



NCTCOG PRESENTATION

FEDERAL RAILROAD ADMINISTRATION GRANT PROGRAMS

Brendon Wheeler | Surface Transportation Technical Committee
2.24.2023



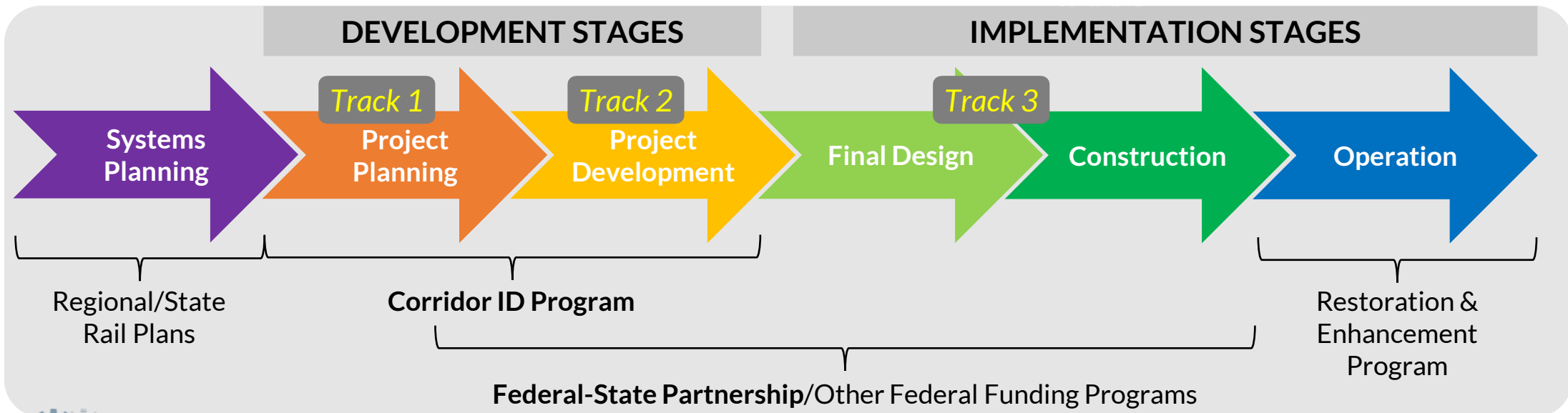
Federal Railroad Administration Grant Programs

Corridor Identification and Development (ID) Program creates foundational framework for identifying and developing new or improved intercity passenger rail services, setting up a **PIPELINE** of projects.

- **Step 1: Corridor Development Initiation**
- **Step 2: Service Development Planning**
- **Step 3: Project Planning/Development**

Federal-State Partnership (FSP) Intercity Passenger Rail Program advances project development and **FUNDS** capital rail projects for new, expanded, or improved intercity passenger rail service, with preference for capital projects progressed from Corridor ID Program.

- **Track 1: Project Planning**
- **Track 2: Project Development**
- **Track 3: Final Design/Construction**



Corridor Identification and Development (ID) Program

Funding Availability

\$1.8 Billion

FY2022-2026 Overall

Corridor ID Steps:

1. Service Development Plan (SDP) Initiation/Scoping
2. SDP Preparation/Approval
3. Project Development

Cost Sharing (Federal)

100%

- Step #1

Up to 90%

- Step #2

Up to 80%

- Step #3

Maximum Award

\$500,000

- Step #1

No Maximum

- Step #2 (TBD)

No Maximum

- Step #3 (TBD)

Other Details

Letters of Interest:

Previously requested by Federal Railroad Administration (FRA) when Corridor ID was established & published in the Federal Register on May 13, 2022.

Applicant Eligibility

1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

No application limit per agency

Project Eligibility

Eligible

1. Short-distance (≤ 750 miles) intercity passenger services
2. Restoring route service formerly operated by Amtrak
3. Increasing frequencies of long-distance service

Ineligible

1. Commuter rail
2. Intercity passenger rail segment not functional as stand-alone intercity corridor
3. Technology under development, but not yet proven



Federal-State Partnership (FSP) Intercity Passenger Rail Program

Funding Availability

\$4.6 Billion

FY22 & FY23 FSP Program

\$12 Billion

(at least for National program)

FY2022-2026 FSP
Program – Bipartisan
Infrastructure Law (BIL)

Cost Sharing (Federal)

80%

– All FSP “Tracks”

FSP “Tracks”:

1. Project Planning
2. Project Development
3. Final Design/Construction

Min/Max Award & Type

No Min/Max

– All

Single/Multiple Year Awards

1. Letters of Intent
2. Phased Funding Agreement

Applicant Eligibility

1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

*No application limit per agency; projects preferred where Amtrak is **NOT** sole applicant*

Project Eligibility

1. Replace, rehabilitate, or repair intercity passenger rail infrastructure, equipment, or facilities
2. Improve intercity passenger rail performance (reduced trip time/congestion; increased service/speed/reliability; electrification)
3. Expand or establish new intercity passenger rail (including high-speed rail and other applicable intercity passenger rail options)
4. Group of related projects listed above
5. Planning, environmental studies, and final design for project(s)/group(s) listed above



FRA's Corridor ID Program

Intercity Passenger Rail Corridor (Amtrak)

Heartland Flyer

RTC Letters of Support in 2008
and 2021

Dallas-Fort Worth to Atlanta

RTC Resolution (R22-01)
reaffirmed corridor support in
March 2022

Expressions of Interest submitted for both corridors to FRA
by others (including TxDOT)



Amtrak Connects Us Map (April 2, 2021)



FRA's Corridor ID Program

Fort Worth to Houston High-Speed Rail Corridor



High-Speed Rail

(Fort Worth to Dallas + Dallas to Houston)

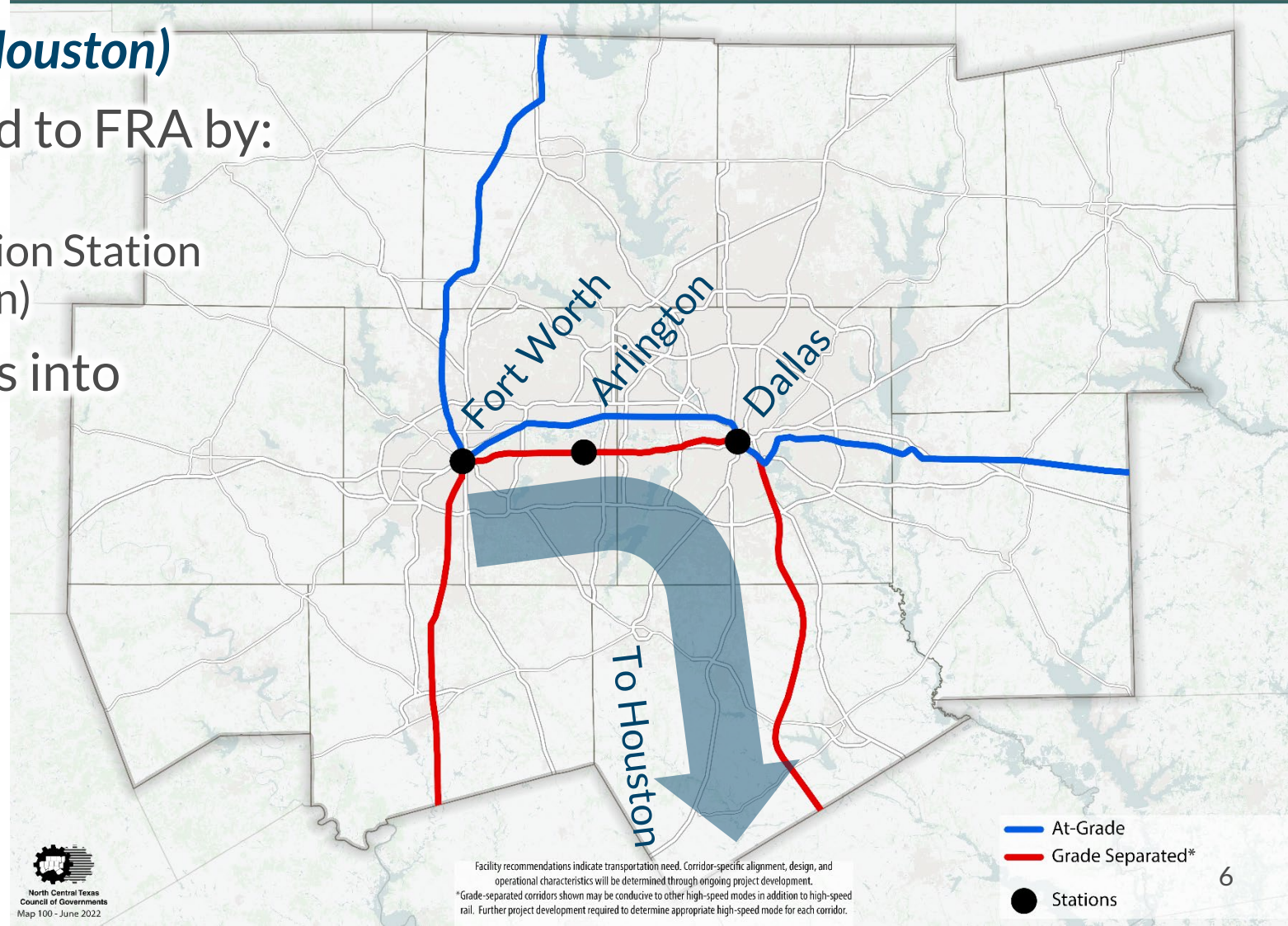
Expressions of Interest submitted to FRA by:

- NCTCOG (Dallas to Fort Worth)
- TxDOT (Eddie Bernice Johnson Union Station in Dallas to Houston Amtrak Station)

Desire to combine both segments into one corridor

Primary Applicant:

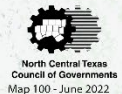
- Amtrak?
- NCTCOG?



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
*Grade-separated corridors shown may be conducive to other high-speed modes in addition to high-speed rail. Further project development required to determine appropriate high-speed mode for each corridor.



FRA Grant Programs



North Central Texas
Council of Governments
Map 100 - June 2022

FRA's FSP Intercity Passenger Rail Program

Fort Worth to Houston High-Speed Rail



Integrated corridor through FRA's Corridor ID Program registers Fort Worth to Dallas and Dallas to Houston as one high-speed rail corridor

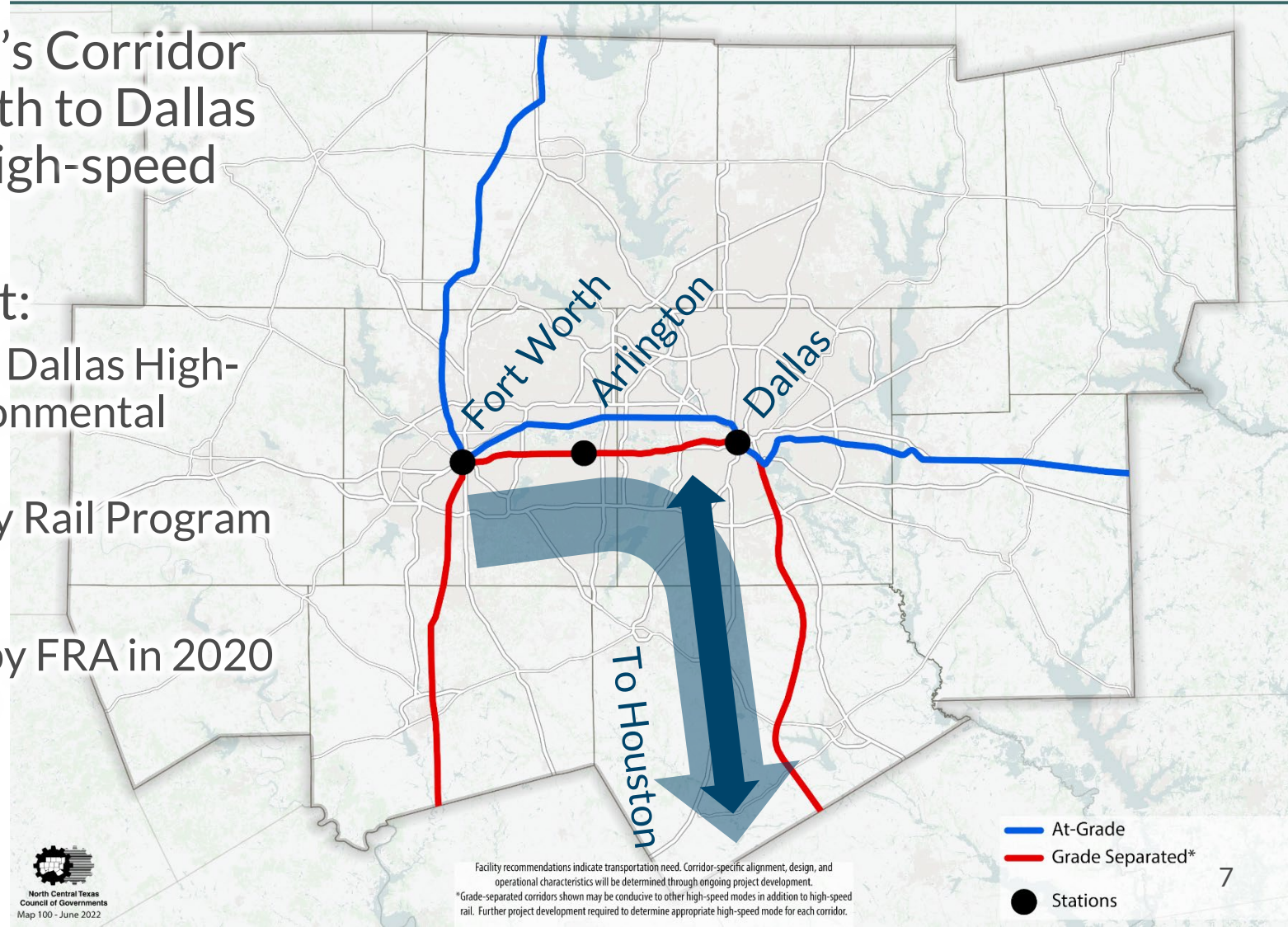
Fort Worth to Dallas HSR Segment:

NCTCOG advancing Fort Worth to Dallas High-Speed Rail through federal environmental process

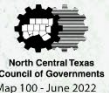
Segment not ready for FSP Intercity Rail Program

Dallas to Houston HSR Segment:

Corridor environmentally cleared by FRA in 2020
Candidate corridor – who submits?



FRA Grant Programs



North Central Texas
Council of Governments
Map 100 - June 2022

Requested STTC Endorsement Action

Corridor ID Program:

(Application Deadline: March 27, 2023)

Fort Worth to Houston High-Speed Rail

- Coordinate with Amtrak and TxDOT on integrated corridor application
- Primary Applicant: Amtrak (preferred) or NCTCOG

Dallas-Fort Worth to Atlanta (Amtrak)

- Support primary application by others
- Provider letter of support

Heartland Flyer (Amtrak)

- Support primary application by others
- Provider letter of support

Federal-State Partnership Intercity Passenger Rail Program:

(Application Deadline: April 21, 2023)

Dallas to Houston High-Speed Rail

- Support application by others (Amtrak?)
- Provide letter of support

Dallas-Fort Worth to Atlanta (Amtrak)

- Support primary application by others
- Provider letter of support



Contact Us



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CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Surface Transportation Technical Committee
February 2023**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+4%, Nov)

Toll Road (+4%, Oct)

Airport Passengers (+2%, Nov)

Freeway Volumes (+1%, Dec)



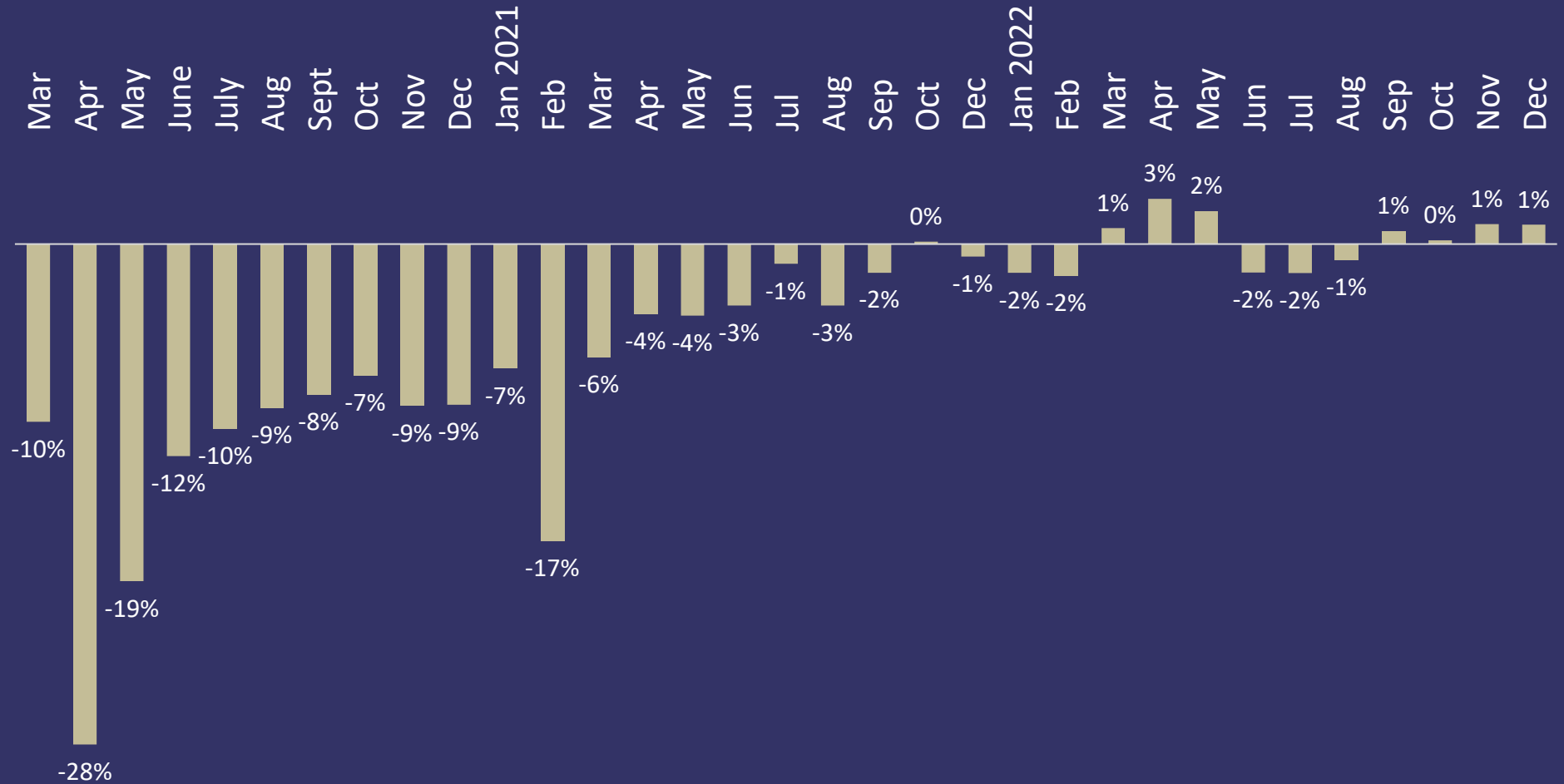
Transit Ridership (-36%, Dec)



ROADWAY TRENDS

Traffic Decrease vs Baseline

Average
Weekday
Freeway
Volumes



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

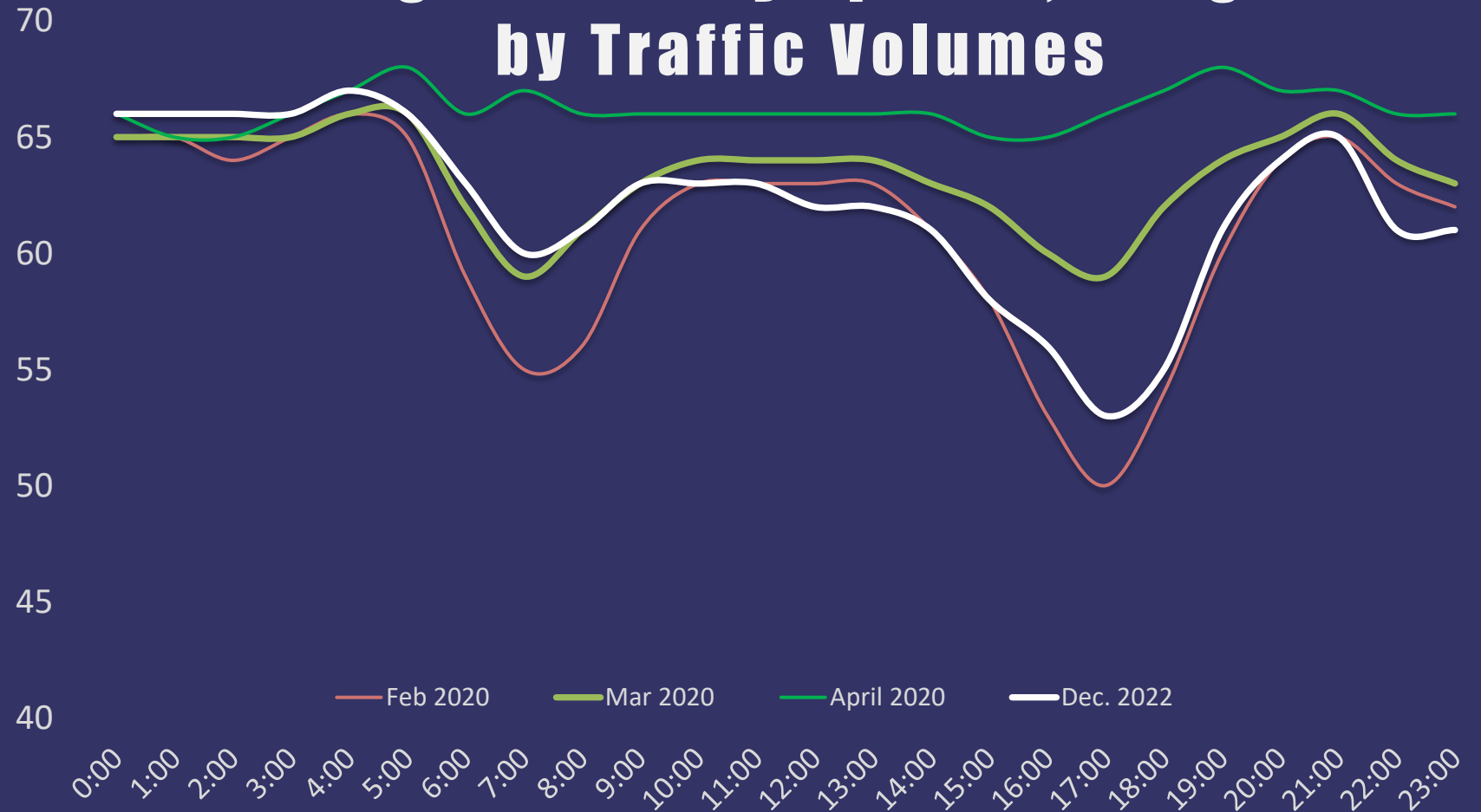
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

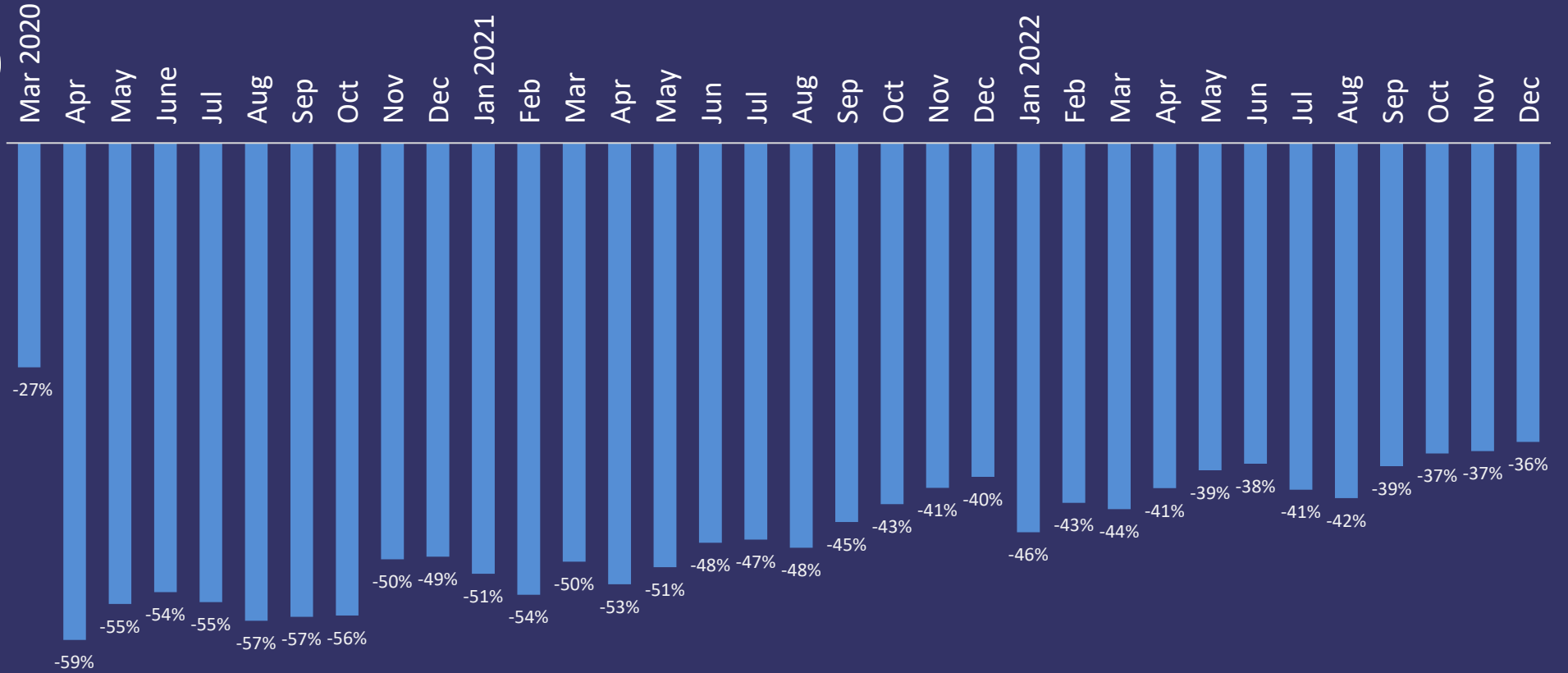
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Passenger Decrease vs Baseline

Weekday Ridership



Source: DART, DCTA, and Trinity Metro

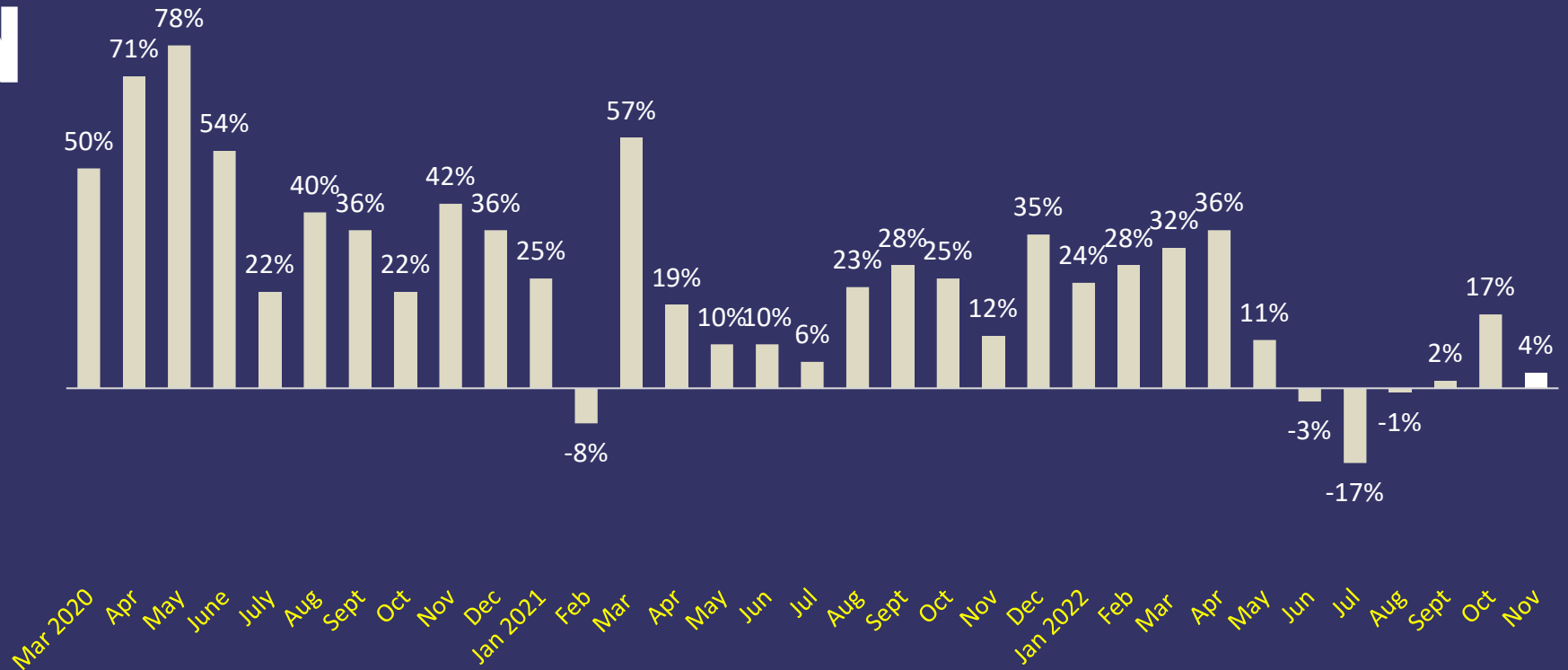
Note: Baseline is March 2019-February 2020.

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

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

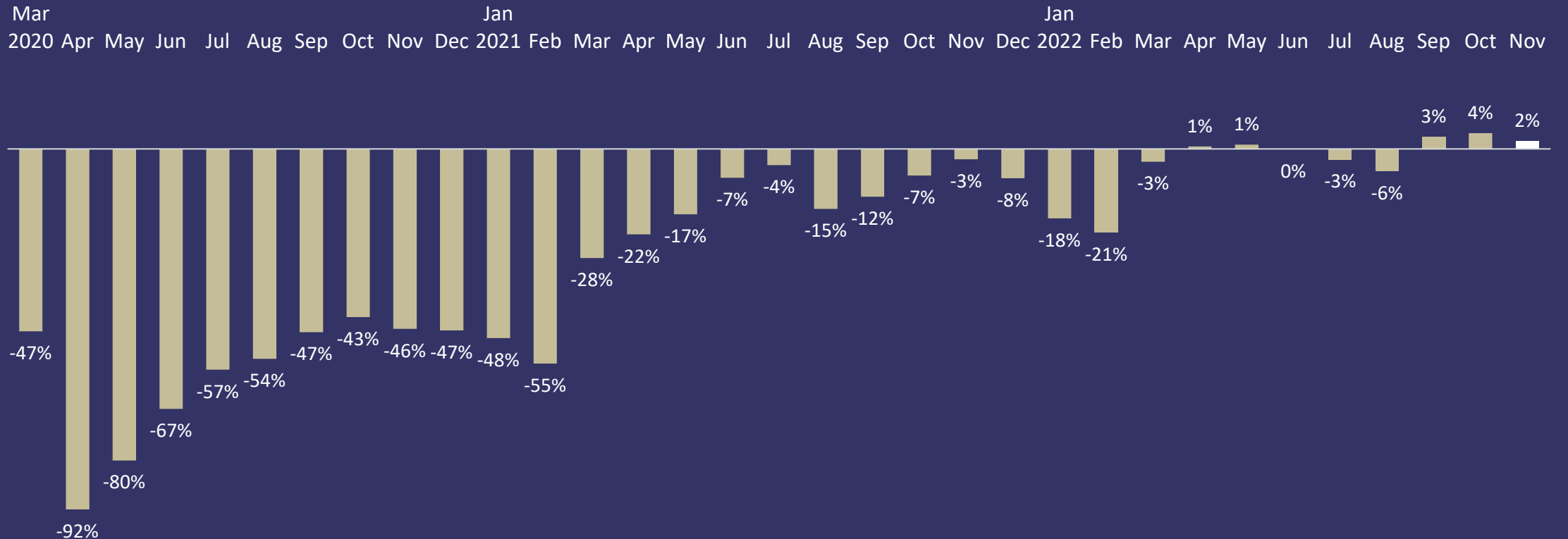
Note: Trail usage impacted in Feb 2021 by week-long winter storm.

Note: Trail usage impacted in July 2022 by extreme hot weather.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA websites

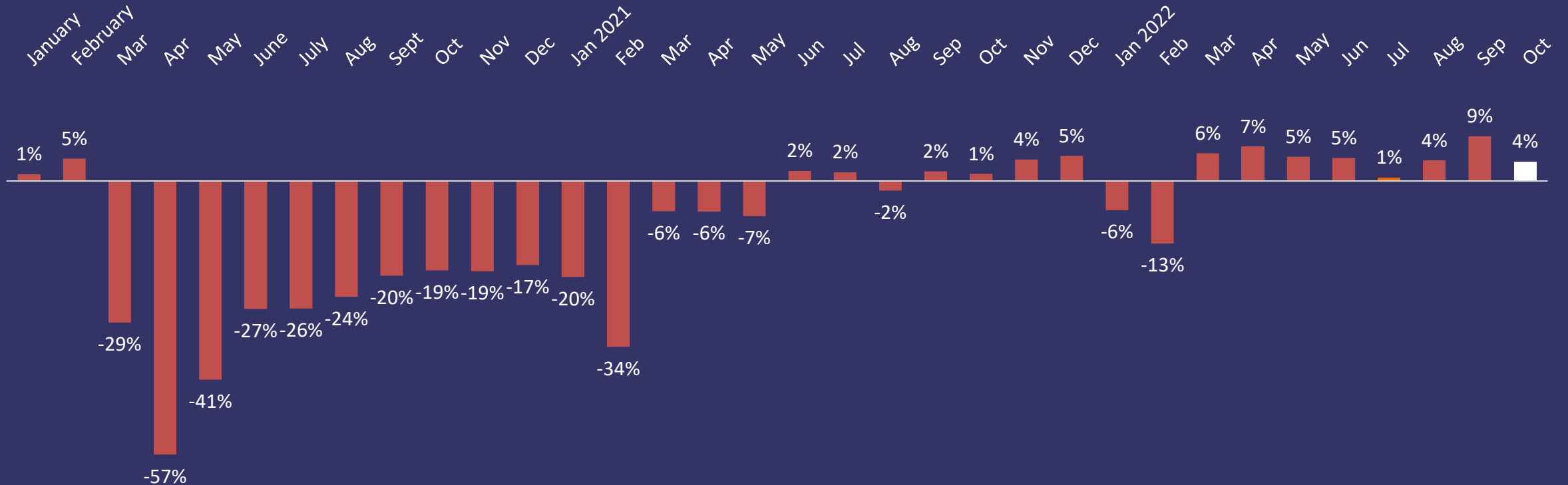
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

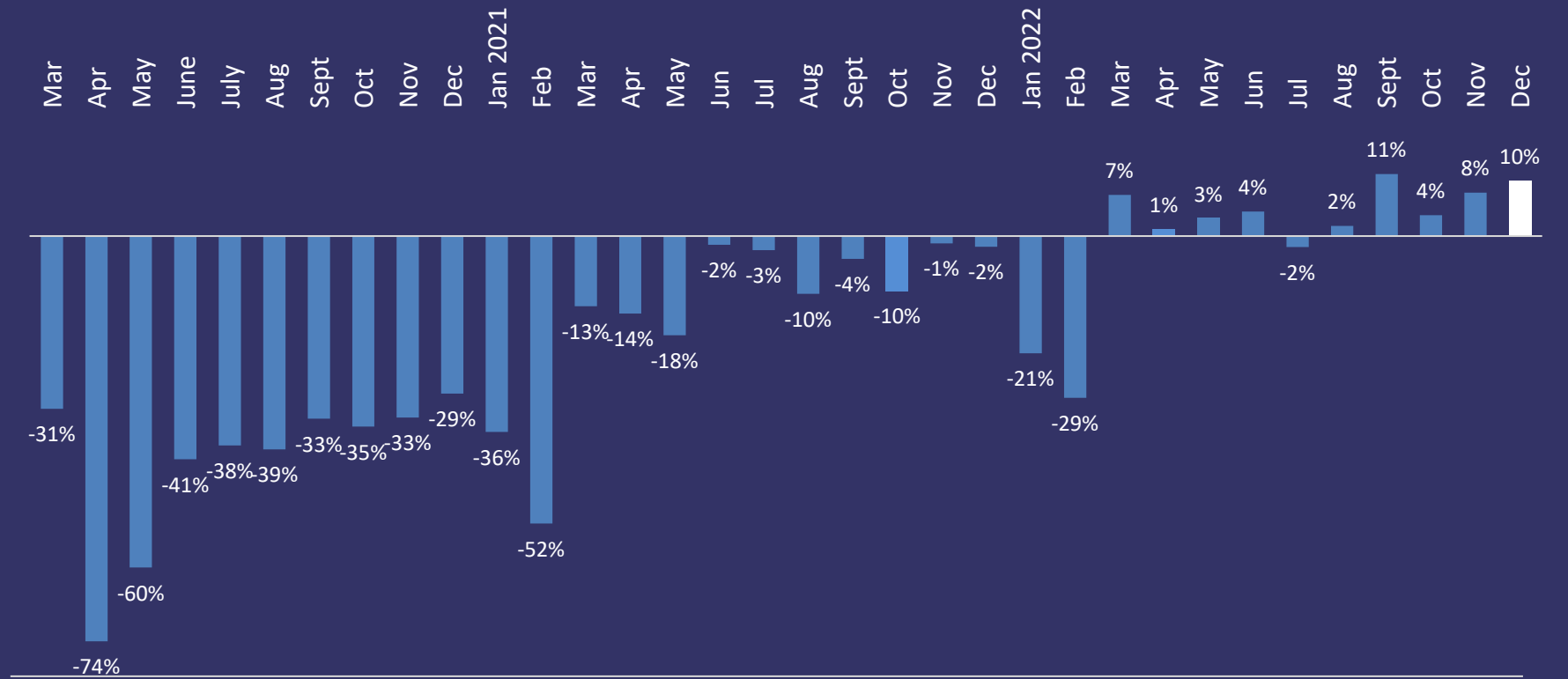
Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline

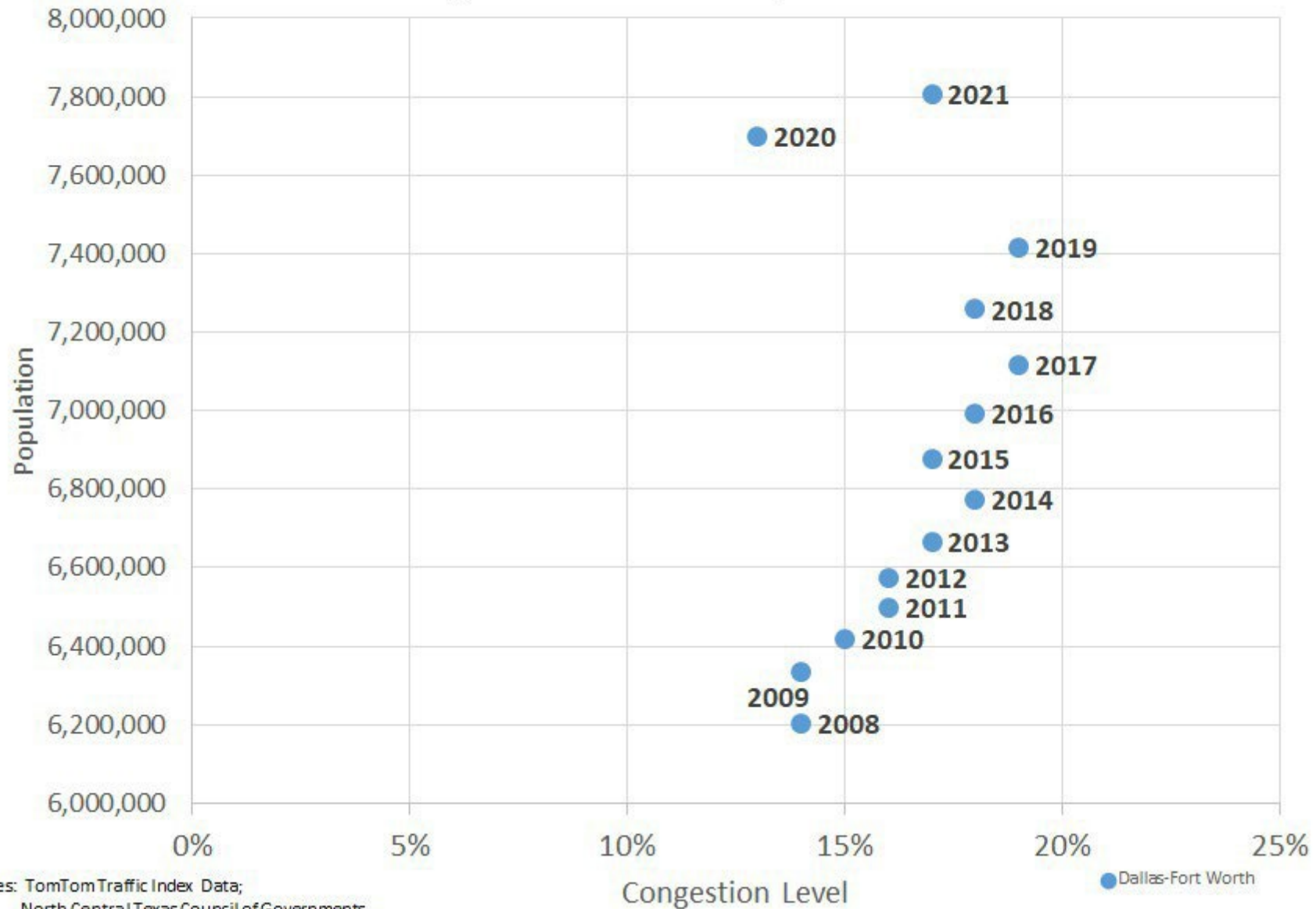


Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

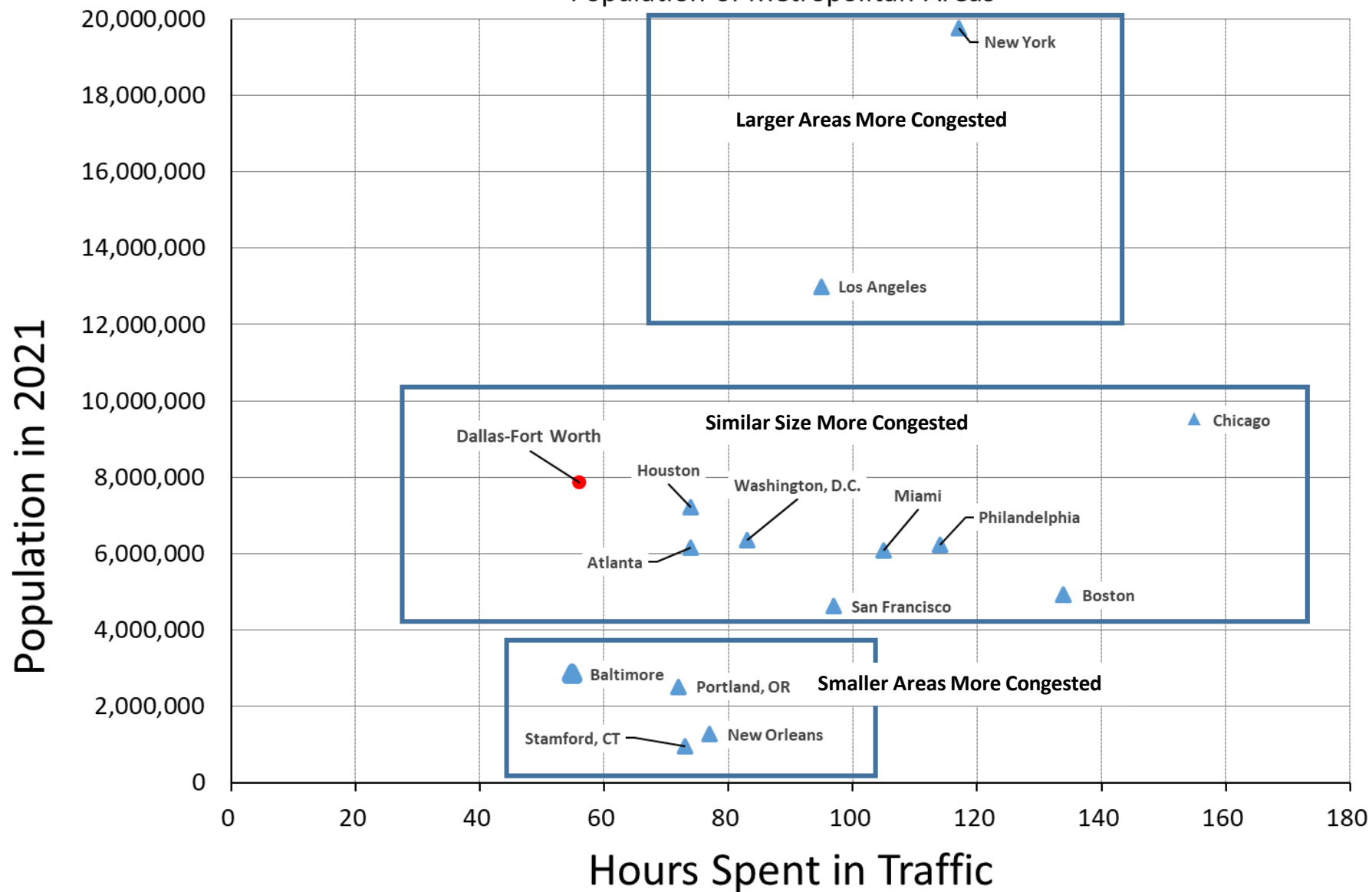
Dallas-Fort Worth Congestion Levels and Population



Sources: TomTom Traffic Index Data;
North Central Texas Council of Governments

15 Most Congested Regions

Comparison of Hours Spent in Traffic and Population of Metropolitan Areas





FEDERAL AND STATE LEGISLATIVE UPDATE

NICHOLAS ALLEN

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Surface Transportation Technical Committee

February 24, 2023

FEDERAL UPDATE

COMMITTEE ASSIGNMENTS AND HEARINGS

Senate Commerce, Science, and Transportation

- Organizational Hearing scheduled for February 9
- Senator Ted Cruz (R-TX) is the ranking member

Senate Environment and Public Works

- Organizational Hearing held February 1
- Senator Tom Carper (D-DE) selected as Chair



November 14, 2022

Bill Filing for the 88th
Texas Legislature
Began

January 10, 2023

88th Session of the
Texas Legislature
Convened

March 10, 2023

Bill Filing Deadline
(Excluding Local Bills)

May 29, 2023

Final Day of the 88th
Regular Session

June 18, 2023

Last Day Governor
Can Sign or Veto Bills

TEXAS LEGISLATURE - DATES OF INTEREST



TEXAS LEGISLATURE

HOUSE TRANSPORTATION COMMITTEE

Terry Canales, Chair

John Raney, Vice Chair

Trent Ashby

Yvonne Davis

J.M. Lozano

Ramon Romero, Jr.

Erin Gámez

Caroline Harris

Brooks Landgraf

John Lujan

Claudia Ordaz

Jared Patterson

Mary Ann Perez

***Bolded** names represent North Texas members



BILLS OF INTEREST

TRANSPORTATION FUNDING

- **SJR 37/HJR 77** Constitutional amendment would add public transportation, bicycle paths, and sidewalks to the uses of Proposition 1 funds.
- **SB 225** would eliminate the expiration date for Proposition 1 in statute, making the funding stream permanent.
- **SCR 2/HCR 47** would extend the expiration dates for Proposition 7 to 2042 for the \$5B/biennium from general sales tax, and to 2039 for the portion of Proposition 7 from motor vehicle sales tax.



BILLS OF INTEREST

EV-RELATED BILLS

- **HB 2236** prohibits TxDOT from accepting NEVI funding and using state money for TEVIP
- **HB 2027** proposes a \$1,200 tax on new EVs
- **HB 2028** proposes an annual \$300 EV renewal fee

HB 2191

- Develops plans for the EV charging infrastructure through 2040
- Sets standards for public EV charges; must be registered, maintained, inspected by Tx Dept. of Licensing and Registration
- EV charging prices & fees must be disclosed
- Changes existing EV state rebate to an incentive



BILLS OF INTEREST

MISCELLANEOUS TRANSPORTATION

- **HB 1259** Would require TxDOT to submit funding reports to the Legislature on UTP, funding categories, public private partnerships, and feasibility study on alternative delivery methods.
- **HB 1638** Would require TxDOT to conduct a study on the state's projected transportation needs and costs for 2045, appoints a committee for guidance.



BILLS OF INTEREST

SAFETY

HB 1639/HB 1885 Would allow the Texas Transportation Commission to establish variable speed limits to address certain conditions that affects the safe movement of traffic.

HB 1855 Would designate highway safety corridors for roadways with a high number of crashes, doubling fines.

LIRAP/LIP FUNDS

Would Redistribute LIRAP Funds to Counties for Transportation/Air Quality Purposes (**HB 1175; HB 1351; SB 607**)



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NCTCOG Legislative Updates: www.nctcog.org/legislative

Texas Legislature Online: <https://capitol.texas.gov/>



Major Source Emissions Fee Requirements (Section 185)

February 24, 2023

Surface Transportation Technical Committee

Jenny Narvaez, Program Manager



Severe Classification and Section 185 Fees

Environmental Protection Agency (EPA) reclassified Dallas-Fort Worth ozone nonattainment area from serious to severe on November 7, 2022 with a **July 20, 2027 attainment deadline**

Attainment based on ozone monitor values for years 2024, 2025, and 2026

Per EPA, 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 75 parts per billion (ppb)

The Federal Clean Air Act (FCAA) 185 fee is a penalty imposed if an area fails to meet its severe attainment deadline

The fee applies to major sources of ozone precursor emissions located in the ozone nonattainment area

Ozone precursor emissions are nitrogen oxides (NO_x) and volatile organic compounds (VOC) in the ozone nonattainment area

What are Major Sources?

Typically includes point sources such as power plants and cement plants

Defined in 30 Texas Administrative Code Section 116.12 based on actual or potential emissions

DFW 10-County Nonattainment Area Major Point Sources: Nitrogen Oxides (NOX)						
County	Number of Major Point Source Facilities				Emission Totals (TPY)	Total Percent of 10-County Major Source Point Emissions
	Cement, Hydraulic (Kilns)	Electric Services (EGUs)	Crude Petroleum & Nat. Gas	Other (82 Source Types)		
Collin	-	1	-	9	79	1%
Dallas	-	2	-	66	831	8%
Denton	-	2	11	14	278	3%
Ellis	3	2	1	20	4,332	42%
Johnson	-	1	17	13	1,116	11%
Kaufman	-	1	-	5	1,165	11%
Parker	-	-	5	17	251	2%
Rockwall	-	-	-	3	13	0%
Tarrant	-	1	17	47	784	8%
Wise	-	1	51	7	1,485	14%
Total	3	11	102	201	10,333	100%

FCAA Section 185 Fee Requirements

If region does not attain 2008 ozone standard by July 20, 2027, fee may begin by 2028

If the Texas Commission on Environmental Quality (TCEQ) does not impose fee, the EPA will impose the fee with interest; revenue is not returned to the state

Section 185 fee baseline is the lower of either actual ozone precursor emissions (NO_x and/or VOC) or permitted emissions for 2027 attainment year for major sources

The fee is required each year after the missed attainment deadline until the area is redesignated as attainment by the EPA

Charged annually on the tons of actual ozone precursor emissions that exceed 20% of baseline amount

EPA-published fee rate for calendar year 2022 was \$11,122 per ton

Fee is adjusted by inflation

Estimated Section 185 fee obligation for region could be as much as \$45 million in 2028

Clean Energy Funding Opportunities

Bipartisan Infrastructure Law (BIL)

See [BIL Guidebook PDF](#) pages 155-225 for all programs
See [BIL Funding Opportunity Announcements](#) for all open FOA's under the BIL

Programs to Note:

[State Energy Program](#) - \$500,000,000 for states to support planning for carbon emissions reductions in all sectors of the economy and in electric transmission and distribution.

[Energy Efficient Transformer Rebates](#) - \$10,000,000 available in rebates for the replacement of a qualified transformer with a qualified energy efficient transformer by owners of industrial or manufacturing facilities, multifamily residential buildings, a utility, or an energy service company.

Other Resources

[DSIRE \(dsireusa.org\)](#) – Federal and state programs related to renewables, fuel cells, and energy efficiency

[Infrastructure Act Resource Hub | NASEO](#) – Provides a detailed overview of the types of programs offered under the BIL

[Clean Energy Programs | US EPA](#) – Clean energy funding programs administered by the EPA

[EERE Funding Opportunities | Department of Energy](#) – Funding opportunities related to energy efficiency and renewables

Inflation Reduction Act (IRA)

See [IRA Guidebook Programs List](#) for all programs

See [IRA Tax Credits](#) for all tax credits available under the IRA

Programs to Note:

[Climate Pollution Reduction Grants](#) - \$5,000,000,000 for Tribes, states, air pollution control agencies, and local governments to develop and implement plans for reducing greenhouse gas emissions.

[Greenhouse Gas Reduction Fund](#) - \$27,000,000,000 for Tribes, states, municipalities, and eligible nonprofits to mobilize financing and leverage private capital for clean energy and climate projects that reduce greenhouse gas emissions.

Transportation Funding Opportunities

Bipartisan Infrastructure Law (BIL)

See [BIL Guidebook PDF](#) pages 155-225 for all programs
See [BIL Grant Programs](#) for all grant programs under the BIL

Programs to Note:

[Charging and Fueling Infrastructure Grants](#) - \$7.5 Billion between two programs for states and local governments to deploy alternative fuel vehicle charging and fueling infrastructure.

[Advanced Transportation Technology and Innovation \(ATTAIN\)](#) - \$60 million for states, local governments, transit agencies, and MPO's to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Other Resources

[Texas Commission on Environmental Quality \(TERP\)](#) - Information on TERP Grants for alternative fuel vehicles and equipment
From TERP: [Governmental Alternative Fuel Fleet Grant Program \(GAFF\)](#) - **Opening Soon**

[Infrastructure Act Resource Hub | NASEO](#) - Provides a detailed overview of the types of programs offered under the BIL
[BIL - FHWA | Federal Highway Administration](#) - FHWA activities and funding relevant to the BIL

[Alternative Fuels Data Center: Bipartisan Infrastructure Law](#) - Details on BIL support of alternative fuel vehicles and technology

Inflation Reduction Act (IRA)

See [IRA Guidebook Programs List](#) for all programs
See [IRA Tax Credits](#) for all tax credits available under the IRA

Programs to Note:

[Commercial Clean Vehicle Tax Credit](#) - Businesses and tax-exempt organizations that buy a qualified commercial clean vehicle may qualify for a clean vehicle tax credit of up to \$40,000 under Internal Revenue Code (IRC) 45W.

[Alternative Fuel Refueling Property Credit](#) - Program extended under IRA allows business owners who provide or dispense fuel for vehicles powered by alternative fuels are eligible for a tax credit up to 30% of the cost of alternative fuel refueling property up to \$100,000 for property placed into service before 2033.

Open Funding Opportunities

[New Clean Vehicle Tax Credits](#) - Transportation

Funds: Federal tax credit of up to \$7,500 for the purchase of a LD plug-in electric or fuel cell vehicle or up to \$40,000 for HD plug-in electric or fuel cell vehicle.

[Texas Natural Gas Vehicle Grant Program \(TNGVGP\)](#) – Transportation

Funds: Replace medium and heavy-duty gasoline and diesel vehicles with natural gas vehicles.

[Emissions Reduction Incentive Grants \(ERIG\)](#) - Transportation

Funds: Repower or replace older locomotive, marine, stationary equipment, or select non-road equipment to reduce NOx emissions in ozone nonattainment areas

[Energy Efficiency and Conservation Block Grant \(EECBG\)](#) - Transportation and Stationary Sources

Funds: Energy efficiency and conservation, electric vehicles and electric vehicle infrastructure

[New Technology Implementation Grant \(NTIG\)](#) - Stationary Sources

Funds: New technology for stationary sources, oil and gas projects, and electricity storage to offset the incremental cost of the implementation of existing technologies that reduce the emission of pollutants from facilities and other stationary sources in Texas.

[NCTCOG Funding and Resources](#) - www.nctcog.org/AQfunding

New funding opportunities in the future will be posted here.

Other Initiatives Beneficial to DFW Air Quality

RTC Management, Operations, Air Quality, and Safety Program

\$150 Million

2024-2026

Federal Implementation Plan

Transport Rule

Help states fully resolve their Clean Air Act “good neighbor” obligations for 2015 ozone standard

Establish NO_x emissions limitations for stationary sources in 23 states

New EPA Diesel Engine Emission Standards

Ramp up to 2026

Federal Highway Administration (FHWA) Climate Reduction Plan

\$281 Million

Similar to Congestion Mitigation and Air Quality Program (CMAQ)

2024-2033

Governor Abbott Statewide Transportation Infrastructure Plan

Mentioned during 2023 State of the State
Details TBD

Legislature Dedicated Funding

TERP (diesel vehicle funding) ~ 2 Billion

LIP (air quality and transportation funding including law enforcement) ~ 80 Million

DFW Section 185 Fee: 2008 Eight-Hour Ozone Standard Important Dates

November 7, 2022: EPA reclassified DFW to severe nonattainment

Spring 2025: Potential proposal of the TCEQ Section 185 fee program

Fall 2025: Potential adoption of the TCEQ Section 185 fee program

November 7, 2025: TCEQ Section 185 fee program due to EPA

January 1 through December 31, 2026: Attainment year for the 2008 eight-hour ozone standard

2028: If attainment date is missed, fee potentially imposed

FOR MORE INFORMATION

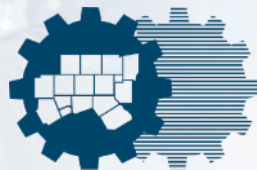
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<https://www.nctcog.org/trans/quality/air/ozone>



Freight Optimization Project Update

Thomas J. Bamonte
Technology & Innovation
North Central Texas Council of Governments

2.24.23 STTC Meeting

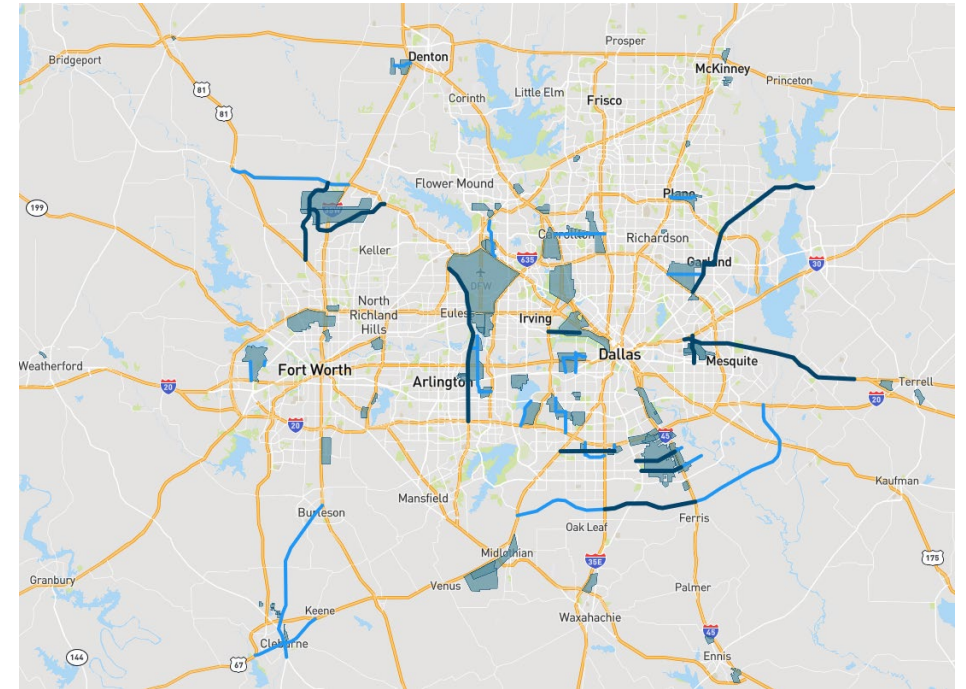
Project Context

DFW largest inland port & distribution ecosystem in the US

40+ Freight-Oriented Developments

TxDOT Connected Freight Corridors Project

Optimizing Hubs ↔ X-Way Trips



**TxDOT: Texas
Connected Freight
Corridors Project**

TIERS			
01	Work Zone Warning	Queue Warning	Wrong-Way Drivers
			Truck Signal Priority
02	Advance Traveler Information System (ATIS)	Road Weather Warning	Truck Parking Availability
			Bridge Height Warning
03	Emergency Electronic Brake Light	Pedestrian & Animal Warning	Eco-Dynamic Routing
			Border Wait Times

■ = Highlighted applications are prioritized for development

Project Summary

Combines Green Light Optimized Speed Advisory (GLOSA) + Freight Signal Priority solutions

500 traffic signals, 10 host agencies, 10 AVL suppliers, 5,000 trucks supported simultaneously

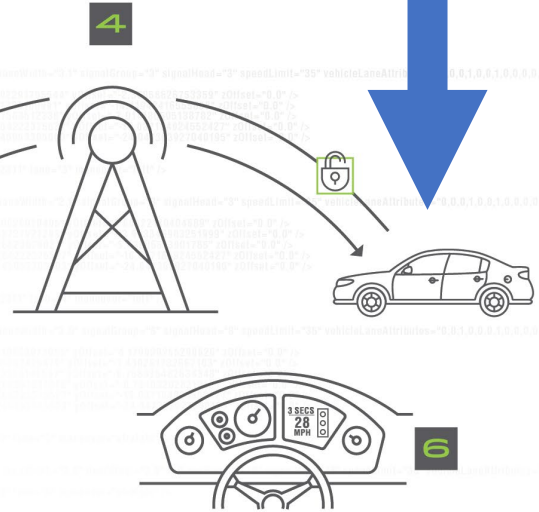
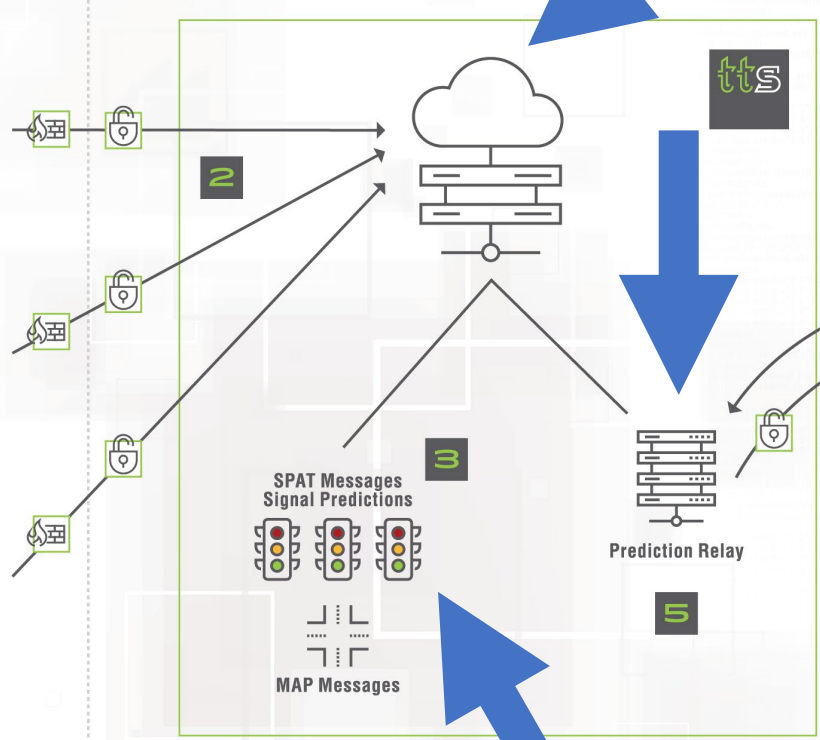
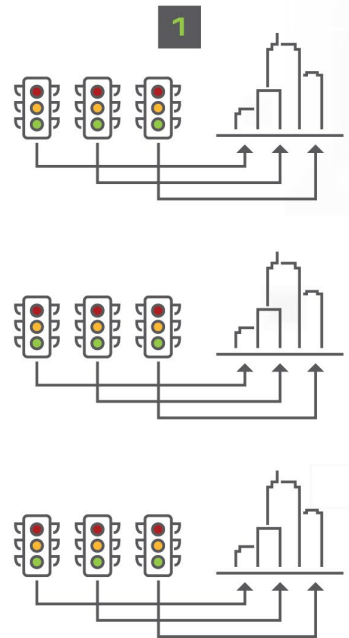
No new vehicle or roadside equipment

No cost to host agencies

Agencies retain control of their signals

Performance incentive in vendor contract

GLOSA



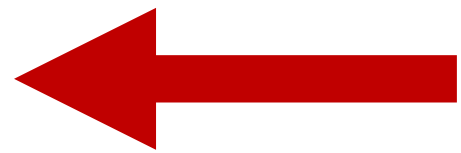
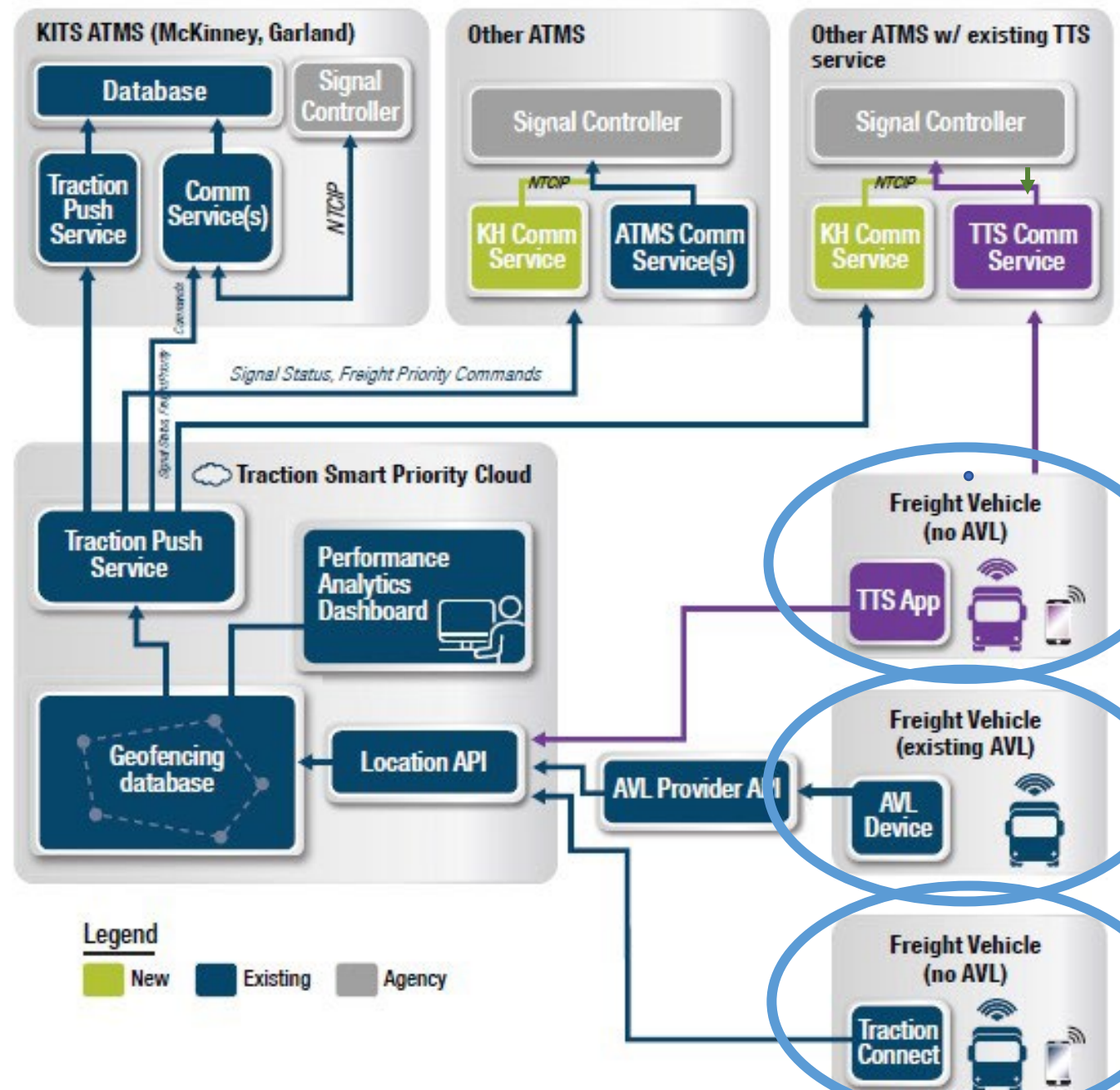
1 Agency/Region provides real time traffic signal data, as-built drawings, and signal timing plan information

2 Data feed from ATMS to TTS cloud-based servers via web service
3 Develop SAE J2735 MAP and SPAT messages for each traffic signal location

5 Prediction Relay matches vehicle's location to MAP message, returns targeted SPAT content to customer application

4 Customer application sends request to Prediction Relay with anonymized ID, vehicle heading, maneuver, and geolocation
6 Information displayed to end user for relevant connected vehicle application

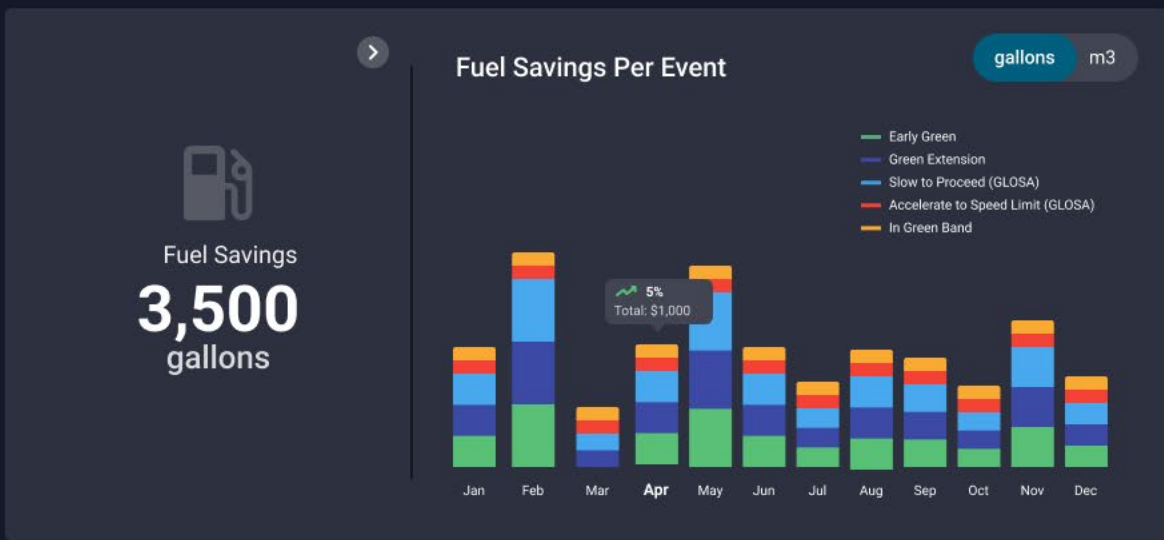
NCTCOG Freight Signal Priority Architecture



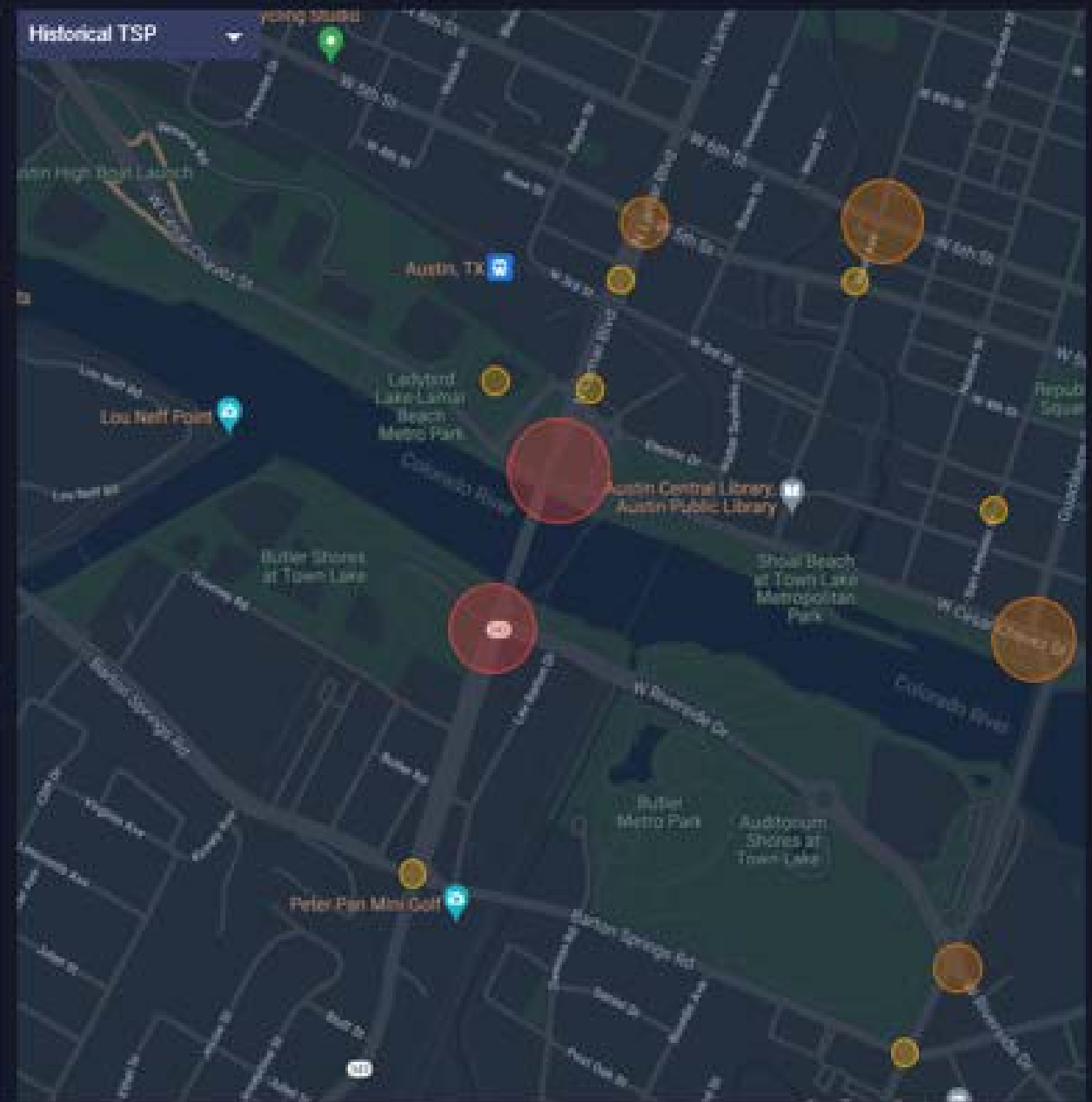
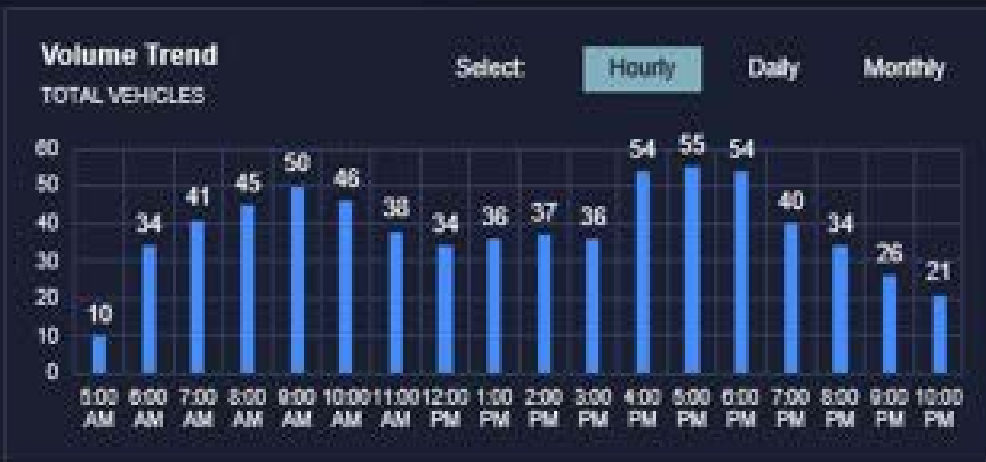
- Dashboard
- Travel Time
- Fuel Savings
- Freight Ops
- Emissions Reduction

Dashboard Updated: 11/15/2022, 11:23:45 AM EST

Agency: All × Time Range: Daytime × Date Range: Custom ×



- Live
- Travel
- Priority
- Workflow
- Connect
- Metrics



PROGRAM BENEFITS



PUBLIC HEALTH

- Better Air Quality
- Increased Multi-Modal Safety



QUALITY OF LIFE

- Reduced Congestion
- Better Commute Times



ECONOMIC DEVELOPMENT

- Improved Route Efficiency
- Increased Revenue/Decreased Costs



EQUITY

- Available for all truck fleets and drivers with a smartphone on board, regardless of size

For every **5,000 FREIGHT STOPS** that are eliminated at traffic lights **EACH DAY**, the benefits are:



3,800 MIN
travel time saved
for truck drivers



\$1,500
fuel and operational
costs saved &
4 mpg fuel efficiency



1,300 KG
emissions saved

OVER A YEAR,
this accumulates to more than:



16,000 HRS
travel time saved
for truck drivers



\$400,000
fuel and operational
costs saved



325 METRIC TONS
emissions saved

Identification of Host Agencies

Analytics



Forums



Conversations



Input Tool



NCTCOG

Freight Vehicle Intersection Optimization Services



www.freightpriority.com



Welcome

Admin

Select Language
Powered by Google Translate

Currently Viewing

Seymour

Signalized Intersections



Legend

- Initial Recommendations
- Existing NCTCOG Intersections
- City Boundaries

Existing NCTCOG Intersections

Filter Comments

Add Comment

Basemap

Default



Currently Viewing

Signalized Intersections



Legend

- Initial Recommendations
- Existing NCTCOG Intersections
- City Boundaries

Stakeholder comments

Filter Comments

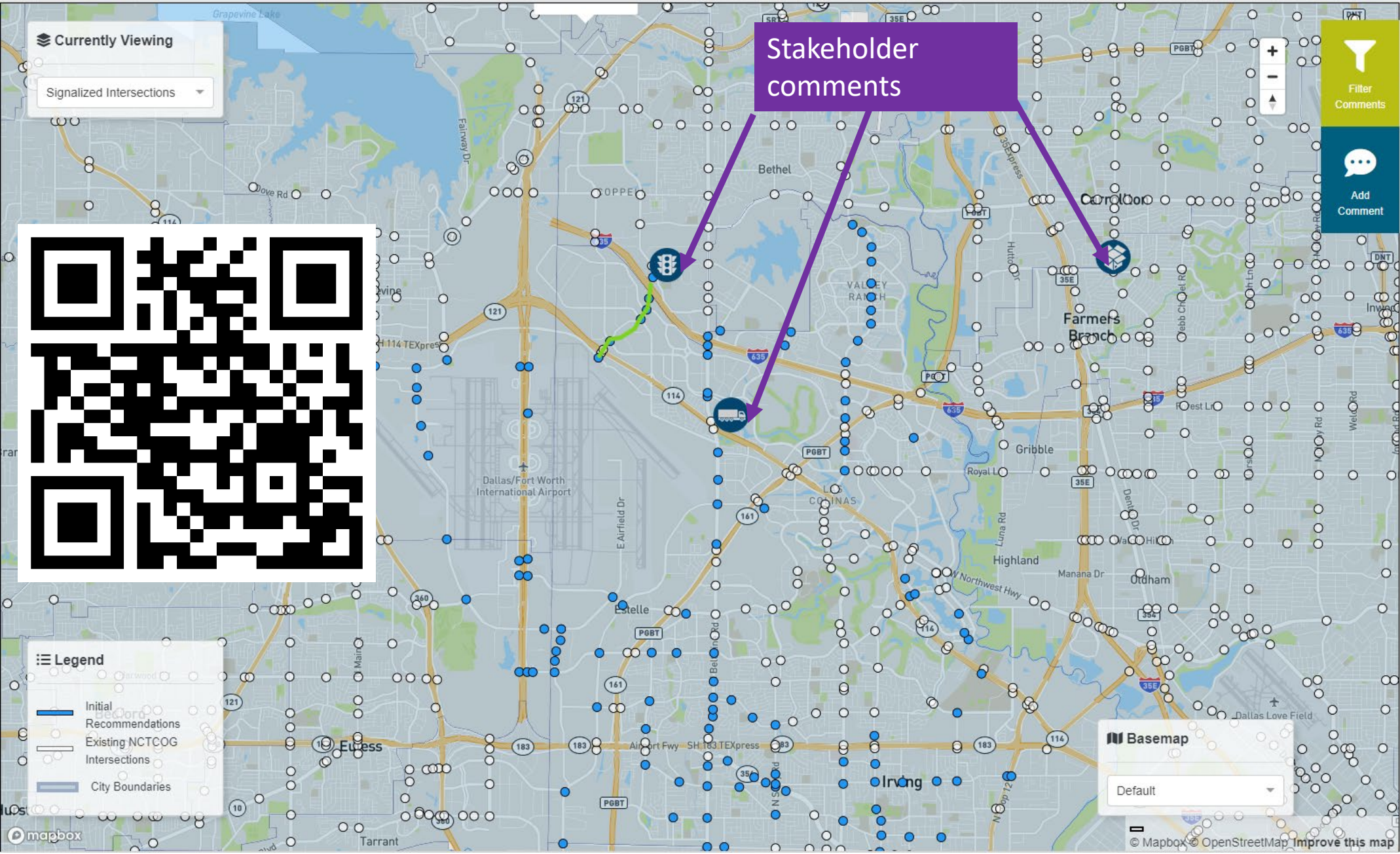
Add Comment

Add Comment

Add Line Comment

Add Point Comment

- Freight route
- Frequent Freight Left Turn
- Freight Oriented Development (FOD) feature
- Truck Issue
- Recommended Signal
- Freight Oriented Development



Basemap

Default

Contact

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MTP POLICY BUNDLE



Set of 20 policies from the MTP



Advances regional priorities like safety, air quality, transit



Voluntary participation



Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS



Toll road investment ~a decade ago incentivized by federal government



Regional pot of TDCs available for use in the Policy Bundle Program



Substitute for required local match for federal projects



Frees up local cash to use for other priorities

HISTORY

2016 | Round 1 11 awardees

2017 | Round 2 15 awardees

2018 | Round 3 14 awardees

2020 | Round 4 22 awardees

2023 | Round 5 TBD!

← Changed from
annual to biennial
program

← Mobility 2045
Update adopted

KEY DATES FOR ROUND 5

MILESTONE	DATE
Round 5 Opens	February 1, 2023
Early Deadline	March 31, 2023
Final Deadline	May 31, 2023 <u>at 5 PM</u>

EARLY DEADLINE

If you submit your application before March 31, 2023, we will review your application for completeness.

If you submit your application between April 1 and May 31, we will not review applications for completeness.

ELIGIBLE ENTITIES



- ▶ Counties
- ▶ Independent School Districts
- ▶ North Texas Tollway Authority
- ▶ Texas Department of Transportation

PROCESS & CHANGES FOR ROUND 5

1

DOCUMENT COMPLETED ACTIONS

50% of policies needed to qualify by agency type to receive baseline TDCs

The policies included in Round 5 have been updated as part of the Mobility 2045 Update process.

2

SCORING

Points are totaled to determine TDC tier

Scoring has changed. TDCs are now allocated by points. There are multiple points available for most policies.

3

TDC ALLOCATION

TDCs awarded by population and points

HOW TO QUALIFY

POLICIES NEEDED TO QUALIFY

	CITIES	COUNTIES	TRANSIT AUTHORITIES	ISDs	TxDOT	NTTA
Total eligible policies	20	15	11	7	11	9
50% of policies needed to qualify for baseline points	10	7	5	3	5	4

SCORING & TDC TIERS

AGENCY SIZE	BASELINE EFFORT UP TO 19 POINTS	ADVANTAGE TIER 1 20-29 POINTS	ADVANTAGE TIER 2 30+ POINTS
SMALL pop. up to 200,000	500,000	750,000	1,000,000
MEDIUM up to 800,000	1,000,000	1,500,000	2,000,000
LARGE over 800,000	1,500,000	2,250,000	3,000,000

RULES

- One application accepted per entity
- You must apply each round, even if you've been awarded in the past
- TDCs awarded must be used within two fiscal years of RTC approval of awards
- Eligible projects that can utilize TDCs are new federal projects which are eligible for federal roadway or air quality funds

GETTING STARTED

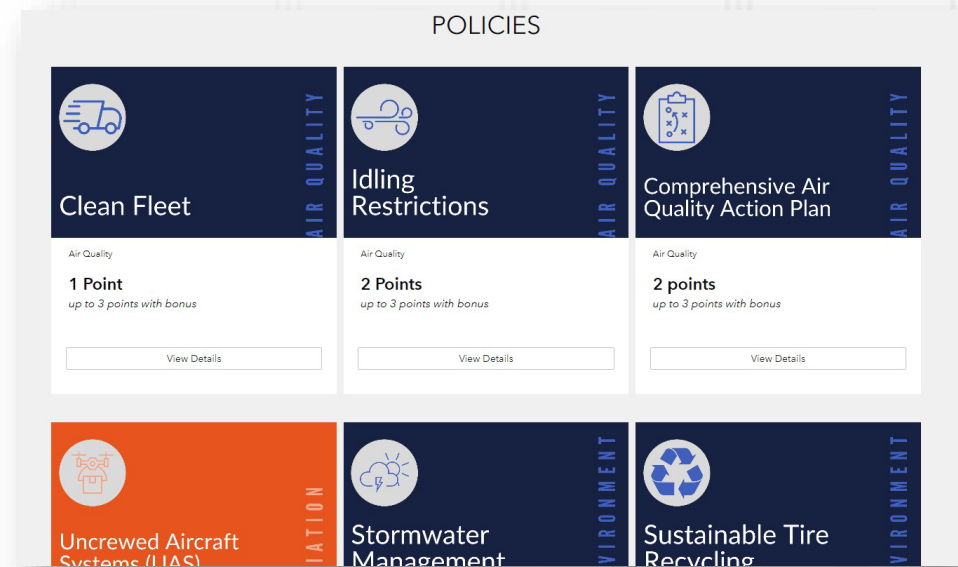
1 Request an application on our website (www.nctcog.org/policybundle)

2 A link to the online application will be emailed to you

3 Download list of policies on website or view [Policy Explorer](#)

4 Gather documentation

5 Submit application



POLICIES INCLUDED

Bold = Updated Policy
Orange = New Policy



Clean Fleets



Idling Restrictions



Comprehensive Air Quality Action Plan (CAP)



Uncrewed Aircraft Systems (UAS)



Stormwater Management



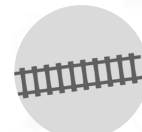
Sustainable Tire Recycling



Equity



Freight-Oriented Development



Railroad Safety



Intelligent Transportation Systems Integration

POLICIES INCLUDED

Bold = Updated Policy
Orange = New Policy



Roadway Safety Improvement



Traffic Incident Management



Asset Management



Travel Demand Management



Context-Sensitive Complete Streets



Street Connectivity



Land Use



Parking Management



Access to Schools and School Siting



Transit Funding

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STATUS REPORT ON VEHICLE TEMPORARY TAGS AND FRAUDULENT EMISSIONS TESTING

Anthony Moffa, Air Quality Planner

Surface Transportation Technical Committee

February 24, 2023

North Central Texas Council of Governments

VEHICLE TEMPORARY PAPER TAGS

What is a Temporary Tag?

Intended to be used for temporary vehicle registration

9 variations of a temporary tag

Texas Buyer tag is predominantly abused



Why Improper Use of Temporary Tags is a Concern

Circumvents mandatory emissions inspections

Avoids region and statewide tolls

Loss of State revenue

Exploits vehicle purchaser

Risks to officer safety

Bought, sold and used in crimes to conceal identity in all 50 states



CLEAN SCANNING

What is a Clean Scanning?

Hooking up a vehicle that will pass an annual vehicle emissions test in place of a vehicle that would otherwise fail

Inspection facilities are able to do hundreds a day, oftentimes without even having the owner's vehicle present

Vehicle is given a passing inspection even though it should have failed, potentially large air quality impact

Why Improper Vehicle Inspections are a Concern?

Circumvent mandatory emissions inspections

Aids in concealment of fraudulent temp tags

Loss of State and local revenue

Funds criminal activity

Roadway safety issue



TEXAS SUPPORTED GHOST CRIMINAL 2021 ACTIVITY

North Texas Impacts

<u>Activity</u>	<u>Count</u>	<u>Cost/Value</u>
No Inspections	31,828*	\$8.25 (State) + \$25.50 (Local Business)
No Registrations (Statewide)	1,279,481	\$56.50 (State) + \$10 (County)
Lost Motor Vehicle Sales Tax	TBD	TBD
NTTA Toll System	TBD	TBD
Serious/Fatal Crashes		Potential Higher Rate in North Texas
Previously Vetoed Funds		\$80 Million
Criminals - counterfeiting revised tag format; reusing created tags; selling nonrepairable/junk cars; hindering stolen vehicle recovery		
Law Enforcement Safety – at least one police officer fatality resulted from fraud		
No Insurance – Impacts of uninsured motorist; Motor Vehicle Crime Prevention Authority		
Estimated Revenue Lost \$166 Million +++ (State, County, Local)		

DRAFT

**Conservative Estimate*



Sources: NCTCOG Emissions Database, Texas Department of Motor Vehicles (TXDMV), Travis County Constable Precinct 3 Clean Air Task Force, North Texas Tollway Authority (NTTA)

HOUSE TRANSPORTATION COMMITTEE HEARING

Solutions Identified (April 26, 2022)

DRAFT

Legislative

- | | Status |
|---|-------------|
| • Fund Local Initiatives Projects (LIP) <ul style="list-style-type: none">○ HB 1175, HB 1351, SB 607 | In-Progress |
| • Change Temporary Tag System <ul style="list-style-type: none">○ HB 718 (Metal Plates)○ HB 914 (Penalty Increase)○ HB 2195 (Penalty Increase)○ SB 970 (Study on Replacing Temp Tags) | In-Progress |

Administrative Rule

- | | Status |
|---|--------------|
| • Fingerprint Licensed Dealership Agents | Complete |
| • Share Law Enforcement Access to eTags System | Complete |
| • Verify Generated VINs | Not Complete |
| • In-Person Verification | Not Complete |
| • Offer Law Enforcement Training | Not Complete |
| • Automatic Verification of Dealer Issued Tags | Not Complete |



LOCAL INITIATIVES PROJECTS

\$176.3 Million Total, \$80 Million DFW

Existing

- **Low-Income Repair and Replacement Program (LIRAP) ***
- Remote sensing of vehicle emissions
- **Regional Smoking Vehicle Program ***
 - **Already implemented**
- Emissions enforcement funding
- Transportation system enhancements
- New air quality control strategies

*Eliminate from LIP bill language

**Includes existing items not eliminated

Recommended**

- Develop and implement projects supporting freeway incident management
- Develop and implement innovative transportation projects
- Regional data collections efforts for air quality and multimodal transportation data to improve transportation systems
- Establish publicly accessible refueling infrastructure for alternative fuel vehicles
- Vehicle loaner program for minority or women owned businesses for alternative fuel vehicles
- Projects supporting removal and disposal of waste and scrap tires



RECENT COVERAGE & SUMMARY

[Police Searching for Paper Tagged “Ghost Car”](#)
(Aired 11/15/2022)

[Police Officer Death Reignites Tag Controversy](#)
(Aired 11/15/2022)

[TXDMV Redesigns Paper License Tags](#)
(Aired 11/17/2022)

[Driver in Custody after Police Chase](#)
(Aired 11/21/2022)

[Police Identify Ghost Cars with Paper License Plates Pt.1](#)
(Aired 1/27/2023)

[Police Identify Ghost Cars with Paper Licence Plates Pt.2](#)
(Aired 1/30/2023)



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