



Access North Texas 2022 Update

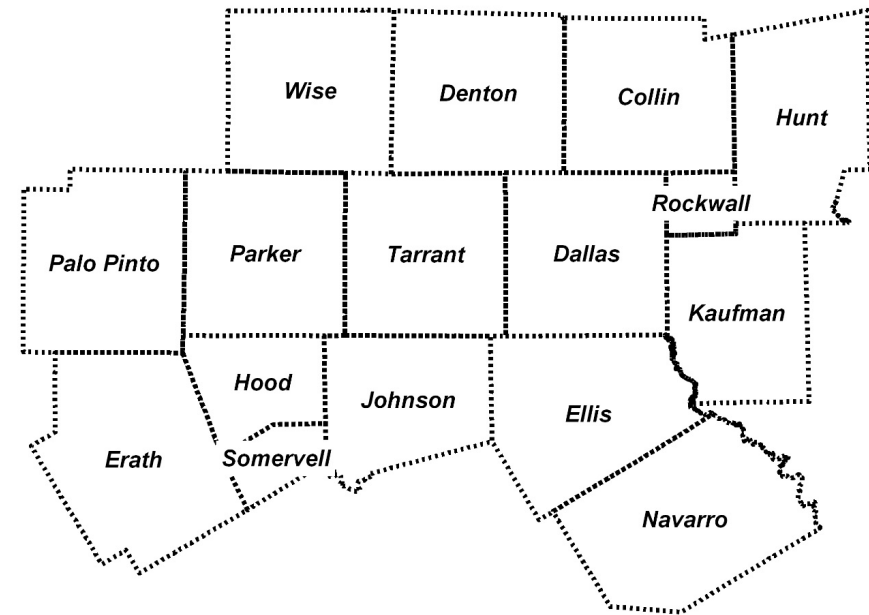
Surface Transportation Technical Committee
September 23, 2022

Gypsy Gavia, Principal Transportation Planner
Transit Management and Planning

Background

Regional public transit-human services transportation plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
 - *Address needs and current challenges*
 - *Eliminate gaps in service*
 - *Avoid duplication of transit services*



Meet Federal and State requirements for transit coordination in the 16 counties

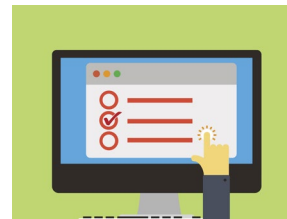
Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every 4 years for our region
- May be used to guide funding and project implementation decisions
- Differences from the 2018 Access North Texas Plan
 - Created regional Get-A-Ride Guide, identifying existing transportation resources
 - Developed new regional goals and prioritized county strategies
 - Utilized various outreach methods to connect with the public, transit agencies, and stakeholders

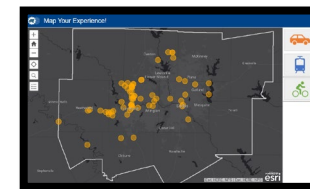
Virtual Meetings



Survey



Map Your Experience



Proposed 2022 Regional Goals

1

PLAN and **DEVELOP** Transportation Options by Assessing Community Needs and Challenges

2

IMPLEMENT Services by Enhancing Transportation Options and Expanding Where Service Gaps Exist

3

COORDINATE with Transportation Providers, Public Agencies, and Stakeholders to Increase Efficiencies

4

SUPPORT Public Transportation Recovery and Growth

5

PROMOTE Access and Information About Available Transit

Each chapter includes prioritized strategies for those counties.
To review county-specific strategies visit document at www.AccessNorthTexas.org



ACCESS NORTH TEXAS

Regional Public Transportation Coordination Plan for North Central Texas

PREPARED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS | DRAFT



Public Comment Period

- Draft document was posted online August 5, 2022
- Opportunities to share comments via email or meeting with staff
- Included as part of NCTCOG August and September Public Meetings
- Shared with partners and promoted on social media
- Revisions to Tarrant County's existing transportation section to reflect Trinity Metro service changes

Next Steps



Request Regional Transportation Council approval of Access North Texas and Executive Board endorsement



Transmit document to the Texas Department of Transportation



Staff and regional partners to implement strategies identified in the plan



Monitor progress and if needed, propose amendments to plan



Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update

Schedule

Date	Deliverable
April 19, 2021	Kick-Off Meeting
April 2021 – September 2021	Public Outreach & Stakeholder Meetings
October 2021 – June 2022	Data Analysis and Plan Development
July 22, 2022	STTC Information
August & September 2022	Public Input & Comments
September 8, 2022	RTC Information
September 23, 2022	STTC Action
October 13, 2022	RTC Action
October 27, 2022	Executive Board Endorsement
October 31, 2022	Transmit Document to TxDOT



Plan is available at www.AccessNorthTexas.org

Requested Action

Recommend Regional Transportation Council approval of Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan

CONTACT US

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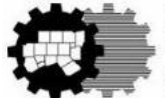
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FY 2024-2026 MANAGEMENT, OPERATIONS, AIR QUALITY, AND SAFETY PROGRAM

Surface Transportation Technical Committee

September 23, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The Regional Transportation Council (RTC) typically considers extending existing and funding new Management and Operations (M&O) projects/programs every few years.
 - Includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc.
- The last full review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.
- In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY 2023
- Now, staff is requesting funding for FY 2024-2026 projects and programs

PURPOSE OF THE PROGRAM

- Provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities
- Assigns resources for RTC priorities and air quality initiatives
- Ensures existing programs and projects can be continued without interruption in FY 2024-2026
- Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds are proposed for the FY 2024-2026 program
- Ensures CMAQ and STBG funding is obligated in a timely manner

REGIONAL SAFETY PROGRAM

- Supports the RTC's policy that not even a single death on the transportation system is acceptable
- \$50M of RTC-selected funds are proposed to be set aside for a regional safety program
- Funding will cover FY 2024-2026
- The following safety categories are proposed:
 - Roadway Operations Engineering and Intercity Connections (\$25M)
 - Bicycle/Pedestrian Engineering (\$10M)
 - Bicycle/Pedestrian Education (\$2M)
 - Speed Enforcement (\$7M)
 - Speed Education (\$2M)
 - Other (\$4M)
- To further support the RTC 's policy, safety projects are proposed with 100% federal funds and regional Transportation Development Credits (TDCs) are proposed in lieu of a local match

TOP TEN CONTRIBUTING FACTORS FOR SERIOUS INJURY AND FATAL CRASHES

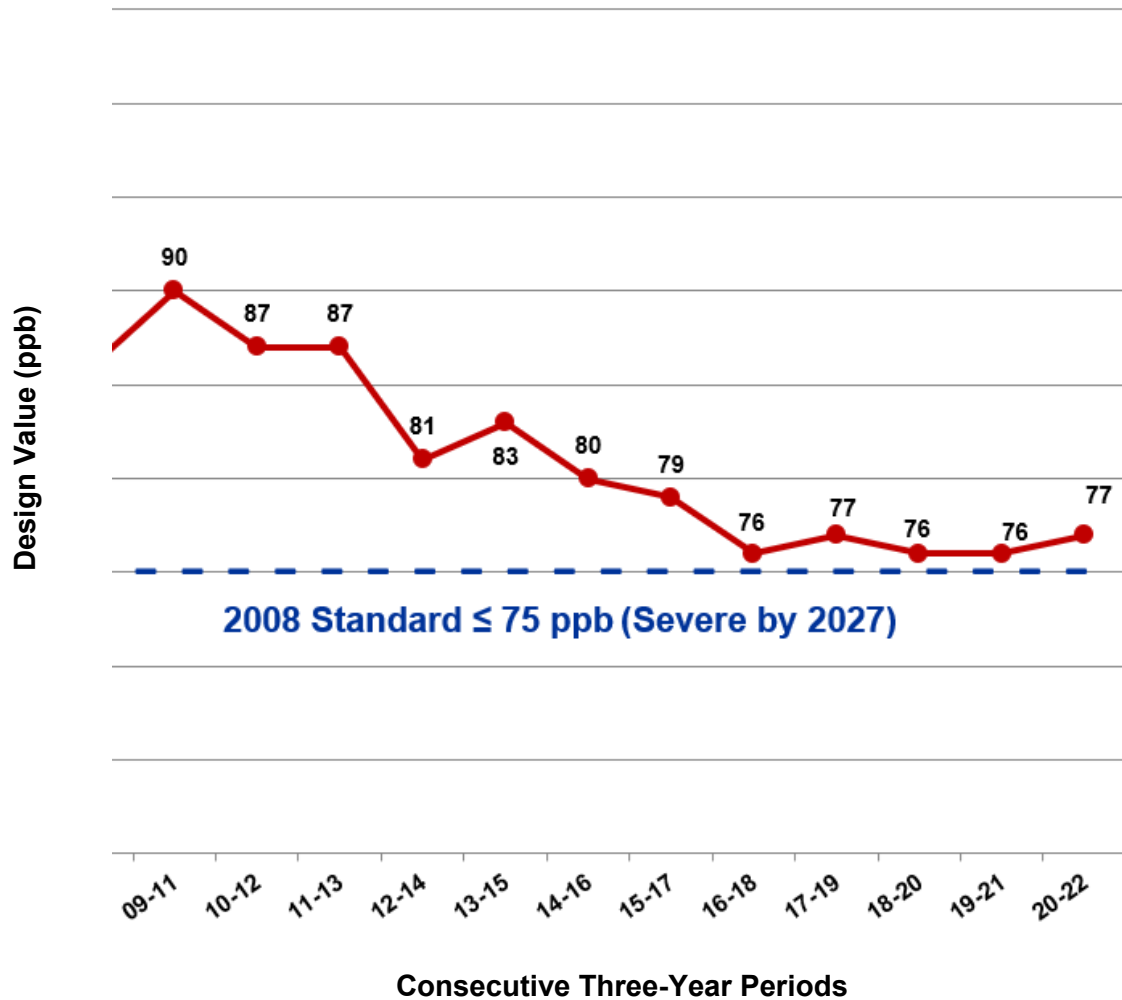
	Top Ten Contributing Factors	2021
1	Speeding	32.21%
2	Driver Related (Distracted and/or Aggressive Driving/Driving Without Headlights)	13.96%
3	Impaired Driving	12.10%
4	Failed to Drive in Single Lane	10.45%
5	Changed Lane When Unsafe	8.00%
6	Faulty Evasive Action	7.54%
7	Disabled/Parked in Traffic Lane	4.43%
8	Pedestrian Failed to Yield Right of Way to Vehicle	3.37%
9	Wrong Way Driving	2.05%
10	Turned When Unsafe	1.19%

Note: Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.

PROGRAM AND PROJECT TYPES

- **Management & Operations**
 - Mobility Assistance Patrol, Transit Operations, etc.
- **NCTCOG-Implemented**
 - Project Tracking, Planning Efforts, Data Collection, etc.
- **Regional/Air Quality Projects and Programs**
 - Aviation, Employer Trip Reduction, Regional Traffic Signal Retiming, etc.

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Regional ozone design values have previously plateaued and are now increasing
- This three-year funding initiative correlates to ozone data years (2024, 2025, and 2026) used to show attainment
- Emissions reduction benefits for M&O projects will be quantified in support of the State Implementation Plan to demonstrate activities being undertaken to improve air quality in the region

M&O SUMMARY

Category	RTC Share
Planning Activities, Data Collection, and Engineering Activities	\$25.24M
Air Quality Initiatives	\$11.65M
Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)	\$51.74M
Travel Demand Management/Transit	\$6.75M
Innovative Technologies	\$10.40M
Total Additional Funds Being Requested	\$105.78M

DETAILS ON PROPOSED FUNDING

- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).
- **~66% of funding will be pass-through to transportation entities**

Category of Expenditure	M&O Funding Amount	Safety Funding Amount
NCTCOG-Implemented (staff time)	\$48.06M	\$4.67M
Pass-Through to Local Transportation Agencies	\$57.72M	\$45.33M
Total	\$105.78M	\$50.00M

PROPOSED FUNDING DISTRIBUTION

- M&O funding has historically fluctuated between the West and the East
- The program split is currently over in the West
- Most projects in this program will be funded in the East in order to bring the M&O program in closer alignment with the RTC approved East/West funding split of 69% East and 31% West.

Subregion	Current Funding Split for M&O Program	Resulting Funding Split for M&O Program
East	54%	61%
West	46%	39%

APPROVAL TIMELINE

Meeting/Task	Date
STTC Director's Report	August 26, 2022
RTC Information	September 8, 2022
Public Meeting	September 12, 2022
STTC Action	September 23, 2022
RTC Action	October 13, 2022

REQUESTED ACTION

- Recommend RTC approval of:
 - The FY 2024-2026 Management, Operations, Air Quality, and Safety program
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

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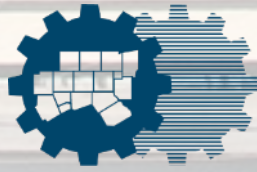
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NCTCOG PRESENTATION

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – 2022

JEFFREY C. NEAL – Senior Program Manager

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC)
– ACTION ITEM**

September 23, 2022

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW

Funding Availability

\$18 Million

Planning / NEPA / Design

\$114.7 Million

Rural / Tribal – Construction

\$440.6 Million

Urban – Construction

Minimum / Maximum Award

\$1 Million – Min.

per Project (Construction)

80% of Cost – Max.

per Project (Construction)

\$114.7 Million – Max.

per State (Construction)

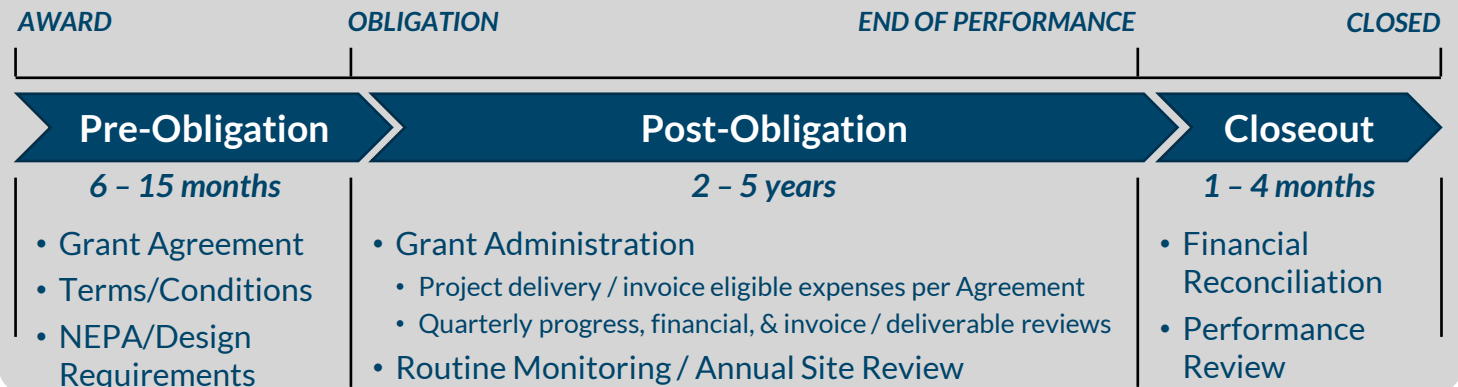
Project Eligibility

1. At-grade closure or safety/mobility solutions (technology, education, etc...)
2. Grade separation (via bridge, tunnel, embankment or combination thereof)
3. Track relocation
4. Add/improve devices, signals, signs, or other safety measures (with #2 / #3 above)
5. Group of above-related projects
6. Planning/NEPA/Design (above projects)

Applicant Eligibility (groups included)

1. State Department of Transportation (DOT)
2. Metropolitan Planning Organization (MPO)
3. Local Government
4. Political Subdivision of State/Local Government
5. Public Port Authority
6. Tribal Government

Preferred Grant Lifecycle / Timeframes

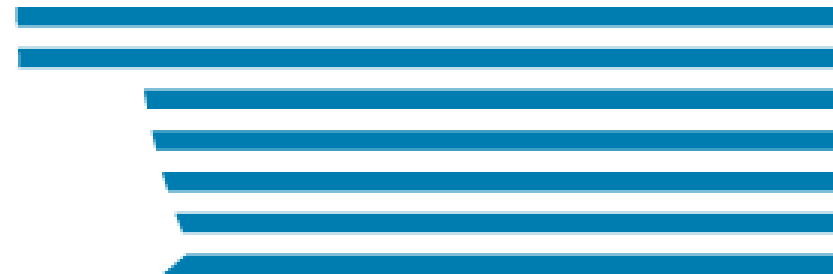


RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW *(cont.)*

- Applications due October 4, 2022 (Limit – 3/applicant)
- Program Purpose:
 - Fund highway-rail or pathway-rail grade crossing improvement projects to focus on **enhancing the safety and mobility of people and goods**
 - Preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements
- Evaluation Criteria:
 - Technical Merit
 - Quality of work statement(s) & application materials
 - Readiness/completion of prerequisites
 - Applicant past performance, technical capacity, & funding
 - Private-sector participation
 - Qualifications/experience of key personnel/organizations
 - Consistency with local, regional, & state planning documents (including freight)
 - Project Benefits:
 - Improved highway-rail/pathway-rail safety
 - Proposals to grade-separate, eliminate, or close one or more highway-rail/pathway-rail grade crossings
 - Mobility improvements for both people & goods
 - Environmental protection, emission reductions, & community benefits
 - Access improvements for communities, emergency services, & economic opportunities
 - Optimizing contracting incentives to employ local labor



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – EVALUATION



Crossing	Location	Candidate Project	Design Status	Funding Status	Evaluation
<i>EAST SUBREGION</i>					
Prairie Creek Rd	Dallas	Yes	In Design	Partially Funded	Proposed RCEP Submittal – NCTCOG
BUS US 287	Ennis	Potentially	In Design	Funded	Scheduled for Construction (FY 2024)
Westmoreland Rd	Dallas	Yes	Conceptual	Unknown	Proposed RCEP Submittal – City of Dallas
<i>WEST SUBREGION</i>					
Avondale-Haslet Rd	Haslet	Potentially	In Design	Funded	BUILD Grant Timing; RTC Action (April 2022)
Blue Mound Rd	Fort Worth	Future	None	None	Regional Rail Study – Needs Environmental / Design
Bonds Ranch Rd	Fort Worth	Future	None	None	Regional Rail Study – Needs Environmental / Design
Bailey Boswell Rd	Fort Worth / Saginaw	Future	None	None	Regional Rail Study – Needs Environmental / Design
Heritage Trace Pkwy	Fort Worth	Yes	Conceptual	Partially Funded	Recent RAISE Submittal – City of Fort Worth Regional Rail Study – Needs Environmental / Design

East/West Balance – USDOT Grant Opportunities:

- Project selection impacted by eligible applicants, submittal limits, project readiness, & various merit criteria
- Current examples: Bridge Improvement Program (west only), Safe Streets and Roads for All (east only)
- Increased emphasis on coordinating partnerships, advancing environmental/design, & identifying non-federal funding packages will increase project “slotting” capabilities for future solicitations



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SUBMITTAL



Prairie Creek Road/UPRR Grade Separation Project

LOOP 12

MILITARY PKWY

Google Earth

PROJECT		COST/FUNDING STATUS						TOTAL PROJECT COST
TITLE	DESCRIPTION/ LIMITS	NON-FEDERAL			FEDERAL			
		City of Dallas	Dallas County	UPRR	Earmark	CMAQ	RCEP Grant	
Prairie Creek Road/UPRR Grade Separation Project	Construct Prairie Creek Road grade separation at 4-track UPRR corridor just west of Mesquite Intermodal Facility	\$9,450,590	\$3,241,000	\$1,500,000	\$1,602,360	\$5,322,653	\$15,138,299	\$36,254,902



STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SCHEDULE

July 6, 2022

RCEP Notice of Funding Opportunity (NOFO) Released

September 8, 2022

RTC Action

September 22, 2022

Executive Board Action

September 23, 2022

STTC Endorsement

October 11, 2022

RCEP Submittal Deadline (Grants.gov)



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – REQUESTED ACTION

Request STTC approval (endorsement) of:

Submittal of **Prairie Creek Road/Union Pacific Railroad Grade Separation Project** for funding consideration through the FY2022 Railroad Crossing Elimination Program (RCEP)

Administratively amending NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2022 RCEP Grant award



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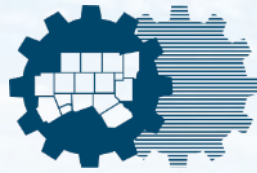


USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>

FRA Railroad Crossing Elimination Program (RCEP): <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>



STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program



NCTCOG PRESENTATION

RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM – 2022

**MICHAEL MORRIS, P.E. – DIRECTOR OF TRANSPORTATION
SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) –
ACTION ITEM**

September 23, 2022

RECONNECTING COMMUNITIES PILOT PROGRAM – OVERVIEW



Funding Availability

\$50 Million
Planning Grants

\$145 Million
Capital Construction Grants

Cost Sharing (Federal)

50% of Total Cost
RCP Grant (Capital)

80% of Total Cost
All Federal (Planning / Capital)

Grant Award Amounts

≤ \$2 Million
Planning Grants

≥ \$5 Million
Capital Construction Grants

Applicant Eligibility

1. State Government (or political subdivision)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or political subdivision)
4. Tribal Government
5. Non-Profit Organization
6. Multi-Jurisdictional Group of Above Entities

Any eligible applicant(s) may submit a Capital Construction Grant application, if Owner of eligible transportation facility is also a joint applicant with evidence of endorsing the application.

Project Cost Eligibility

Address the retrofit, removal, replacement, and / or related mitigation of transportation facilities creating mobility, accessibility, or economic development barriers due to various design, context, and / or operational factors.

1. Pre-Construction Activities:
Environmental clearance, engineering / design, permitting, etc.
2. Construction Activities:
Removal, retrofit, or mitigation of an eligible facility
New eligible facility replacement that restores community connectivity
3. Delivering Community Benefits and / or Impact Mitigation:
Must be construction-related and/or have project-specific linkages
Workforce development, M / W / DBE, entrepreneurship, public art, etc.



CANDIDATE PROJECT – KLYDE WARREN PARK – PHASE 2.0

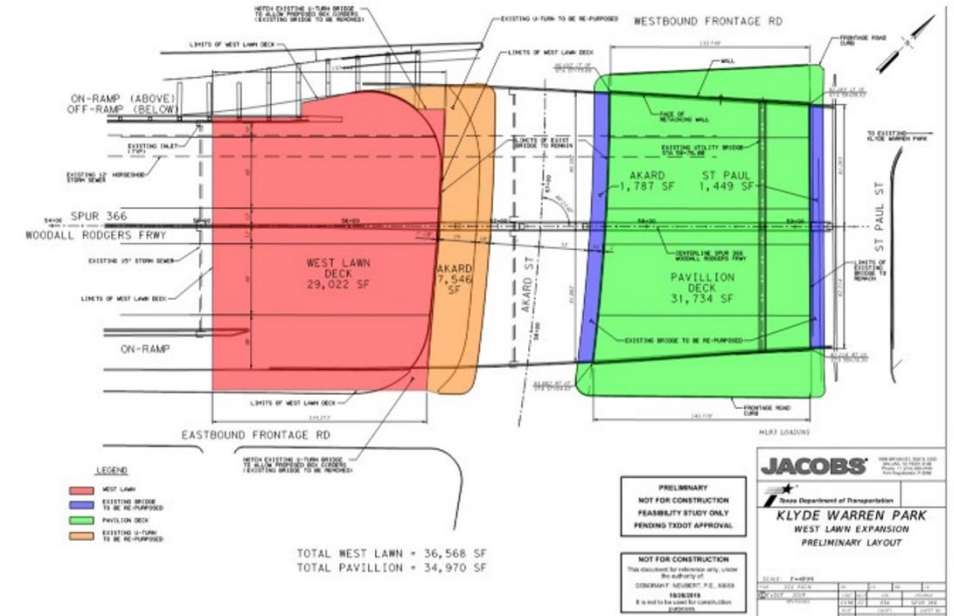
COST/ FUNDING SOURCE	FEDERAL				NON-FEDERAL					GRAND TOTAL ³
	STBG (RTC) ^{1,2}	RCP Grant	SUBTOTAL	COST SHARE	City of Dallas	Dallas County	Private Sector	SUBTOTAL	COST SHARE	
Original Estimate	\$30,000,000		\$30,000,000		\$6,199,100	\$1,300,900	\$0	\$7,500,000		\$37,500,000
Cost Overrun	\$6,800,000		\$6,800,000		\$1,700,000	\$0	\$0	\$1,700,000		\$8,500,000
Previous Total	\$36,800,000		\$36,800,000		\$7,899,100	\$1,300,900	\$0	\$9,200,000		\$46,000,000
RCP Proposal	\$0	\$24,968,890	\$24,968,890		\$0	\$0	\$8,845,600	\$8,845,600		\$33,814,490
RCP – TOTAL	\$36,800,000	\$24,968,890	\$61,768,890	77.4%	\$7,899,100	\$1,300,900	\$8,845,600	\$18,045,600	22.6%	\$79,814,490

1. RTC = Regional Transportation Council, STBG = Surface Transportation Block Grant
2. \$10,000,000 of RTC's contribution to be paid back over time
3. Only includes RCP-eligible transportation elements; non-transportation are not included

■ RCP Proposal – Scope of Work:

Construction of Pavilion Deck / 2nd Level Plaza between St. Paul Street and Akard Street

Construction of West Lawn Deck west of Akard Street



IH 30 DALLAS “CANYON” – FUTURE DECK LOCATIONS (DESIGN)

Illustrative Plan | DRAFT

Source: TxDOT/City of Dallas (<http://www.keepitmovingdallas.com/sites/default/files/docs/CoD%20Landscaping%20Board.pdf>), 2019



- \$2,000,000 to expedite design / engineering for future decks near Dallas Farmers Market / Heritage Village
- Facilitates IH 30 “Canyon” integration without let date delay



STTC Action Item –
Reconnecting Communities Pilot (RCP) Program

REQUESTED STTC ACTION

- Request STTC approval of:

Submittal of **Klyde Warren Park – Phase 2.0** for funding consideration through the FY 22 Reconnecting Communities Pilot (RCP) Program (\$33.8M)

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 RCP Grant award (\$2M)





NCTCOG PRESENTATION

TRANSPORTATION

SMART Grant Program: Briefing
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
9.23.2022

100 MILE



Program & Purpose

Program: Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Purpose: Demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. Using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

USDOT Website: [Strengthening Mobility and Revolutionizing Transportation Grants Program | US Department of Transportation](#)



Funding & Schedule

Funding: \$500M over five years (\$100M/yr.)

First year: 30-50 planning grants/\$2M maximum grant

Local match: None for planning grants

Later years: Implementation grants up to \$15M; limited to planning grant recipients

NOFO Issued: 9/19/22

Application Deadline: 11/18/22



Eligibility & Funding Splits

Eligible Applicants: State; Political subdivision of State; Tribe; Transit agency; Public toll authority; MPO; Groups of eligible entities

Funding splits

Large Communities (>400k): 40%

Midsized Communities: 30%

Rural/Regional Partnerships: 30%



Stage 1 Planning Projects

Stage 1 recipients should build internal buy-in and partnerships with stakeholders to refine and prototype their concepts, and report on results.

At the conclusion of Stage 1, recipients should have the information to either create a fully realized implementation plan with robust performance metrics; or to make an informed decision not to proceed with the concept.



Eligible Projects

Coordinated Automation

Connected Vehicles

Intelligent Sensor-Based Infrastructure

Systems Integration

Commerce Delivery and Logistics

Innovative Aviation Technology

Smart Grid for EVs

Smart Technology Traffic Signals



Project Benefits Sought by USDOT

Safety & Reliability

Resiliency

Equity & Access

Climate

Partnerships

Integration



USDOT Funding Priorities

Fit, scale and adoption

Data sharing, cybersecurity, and privacy

Workforce development

Measurement and validation



SMART: Staff Outreach Efforts

6/21/22: NCTCOG staff briefing

6/28/22: Briefing for STTC members and other regional partners

8/2/22: Distributed notice of USDOT webinar on SMART program

9/20/22: Distributed NOFO and schedule

Various: Multiple brainstorming sessions

NCTCOG letters of support requests due: 11/4/22

Contact: [Nicholas Allen](#)



Advanced Transportation Technology and Innovation (ATTAIN) Program

Continuation of ATCMTD program

\$60M/yr.

5-10 awards up to \$12M apiece

20% local match required

[NOFO](#) issued 9/19/22

Applications due: 11/18/22



ATTAIN Model Deployments

Reduced fatalities and injuries

Reduced traffic congestion/improved travel time reliability

Reduced emissions

Optimized multimodal system performance

Improved access to transportation alternatives

Integration of payment systems

Integrated multimodal transportation information

Transportation-related cost savings



USDOT ATTAIN Priorities

Climate

Resiliency

Environmental justice

Equity

Removing barriers to opportunity

Job creation



Contacts



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NCTCOG PRESENTATION

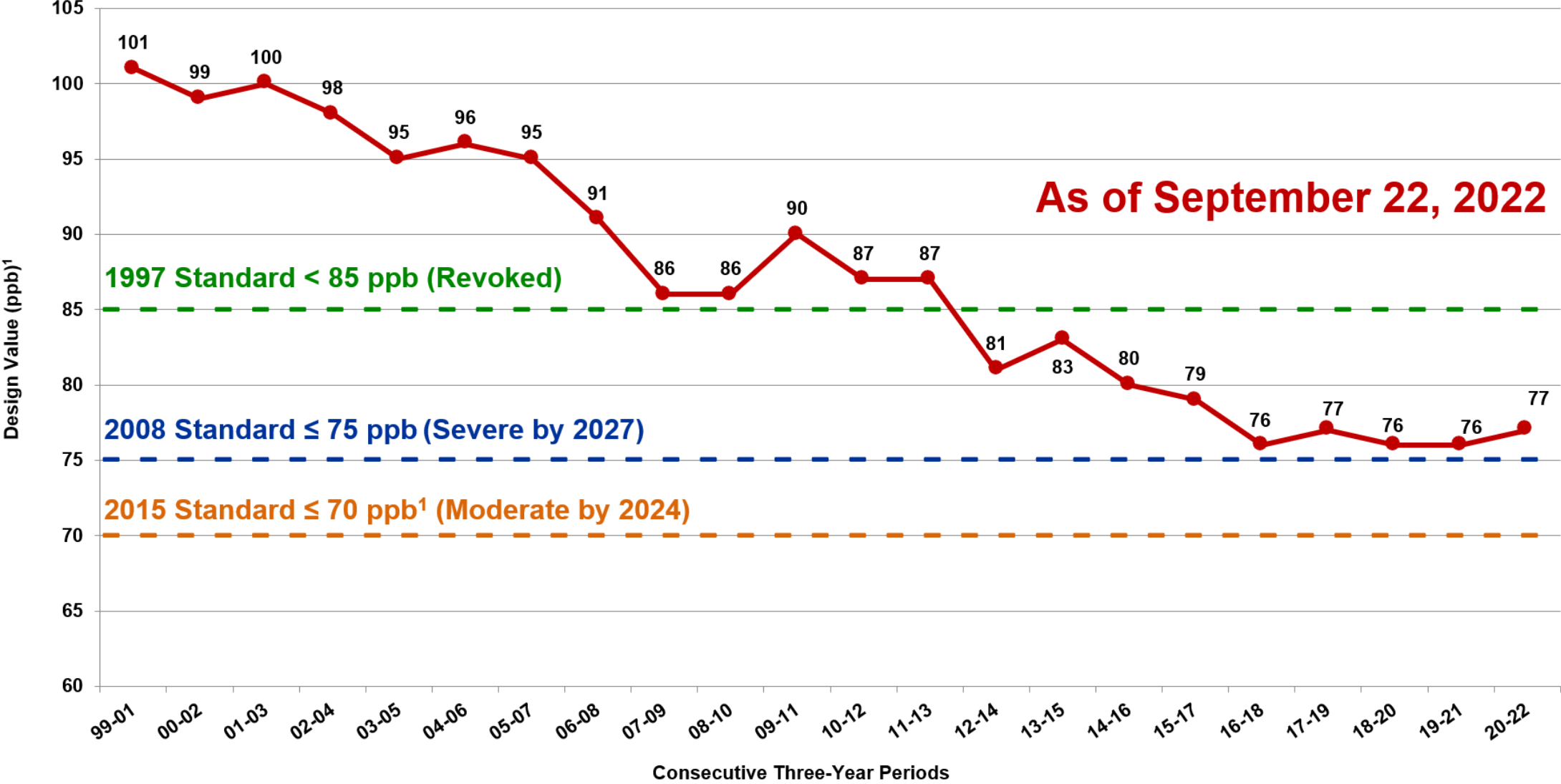
EPA OZONE RECLASSIFICATIONS DFW

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

SEPTEMBER 23, 2022

NICK VAN HAASEN

OZONE DESIGN VALUE TREND



¹Attainment 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).

FEDERAL RECLASSIFICATION

NCTCOG Nonattainment region required to attain both ozone standards in 2021

2008 Ozone Standard: July 20, 2021

2015 Ozone Standard: August 3, 2021

EPA's Final Determination on September 15, 2022

2008 Ozone Standard - Serious to Severe

2015 Ozone Standard - Marginal to Moderate

Effective 30 days following publication in the Federal Register

NEW ATTAINMENT DEADLINES

2008 NAAQS Attainment Date (≤ 75 ppb):

Reclassify from Serious to Severe

No later than **July 20, 2027** to reach attainment

Based on 2024-2026 Ozone Monitor Data

Air Quality Plan (SIP) revisions by TCEQ due 18 months after effective date

Modeling based on analysis year 2026

2015 NAAQS Attainment Date (≤ 70 ppb):

Reclassify from Marginal to Moderate

No later than **August 3, 2024** to reach attainment

Based on 2021-2023 Ozone Monitor Data

Air Quality Plan (SIP) revisions by TCEQ due January 1, 2023

Modeling based on analysis year 2023

AIR QUALITY PLANS

State Implementation Plans (SIPs) revisions to be updated by the Texas Commission on Environmental Quality (TCEQ) as a result of reclassifications.

SIPs include emissions from multiple sectors such as on-road vehicles, non-road engines, off-road engines, area sources, point sources, oil and gas, and biogenic sources. The two types of SIPs are:

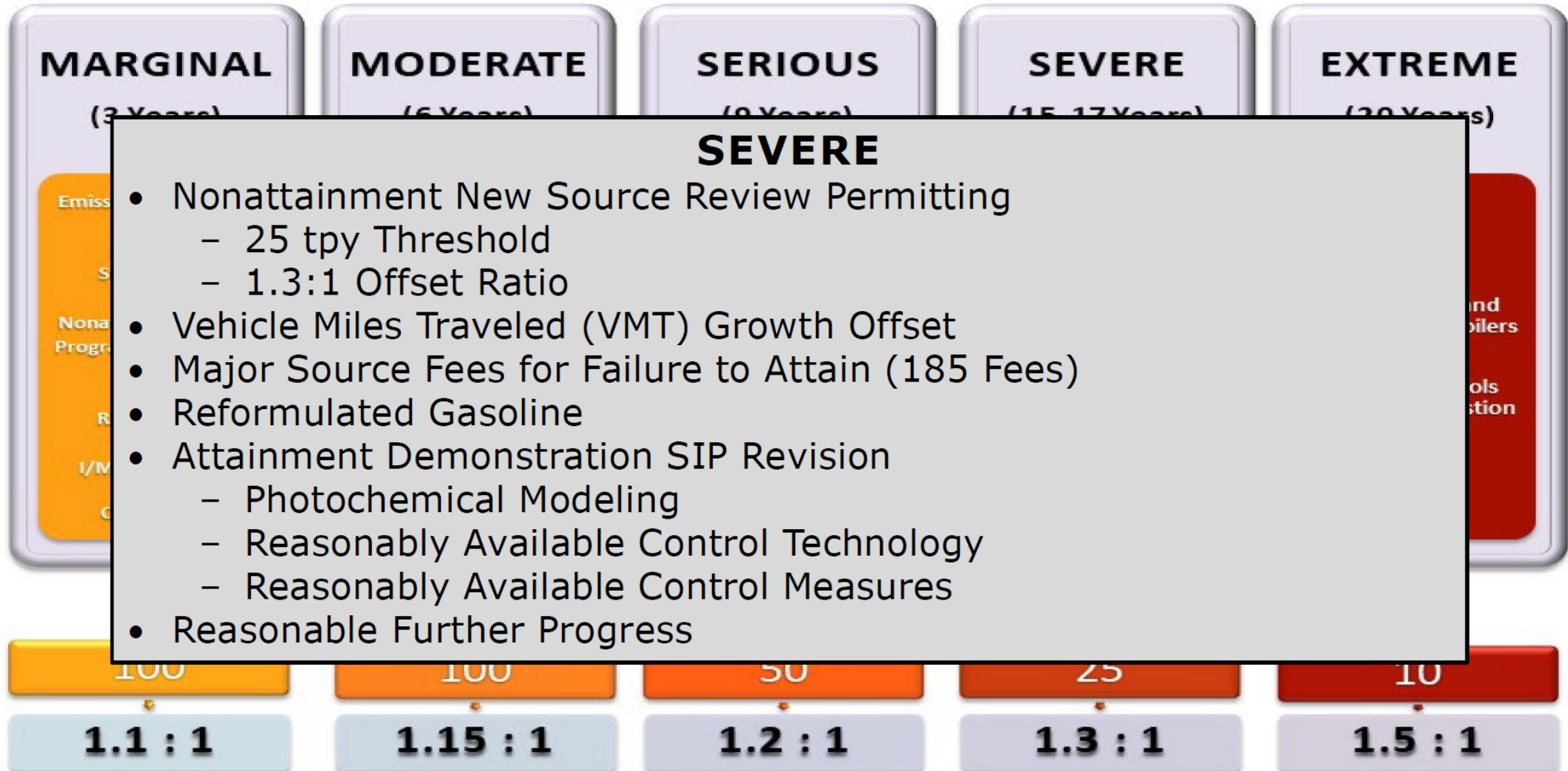
Reasonable Further Progress SIP – To ensure at least 3% reduction of ozone precursor emissions (Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOC)) per year

Attainment Demonstration SIP – Forecasts compliance to ozone NAAQS

On-road EI's generate Motor Vehicle Emission Budgets (MVEB) for use in future transportation conformity analyses

SIP REQUIREMENTS

SEVERE NONATTAINMENT



ONGOING/ADDITIONAL NCTCOG EFFORTS

Management & Operations (M&O) and Air Quality and Safety Program

Federal Performance Measures (PM3) CMAQ Targets

Appendix H: Weight of Evidence (Voluntary Measures)

Emission Reductions Control Strategy Catalog

RTC Legislative Agenda for Air Quality Programs

TERP – Diesel Retrofit Program

Fraudulent Paper Registration Tags

National review of transportation control strategies

Continued collaboration with TCEQ and EPA on regional impacts of reclassification and engaging in concerted effort to attainment

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