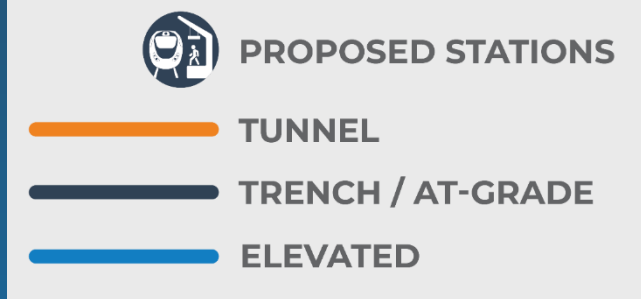
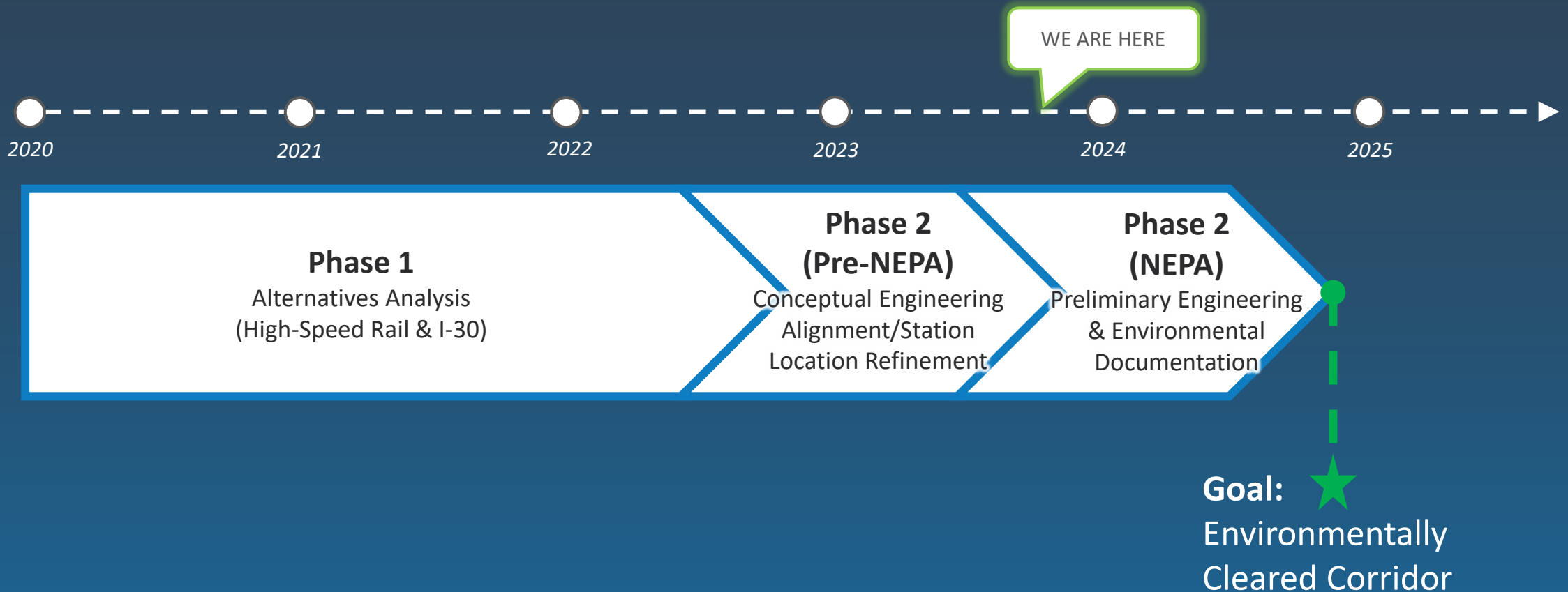


DFW High-Speed Rail Alignment to be studied in NEPA*



*NEPA = National Environmental Policy Act

Study Timeline





Requested RTC Action

Approve increase consultant budget (not to exceed 10% of current contract) for Dallas-Fort Worth High-Speed Transportation Connections Study to fully fund preliminary engineering and environmental documentation required in National Environmental Policy Act (NEPA) process. Funds requested are up to \$1,099,657 of Surface Transportation Block Grant (STBG) funds with Transportation Development Credits (TDC's) for local match.

Direct staff to administratively amend other planning documents as necessary.

**REGIONAL TRANSPORTATION COUNCIL
2024 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 11, 2024

February 8, 2024

March 14, 2024¹

April 11, 2024

May 9, 2024

June 13, 2024

July 11, 2024

August 8, 2024²

September 12, 2024

October 10, 2024³

November 14, 2024⁴

December 12, 2024

Dates are subject to change.

¹ The 2024 National League of Cities Congressional City Conference is scheduled for March 11 - 13 and does not conflict with the RTC meeting schedule.

² This meeting date may coincide with the annual Irving Transportation Investment Summit.

³ **The 2024 Texas Municipal League Annual Conference and Exhibition is scheduled for October 9 - 11 and does conflict with the RTC meeting schedule, the Chair will consider the dates.**

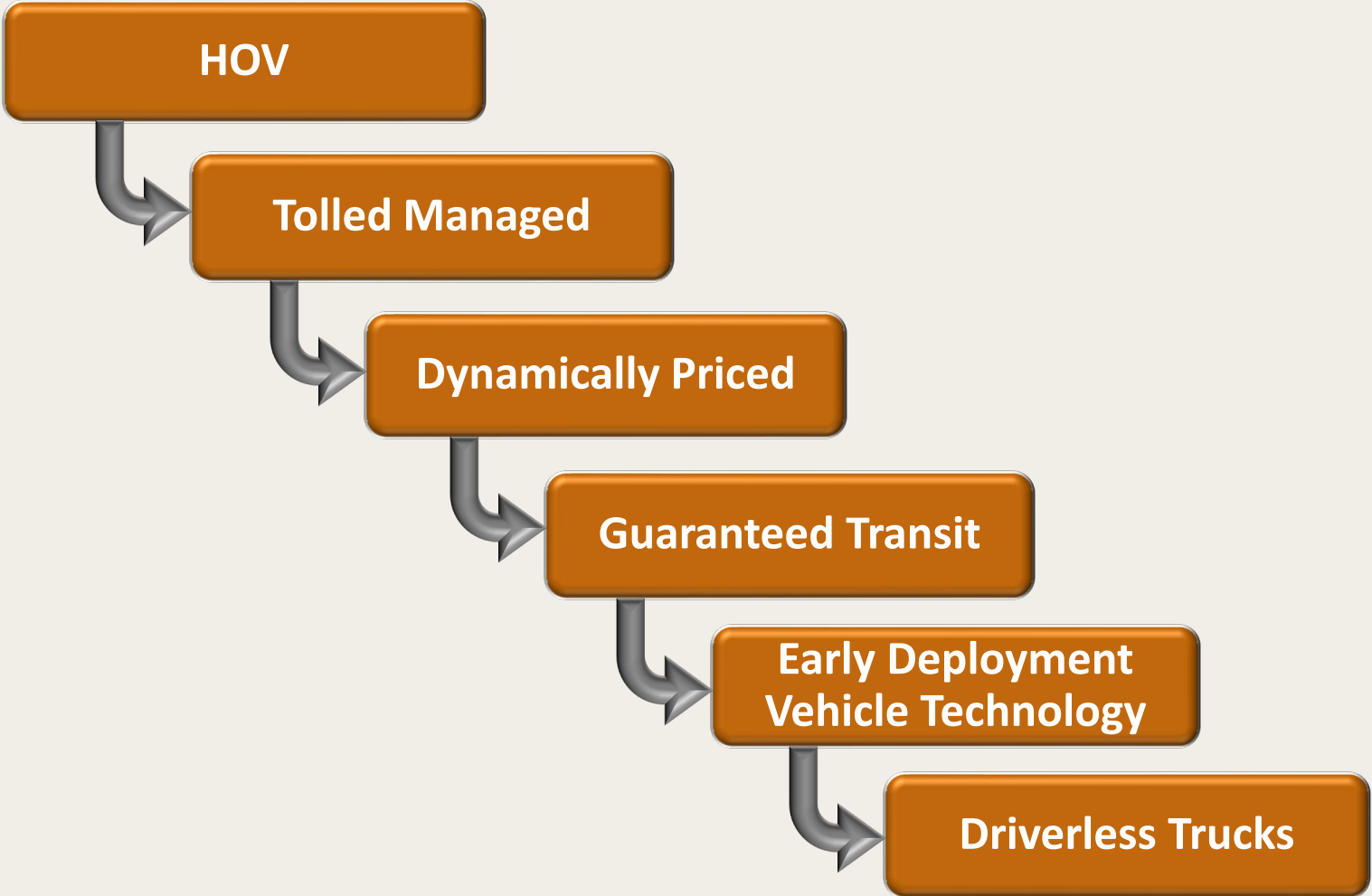
⁴ The National League of Cities 2024 City Summit is scheduled for November 16 - 18 and does not conflict with the RTC meeting schedule.

**IMPROVING COMMUNICATION AND PARTNERSHIP
BETWEEN THE
REGIONAL TRANSPORTATION COUNCIL (RTC)
AND THE
TEXAS TRANSPORTATION COMMISSION (TTC)**

50 Years of Success

October 31, 2023

MANAGED LANES EVOLUTION



NCTCOG REGIONAL PERSPECTIVE

Population

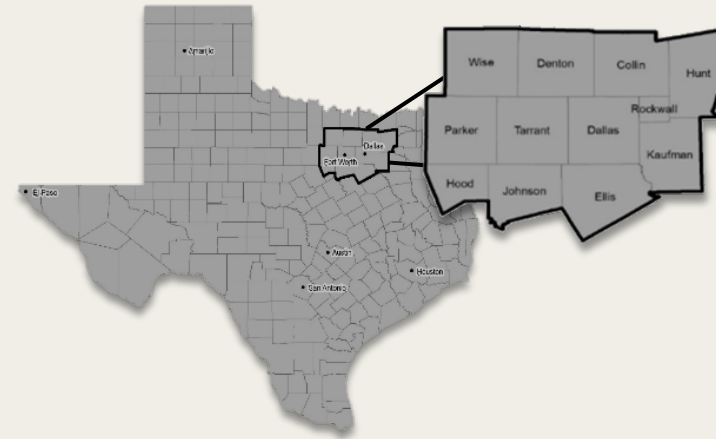
- 2023: 8.2 Million
- 2045: 11.2 Million
- 4th Largest Metropolitan Area by Population
- 1 Million Added Every 7 Years

Area

- 12 Counties
- 9,441 Square Miles
- 2nd Largest Metropolitan Planning Area by Land Area

Lane Miles

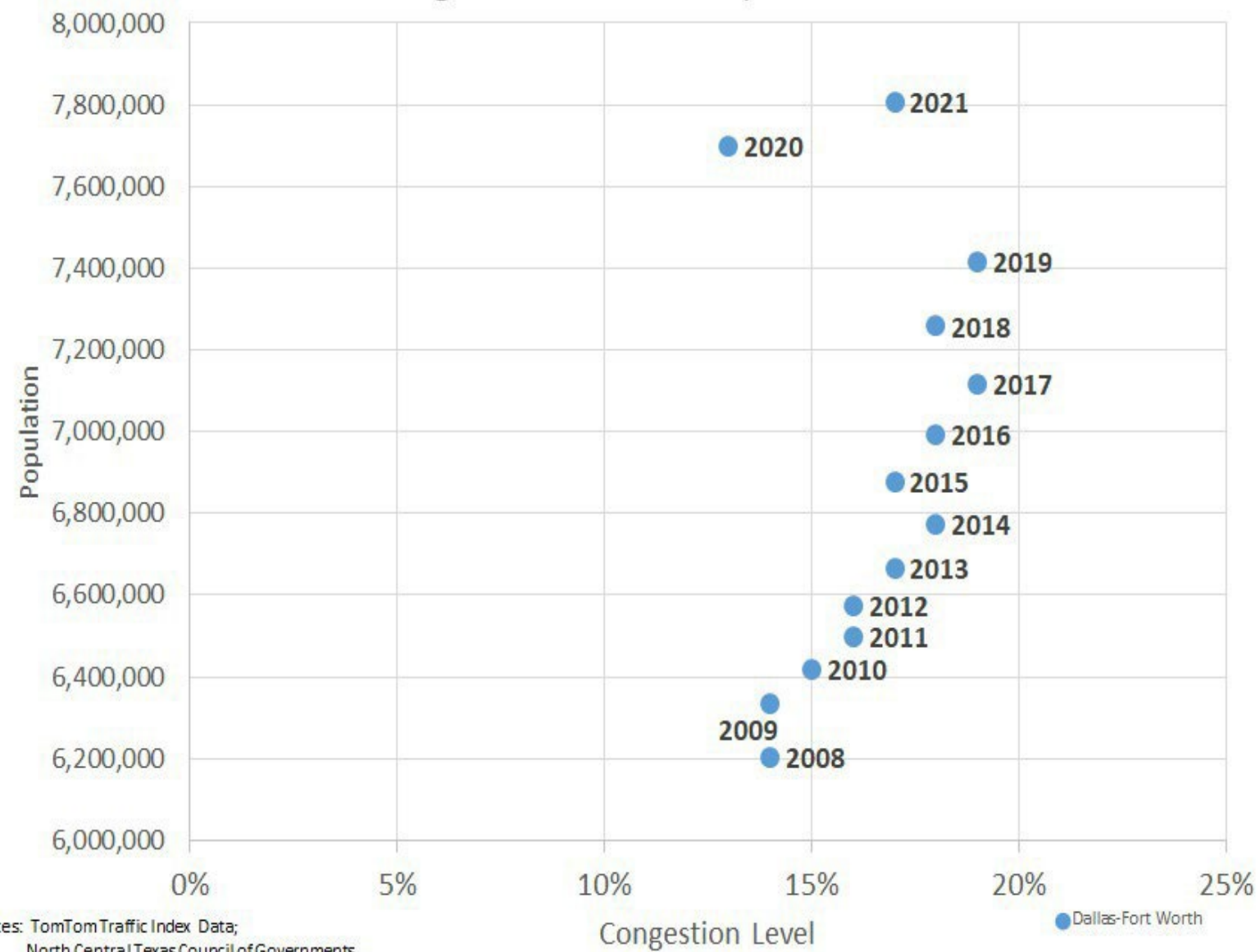
- Freeways: 4,788 in 2020/ 6,098 by 2045
- Priced Facilities: 1,205 in 2020 / 1,826 by 2045



Economy

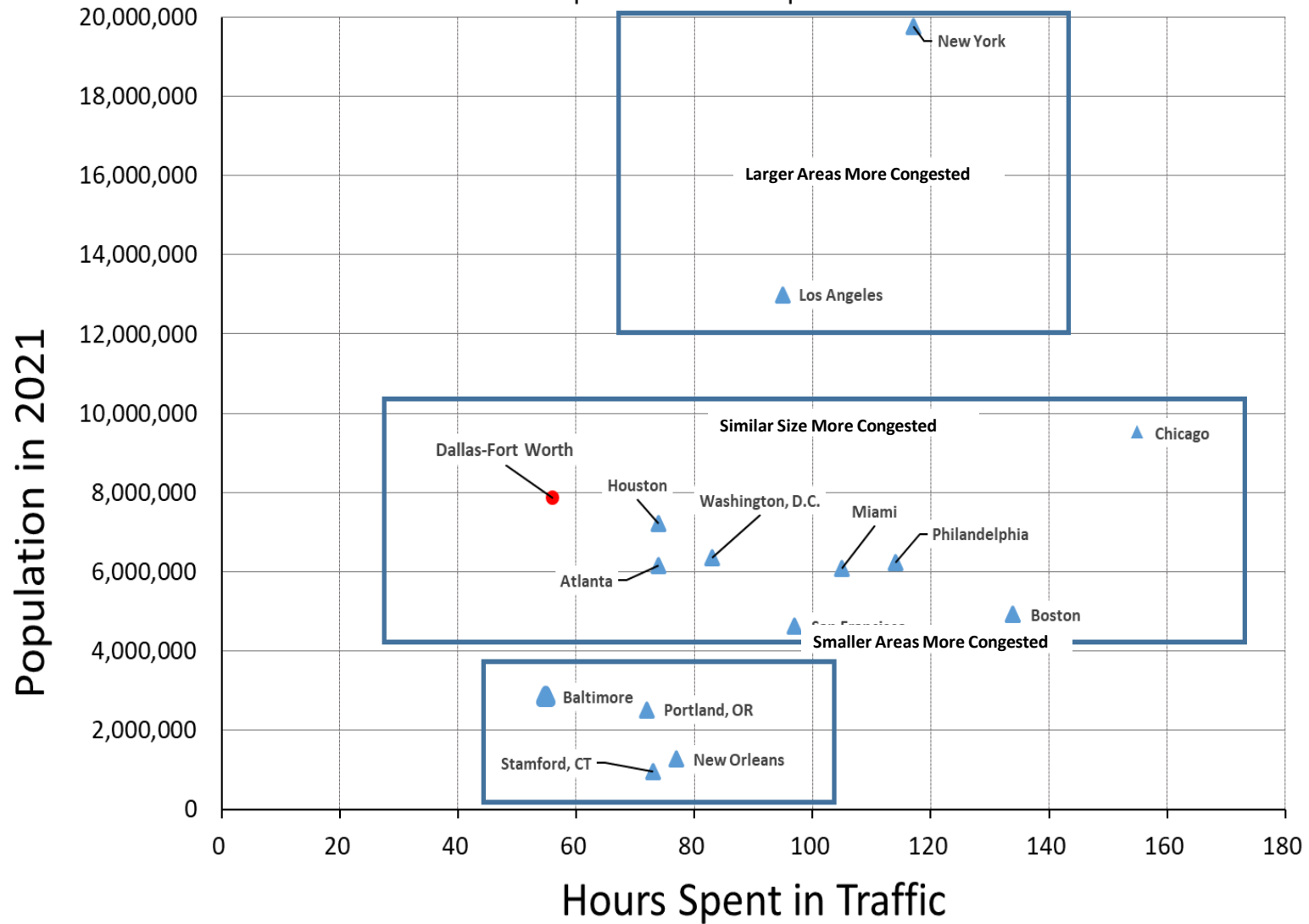
- Home to 22 Fortune 500 Firms
- Projected to be ranked 14th globally in metro GDP
- Represents 30% of State's Economy

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



TxDOT MINUTE ORDER #109370: TEXAS METROPOLITAN MOBILITY PLAN (AUGUST 28, 2003)

“It is therefore ordered that the commission accepts this report and encourages partnerships with local entities in the eight metropolitan areas to implement the long range mobility plan.”

“...enabling a philosophical change in the way we as a state will attack congestion.”

“...will increase local control and decision-making authority.”

“...recommends that TxDOT shift from funding projects one at a time to a regional distribution of a predictable amount of funding.”

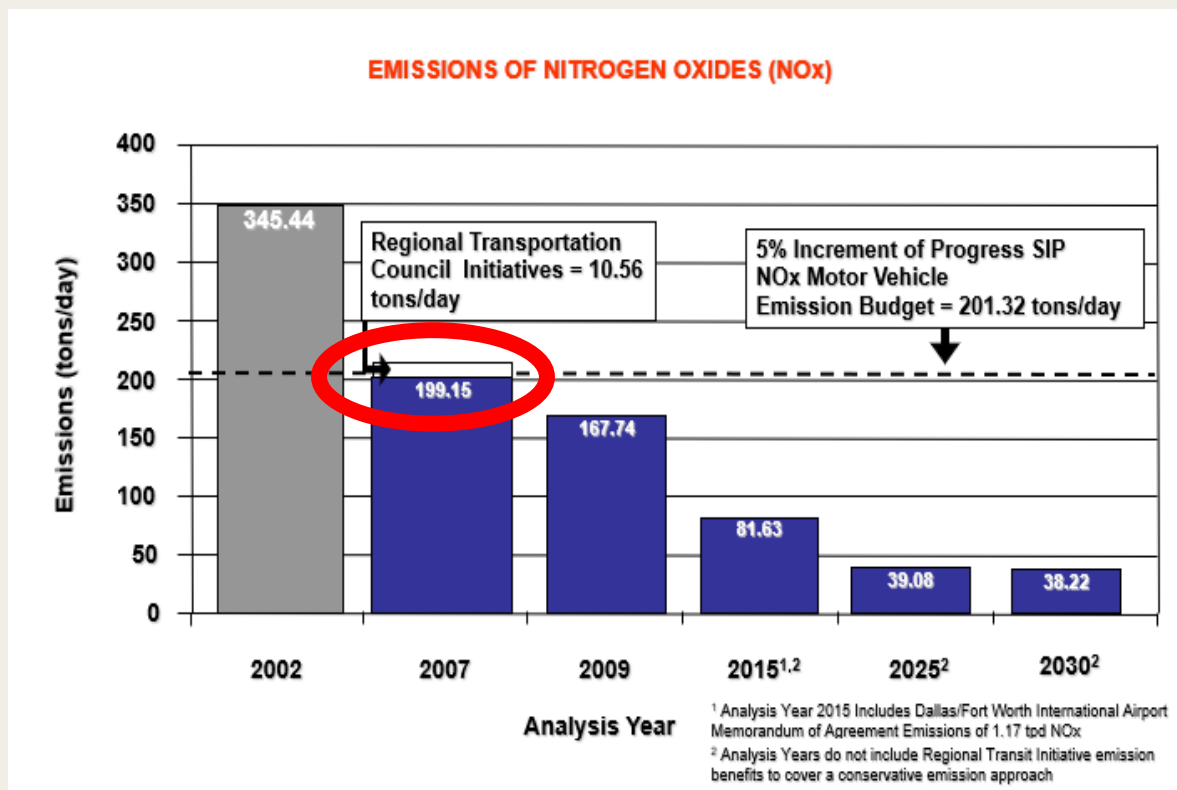
“...the plan makes it explicit that the distributed TxDOT funds would not be reduced for those areas that develop gap funding initiatives.”

Commissioner Ric Williamson: “The more you choose local sources of funds, whether that’s local taxes or local tolls, the more money will be invested in your community; you will not be penalized for being aggressive with local funding.”




- Citizens of region paying tolls for 52 years
- Now, State moving away from formula allocation
- Fairness to residents is lost

IMPORTANCE OF REGIONAL AIR QUALITY/ MANAGEMENT AND OPERATIONS PROJECTS



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity.
- When the MVEB is reset next year, these programs can help tip the scales if regional Conformity is uncertain.

NTTA/TxDOT STATE INFRASTRUCTURE BANK (SIB) LOAN PARTNERSHIP

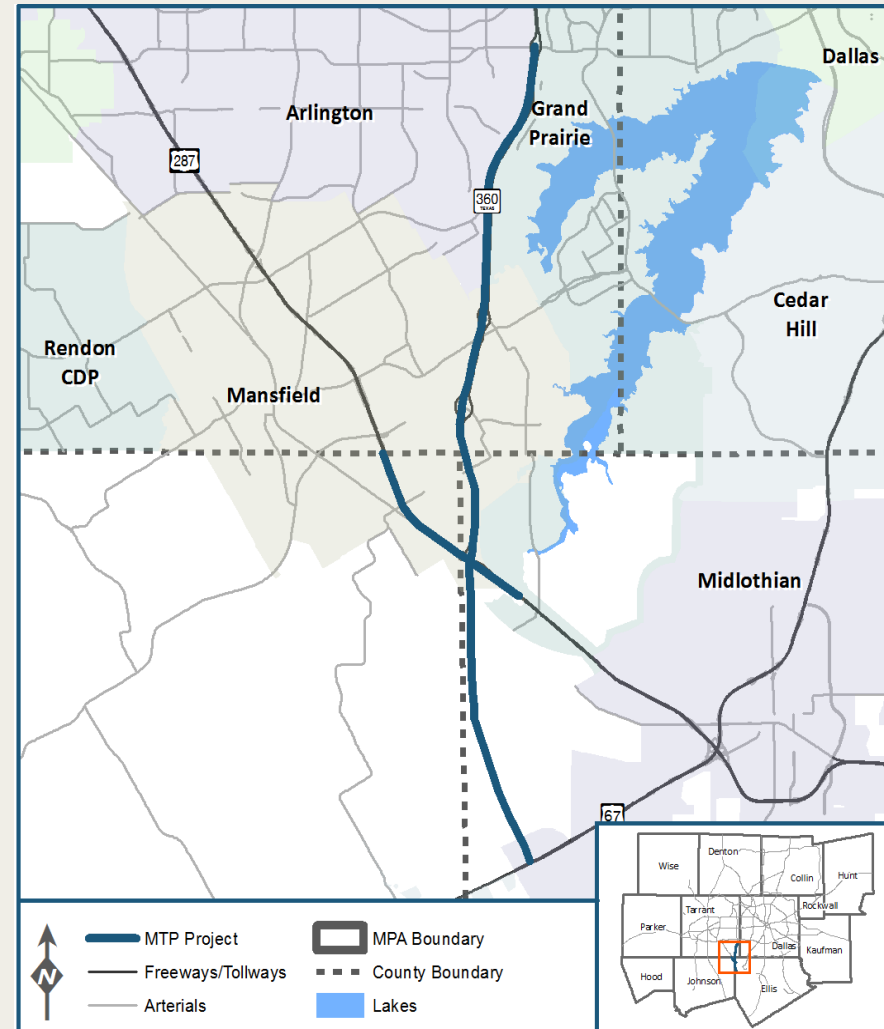
- In 2012, TxDOT requested assistance from the RTC to replenish the SIB by “purchasing” an NTTA SIB loan
 - NTTA originally took out the loan to finance construction of the President George Bush Turnpike (PGBT)
 - In October 2012, the RTC agreed to assist TxDOT and assumed the NTTA SIB loan using \$138 million in Regional Toll Revenue (RTR) funds
 - The RTC helped TxDOT by recapitalizing the SIB for future use on other projects across the State
- 
- In 2023, TxDOT staff indicated that the RTC is not “spending” RTR funds fast enough
 - TxDOT forgets partnerships that led to “build up” of funds

SH 360 PUBLIC SECTOR PARTNERSHIP

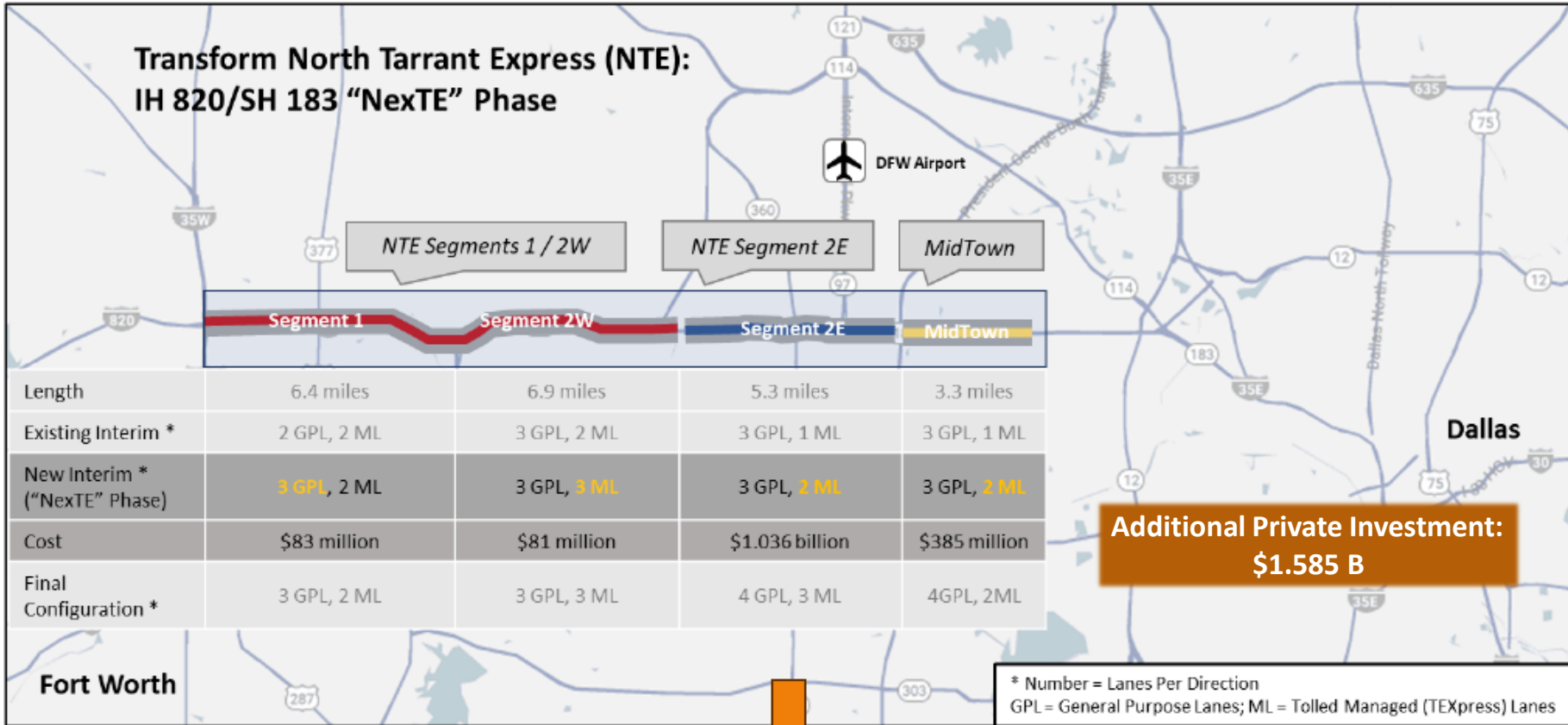
- \$330 Million Design-Build Project
- TxDOT: Construct the project & advance funding
- NTTA: Maintain & operate the facility
- RTC: In 2013, provided a financial backstop to cover the debt service plus operations & maintenance if facility underperformed.
 - In May 2021, the backstop was determined to no longer be needed.

Outcomes:

- 50/50 Revenue Sharing between TxDOT/RTC and NTTA starting in 2050 (can be deferred to 2053 if NTTA builds other improvements first)
- Advanced completion of project by many years (open to traffic May 2018)




NORTH TARRANT EXPRESS




- Aids implementation of an existing P3 agreement
- Will lower tolls on related managed lane facilities
- Will reduce congestion on related main lanes
- Leverages \$1.5 billion in private sector revenues

**TxDOT action
pending since
2020**


FY 2020 CMAQ LAPSE

- April 12, 2021 – TxDOT notified NCTCOG that \$23,940,109 of federal CMAQ funding had lapsed at the end of FY2020
 - FY 2020 year end documentation from TxDOT showed a FY2020 carryover balance of \$16,414,535 federal (with \$8 million already slotted for projects)
 - This means we lost more money in the lapse than TxDOT had previously communicated was available
 - And, \$8 million was already pre-approved by our federal partners for use; TxDOT did not request to use them in time
 - Our historical understanding was that TxDOT spent the oldest funding first on a “first in, first out” basis
 - TxDOT stopped this practice at some point, not realizing the ramifications
- 
- The mistake made in the previous lapse could still happen under new CMAQ/STBG rule
 - Using lapsed funds as a justification for CMAQ/STBG rule change is inaccurate

UTP PROCESS

- If want Category 12 funds in DFW region, need 50/50 contribution of Category 2 funds. Same does not apply to Category 12 funds placed on major projects in Austin and Houston.
- DFW region is growing by 1 million every 7 years, and is therefore, absorbing the growth, but revenues are going to other areas of the State 
- MPOs have to submit projects 3 months before allocations are known and 6 months before TTC project selections are known
- Not consistent across the State
- Regional decisions must be made with incomplete information
- Once information is received, regions have to make final decisions with great haste

2024 UTP TRADES

- TxDOT District staff was instructed to develop a partnership deal with the DFW MPO
 - After consulting with the MPO, TxDOT proposed to trade Category 12 and Category 2 funds on projects to advance IH 30 Canyon project
 - Draft Category 12 funds would go to the region
 - After the trade deal points were settled, existing Category 12 funds on US 380 were removed
- 
- Draft Category 12 funds changed
 - Resulted in a net loss of Category 12 funds on US 380
 - US 380 is both an urban and rural/intercity route

PROPOSED CMAQ/STBG/CATEGORY 2 FUNDING RULE CHANGES

- DFW region has implemented 10 Year Milestone Policy and annual project tracking each fiscal year, plus many innovative funding trades to expedite obligation of CMAQ and STBG funds
 - DFW region has helped with the August Redistribution since 2018, helping TxDOT gain obligation authority from other states
 - DFW MPO and TxDOT District have maintained great working relationships throughout our history, which has allowed us to expedite the funding and implementation of projects over decades
 - In late 2022, the RTC committed \$50 million in federal funding to a Regional Safety Program & partnering with the TxDOT Safety Taskforce to help #EndTheStreak
- 
- Creating institutional barriers to implementation via rulemaking
 - TxDOT agreements take excessively long, which delays implementation of needed projects (e.g., Regional 511 Agreement/need 6-year contract)
 - Some agreements take 2 years

DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

The North Central Texas Council of Governments (NCTCOG) is seeking recommendations on air quality improvement projects for your community!

NCTCOG is collaborating with local stakeholders in the Dallas-Fort Worth region to develop a comprehensive Air Quality Improvement Plan (DFW AQIP). The plan will create a roadmap to improve air quality, protect public health, and reduce the impacts of extreme weather events.



Your input is requested and important! Please go to www.publicinput.com/dfwAQIP to make recommendations, attend an open house, and more.

FOCUS AREAS:



Energy

- Reduce energy use and costs
- Facilitate the use of energy efficient products
- Improve reliability of the Texas electrical grid
- Generate more power from low-emitting or renewable energy sources



Water, Wastewater, and Solid Waste

- Improve water quality and reduce flooding
- Conserve water
- Encourage expansion of local recycling and composting



Transportation

- Increase use of cleaner vehicles, such as electric and natural gas
- Create walkable communities
- Provide more public transit options
- Build a more efficient and safer roadway system



North Central Texas
Council of Governments

This work is funded by the Environmental Protection Agency's Climate Pollution Reduction Grants: Planning Grants. Written feedback can be mailed to Irenis Hemoillo, Air Quality Planner, at P.O. Box 5888, Arlington, TX 76005-5888



@nctcogtrans

PLAN PARA MEJORAR LA CALIDAD DEL AIRE EN DALLAS-FORT WORTH

¡El North Central Texas Council of Governments (NCTCOG) solicita recomendaciones sobre los proyectos de mejoras en la calidad del aire para tu comunidad!



El NCTCOG está colaborando con las partes interesadas locales en la región de Dallas-Fort Worth para desarrollar un Plan de Mejora para la Calidad del Aire (DFW AQIP por sus siglas en inglés).

¡Se solicita tu aportación y es importante! Visita www.publicinput.com/dfwAQIP para hacer recomendaciones, asistir a una sesión informativa, y más.

ÁREAS DE ENFOQUE:



Energía

- Reducir el uso y costos de energía
- Facilitar el uso de productos eficientes en energía
- Mejorar la fiabilidad de la red eléctrica de Texas
- Generar más energía a partir de fuentes de energía renovables o de bajas emisiones



Agua, Aguas Residuales, Residuos Sólidos

- Mejorar la calidad del agua y reducir las inundaciones
- Conservar agua
- Fomentar la expansión local del reciclaje y compostaje



Transportación

- Aumentar el uso de vehículos menos contaminantes, como eléctricos y gas natural
- Formar comunidades peatonales
- Proporcionar más opciones de transporte público
- Construir un sistema de carreteras más eficiente y seguro



North Central Texas
Council of Governments

Este proyecto se financia por Subvenciones para la Reducción de la Contaminación Climática de la Agencia de Protección al Medio Ambiente: Subvenciones de Planificación. Los comentarios por escrito pueden enviarse por correo a Iriena Hermosillo, Air Quality Planner, at P.O. Box 5888, Arlington, TX 76005-5888



@nctcogtrans

Safety Program Implementation of Innovative Ideas to Reduce Youth Fatalities Due to Motor Vehicle Crashes

Regional Transportation Council

**Natalie Bettger
Senior Program Manager
December 14, 2023**

\$50 Million Regional Transportation Council Safety Program (DFW Region) FY 24-26

Category	Final	
Speed Enforcement ¹	\$7 Million	
Speed Education ²	\$2 Million	
Bicycle/Ped Education ²	\$2 Million	
Bicycle/Ped Engineering ³	\$10 Million	
Freeway Operations Engineering and Intercity Connections ³	\$25 Million	
Other	\$4 Million	+4 Million
Totals	\$50 Million	

¹ Increased Law Enforcement Presence

² Enhance Existing Education Campaigns – Drive Aware N. Texas and Look Out Texans

³ Identify through Roadway Safety Audit and Regional Safety Plans

What are we missing?

In Texas:

12 percent Licensed Drivers under 25 and
account for 19 percent of fatalities in motor vehicle crashes.

Call for Partners for Youth Innovative Ideas

Colleges, Universities and School Districts

Mental Health Experts

Law Enforcement

Driver Education Curriculum Developers

Social Media / Gaming Industry

Action Requesting

RTC approval of:

- Allocate \$4M in Regional Toll Revenue to focus on ways to reduce the youth fatality rate associated with motor vehicle crashes in the Dallas-Fort Worth Region.
- Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

Safety Team Contacts

Roadway Safety

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org

Sonya J. Landrum
Program Manager
slandrum@nctcog.org

Kevin Kroll
Senior Transportation Planner
kkroll@nctcog.org

Bicycle / Pedestrian Safety

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org

Kevin Kokes
Program Manager
kkokes@nctcog.org

Additional Professional Services for the Cotton Belt Trail



Karla Windsor

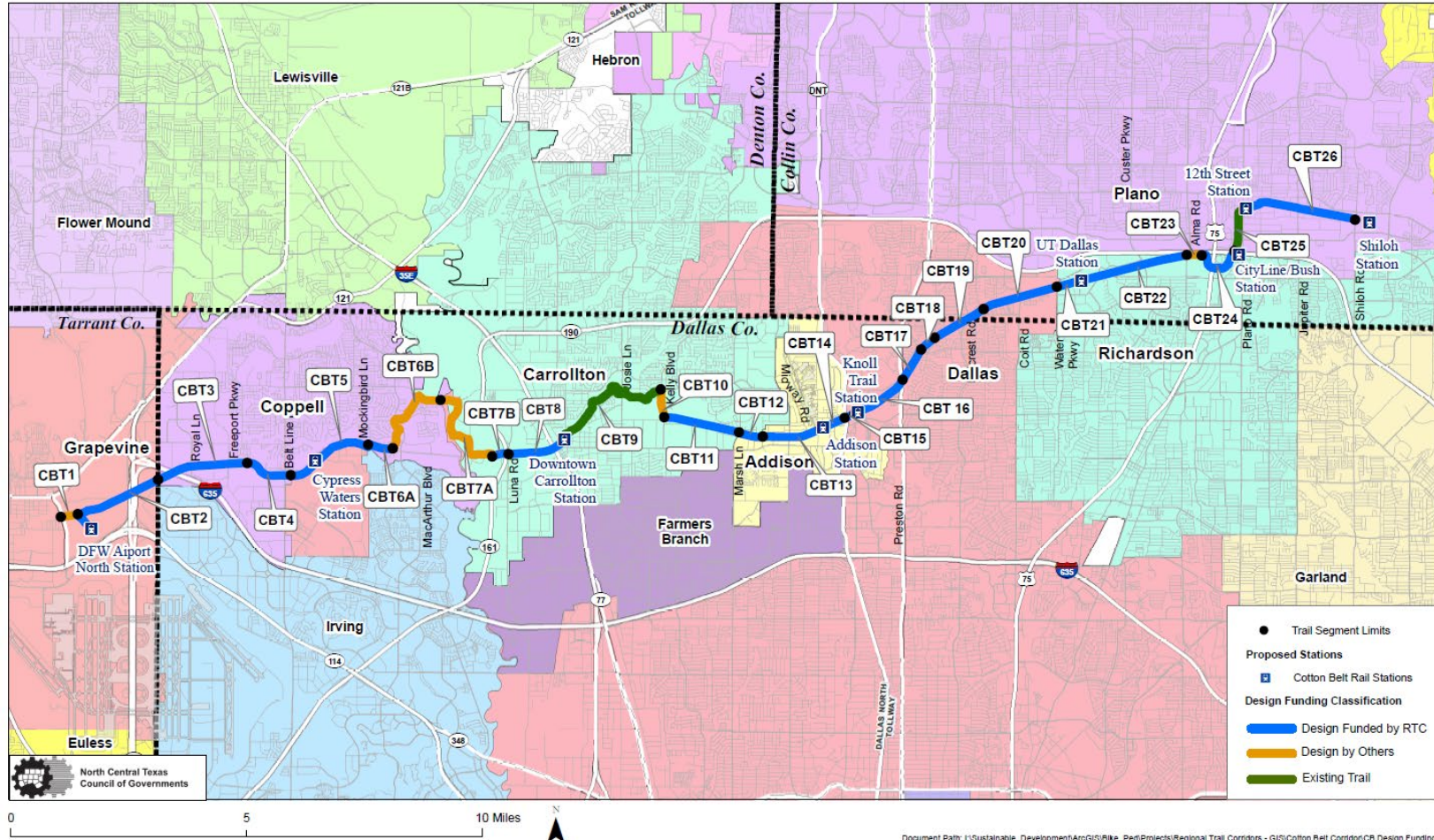
Regional Transportation Council

December 14, 2023



History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- Dallas Area Rapid Transit (DART) partnership to implement with the Silver Line Rail
- Engineering design currently underway

Timeline

Date	
2018 (Oct)	RTC approved funding for design (\$8.2M) and construction of the Cotton Belt Trail “critical” sections (\$19.46M federal and \$1.81M local)
2020 (Sept)	RTC approved additional funding for design (\$8.2M to \$14.9M)
2020 (Nov)	Notice to Proceed Trail engineering design
2023	Phase 1 Construction Initiated (five critical bridges)
2023 (June)	USDOT RAISE Grant Award Announced (\$25M)
2023 (Oct)	TxDOT Transportation Alternatives Award Announced (\$25M)
2024 (spring)	Phase 2 Construction: Local Acquisition of Easements completed
2024 (spring / early summer)	Phase 2 Project Advertisement, Open Bid, Negotiate and Award Construction Contract
2024 (fall)	Phase 2 Begin Construction

Cotton Belt Regional Veloweb Trail

Phase 2 Construction: Addison to Plano



Additional Professional Services

- Design process identified additional unanticipated constraints and alternatives needed. Additional engineering design needed to adequately complete the plans that will be issued for construction.
- Staff requests up to \$4 Million of federal Congestion Mitigation and Air Quality Improvement Program funds for the additional professional design services.
- Local Governments will coordinate directly with DART and NCTCOG concerning any changes related to design and ensure there are no unauthorized changes impacting the project budget or timeframe for project implementation.

Requested Action

Regional Transportation Council Approval of:

- Up to \$4 Million of federal Congestion Mitigation and Air Quality Improvement Program funds with 800,000 Regional Transportation Development Credits for additional professional services
- Administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes

Contact Us



Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org

(817) 608-2376

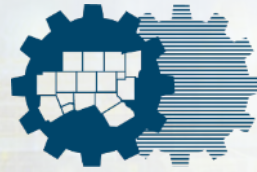


Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org

(817) 695-9275



Update on Dallas-Fort Worth Air Quality Improvement Plan Development

Lori Clark,
Senior Program Manager & DFW Clean Cities
Director
Regional Transportation Council
12.14.2023

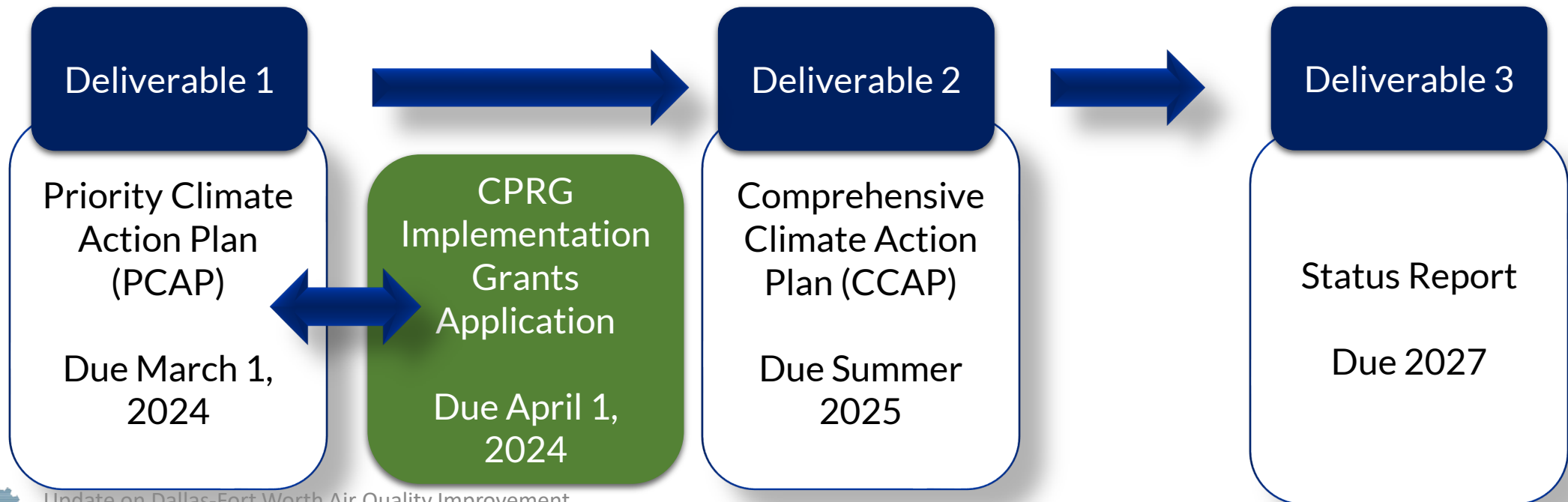
Background on Planning Grant

Funding:

\$1 million in Environmental Protection Agency (EPA) Funds From Climate Pollution Reduction Grant (CPRG) Planning Grant Program

Scope:

Develop and implement plans to reduce greenhouse gases (GHGs) and other pollutants of local concern North Central Texas Council of Governments (NCTCOG) serving as lead for the eligible Dallas-Fort Worth Metropolitan Statistical Area



NCTCOG Approach

Leverage CPRG Planning Grant to Develop Dallas-Fort Worth (DFW) Air Quality Improvement Plan

- Implement measures that reduce ozone-forming pollutants, particulate matter, and GHGs
- Create cost-effective benefits to the region, particularly low-income and disadvantaged communities
- Complement state efforts to attain federal ozone standards
- Include all 16 NCTCOG counties
- Coordinate across 3 NCTCOG Departments
 - Transportation
 - Environment and Development
 - Workforce Solutions of North Central Texas
- Collaborate with local governments, special districts, and other stakeholders
- **Pursue Competitive Implementation Grant application**



Transportation



Energy



Solid Waste



Water



Agriculture/
Forestry/Land Use



Carbon Removal



CPRG Implementation Grants

Will Provide Funding to Implement Strategies Included in PCAPs Submitted under Planning Grants

Eligible applicants include Lead Agencies for CPRG Planning Grants, States, Municipalities, Tribes
Applications are due April 1, 2024

Competition Incentivizes Collaborative Applications

30-115 Awards Anticipated Nationwide
Scoring based on cumulative benefits of proposed initiatives
EPA will not award multiple grants for the same initiative in the same area
EPA anticipates no more than 2 awards to applicants at same level of government within a certain area

Tier	Grant Ranges	Funds Targeted for Each Tier	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$2B	4-10
Tier B	\$100M - \$199M	\$1.3B	6-13
Tier C	\$50M - \$99M	\$.6B	6-12
Tier D	\$10M - \$49M	\$.3B	6-30
Tier E	\$2M - \$9.9M	\$.1B	10-50



Planning Grants Deliverable 1: Priority Climate Action Plan

“A narrative report focused on near-term high-priority, implementation-ready measures to reduce GHG pollution and an analysis of GHG emissions reductions that would be achieved through implementation.” - [CPRG Planning Grants Guidance](#)

Task	Description	Completion Date
GHG Emissions Inventory	Calculate the GHGs produced in the 16 counties in North Texas	January 2024
Quantified GHG Reduction Measures	Identify short-term projects, programs, and policies to reduce GHG emissions (targeting emissions benefits in 2025) Quantify the benefits of projects, programs, and policies	January 2024
Low-Income/Disadvantaged Communities (DACs) Benefits Analysis	Calculate the potential benefits to disadvantaged communities through the deployment of GHG reduction measures	February 2024
Review of Authority to Implement	Review GHG reduction measures to ensure they can be implemented <i>NCTCOG anticipates measures will be voluntary/incentive</i>	February 2024
Funding Analysis	Identify funding to implement the GHG reduction measures	February 2024



Public Involvement and Outreach

“Open House” Style Public Meetings

City of Dallas/Dallas County – December 4

City of Aledo – December 12

City of Fate – January 16, 2024

City of Fort Worth – January 18, 2024

Others TBD

Virtual Engagement

Survey on topics of concern and interest

<https://www.publicinput.com/dfwAQIP-survey>

Meetings with Nonprofits/Community Groups

Listening Session 1 – November 14

Listening Session 2 – January 2024

Presentations to Local Meetings as Requested

Existing Feedback (e.g., Map Your Experience)

PLAN PARA MEJORAR LA CALIDAD DEL AIRE EN DALLAS-FORT WORTH

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ÁREAS DE ENFOQUE:

- Energía**
 - Reducir el uso y costos de energía
 - Facilitar el uso de productos eficientes en energía
 - Mejorar la fiabilidad de la red eléctrica de Texas
 - Generar más energía a partir de fuentes de energía renovables o de bajas emisiones
- Agua, Aguas Residuales, Residuos Sólidos**
 - Mejorar la calidad del agua y reducir las inundaciones
 - Conservar agua
 - Fomentar la expansión local del reciclaje y compostaje
- Transportación**
 - Aumentar el uso de vehículos menos contaminantes, como eléctricos y gas natural
 - Formar comunidades peatonales
 - Proporcionar más opciones de transporte público
 - Construir un sistema de carreteras más eficiente y seguro

North Central Texas Council of Governments | Este proyecto se financia por Subvenciones para la Reducción de la Contaminación Química de la Agencia de Protección al Medio Ambiente, Subvenciones de Planificación. Los comentarios por correo electrónico envíelos por correo a Elena Harmsillo, Air Quality Planner, al P.O. Box 3886, Arlington, TX 76010-3886 | [nctcogtrans](https://www.nctcogtrans.com)

DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

The North Central Texas Council of Governments (NCTCOG) is seeking recommendations on air quality improvement projects for your community!

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Your input is requested and important! Please go to www.publicinput.com/dfwAQIP to make recommendations, attend an open house, and more.

FOCUS AREAS:

- Energy**
 - Reduce energy use and costs
 - Facilitate the use of energy efficient products
 - Improve reliability of the Texas electrical grid
 - Generate more power from low-emitting or renewable energy sources
- Water, Wastewater, and Solid Waste**
 - Improve water quality and reduce flooding
 - Create walkable communities
 - Encourage expansion of local recycling and composting
- Transportation**
 - Increase use of cleaner vehicles, such as electric and natural gas
 - Create walkable communities
 - Provide more public transit options
 - Build a more efficient and safer roadway system

North Central Texas Council of Governments | This work is funded by the Environmental Protection Agency's Climate Pollution Reduction Grants, Planning Grants. Written feedback can be mailed to Elena Harmsillo, Air Quality Planner, at P.O. Box 3886, Arlington, TX 76010-3886 | [nctcogtrans](https://www.nctcogtrans.com)



Get Involved

Ensure Your Organization is Engaged

Attend Workshop-Style Meetings

Respond to Survey

Projects of Highest Interest

Projects Where Funding is Most Needed

Existing Plans/Reports that Enable “Shovel-Ready” Projects

Submit a Letter of Support (If Not Done Already)

Template Available on Website

Promote Opportunities for Community Engagement

Open House Public Meetings

Survey for Residents

Listening Session for Community-Based Organizations and Nonprofits



<https://publicinput.com/dfwAQIP>



Anticipated Schedule

(Deliverable 1 and Implementation Grant Submittal)

Milestone	Date
Public Engagement Opportunities	Ongoing Through February 2024
RTC Information Item – Preliminary Strategy Identification	January 11, 2024
Workshop for Collaborating Entities	January 17, 2024
Executive Board Information Item	January 11, 2024
STTC Action Item – Recommend Plan Approval	January 23, 2024
Optional Notice of Intent to Apply to CPRG Implementation Grants	February 1, 2024
RTC Action Item – Plan Approval	February 8, 2024
Executive Board Action Item – Plan Approval	February 22, 2024
Preliminary Climate Action Plan Due to EPA	March 1, 2024
STTC, RTC, and Executive Board Action – Implementation Grant Submittal	February – March 2024
CPRG Applications Due	April 1, 2024
Anticipated EPA Award of CPRG Implementation Grants	October 2024



For More Information

DFW AQIP Plan and Strategy Development

Lori Clark
Senior Program Manager &
DFWCC Director
lclark@nctcog.org

Chris Klaus
Senior Program Manager
cklaus@nctcog.org

Susan Alvarez, PE, CFM
Director of Environment &
Development
salvarez@nctcog.org

Savana Nance
Senior Air Quality Planner
snance@nctcog.org

Alyssa Knox
Environment &
Development Planner
aknox@nctcog.org

Greenhouse Gas Inventory Development

Jenny Narvaez
Program Manager
jnarvaez@nctcog.org

Vivek Thimmavajjhala
Transportation System Modeler
vthimmavajjhala@nctcog.org

Daniela Tower
Air Quality Planner
dtower@nctcog.org



CPRG Planning Grants Deliverables

Plan Element	Deliverable 1: Priority Climate Action Plan – Due March 31, 2024	Deliverable 2: Comprehensive Climate Action Plan – Due Summer 2025	Deliverable 3: Status Report – Due 2027
Greenhouse Gas (GHG) Inventory	Required	Required	Update Encouraged
GHG Emissions Projects	Not Required	Required	Update Encouraged
GHG Reduction Targets	Not Required	Required	Not Required
Quantified GHG Reduction Measures	Required (priority measures only)	Required (comprehensive)	Status & Updates Required
Benefits Analysis	Encouraged	Required	Required
Low Income/Disadvantaged Communities Benefits Analysis	Required	Required	Required
Review of Authority to Implement	Required	Required	Update Required
Identify other Available Funding	Encouraged	Required	Required
Workforce Planning Analysis	Encouraged	Required	Required
Next Steps/Future Budget Needs	Not Required	Not Required	Required



Eligible Implementation Grant Measures

Goals:

- Advance the transition towards a decarbonized economy
- Improve air quality
- Pursue innovative policies and programs that are replicable and can be “scaled up” across jurisdictions
- Benefit low-income and disadvantaged communities
- Incorporate high labor standards
- Support measures for which funding is unavailable or insufficient

Eligible Measures:

- New stand-alone measures
- Expansion of current measures that are already implemented
- New measures which needs additional funding
- There are no limits on the number of measures an application can include and applications are scored on the cumulative benefits from all measures

To be eligible for CPRG Implementation Grant funding a Measure must be included in a PCAP



Public Involvement – EPA Requirements

CPRG Planning Grants

Must involve stakeholder groups and the public in the plan development process
Can include in-person and/or virtual meetings, making information available through websites, and more

CPRG Implementation Grants

Applicant must discuss:

1. How input by DACs has been incorporated into application.
2. How meaningful engagement with DACs will be continuously included in the development and implementation of the GHG reduction measures throughout the life of the grant

Grant recipients will be expected to report on their community engagement



Proposed Strategy Prioritization

Strategies Could Be:

- Regional - Implemented by NCTCOG on behalf of the region
- Local - Implemented by local governments
- Other - Implemented by other organizations (e.g., utilities, private companies, etc.)

CPRG Deliverable 1

Reduces GHGs and Criteria Pollutants

Reflects Regional Interest

Benefits DACs

Is Voluntary or Reflects State
Regulation

Can be Implemented in 2025

Implementation Grants

Reduces GHGs and Criteria Pollutants

Reflects Regional Interest

Benefits DACs

Is Voluntary or Reflects State
Regulation

Can be Implemented in 2025

Funds a Strategy for Which Other
Funding is Unavailable or Insufficient

Is Cost-Effective

Advances Decarbonization

Is Innovative

CPRG Deliverable 2

Reduces GHGs and Criteria Pollutants

Reflects Regional Interest

Benefits DACs

Is Voluntary or Reflects State
Regulation

No Implementation Deadline

Supports Air Quality Improvement
Goals (Targets)



EPA Scoring Criteria for CPRG Implementation Grant Proposals

Evaluation Criteria	Points
Overall Project Summary and Approach	45
Impact of GHG Reduction Measures	60
Environmental Results - Outputs, Outcomes, and Performance Measures	30
Low Income and Disadvantaged Communities	35
Job Quality	5
Programmatic Capability and Past Performance	30
Budget and Timely Expenditure of Grant Funds	45





NCTCOG PRESENTATION

Advancing Transportation Technologies and Innovative Program

Regional Transportation Council
12.14.2023

Natalie Bettger
Senior Program Manager

Advanced Transportation Technology and Innovation (ATTAIN) Program

- Continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program
- \$120M ((\$60 million for FY 2023 and \$60 million for FY 2024). Rural Set-Aside of 20%.
- 5-10 awards up to \$12M apiece
- 20 percent local match required
- NOFO issued 11/24/23
- Applications due: 02/02/24



ATTAIN Technologies

- Technologies to improve emergency evacuation and responses
- Integrated corridor management systems
- Electronic pricing, toll collection, and payment systems
- Technology for HOV toll lanes, cordon pricing, or congestion pricing
- Integration of transportation service payment systems
- Advanced mobility access, like shared-use mobility applications and systems to support services for elderly and disabled individuals
- Retrofitting dedicated short-range communications (DSRC) as part of pilot programs to cellular vehicle-to-everything (C-V2X) technology
- Integration of ITS with Smart Grid or other charging systems



ATTAIN Program Goals

- Reduced fatalities and injuries and increased safety
- Reduced traffic delays/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



Administration's Priorities

- Safety
- Climate Change and Sustainability
- Equity
- Workforce Development, Job Quality, and Wealth Creation



DOT Focus Areas

- State of Good Repair
- Integration of intelligent transportation system with Smart Grid and other energy distribution and charging systems.
- Advance Public Transportation Systems
- Freight (or Port) Community Systems
- ROUTES Initiative
- Complete Trip Program
- Data Availability



2023 ATTAIN Opportunity Request for Partners

Applications to leverage Digital Roads to:

- Harness Data, Technology and Connectivity
- Enable Safer Trips
- Deliver Efficient and Faster Transportation
- Enhance Customer Service
- Integrate with Regional TSMO Data Hub

Issued 11/06/23

Applications due: 12/08/23



Schedule

~~12/08/23: STTC Information~~

12/14/23: RTC Information

01/11/24: RTC Action

01/25/24: NCTCOG Executive Board Action

01/26/24: STTC Endorse RTC Action

NCTCOG letters of support requests due: 01/22/2024

Contact: [Nicholas Allen](#)



Contacts



Natalie Bettger

Senior Program Manager

Congestion Management and System Operations

Email: nbettger@nctcog.org



Vickie Morris

Project Engineer

Congestion Management and System Operations

Email: VMorris@nctcog.org



End of Ozone Season Recap

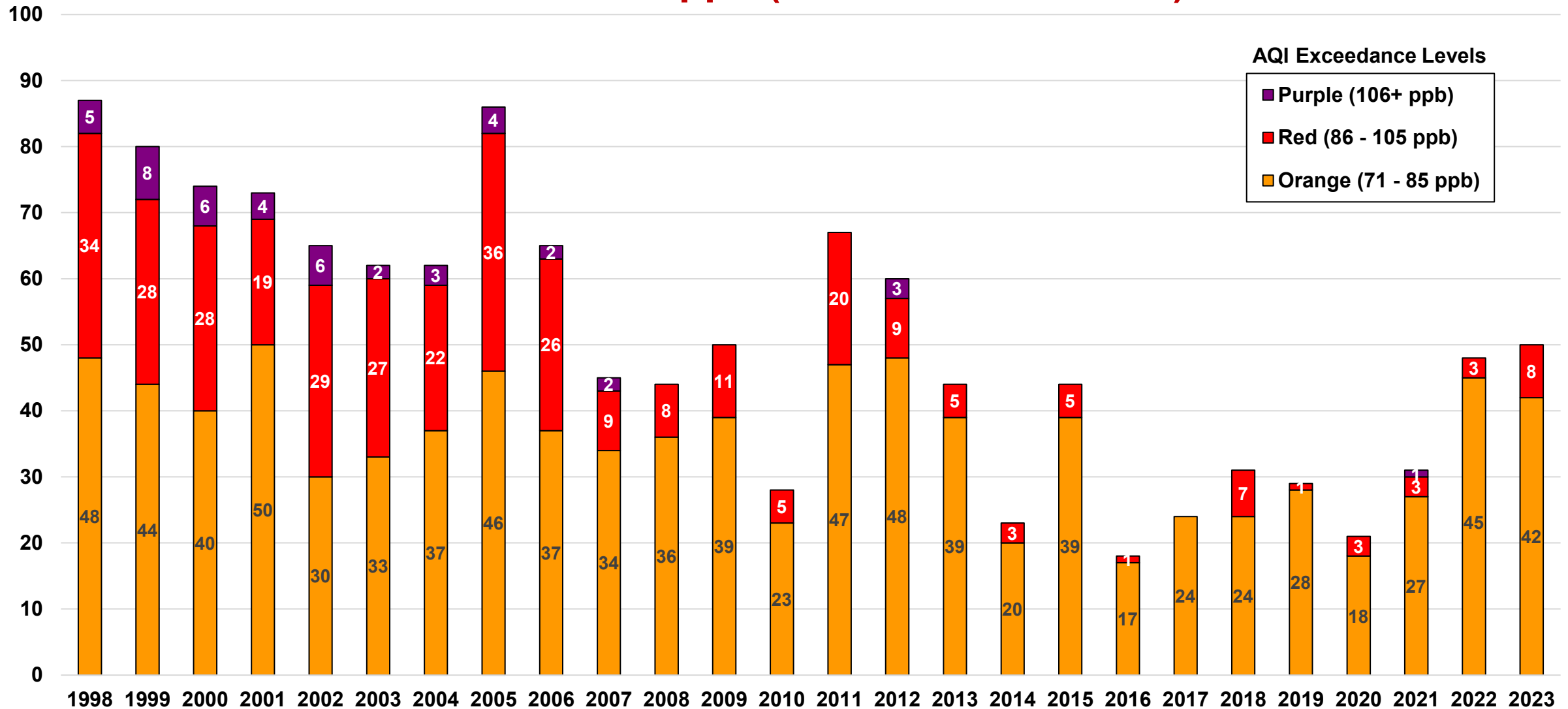
Regional Transportation Council
December 14, 2023

Chris Klaus



8-Hour Ozone National Ambient Air Quality Standards - Exceedance Trends

Based on ≤ 70 ppb (2023 Ozone Season)



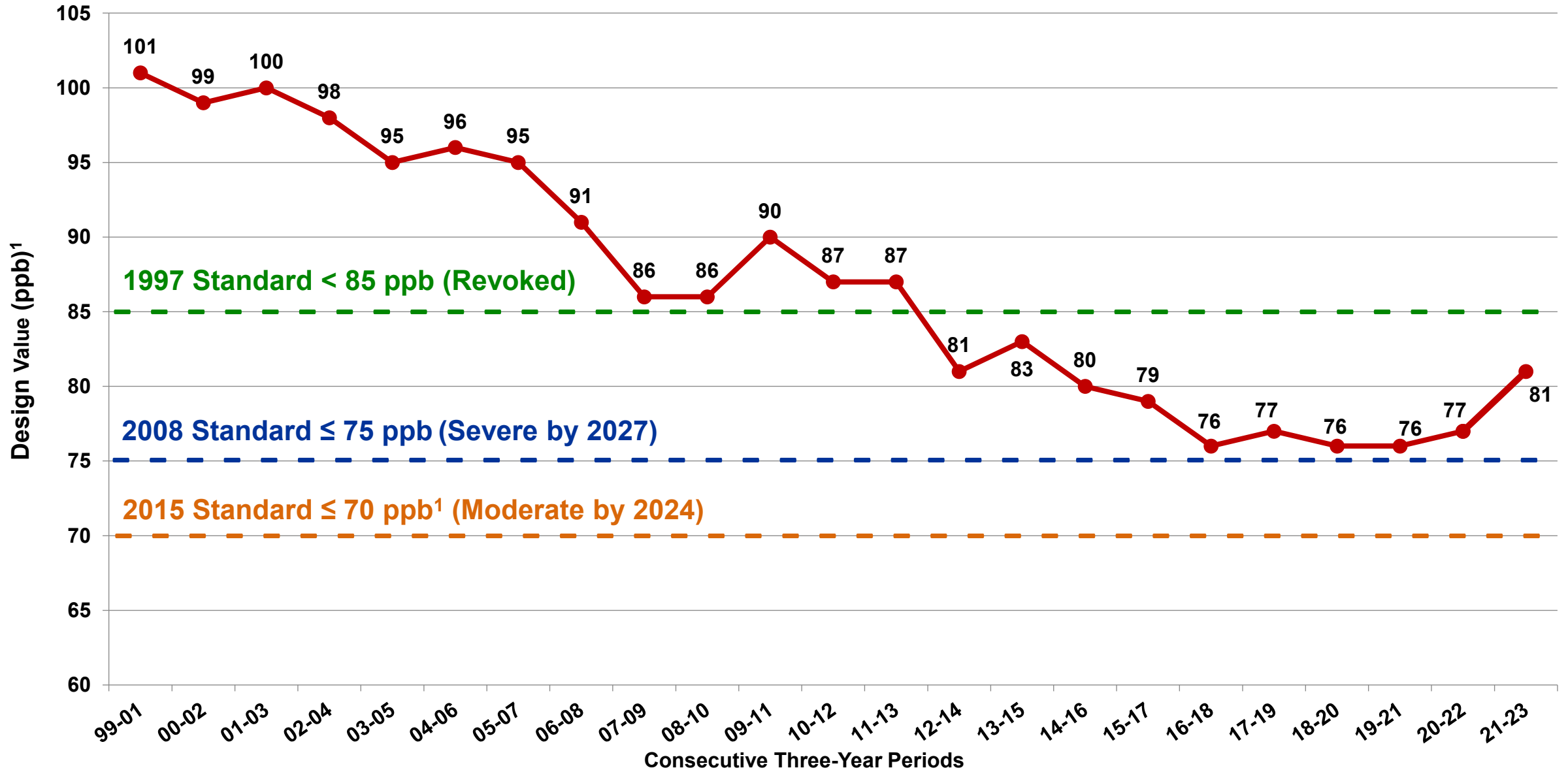
AQI Exceedance Levels

- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion NAAQS = National Ambient Air Quality Standards

2023 Ozone Design Value Trends – Preliminary



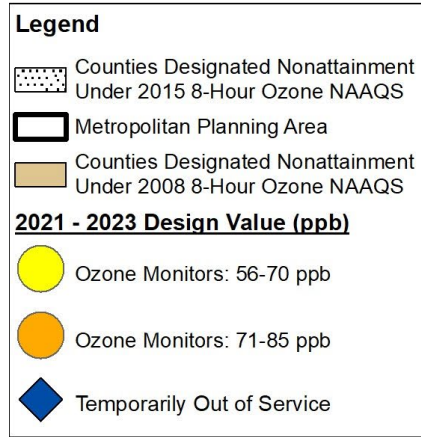
¹Attainment Goal - According to the US Environmental Protection Agency (EPA) National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

NO_x and VOC Emissions Apportionment

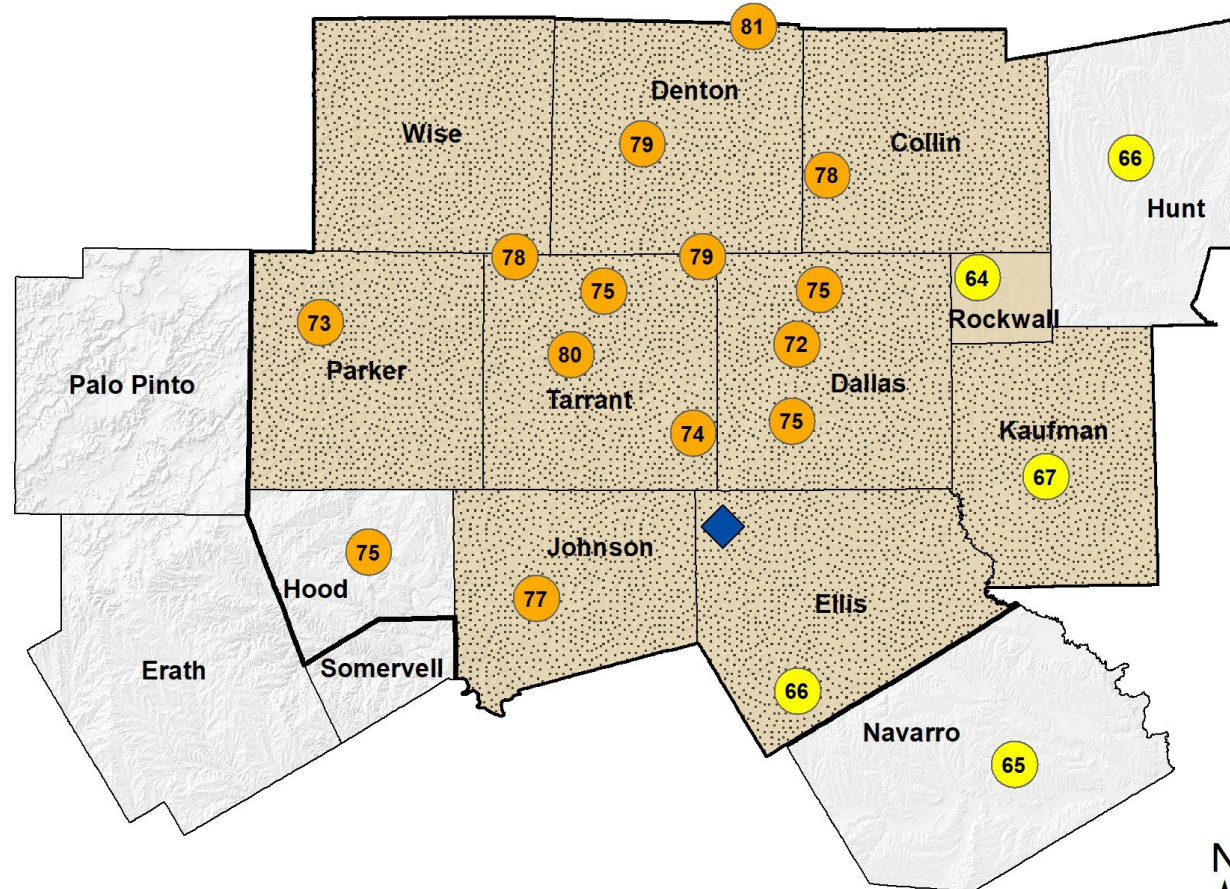
Dallas-Fort Worth (DFW) 10-County Nonattainment Area Nitrogen Oxides (NO _x) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

Monitor Locations with Associated Fourth Highest Value

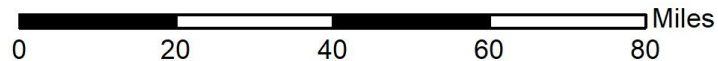
2023 Ozone Season



Colors represent Air Quality Index Breakpoints



Prevailing Wind Direction During Summer Ozone Season



Timeline and Milestones – 2015 Ozone Standard

2015 Ozone Standard (≤ 70 ppb)

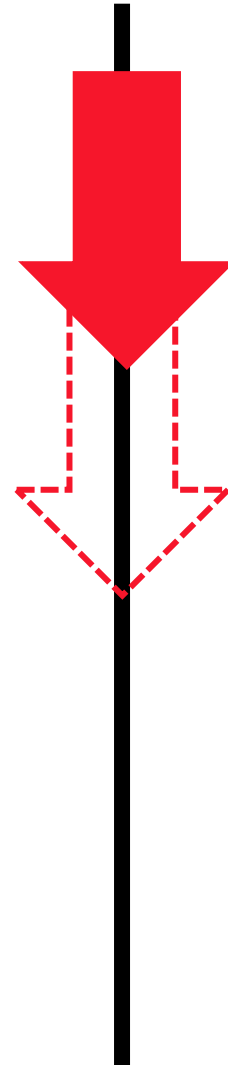
Attainment Date:
No later than **August 3, 2024**

*Attainment will be based on
2021-2023 Ozone Monitor Data*

Preliminary Ozone Season
Monitor Value = 81ppb

Governor submitted voluntary
reclassification to EPA (10-12-2023)
(Electronic Item 9.2)

TCEQ indicated assistance need
for emission reduction strategies



EPA Ozone Classifications

Marginal
(3 years to attain)

Moderate
(6 years to attain)

Serious
(9 years to attain)

Severe
(15/17 years to attain)

Extreme
(20 years to attain)

Attainment Date

2021

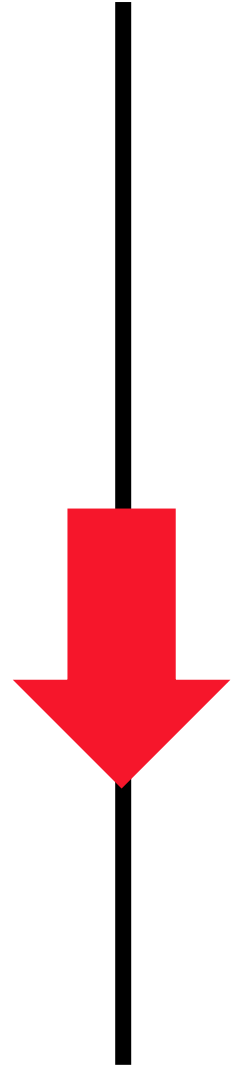
2024

2027



Timeline and Milestones – 2008 Ozone Standard

<u>2008 Ozone Standard (≤ 75ppb)</u>	<u>EPA Ozone Classifications</u>	<u>Attainment Date</u>
Attainment Date: No later than July 20, 2027	Marginal (3 years to attain)	---
<i>Attainment will be based on 2024-2026 Ozone Monitor Data</i>	Moderate (6 years to attain)	2018
*Severe designation = Section 185 fees if unable to reach attainment	Serious (9 years to attain)	2021
TCEQ State Implementation Plan Hearing = January 11, 2024 (Electronic Item 9.3)	Severe (15/17 years to attain)	2027
TCEQ State Implementation Plan Comments End January 16, 2024	Extreme (20 years to attain)	



Air Quality 2.0 – Path Forward

Diesel Engines

Idling

Tampering

Locomotives

Construction Equipment

Vehicle Inspection Fraud

Vehicle Miles Traveled

Low Speeds/Stop & Go

Engine Cold Starts

Photochemical Modeling

State and National Transport

Weather/Meteorology/High

Temperatures

Coal Power Plants

Politics

Energy Consumption



For More Information

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

VIVEK THIMMAVAJJHALA
Transportation System Modeler
vthimmavajjala@nctcog.org
817-704-2504

DANIELA TOWER
Air Quality Planner
dtower@nctcog.org
817-704-2956

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

