# City of Dallas Funds from DART

<table>
<thead>
<tr>
<th></th>
<th>Before Mediation</th>
<th>Proposed(^1)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>DART Excess</td>
<td>$111.1\text{M}</td>
<td>$111.1\text{M}</td>
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<tr>
<td>Betterments</td>
<td>-36.0\text{M}</td>
<td>-5.2\text{M}</td>
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<td>Delays</td>
<td>-43.5\text{M}</td>
<td>-15.9\text{M}</td>
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<tr>
<td>Balance to Dallas</td>
<td><strong>31.6\text{M}</strong></td>
<td>90.0\text{M}</td>
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<tr>
<td>DART to NCTCOG</td>
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<td>-10\text{M}</td>
<td>RTC June</td>
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<tr>
<td>Net Balance from DART</td>
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<td><strong>$80\text{M}</strong></td>
<td>($50\text{M} + $30\text{M})</td>
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<td>NCTCOG #1</td>
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<td>5.3\text{M}</td>
<td>RTC July?</td>
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<tr>
<td>NCTCOG #2</td>
<td></td>
<td>15.4\text{M}</td>
<td>RTC June</td>
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<tr>
<td>Net Net for Dallas</td>
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<td><strong>$100.7\text{M}</strong></td>
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</tbody>
</table>

\(^1\text{Hillcrest closed for construction: safety, lower public travel delays and earlier Silver Line opening}\)
PROPOSED NATIONAL JUNETEENTH MUSEUM PARTNERSHIP

Regional Transportation Council
June 8, 2023
BACKGROUND

• National Juneteenth Museum proposed to be located in Fort Worth on Rosedale Street east of IH 35W

• The community has requested regional funding for associated infrastructure:
  • Roadway
  • Sustainable Development/Parking/Land Use
  • Transit
  • Technology
  • Optimal Use of Green Space (i.e., public park)

• Supports City of Fort Worth investments/neighborhood revitalization projects (e.g., Evans and Rosedale Redevelopment project) in the same area

Source: National Juneteenth Museum
METHODOLOGY

• Reviewed construction elements related to transportation items for transit access, vehicular circulation, and landscaping/streetscaping

• Financial participation would involve traditional funding grants with the City of Fort Worth and/or Trinity Metro administering the funding
DEVELOPMENT CONTEXT

• City of Fort Worth Evans & Rosedale Redevelopment Project (#1)
  • City providing $9 million public partnership with ~$70 million from private developer, Hoque Global
  • At least 370 housing units (20 percent of them affordable), retail space, and a grocery tenant
  • Parking garage and surface lots, 400+ spaces

• Mt. Zion Baptist Church Parking (#2)
  • 11 lots, estimated 127 parking spaces

• Southside Community Center (#3)
  • 102 parking spaces. City reviewing options for future of the center.

• Evans Plaza Park (#4)
  • $1.225 million from City committed to design and construction

• National Juneteenth Museum (#5)
  • Up to $15M approved by City (pending private funding commitment for the Museum)
PROPOSED SITE

East Rosedale Street
Verbena Street
Veal Street
Public Library
Mt. Zion Baptist Church
IH 35W
## Proposed Improvements

<table>
<thead>
<tr>
<th>Type</th>
<th>Improvement</th>
<th>Proposed RTC Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>Realignment of East Rosedale at Veal Street intersection</td>
<td>$750,000 STBG&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Sustainable Development/Parking/Land Use</td>
<td>Reconstruct and manage parking (publicly owned/leased), add brick pavers and streetscape enhancements, add lighting and improve security; project will enhance travel and tourism</td>
<td>$1,250,000 RTR&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td>Transit</td>
<td>Construct a context-sensitively designed transit portico/station at Rosedale and Veal Street, including real-time arrival/departure information</td>
<td>$500,000 STBG&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Technology</td>
<td>Deploy broadband as a travel demand management program to reduce the need for single occupant vehicle travel</td>
<td>$250,000 STBG&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Green Space</td>
<td>Management of public space to create/facilitate a walkable destination</td>
<td>$250,000 RTR&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$3,000,000</strong></td>
</tr>
</tbody>
</table>

<sup>1</sup> STBG = Surface Transportation Block Grant; To be matched with regional Transportation Development Credits

<sup>2</sup> RTR = Regional Toll Revenue; No match required
PROPOSED ACTION

• RTC approval of:
  • Proposed investments at the future Juneteenth Museum (contingent upon the museum coming to fruition)
  • 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
CONTACT/QUESTIONS?

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FIVE MILE CREEK TRAIL PARTNERSHIP WITH CITY OF DALLAS AND DISTRIBUTION OF FUNDS BETWEEN MPO REVOLVER AND RTC LOCAL FUND

Regional Transportation Council
June 8, 2023
BACKGROUND

• The North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) is required to pay for expenses associated with projects and programs it implements before federal reimbursement can be requested.

• With the recent award of numerous federal discretionary grants that NCTCOG will be administering (e.g., BUILD, RAISE), the amount of funding needed to cash flow projects has increased significantly.

• NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process.

• The RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed.

• The “MPO Revolver Fund” and RTC Local funds are typically used for these purposes, but those funds are already committed, leading to the need for more local dollars.
BACKGROUND (CONT’D)

• In July 2022, the RTC directed staff to pursue a funding partnership with Dallas Area Rapid Transit (DART) or the City of Dallas to expand the Revolver Fund to cash flow federal grant projects and replenish the RTC Local funding pool.

• Two federal/local partnerships with DART and the City of Dallas are being finalized to accomplish these goals:
  • Allocation of MPO Revolver and RTC Local funds from the partnership with DART (partnership approved December 2022)
  • Five Mile Creek Partnership with City of Dallas (pending)

• A third partnership with DART and the City of Dallas was approved in December 2022 to facilitate the construction of two parking garages.
FIVE MILE CREEK TRAIL PARTNERSHIP WITH CITY OF DALLAS

• The City of Dallas approached NCTCOG regarding funding for part of the Five Mile Creek Trail and expressed interest in helping create local funds for the “MPO Revolver.”

• The trail would provide critical connections to numerous parks, schools, transit facilities, and other trails throughout south Dallas.

Source: City of Dallas
PROPOSED PARTNERSHIP

• In return for $15.4 million of federal funding\(^1\) for the project, the City would send $10 million of local funds to the RTC.
  • $1 million for engineering
  • $14.4 million for construction

• Funding would be matched with regional Transportation Development Credits

• Sections 1, 2, and 4 of the trail would be designed and constructed with this funding.

• Contingent upon final action by the City

• May involve a subsequent trade with DART, City of Dallas, and the RTC to access these local funds

\(^1\) Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant, or Carbon Reduction Program
PROPOSED DISTRIBUTION BETWEEN MPO REVOLVER AND RTC LOCAL POOL

- Between this partnership and DART partnership approved in December 2022, a total of $50 million of local funds would be available to the RTC for use for the Revolver fund and RTC Local pool.

- The following distribution between the two is proposed:
  - Add $5 million to the Permanent Revolver fund for a total of $15 million (that fund already has $10 million)
  - Add a Temporary Revolver with $10 million that would serve as a capital fund and “emergency relief valve” for the Permanent Revolver, if needed
  - Add the remaining $35 million to the RTC Local account
# APPROVAL TIMELINE

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Action (DART Partnership)</td>
<td>December 2, 2022</td>
</tr>
<tr>
<td>RTC Action (DART Partnership)</td>
<td>December 8, 2022</td>
</tr>
<tr>
<td>Executive Board Action (DART Partnership)</td>
<td>January 26, 2023</td>
</tr>
<tr>
<td>Public Meeting</td>
<td>March 13, 2023</td>
</tr>
<tr>
<td>STTC Action (Five Mile Creek Partnership &amp; Fund Distribution)</td>
<td>May 26, 2023</td>
</tr>
<tr>
<td>RTC Action (Five Mile Creek Partnership &amp; Fund Distribution)</td>
<td>June 8, 2023</td>
</tr>
<tr>
<td>Executive Board Action (Five Mile Creek Partnership &amp; Fund Distribution)</td>
<td>June 22, 2023</td>
</tr>
<tr>
<td>Anticipated Dallas City Council Action (Five Mile Creek)</td>
<td>June 28, 2023</td>
</tr>
</tbody>
</table>
PROPOSED ACTION

• RTC approval of:
  • Proposed Five Mile Creek Trail partnership
  • Proposed distribution of local funding into the MPO Revolver fund and RTC Local pool
  • Contingent upon approval by the City of Dallas
  • 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
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Cody Derrick
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Work Zone Data Exchange Project

Thomas J. Bamonte
Technology & Innovation
Regional Transportation Council
6.8.23
Work Zones and Safety

In 2022, more than 25,000 traffic crashes occurred in work zones in Texas, resulting in 205 deaths—approximately one-fifth of US total—and another 788 serious injuries.

Source: TxDOT/FHWA
Work Zones and Vehicle Operations

Source: Ford

Source: Zenesact
Work Zones and Roadway Operations

Identifying work zones
Monitoring work zones
Reporting work zones

Source:
Work Zone Data Exchange

- Roadway Operators
- Work Zone Contractors
- Smart Work Zone Devices

- USDOT Work Zone Data Exchange
- Travel Navigation Services
- OEMs/AVs

Roadway Operators
NCTCOG’s TXSHARE Cooperative Purchase of WZDx Services

Three categories of services
  1. Convert raw work zone data into WZDx format
  2. Establish WZDx-compliant reporting system
  3. General WZDx services

Five vendors under contract:
  • Blyncsy
  • iCone
  • Mixon Hill
  • Navjoy
  • One.Network
Project

1. Call for proposals and assistance from regional partners
2. Based on regional input, order WZDx services from NCTCOG’s existing contracts
3. Implement WZDx services with local partners
   • Identify
   • Monitor
   • Report
4. Assign existing funding to meet needs
Requested Action

1. Approve Work Zone Data Exchange Project;
2. Direct staff to engage regional partners on Project scoping and execution;
3. Utilize existing funding and NCTCOG contracts to advance the Project; and
4. Authorize staff to take administrative steps necessary to implement the Project
Contact

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469-600-0524
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Safe Streets and Roads for All
Regional Planning Grant Application

Regional Transportation Council
6.8.2023
Karla Windsor, AICP
Safe Streets & Roads for All (SS4A) Grant Program

- Created through the Bipartisan Infrastructure Law (BIL)

- Purpose: prevent deaths and serious injuries on our roadways
  - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans

- $5 billion discretionary grant program
  - $1 billion per year over five years

- Inclusive of all types of roadway safety interventions across the Safe Systems Approach

- One application per agency allowed
# Safe Streets & Roads for All Grant Program

### Funding Availability

<table>
<thead>
<tr>
<th></th>
<th>Planning/Demonstration</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>$577 Million**</td>
<td>$100,000</td>
<td>$2.5 Million</td>
</tr>
<tr>
<td>$600 Million</td>
<td>$10 Million</td>
<td>$25 Million</td>
</tr>
<tr>
<td>&lt; 15% per State</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall Program</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.*

**Includes $177 million rollover from FY22

### Cost Sharing

80% Federal | 20% non-Federal

### Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
   (City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

---

*Safe Streets and Roads for All Grant Application*
NCTCOG Regional Safe Streets Planning/Demonstration Grant Project

Advancing Regional Multimodal Safety

Conduct additional planning in targeted corridors recommended by the Regional Roadway Safety Plan and the Regional Pedestrian Safety Action Plan:

- Road Safety Audits
- Safe Routes to Schools Planning

Gather in-depth data in targeted highest risk corridors

- Existing conditions to assist with cost estimates (e.g. lighting, ADA, utilities, land uses)
- Traffic / user counts

Demonstration Activities

- Education, Enforcement, Evaluation, Electronic Tools
## NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

<table>
<thead>
<tr>
<th>Total Planning Budget</th>
<th>Federal (SS4A)</th>
<th>Non-Federal Match</th>
<th>Match Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>$6,250,000</td>
<td>$5,000,000</td>
<td>$1,250,000</td>
<td>Regional Toll Revenue</td>
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</table>

Safe Streets and Roads for All Grant Application
City of Dallas
Safe Streets Implementation
Grant Project
Martin Luther King, Jr Blvd / Cedar Crest Blvd

Implement safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian:

- Complete street (context-sensitive) retrofit
- DART Bus Stops / Smart Shelters upgrades
- Technology upgrades
- Submitted by NCTCOG as lead in 2022 for implementation; will be resubmitted by City of Dallas with NCTCOG/DART partnership.
## Anticipated Budget

<table>
<thead>
<tr>
<th>Component Name</th>
<th>Project Cost</th>
<th>Federal (SS4A)</th>
<th>Non-Federal Match</th>
<th>Match Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades</td>
<td>$26,250,000</td>
<td>$21,000,000</td>
<td>$5,250,000</td>
<td>City of Dallas</td>
</tr>
<tr>
<td>DART Bus Stop / Smart Bus Shelter Upgrades</td>
<td>$1,000,000</td>
<td>$800,000</td>
<td>$200,000</td>
<td>DART</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$27,250,000</strong></td>
<td><strong>$21,800,000</strong></td>
<td><strong>$5,450,000</strong></td>
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# Schedule

<table>
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<tr>
<th>Date</th>
<th>Milestone</th>
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<tbody>
<tr>
<td>March 30, 2023</td>
<td>NOFO Released</td>
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<tr>
<td>May 26, 2023</td>
<td>STTC Action</td>
</tr>
<tr>
<td>June 8, 2023</td>
<td>RTC Action</td>
</tr>
<tr>
<td>June 22, 2023</td>
<td>Executive Board Endorsement (NCTCOG Regional Safety Planning Grant Application)</td>
</tr>
<tr>
<td>July 10, 2023</td>
<td>Applications Due (will submit Friday – July 7th)</td>
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</tbody>
</table>
Requested Action

Approval of NCTCOG planning/demonstration project grant application for the FY2023 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Approve the use of $1.25M in Regional Toll Revenue funds for non-federal match should the project be selected for funding.

Approve staff administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes.

Endorsement of partnership for the City of Dallas application submittal of the MLK Jr Blvd/Cedar Crest Blvd Implementation grant.
Safe Streets and Roads for All Grant Application

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Michael Misantonis
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FEDERAL UPDATE

DEBT CEILING

The Fiscal Responsibility Act of 2023 was approved by Congress on June 1

• Suspends the Federal government’s debt ceiling through January 1, 2025

• Imposes two-year discretionary spending caps, Federal Highway Programs are exempt

• Rescinds some unobligated COVID-19 funds, transit not affected

• Streamlines environmental review processes
Governor Abbott declared a Special Session on border security and property taxes

- The House took action and adjourned on May 30
- Senate committee hearing held this week on border security
- Additional Special Session expected on school vouchers and to finalize property taxes
STATE BUDGET

House Bill 1 – General Appropriations Act for FY24-25

Total Funding: $321.3 billion
TxDOT Funding: $37.2 billion

Riders of interest:

- Southern Gateway Deck Park matching funds if federal grant is awarded
- TxDOT task force to evaluate medium- and heavy-duty charging infrastructure and capacity
APPROVED BILLS

Transportation Funding
• SB 505 Creates a $200/$400 annual electric vehicle fee
• SCR 2 Extends Proposition 7 expiration date to 2042 (State sales tax portion) and 2039 (motor vehicle sales tax portion)
• HB 2230 Extends Proposition 1 expiration date from 2034 to 2042

General Transportation
• HB 3444 Texas Transportation Commission (TTC) to prescribe criteria for the classification of each district as metropolitan, urban, or rural
APPROVED BILLS

Safety

- **HB 898** Harsher penalties for the Move Over, Slow Down Law
- **HB 1885** TTC authority to establish a variable speed limit program to lower speed limits by 10 mph in certain situations

- **HB 3297** Elimination of vehicle safety inspection for noncommercial vehicles
- **HB 4797** Training on the treatment of tollways during inclement weather
APPROVED BILLS

Temporary Tags

- **HB 718** Ends temporary paper tags and requires the issuance of metal plates by dealers
- **HB 914** Increases penalties for temporary tag tampering
- **HB 2195** Increases penalties for fictitious, altered plates

Unmanned Aircraft

- **SB 1308** Prohibits drones over airports & military installations

Broadband

- **HB 9/HJR 125** Creates the Broadband Infrastructure Fund, allocates $1.5 billion, requires voter approval
- **SB 1238** Revises existing Broadband Development Program
APPROVED BILLS

Air Quality & Electric Vehicles

- **SB 1397** TCEQ Sunset bill, continues the agency for 12 years
- **SB 1732** Creates standards for EV charging stations, requiring a widely compatible connector or plug
- **HB 3014** Exempts EVs from emissions inspection
- **HB 4885** Creates the Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP

Water

**SB 28/SJR 75** Creates the Texas Water Fund and the New Water Supply for Texas Fund, requires voter approval
CONTACT US

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NCTCOG Legislative Updates: www.nctcog.org/legislative
Texas Legislature Online: https://capitol.texas.gov/
FY2024 and FY2025
Unified Planning Work Program for Regional Transportation Planning

Regional Transportation Council
June 8, 2023
Unified Planning Work Program for Regional Transportation Planning

Required by the Infrastructure Investment and Jobs Act (IIJA)

Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks
Five Major Tasks

Task 1 – Administration and Management
Task 2 – Transportation Data Development and Maintenance
Task 3 – Short-Range Planning, Programming, and Operations
Task 4 – Metropolitan Transportation Plan
Task 5 – Special Studies
Local Government/Agency Submittals

31 Submittals Received

14 Agencies Submitted Projects:

Collin County/City of Wylie; Cities of Aledo, Arlington, Balch Springs, Haltom City, Frisco, Lancaster, Richardson, and Weatherford; Dallas Area Rapid Transit; Denton County Transportation Authority; Trinity Metro; and DFW International Airport

18 Projects Recommended for Inclusion

13 Projects Not Recommended for Inclusion
FY2024 and FY2025 TPF Funding Summary

FY2024 and FY2025 US FTA (5303) $  7,687,168
FY2024 and FY2025 US FHWA $20,052,092 (Estimated PL)
FY2023 US FHWA $  5,524,849 (Estimated PL-Carryover)
Total Transportation Planning Funds $33,264,109
Expected Expenditures $28,466,880
PL Balance to Carry Over to FY2026 $  4,797,229
Development Schedule

February 9  
RTC Notification of Upcoming UPWP Development

February 14  
Issuance of Requests for NCTCOG Assistance to Transportation Partners, including STTC

February 15  
Issuance of Requests for Regional UPWP Project Ideas to RTC

February 24  
STTC Reminder for Submittal of NCTCOG Assistance Requests

March 3  
Project Submittals Due for NCTCOG Assistance

May 26  
Draft Recommendations to STTC for Information

June 5  
Draft UPWP Due to TxDOT and Concurrently Provided to STTC

June 8  
Draft Recommendations to RTC for Information

June 12  
Initiation of Public Outreach

June 23  
STTC Action on Recommended UPWP

July 13  
RTC Action on Recommended UPWP

July 27  
Executive Board Action on Recommended UPWP

July 31  
Final UPWP Due to TxDOT
Unified Planning Work Program
Contact Information

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Vercie Pruitt-Jenkins
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Copy of draft FY2024 and FY2025 UPWP can be found at
https://www.nctcog.org/trans/study/unified-planning-work-program
Introduction

NCTCOG’s review of emerging technology innovations focuses on:

“**Future-proofing**” infrastructure, providing users with demand-responsive transportation

- Reduce long-term risks of obsolescence of infrastructure
- Utilize solutions that do not require custom guideways to operate

Achieving **economies of scale**

- Use of modular infrastructure
- Independent-running ATS vehicles

Consideration of both **people** and **cargo/goods** movement
Elements of ATS Development Study

Pilot Projects and Retrofit Opportunities

Automated Transportation System (ATS) Vehicle Technologies

Standardized Guideway Infrastructure Design

Dynamic Wireless Electric Vehicle (EV) Charging Technologies

Steering Committee Members:
- City of Arlington
- City of Dallas
- DFW Airport
- Dallas County Utility and Reclamation District (DCURD)

NCTCOG Consultant: Lea+Elliott
Technology Identification: Vehicles

Inventory of state-of-the-art ATS vehicle technologies
Assess multiple categories of vehicles for **people** and **cargo** movement

Oceaneering (Image: NCTCOG Staff)

Zoox (Image: Zoox)

Stanley Robotics (Image: Stanley Robotics)

Oceaneering (Image: Oceaneering)
Technology Identification: Wireless Charging

Two types: stationary/opportunity charging, dynamic charging

Focus on **dynamic charging** to potentially reduce fleet requirements, battery size

Dynamic charging in its infancy, shows potential for future ATS applications

Continue to monitor state of technology

Conceptual illustration of Electreon wireless charging system (Image: Electreon)
Guideway Design Guidelines

Adaptable, Paved Structure

Innovative, Lightweight Materials

Modular Construction

Signature Appearance

Conceptual rendering of ATS vehicle and guideway in urban environment
(Image: ATS Development Study)

Unidirectional Concept
Pilot and Retrofit Opportunities

Pilot Projects:
- **People**: Dallas International District
  - Potential vehicles, guideway materials
- **Cargo**: GM Arlington Assembly Plant
  - Potential vehicles, fleet analysis

Retrofit Opportunities:
- Las Colinas Modernization Concept
- DFW Airport Skylink Retrofit Suitability
Pilot Projects / Retrofit Opportunities

Dallas International District
- Currently identifying location of pilot segment
- Next step: procure engineering designer

General Motors
- Working with GM, Arlington to ID location of bridge
- Scoping test track component (dynamic wireless charging, vehicles)
- Next step: coordinate with TxDOT to design bridge over SH 360

DFW Airport Skylink
- No current plans to retrofit
- Future studies required to fit solution with operational needs

Las Colinas
- Modernization of existing guideway is feasible
- Working w/ Dallas County Utility and Reclamation District (DCURD) and City of Irving to identify pilot segment location
- Next step: request for funding to engineer pilot segment; pilot vehicle testing to follow

Conceptual rendering of modernized Las Colinas guideway for ATS Pilot (Image: ATS Development Study)
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FEDERAL PERFORMANCE MEASURES:

PM2 CONDITION TARGETS FOR NATIONAL HIGHWAY SYSTEM (NHS) PAVEMENT & BRIDGE ASSETS
NCTCOG Federal Performance Target-Setting Activities

Context – Regional Strategy

- **Implement required Federal measures**
  - Fixing America’s Surface Transportation (FAST) Act / Bipartisan Infrastructure Law (BIL)
  - National Performance – State of Good Repair
    - Ensure safety of traveling public
    - Ensure effective long-term operation of transportation infrastructure using asset management
  - National Performance – National Highway System (NHS) Good / Poor Condition Tracking

- **Support TxDOT targets as much as possible**
  - State Performance

- **Set goals to guide regional planning documents & project outcomes**
  - Regional Performance – “Tell Our Story”
  - Include in Metropolitan Transportation Plan (MTP)
  - Include in Transportation Improvement Program (TIP)
### NCTCOG Federal Performance Target-Setting Activities (cont.)

#### Recent/Upcoming Committee Actions – PM2 (Pavement/Bridge) Targets

<table>
<thead>
<tr>
<th>Rulemaking</th>
<th>Number of Measures</th>
<th>RTC Target-Setting Action</th>
<th>Reporting</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Safety (PTASP)</td>
<td>7</td>
<td>May 2021 ✓ Early 2025</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td>Transit Asset Management (TAM)</td>
<td>4</td>
<td>September 2022 ✓ Late 2026</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td>PM3 – System Performance, Freight, &amp; CMAQ</td>
<td>7</td>
<td>September 2022 ✓ Late 2024</td>
<td>Four-Year Performance Periods</td>
<td>Biennially (beginning, middle, &amp; end of performance periods)</td>
</tr>
<tr>
<td>PM1 – Roadway Safety</td>
<td>5</td>
<td>February 2023 ✓ Early 2024 (Information/Update)</td>
<td>Annually</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>PM2 – Pavement/Bridge Condition</strong></td>
<td><strong>6</strong></td>
<td>July 2023 ✓ Late 2024</td>
<td>Four-Year Performance Periods</td>
<td>Biennially (beginning, middle, &amp; end of performance periods)</td>
</tr>
</tbody>
</table>

#### Timeline:

- **2022**
  - First PM2 performance period (2018-21) ends
  - Second PM2 performance period (2022-25) begins
  - RTC adopts PM2 targets for 2024 & 2026

- **2024**
  - Mid-performance period report due October 1, 2024
  - RTC adjusts or reaffirms 2026 PM2 targets

- **2026**
  - Second PM2 performance period (2022-25) ends
  - Third PM2 performance period (2026-29) begins
  - RTC adopts new PM2 targets for 2028 & 2030
State DOTs required to establish PM2 targets representing the full NHS extent, regardless of ownership

Total NHS (Texas) = 70,976 lane-miles

Total NHS (NCTCOG) = 12,448 lane-miles

- Interstate Highways (IH) = 3,215 lane-miles (25.8%)
- Non-IH Freeways = 1,667 lane-miles (13.4%)
- On-System Arterials = 3,769 lane-miles (30.3%)
- Off-System Toll Roads = 838 lane-miles (6.7%)
- Off-System Arterials = 2,959 lane-miles (23.8%)

NHS comprises 14% of region's total roadway lane-miles, but carries 63% of total vehicle-miles of travel (VMT)
NHS PM2 Pavement Analysis
New Pavement Data Considerations (Non-Interstate NHS Facilities)

- Pavement roughness often judged as critical link between user satisfaction (comfort/safety) and performance
  - For decades, International Roughness Index (IRI) has been a standardized & practical metric via data sensed without traffic disruption
  - Roughness & structural distress (cracking, rutting, & faulting) interdependencies do exist, but sensing limitations prevent consensus on exact analytical relationship

- Roughness (IRI) alone results in overestimation of poor condition pavements

- Non-Interstate NHS Pavements:
  - First PM2 Performance Period: IRI Only
  - Second PM2 Performance Period: IRI + Structural Distress

- Revised methodology results in positive condition differences for non-Interstate pavements
- Integration of metrics will enable more holistic lifecycle assessments of pavement assets
## NHS PM2 Pavement Analysis (cont.)

### Statewide Data/Targets – Good Condition (DRAFT)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2018 Baseline</td>
<td>2020 Observed</td>
</tr>
<tr>
<td>Good Pavement Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate NHS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### State of Texas

<table>
<thead>
<tr>
<th>Highway Type</th>
<th>2018 Baseline</th>
<th>2020 Observed</th>
<th>2022 Statewide Target ¹</th>
<th>2024 Statewide Target ²</th>
<th>2026 Statewide Target ²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate NHS</td>
<td>66.8%</td>
<td>66.6%</td>
<td>66.5%</td>
<td>64.5%</td>
<td>63.9%</td>
</tr>
<tr>
<td>Non-Interstate NHS</td>
<td>54.4%</td>
<td>55.2%</td>
<td>54.1%</td>
<td>51.7%</td>
<td>45.5%</td>
</tr>
</tbody>
</table>

1. Original statewide target from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average, including transition from visual pavement surveys to semi-automated data collection; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. New statewide targets for Second Performance Period based on historic 4-year HPMS moving average, but correlated with 2022 Transportation Asset Management Plan (TAMP) 10-year lifecycle analysis projections; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.
**NHS PM2 Pavement Analysis (cont.)**

**Regional Data/Trends – Good Condition (DRAFT)**

<table>
<thead>
<tr>
<th>NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>First Performance Period (2018-22)</th>
<th>Second Performance Period (2022-26)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2018 Baseline</td>
<td>2020 Observed</td>
</tr>
<tr>
<td>Good Pavement Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate NHS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Freeway (TxDOT)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Arterial (TxDOT)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Arterial (Local)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Toll Road (NTTA)</td>
<td>1.2%</td>
<td>1.1%</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

1. Original trend from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average for NCTCOG NHS pavement segments only; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. New regional trends for Second Performance Period based on historic 4-year HPMS moving average; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.

3. Indicated figure/trend estimates based on NTTA’s Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS & TxDOT HPMS data reconciliation remains under evaluation and will not impact target action.
### Statewide Data/Targets – Poor Condition (DRAFT)

<table>
<thead>
<tr>
<th>NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>First Performance Period (2018-22)</th>
<th>Second Performance Period (2022-26)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2018 Baseline</td>
<td>2020 Observed</td>
</tr>
<tr>
<td>State of Texas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poor Pavement Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate NHS</td>
<td>🔻</td>
<td>0.3%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Non-Interstate NHS</td>
<td>🔻</td>
<td>13.8%</td>
<td>14.2%</td>
</tr>
</tbody>
</table>

1. Original statewide target from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average, including transition from visual pavement surveys to semi-automated data collection; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. New statewide targets for Second Performance Period based on historic 4-year HPMS moving average, but correlated with 2022 Transportation Asset Management Plan (TAMP) 10-year lifecycle analysis projections; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.
### NHS PM2 Pavement Analysis (cont.)

**Regional Data/Trends – Poor Condition (DRAFT)**

<table>
<thead>
<tr>
<th>NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>First Performance Period (2018-22)</th>
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<tbody>
<tr>
<td></td>
<td></td>
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<td>2020 Observed</td>
</tr>
<tr>
<td>North Central Texas (NCTCOG) Region</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poor Pavement Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate NHS</td>
<td>🔻</td>
<td>0.2%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Freeway (TxDOT)</td>
<td>🔻</td>
<td>6.4%</td>
<td>6.8%</td>
</tr>
<tr>
<td>Non-Interstate NHS: On-System Arterial (TxDOT)</td>
<td>🔻</td>
<td>18.5%</td>
<td>20.4%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Arterial (Local)</td>
<td>🔻</td>
<td>73.7%</td>
<td>74.3%</td>
</tr>
<tr>
<td>Non-Interstate NHS: Off-System Toll Road (NTTA) ³</td>
<td>🔻</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

1. Original trend from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average for NCTCOG NHS pavement segments only; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. New regional trends for Second Performance Period based on historic 4-year HPMS moving average; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.

3. Indicated figure/trend estimates based on NTTA’s Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS & TxDOT HPMS data reconciliation remains under evaluation and will not impact target action.
# NHS PM2 Bridge Analysis

Statewide Data/Targets – Good/Poor Condition (DRAFT)

<table>
<thead>
<tr>
<th>NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>First Performance Period (2018-22)</th>
<th>Second Performance Period (2022-26)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2018 Baseline</td>
<td>2020 Observed</td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities ¹</td>
<td>←</td>
<td>50.7%</td>
<td>50.7%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td>←</td>
<td>0.9%</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

1. All percentages based on total deck area.
2. Statewide targets for First/Second Performance Periods based on 10-year moving average.
### North Central Texas (NCTCOG) Region

<table>
<thead>
<tr>
<th>NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES</th>
<th>DESIRED IMPROVEMENT TREND</th>
<th>First Performance Period (2018-22)</th>
<th>Second Performance Period (2022-26)</th>
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</thead>
<tbody>
<tr>
<td></td>
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<td>2018 Baseline</td>
<td>2020 Observed</td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities (^1)</td>
<td></td>
<td>55.3%</td>
<td>56.0%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All NHS Facilities (^1)</td>
<td></td>
<td>1.9%</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

1. All percentages based on total deck area for regional NHS bridges only.
2. Estimation/reporting of regional trend for First Performance Period based on 6-year moving average; condition data reported in 2-year increments.
3. Estimation/reporting of new regional trend for Second Performance Period based on 10-year moving average; condition data reported in 2-year increments.
NHS PM2 Bridge Analysis (cont.)

Extent/Status of Regional Poor Condition NHS Bridges

- In considering FY 22 Bridge Investment Program (BIP) candidates, staff coordinated with local governments and TxDOT’s Bridge Division/local Districts to analyze poor condition NHS bridges.

- INFRA Grant (2019) – North Central Texas Strategic NHS Bridge Program:
  - Original Submittal – $229 million ($113 million INFRA requested) for 12 projects across both East & West subregions
  - Awarded Project – $45.5 million ($8.8 million INFRA awarded) for seven projects (3 – East; 4 – West)
  - Implementation – $28.5 million for four projects (1 – East; 3 – West)
    - All implementation projects now under construction or completed
    - All projects from original submittal have treatments underway or funded/scheduled, except for one (still on poor condition list*)

- Poor Condition NHS Bridges (2022) – Breakdown by TxDOT District:
  - Fort Worth: 12 bridges (9 – “On-System”; 3 – “Off-System”)

- Of the 49 regional NHS bridges in poor condition, treatments for all but three structures are funded/scheduled for construction, under construction, or completed:
  - TxDOT (City of Dallas): Loop 12 NB bridge (to IH 35E NB) over IH 35E SB*
  - TxDOT (City of Fort Worth): SH 121 WB/Belknap Street bridge over IH 35W SB
  - TxDOT (City of Fort Worth): SH 199 (Jacksboro Highway) bridge over West Fork Trinity River
Affirm NCTCOG support for new TxDOT statewide “Good Condition” NHS pavement and bridge targets for 2024 and 2026

Affirm NCTCOG support for new TxDOT statewide “Poor Condition” NHS pavement and bridge targets for 2024 and 2026

Collaborate to plan/program projects contributing toward accomplishment of pavement/bridge goals via the following actions:

- NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in “Poor Condition”
- NCTCOG will continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in “Poor Condition”
PM2 Target Decision-Making (cont.)

Schedule

February 10, 2023  TxDOT Submits PM2 Targets to Federal Highway Administration (FHWA)  
                  (180-day MPO review begins)

May 26, 2023  STTC Fast Fact

June 8, 2023  RTC Information

June 12, 2023  NCTCOG Transportation Public Meeting  
               (comment period ends July 11, 2023)

June 23, 2023  STTC Action

July 13, 2023  RTC Action

August 9, 2023  Deadline for MPOs to Report Whether They Will Either:  
               (i). Agree to plan/program projects contributing to affirmed TxDOT PM2 targets; or,  
               (ii.) Commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA)
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Air Quality Ozone: Federal vs. State
Regional Transportation Council
June 8, 2023
Jenny Narvaez
# Emissions Monitoring

## Criteria Air Pollutants:

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Attainment</th>
<th>Nonattainment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone</td>
<td></td>
<td>✗</td>
</tr>
<tr>
<td>Particulate Matter</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Nitrogen Dioxide</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Carbon Monoxide</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Sulfur Dioxide</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

## Monitoring and Increased Regulations

- **Greenhouse Gas Emissions** (i.e., Carbon Dioxide)
Federal Clean Air Act: EPA required to review the National Ambient Air Quality Standards (NAAQS) every five years which may or may not result in revision.

EPA Reviews and Revises NAAQS

State Designation Recommendations

EPA Nonattainment Designation and Classifications

Emissions Inventory State Implementation Plan (SIP) Revisions

Area Fails to Attain Standard

Area Attains Standard

Redesignation Request and Maintenance Plan SIP Revision

Redesignation to Attainment

Environmental Protection Agency (EPA) Action

Texas Commission on Environmental Quality (TCEQ) Action

Area Attains Standard

Area Fails to Attain Standard

Redesignation Request and Maintenance Plan SIP Revision

Redesignation to Attainment
Federal Clean Air Act: EPA required to review the NAAQS every five years which may or may not result in revision

EPA Reviews NAAQS

Clean Air Scientific Advisory Committee (CASAC)
- Independent scientific review committee
- Composed of seven members including:
  - Member of National Academy of Sciences
  - Physician
  - State Air Pollution Control Agency Representative
- Review assessments and make recommendation to EPA Administrator
Federal: National Air Quality Standard Review Process Overview

Planning: Consideration of new scientific information, policy-relevant issues, and other factors in developing plans for the review
- Call for Information
- Workshop (if warranted)
- Planning Documents (Integrated Review Plan – IRP)

Assessment: Analysis of current scientific information, and its policy implications, particularly with regard to standards (indicator, averaging time, form, level)
- Scientific Assessment (Integrated Science Assessment – ISA)
- Risk/Exposure Assessments (if warranted) – REA
- Policy Assessment

Rulemaking: Agency decision making, interagency review and public comments process
- Proposed Decision
- Final Decision

Clean Air Scientific Advisory Committee (CASAC) Review

Public Comments

Time

Air Quality Ozone: Federal vs. State
Integrated Science Assessment (ISA)

Prepared by EPA’s enter for Public Health and Environmental Assessment (CPHEA)

Identifies, critically evaluates and synthesizes the most policy-relevant current scientific literature (epidemiology, controlled human exposure, animal toxicology, atmospheric science, exposure science, environmental science, and ecology)

Provides focused assessment of the scientific evidence to address specific scientific questions and inform the overall policy-relevant questions

Scientific foundation for each national standard review

Risk/Exposure Assessment (REA)

Develops quantitative characterizations of exposures and associated risks to human health or the environment associated with recent air quality conditions and with air quality based on conclusion from ISA

Policy Assessment (PA)

Provides an evaluation of the currently available information with regard to the adequacy of the current standards and potential alternatives

Integrates and interprets the current scientific evidence from the ISA and REA to frame policy options for consideration by the Administrator
National Air Quality Standard Review/Compliance Process

1 Year

EPA Reviews and Revises NAAQS

State Designation Recommendations

1 Year

EPA Nonattainment Designation and Classifications

2 Years

Emissions Inventory State Implementation Plan (SIP) Revisions

Time Varies (12 - 24 months)

EPA Reclassification +3 Years to Attain (Moderate & Serious) +6 Years to Attain (Severe)

Area Fails to Attain Standard

EPA Action

TCEQ Action
State Implementation Plan (SIP) Revisions – shows how a nonattainment area will improve air quality and meet the NAAQS by the attainment deadline

- Reasonable Further Progress
- Attainment Demonstration
  - Air Emissions Monitoring Data
  - Emissions Inventory
  - Photochemical Modeling
  - Control Strategy

Failure to submit or implement a SIP or submission of a SIP that is unacceptable to the EPA can result in:

- Start of a Federal Implementation Plan (FIP) clock
- SIP call
- EPA sanctions clock
  - Sanctions can include cutting off federal highway funds and setting more stringent pollution offsets for certain emitters
Ongoing Local Efforts

Continued partnership efforts with state and federal agencies
  Meeting on Potential Source Emissions Fee – February 17, 2023
  Letter from RTC to TCEQ – April 12, 2023

Development of on-road emissions inventories for SIP
  Dallas-Fort Worth (DFW) Reasonable Further Progress
  DFW Attainment Demonstration

Coordination of SIP Appendix H: Local Air Quality Initiatives
  Locally implemented strategies

Implementation of on-road measures committed in the SIP
  Transportation Control Measures

Communication of regional opportunities to local governments
  Example: EPA Climate Pollution Reduction Grant Meeting – March 30, 2023
  Grant Availability (www.nctcog.org/aqfunding)