

2023 Transportation Conformity

Appendix 12.20: Public Involvement Process

TRANSPORTATION PUBLIC MEETING

OCT. 9 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Mobility 2050: The North Central Texas Metropolitan Transportation Plan

One of the primary responsibilities of a Metropolitan Planning Organization (MPO) is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045 Update, and will provide an overview and proposed timeline for the Plan.

2023 Air Quality Transportation Conformity

The Environmental Protection Agency (EPA) approved a new emissions ceiling, known as Motor Vehicle Emissions Budgets (MVEBs), for the Ozone precursors of Oxides of Nitrogen (NOX) and Volatile Organic Compounds (VOC) for the DFW Ozone Nonattainment Area. Per the Clean Air Act (CAA), the MPO needs to perform an air quality analysis to determine that the NOX and VOC emissions results related to the MTP are below the established MVEBs. The NCTCOG staff has conducted successful analyses for the required MVEB analysis year, the MTP horizon year, and the interim years and will provide an overview of the results.

The Environmental Protection Agency's Climate Pollution Reduction Grants Program

NCTCOG has applied for the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants Program. CPRG will provide funding to develop a plan on behalf of the Dallas-Fort Worth region to reduce greenhouse gases and other harmful air pollutants. After developing a plan, eligible entities will be able to pursue funding from the EPA for implementation. Staff will provide details on the planning grants and how to get involved.

ONLINE REVIEW & COMMENT

Proposed Administrative Amendments to Mobility 2045—2022 Update
publicinput.com/nctcogOct23

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

*Need a ride to the public meeting?
Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app!
Download the app at:
arlingtontx.gov/ondemand.*

Attend in person, watch the presentations live at publicinput.com/nctcogOct23, or participate via phone by dialing 855-925-2801 then code 2199.



RESOURCES & INFORMATION

Interactive Public Input: Map Your Experience:
nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

Engine Off North Texas (EONT):
engineoffnorthtexas.org

**Regional Transportation Council
PUBLIC MEETING**

**2023 Air Quality Transportation Conformity
Summary of Online Review and Comment Topics**

Gary Hennessy, Citizen

- Types of Volatile Organic Compounds (VOCs)

Question: Are the VOCs you reference in your presentation similar to VOCs in paint?

Summary of response by Jenny Narvaez: Yes, it's the same chemical. VOCs are emitted from multiple sources. VOC emissions from transportation systems are monitored, but the ratio of nitric oxides (NOx) and VOCs is crucial for understanding their impact.

- Effects of population growth on pollutants

Question: When we expanded our population by 20 or 30 percent, we still saw a reduction in the number of volatile organic compounds emitted per day?

Summary of response by Jenny Narvaez: Yes, the number was lower. We have a lot of cars and trucks on the road, but many vehicles are now cleaner and emit less pollutants. NCTCOG has helped implement air quality programs and worked closely with the EPA to review new standards. NCTCOG conducts an emissions inventory for the region, which is part of our partnership with the EPA.

Zachary Bell, Citizen

- Conformity plan

Question: Why is there a new conformity plan if we're below the new standard line?

Summary of response by Jenny Narvaez: The region is in nonattainment for ozone due to excessive traffic on roadways. The Mobility Plan, as Amy mentioned, focuses on reducing the number of cars and trucks on the roads. Analyzing NOx and VOCs helps determine the necessary levels for transportation plan development. NCTCOG is responsible for maintaining these analyses, as ozone emissions are not emitted from any single source.

Summary of response by Chris Klaus: The ozone standard, developed by the federal government and reviewed every six years, has varied since the 1990 Clean Air Act. Implementing a strategy focused on VOC reductions is not enough to reduce ozone due to other factors. The State suggests focusing on NOx reductions, which could potentially prevent VOC reactions and ozone formation. The State has a budget or cap for compliance, and if emissions exceed the cap, the plan must be modified. This means that emissions must be below the dotted lines. By implementing these measures, the State should be able to lower ozone formation. The hope is to have answers in the coming months to determine the direction of the ozone standard and how to reach attainment.