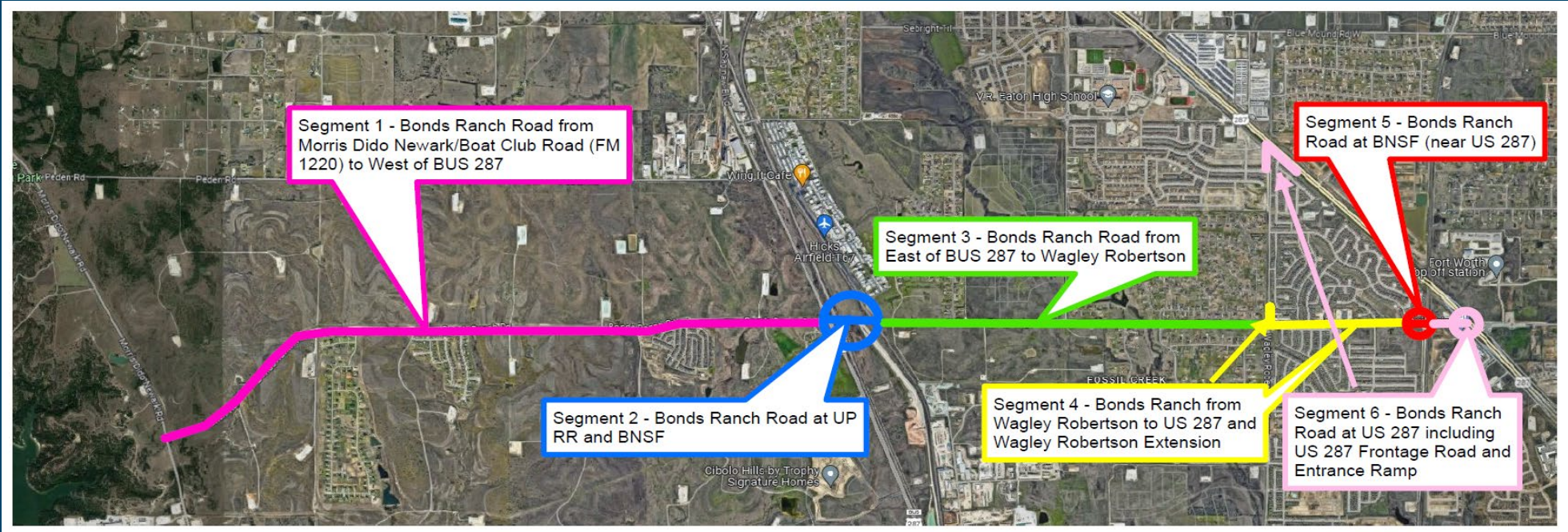
February 26, 2026      Executive Board Endorsement



# Off-System Rail Grade Separation State Fund Program

## Bonds Ranch Road Segment #2 Project *(Tarrant County Submittal)*

Tarrant County requesting \$9M of RTR funds and \$30M of STBG funds as part of larger state application.



PHASE	RTR Funds	STBG or CMAQ (Federal)	Off-System Program	TxDOT Engineering	TxDOT ROW	TxDOT Match	City of Fort Worth	Tarrant County	BNSF	UPRR	TOTAL
Engineering	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$8,100,000	\$0	\$0	\$8,600,000
ROW	\$1,800,000	\$0	\$7,652,143	\$0	\$3,780,857	\$0	\$0	\$0	\$0	\$0	\$13,233,000
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Construction	\$7,200,000	\$30,000,000	\$26,830,857	\$0	\$0	\$10,719,143	\$7,700,000	\$900,000	\$5,000,000	\$4,650,000	\$93,000,000
TOTAL	\$9,000,000	\$30,000,000	\$34,483,000	\$500,000	\$3,780,857	\$10,719,143	\$9,000,000	\$9,000,000	\$5,000,000	\$4,650,000	\$116,133,000



# Requested Action – FY2026 BUILD Grant & Off-System Rail Grade Separation Programs

## Recommendation for RTC approval of:

- Submitting the following projects for BUILD Grant funding consideration:
  - 1) **US 287/Prairie Ridge Project** *(including proposed 50% Category 2/50% Category 4 funding and state match)*
  - 2) **SH 183/Pumphrey Dr BASE Project**
  - 3) **FM 917/BNSF Grade Separation**
- \$20M in Federal STBG/CMAQ funds and \$9M in RTR funds for Tarrant County's **Bonds Ranch Road Segment #2 Project** application to the Off-System Rail Grade Separation State Fund Program
- 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 proposed projects if selected

STTC Action Item – January 23, 2026



# CONTACT US

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# Status Report on Commercial Vehicle Compliance

Anthony Moffa  
Surface Transportation Technical Committee  
January 23, 2026



# Commercial Vehicle Compliance

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 Pullovers, Weigh Stations	Local Law Enforcement, US Department of Transportation, Texas Department of Public Safety
Hazardous Material	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Law Enforcement, Federal Motor Carrier Safety Administration
Registration	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Government, US Department of Transportation, Texas Department of Public Safety
Traffic Laws	Local Law Enforcement Pullovers	Local Law Enforcement
Criminal Laws	Law Enforcement Pullovers	Local Law Enforcement
Engine Emissions Standards	Not Enforced	N/A



# Commercial Vehicle Enforcement (CVE)

## CVE Officers

To ensure compliance with local and state regulations, specialized and certified officers operate either individually or in multijurisdictional events

Perform random roadside inspections

## Why is it Important?

Protect state highways 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 for all vehicles





# Commercial Vehicle Enforcement

## How are Roadside Inspections Performed?

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

Trucks are pulled off highways to designated parking lot or off-road area

Truck drives over weigh scales

CVE officers inspect truck 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



Photos Source: [Center for Transportation Research and Texas Department of Transportation](#)





# Commercial Vehicle Enforcement Workflow



- Main Highway
- Workflow Direction
- Safety Inspection Area
- Truck Out of Service Area



# Commercial Vehicle Enforcement Regional Details\*

Event Date	City	Inspections	Violations	Vehicles Out of Service (OOS)	% Vehicles OOS	Drivers Out of Service	% Drivers OOS
4/27/2021	Midlothian	60	100	18	30%	2	3%
7/21/2021	Mansfield	34	Not Provided	22	65%	2	6%
11/10/2021	Arlington	59	Not Provided	22	37%	2	3%
3/16/2022	Alvarado	43	152	16	37%	2	5%
5/25/2022	Grand Prairie	33	160	14	42%	2	6%
7/13/2022	Cedar Hill	39	Not Provided	21	54%	0	0%
8/25/2022	Midlothian	46	Not Provided	20	43%	3	7%
10/17/2022	Fort Worth	35	168	13	37%	1	3%
11/17/2022	Alvarado	41	147	13	32%	3	7%
1/19/2023	Mansfield	47	126	10	21%	0	0%
4/14/2023	Fort Worth	24	157	18	75%	2	8%
6/15/2023	Cedar Hill	40	20	22	55%	4	10%
2/7/2024	Arlington	43	283	23	53%	2	5%
3/12/2024	Grand Prairie	40	256	23	58%	3	8%
6/27/2024	Cedar Hill	45	264	22	49%	Not Provided	--
10/19/2024	Fort Worth	51	257	24	47%	3	6%
11/13/2024	Midlothian	82	Not Provided	37	45%	2	2%
3/12/2025	Fort Worth	50	359	30	60%	5	10%
4/17/2025	Grand Prairie	34	266	21	62%	3	9%
5/14/2025	Arlington	42	281	18	43%	3	7%
9/3/2025	Mansfield	45	256	37	82%	2	4%
10/16/2025	Fort Worth	46	277	30	65%	5	11%
22 Events Avg.		45	146	22	50%	2	5%

\*As provided to NCTCOG. CVE events occur throughout the year as location, weather and multijurisdictional schedules permit.



# Examples of Truck Safety Defects



Cracked Frame



Tire Blowout



Leaking Fuel Tank

Photo Source: NCTCOG



# Heavy Duty Diesel Truck 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





# Next Steps

Continue attending CVE events

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

Collection of truck emissions data (laboratory)

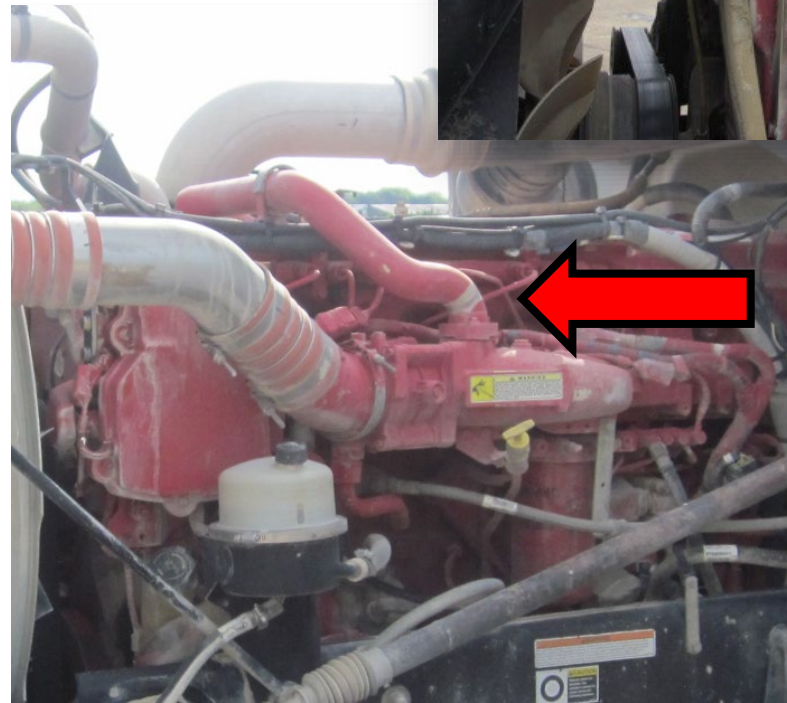
Analyze Safety Inspection Correlations

Analyze Crash Data Correlations

Reconvene regional task force

Future CVE support

- Training
- Personnel
- Equipment
- Expansion



Exhaust Gas  
Recirculation Intact



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# PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
January 23, 2026

# BACKGROUND: PREVIOUS RTC ACTION

- **RTC Action:** On 11/13/2025, RTC approved the traffic signal improvement types and funding categories/splits.
- **Action established:**
  - Agency eligibility and evaluation criteria for funding requests.
  - Categorization of eligible improvements and federal/local cost-sharing requirements.
  - Development of a funding program to address identified signal needs.
  - Authority to amend Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and related documents administratively.
- **Today's information:**
  - Applying the funding allocation to funding categories.





# IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
1	Transit Signal Priority / Transit Signal 2.0	RTC 7	80/20
2	Emergency Vehicle Pre-emption	RTC 6	80/20
3	Central Software	RTC 6	80/20
4	GPS Clocks	RTC 1	80/20
5	Communication (fiber or wireless)	RTC 1	80/20
6	Controllers	RTC 1	80/20
7	Vehicle Detection (No Loops)	RTC 1	80/20
8	Bike / Ped Equipment / Low Volume Trigger	RTC 2	80/20
9	Wiring	RTC 1	80/20
10	Freight Signal Optimization	RTC 6	80/20
11	Flashing Yellow Arrows	RTC 5	80/20



# IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
12	Dynamic / Reversible Lane Assignments	RTC 5	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	RTC 5	80/20
14	Signal Retiming / Safety / High Volumes	RTC 4	80/20
15	New Signals (Warrants 4,5,6,7,and 9)	RTC 3	80/20 or 0/0
16	Battery Back-Up	City / State	0/100
17	Mid-Block Crossing	City / State	0/100
18	Backplate	City / State	0/100
19	Cabinets / Foundations	City / State	0/100
20	LEDs	City / State	0/100
21	Signal Head Replacement	City / State	0/100
22	Span Wire to Mast Arm / Poles	City / State	0/100



# PROPOSED PROGRAM FUNDING TABLE

FUNDING PROGRAM	TYPE OF IMPROVEMENTS	FUNDING REQUEST	PROPOSED NEW FUNDING
RTC 1 - Coordination Equipment - Minimum Equipment Standards Program.	GPS Clocks, Communication (fiber or wireless), Controllers, Vehicle Detection (No Loops), and Wiring.	\$24,000,000	\$24,000,0000
RTC 2 - Bike/Ped Spot Improvements from Safety M&O Program.	Bike / Ped Equipment / Low Volume Trigger	\$2,000,000	Already Funded
RTC 3 - Roadway Safety Plan Implementation from Safety M&O funding.	New Signals (Warrants 4,5,6,7,and 9)	\$5,000,000	Already Funded
RTC 4 - Regional Traffic Signal Retiming Consultant Program.	Signal Retiming / Safety / High Volumes	\$10,000,000	Already Funded
RTC 5 - Non-Scheduled Events	Flashing Yellow Arrows, Dynamic / Reversible Lane Assignments, and CCTV / Camera.	\$2,000,000	\$2,000,000
RTC 6 - Regional Central Systems and RTC 7 - Transit, Federal Transit Administration	Emergency Vehicle Pre-emption, Central Software, Transit Signal Priority, and Freight Signal Optimization.	\$10,000,000	\$10,000,000
	<b>Total</b>		<b>\$36,000,000</b>



# STEPS WITHIN THE PROGRAM

- ✓ **Completed:** Traffic signal improvement types and funding split.
- ❑ **Current:** Requesting funding allocation by traffic signal improvement type.
- ❑ **Next Step:** Identify how projects are selected for funding within each traffic signal improvement type and associated funding allocation. For example:
  - **Coordination Equipment:** Selection based on the regional traffic signal equipment inventory.
  - **Signal Retiming:** Selection based on INRIX performance metrics.
  - **Other Categories:** Selection criteria to be determined (TBD).





# SCHEDULE

Action	Meeting	Date
Information – Traffic Signal Program	STTC	January 23, 2026
Information – Traffic Signal Program	RTC	February 12, 2026
Action – Traffic Signal Program	STTC	February 27, 2026
Action – Traffic Signal Program	RTC	March 12, 2026



# CONTACT US



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North Central Texas  
Council of Governments

# **Integrated Transportation and Stormwater Infrastructure (TSI) Study: Considering Model Codes for Development & Floodplain Regulations**

**Surface Transportation Technical Committee Information Item – January 23, 2026**

**Presented by: Jeffrey C. Neal, PTP – Senior Projects Manager**



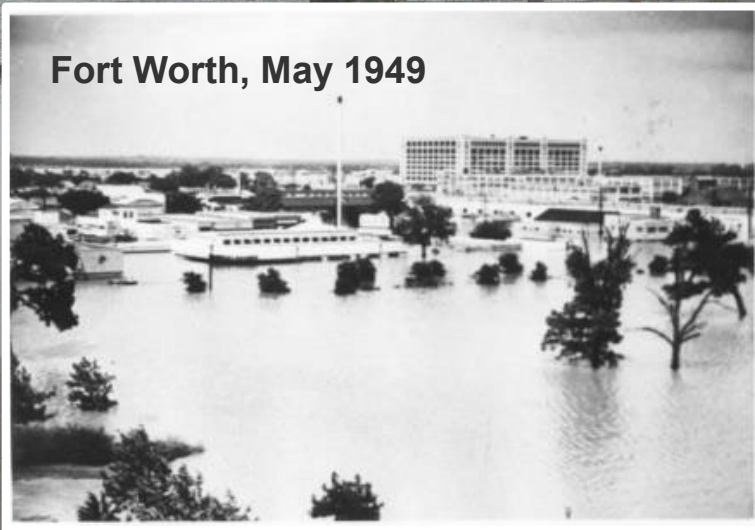
Funded by the Texas General Land Office (GLO),  
Community Development Block Grant (CDBG),  
Disaster Recovery Program.



Also Funded by the Texas Water Development  
Board (TWDB) and Texas Department of  
Transportation (TxDOT).



**Historic events led to improvements in major flood control infrastructure during the last century. New needs are developing in this century...**

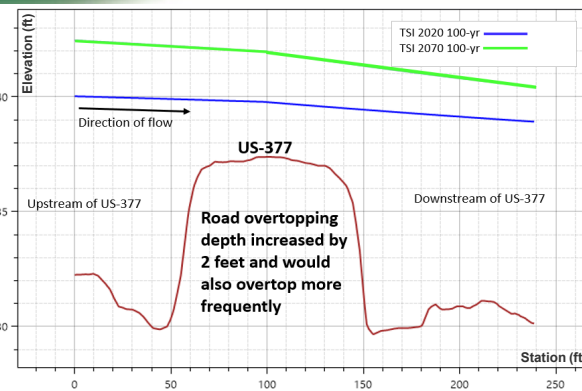
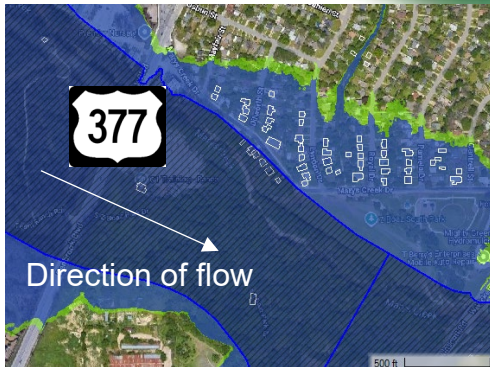
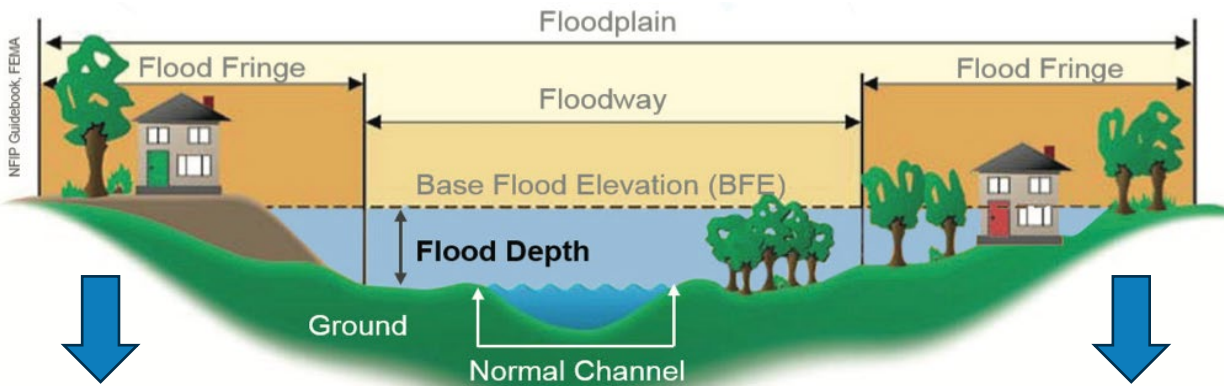


Rhome, May 2015  
Courtesy Tarrant Regional Water District

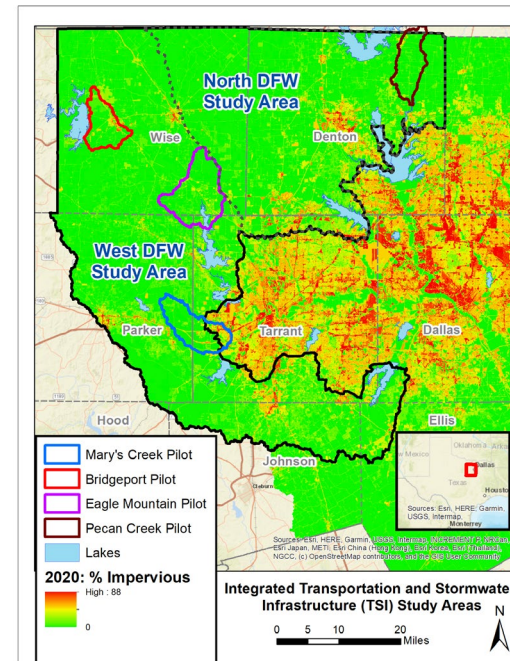
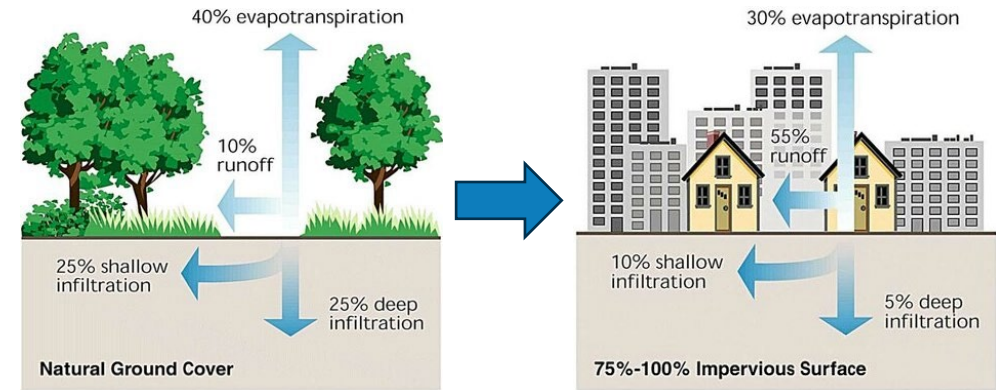


# WHY: Urbanization Increases Flood Risk

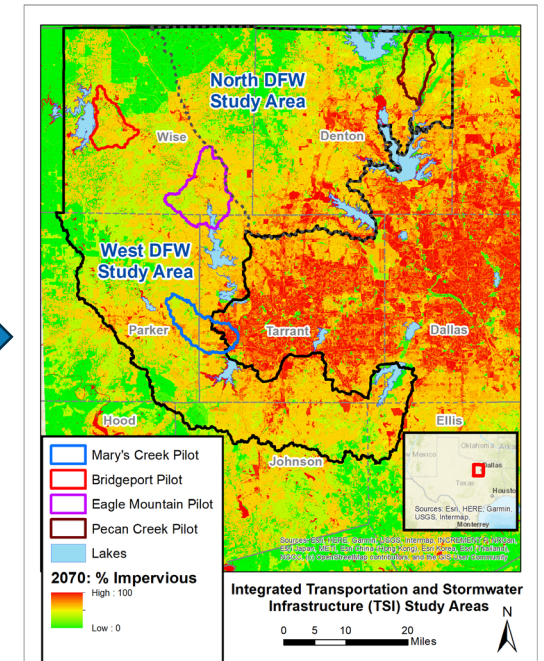
- Floodplains among Earth's most valuable ecosystems, but also among the most threatened
- Effects of urbanization:
  - Adds impervious cover (*see right; runoff  $\leq 10\%$  more*)
  - Depletes valley storage (*see below; runoff  $\leq 30\%$  more*)



## More Impervious Surface = More Runoff



**6.4% Impervious (2020)**



**35.2% Impervious (2070)**



# WHY: *Criticality of Transportation/Stormwater Integration*

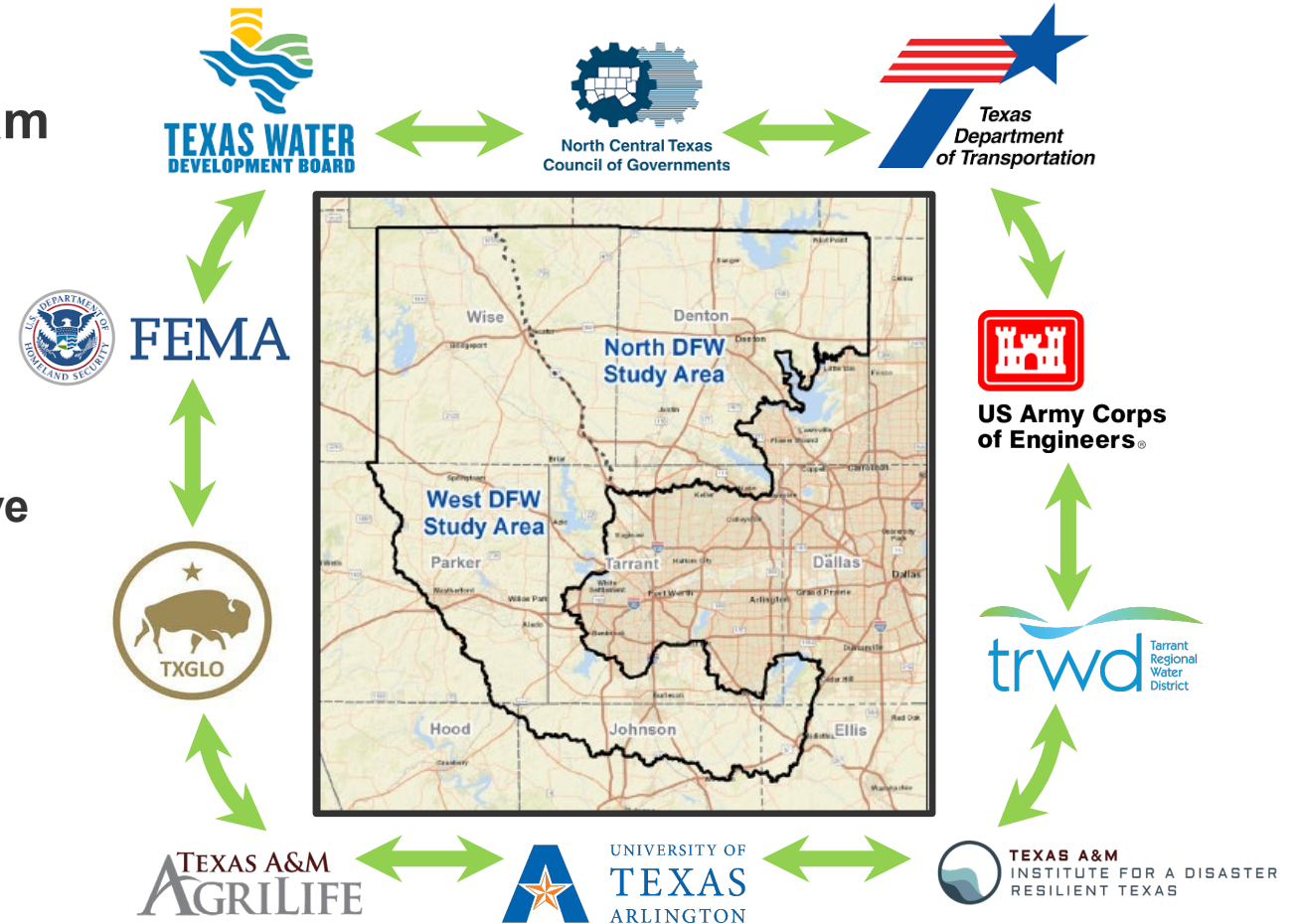
- **Transportation & stormwater infrastructure costs are some of the most substantial in flood events**
- **Transportation failures impact access & reliability:**
  - Emergency response & evacuation efficiency
  - Connectivity to/from critical services, employment & education needs, & community cohesion
  - Maintenance & asset condition degradation
- **Stormwater failures affect system adaptability:**
  - Lacks consistent regional infrastructure data & modeling
  - Constrains evaluation of accumulated watershed impacts
- **Rebuilding costs/schedules can be excessive & difficult to accommodate with other needs**
- **Most flood fatalities occur at roadway drainage crossings & other water flow/storage bottlenecks**
- **Upstream development has rendered downstream road crossings & drainage systems inadequate**



# WHAT: TSI Study Partners & Objectives

TSI STUDY – \$10 million comprehensive planning effort to address flood risk upstream of the Dallas & Fort Worth urban cores:

- Proactive planning (*planning-level designs*)
- Collaborative partnership between stormwater, environmental, & transportation infrastructure
- Address safety of residents, property, & infrastructure, with opportunities to also improve regional water storage & water quality
- State-of-the-art flood hazard area models
- Flood warning system framework
- Innovative infrastructure & nature-based solutions, **with resources to improve regulatory approaches & maximize returns on investment**
- Tools, literature, & data to aid with community engagement and floodplain administration



## Consultant Partners:

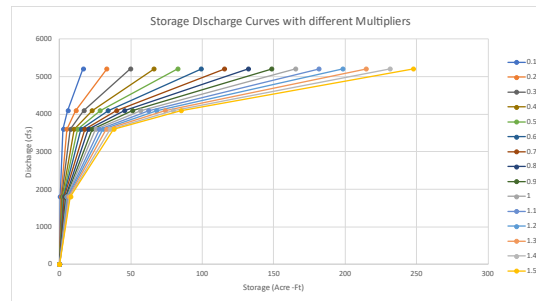
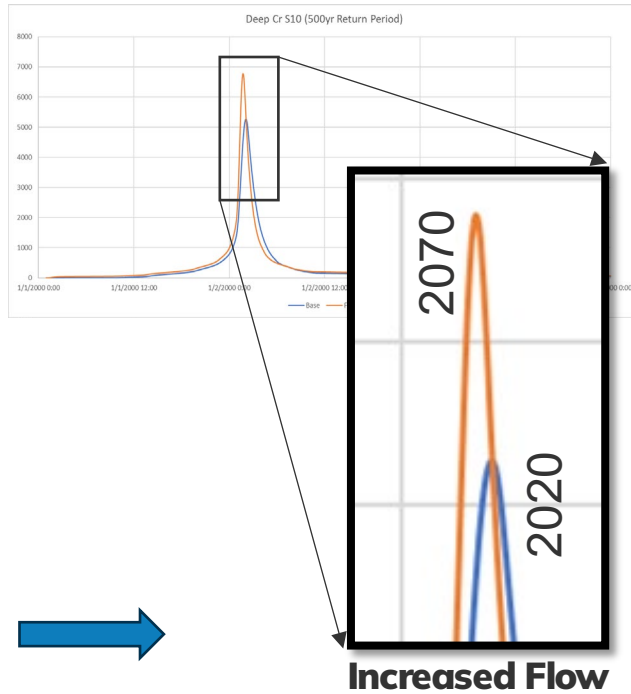
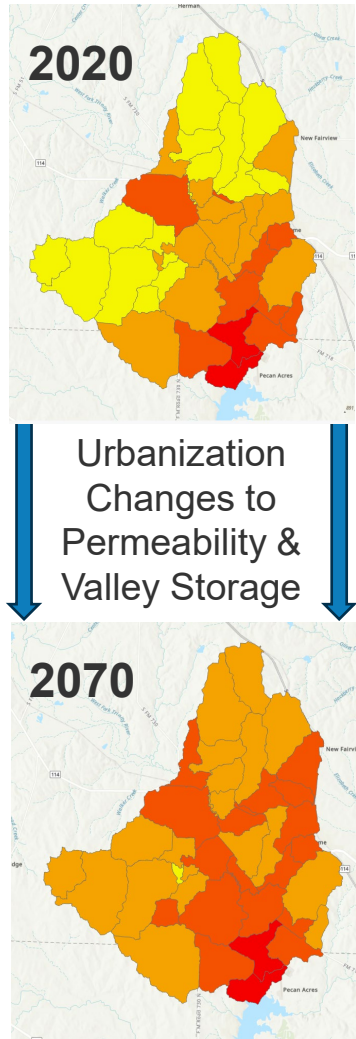
- Freese & Nichols, Inc.
- Halff Associates, Inc.
- Highland Economics

## Expected Completion:

Fall 2026



# HOW: Enhanced Drainage Models to Optimize Alternatives

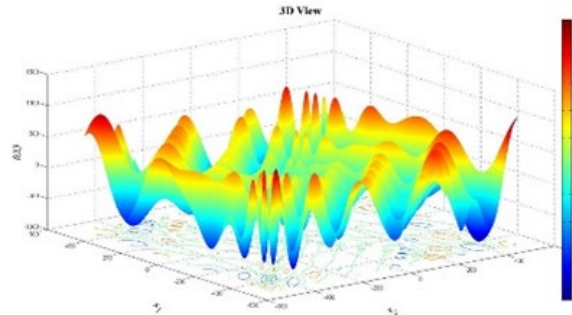


Vary Storage Values to Best Reduce the Peak Flow

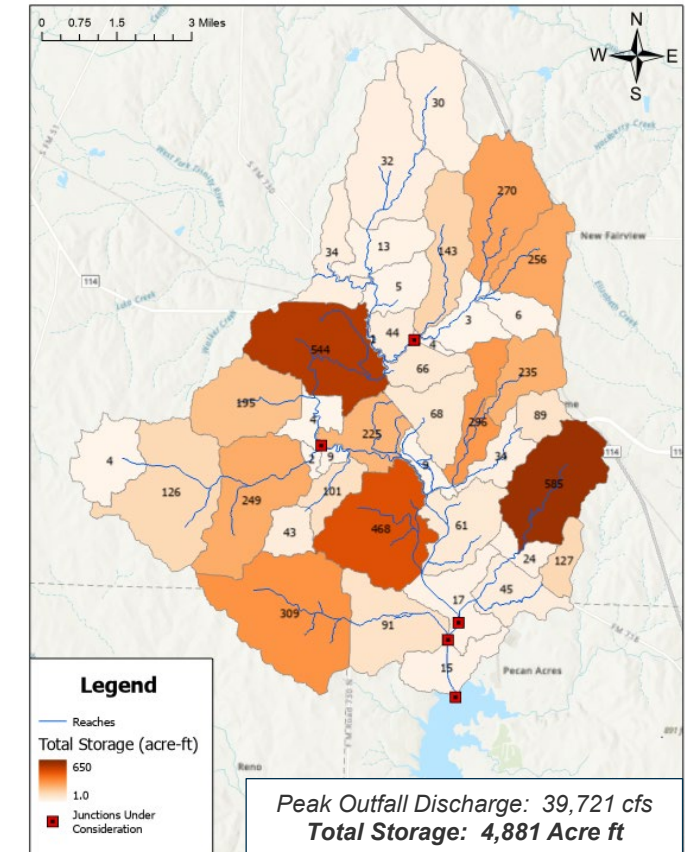
Set Up Hydrologic & Hydraulic (H&H) Model w/ Reservoirs at Each Subbasin



Optimize Flow Resistance & Storage Values Generated from H&H Model Runs



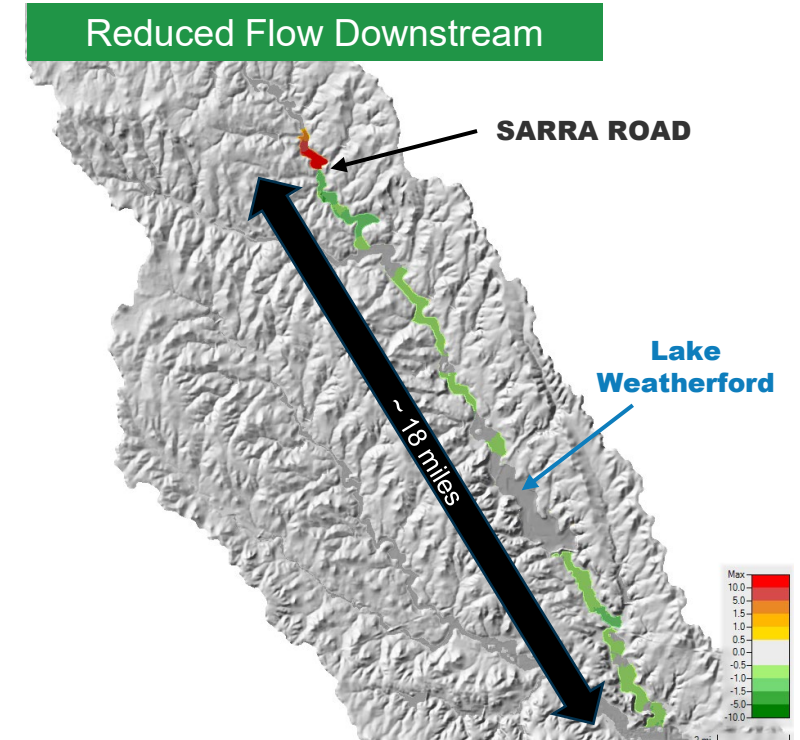
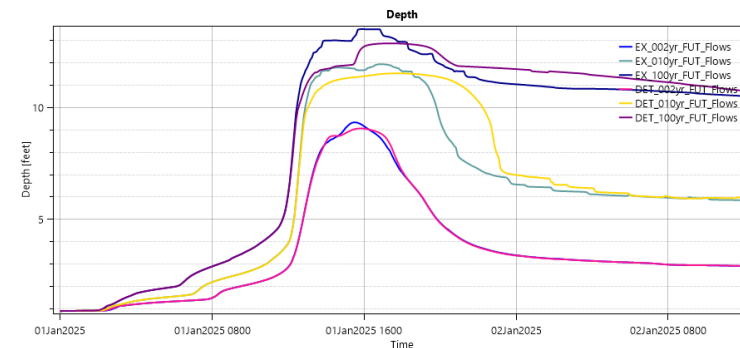
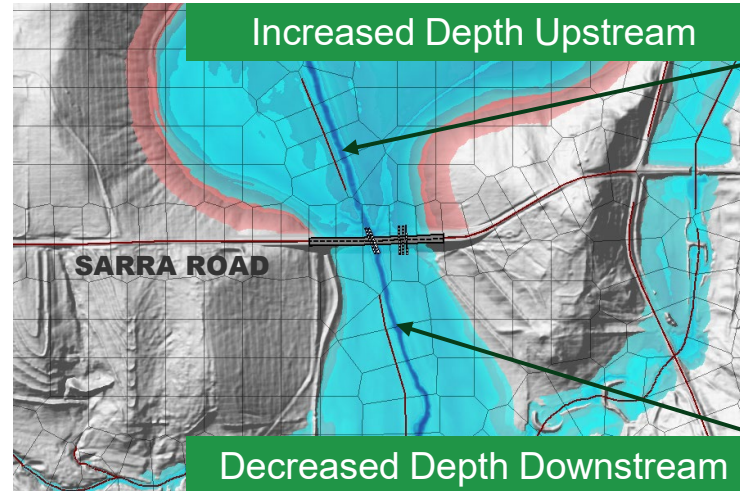
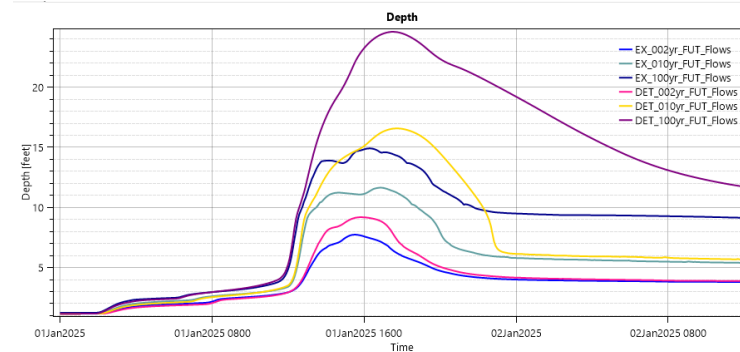
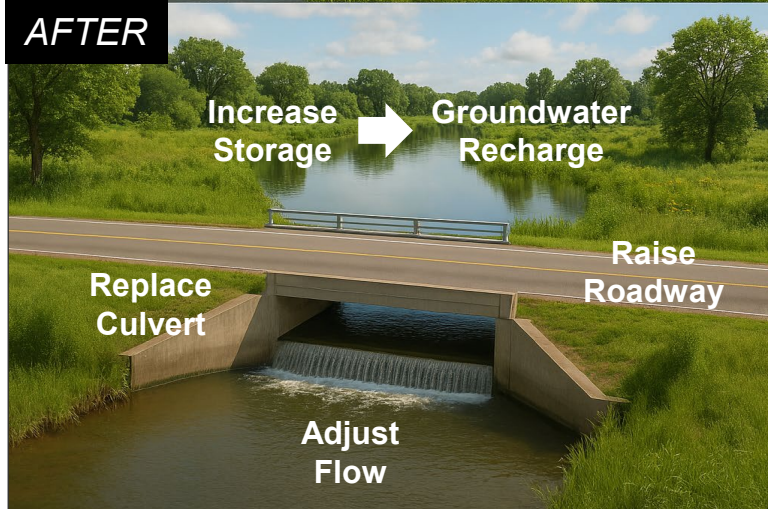
Distributed Detention Optimization Example – Eagle Mountain Pilot



Focus on Critical Reaches & Transportation Junctions for Reducing Flow to 2020 Conditions



# INTEGRATION: *Sarra Road – Parker County (Example)*

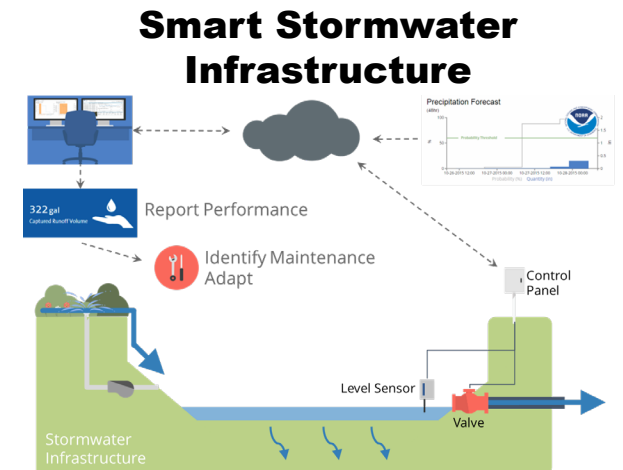
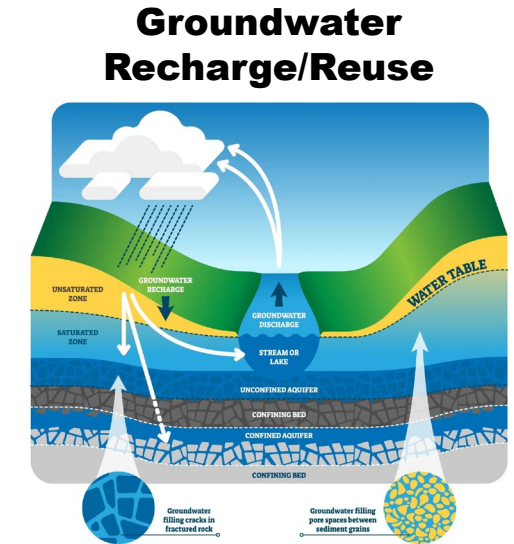
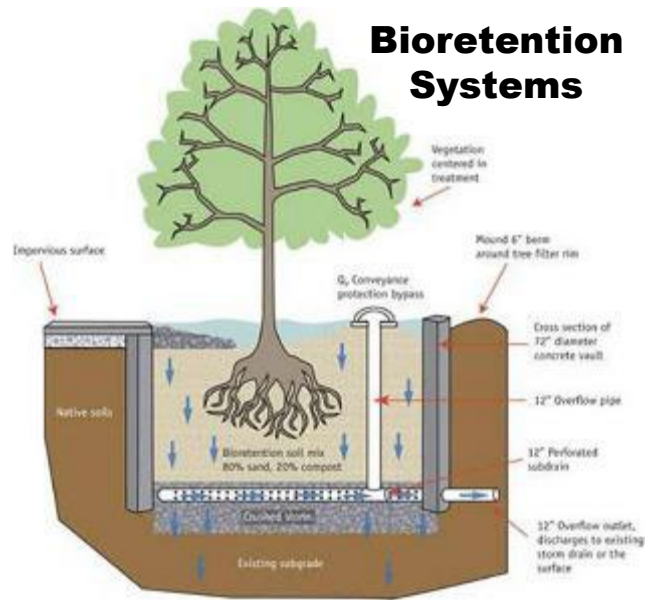


## Key Summary Statistics – 2070

- **100-year Conditions (*upstream*):**
  - Valley Storage: + 2,000 acre-ft
  - Flow Rate: - 3,000 ft<sup>3</sup>/sec
- **10-year Conditions (*downstream*):**
  - Flow Rate: - 1,000 ft<sup>3</sup>/sec
  - Elevation Reduction: 0.5-1.0 ft



# INTEGRATION: *Blending Innovative Assets & Regulations*





# Model Codes/Ordinances Task Overview

- Identify template development codes and floodplain ordinances that support TSI Study goals for reducing flood risk and integrating transportation, stormwater, & environmental planning.
- Identify enabling or supportive state code provisions.
- Receive and incorporate feedback from stakeholders on code/ordinance elements.
- Local governments may choose to use the model codes/ordinances as resources for regulatory updates to improve flood prevention & mitigation.



# Codes/Ordinances Targeting Flood Mitigation

## Development Regulations:

- Identifying best practice strategies that can be incorporated into development (*land use/zoning/subdivision*) codes to help proactively alleviate and/or adapt to future flood events
- Model codes can address green stormwater infrastructure, nature-based solutions, low-impact development, & other strategies
- Examples:
  - Impervious cover limits
  - Clustered development
  - Open space creation/preservation & maintenance
  - Green parking lot infrastructure (*e.g., bioswales, permeable surfaces, etc.*)
  - Incentive zoning

## Floodplain Ordinances:

- Identifying higher standards within flood damage prevention ordinances to help reduce economic losses, prevent future flood hazards, & protect public health/safety
- Model codes can address principles & accountability for enhanced development & construction standards in flood-prone areas
- Examples:
  - Critical facilities
  - Freeboard
  - Manufactured homes
  - Incremental, consistent, & transparent risk models
  - No rise in Special Flood Hazard Area (SFHA)
  - Setback in erosion-prone areas
  - Preserving valley storage (*e.g., Trinity River Corridor Development Certificate Program*)





# Integrating Transportation & Stormwater Infrastructure (TSI) *Model Development Code/Floodplain Ordinance Workshop*

Purpose: To receive feedback on enhanced stormwater infrastructure elements, including increased detention/retention areas and/or nature-based solutions (NBS), to incorporate into model development codes and model floodplain ordinances for flood prevention and mitigation.

Intended Audience: Anyone with technical expertise, experience, or interest in the areas of flood prevention or mitigation using development or floodplain regulatory tools.



Thursday, January 29, 2026, 10:00 am-12:00 pm



NCTCOG, 616 Six Flags Drive, Centerpoint II,  
Arlington, Transportation Council Room



Hybrid meeting format



For more info, visit <http://www.nctcog.org/TSI>

Register Here:



<https://www.addevent.com/event/fcq17r29868>

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