

# CHANGING MOBILITY

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

**February 2024**

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

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# TRAVEL BEHAVIOR BY MODE

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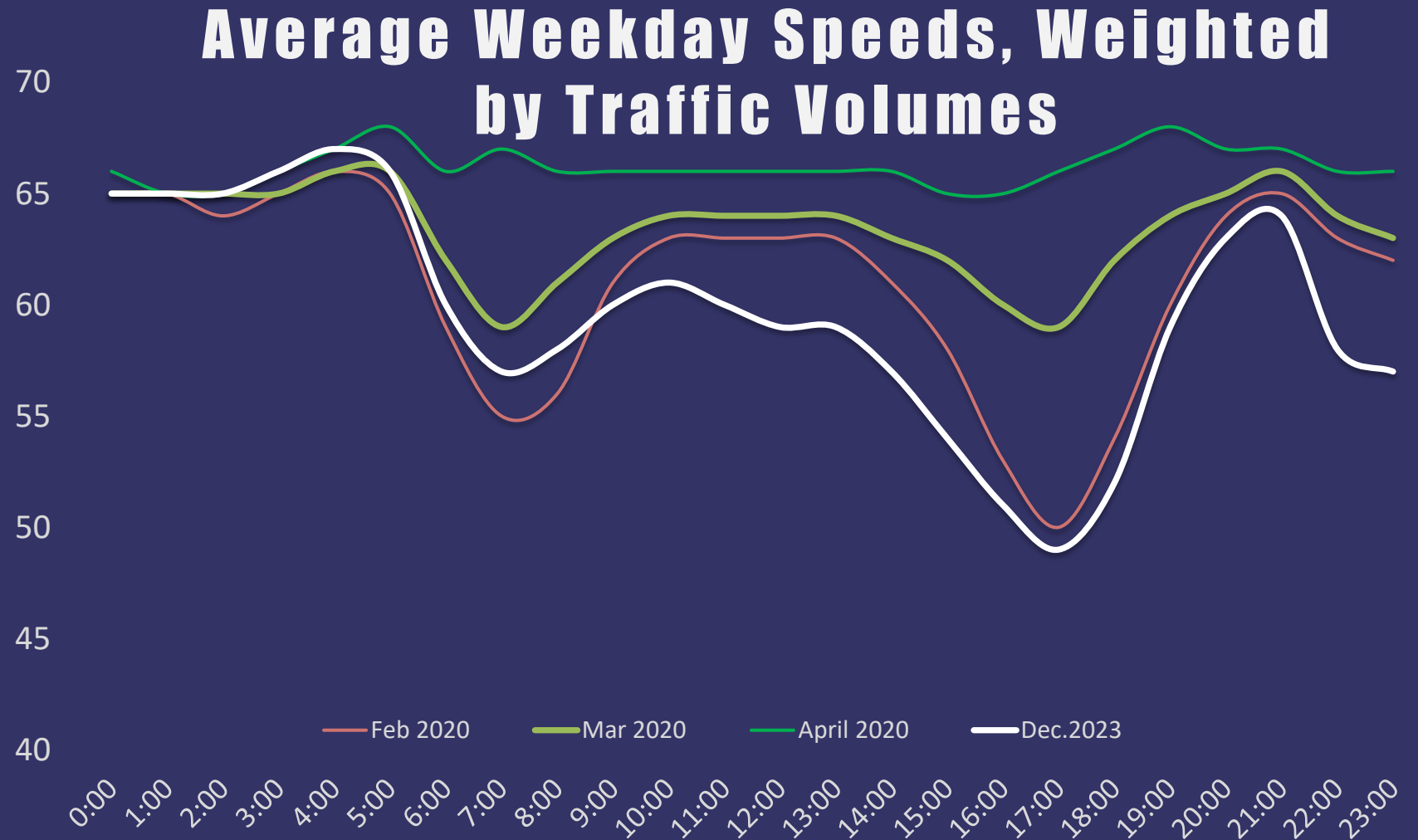
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Transit Ridership (-23%, Dec. 2023)



# ROADWAY TRENDS

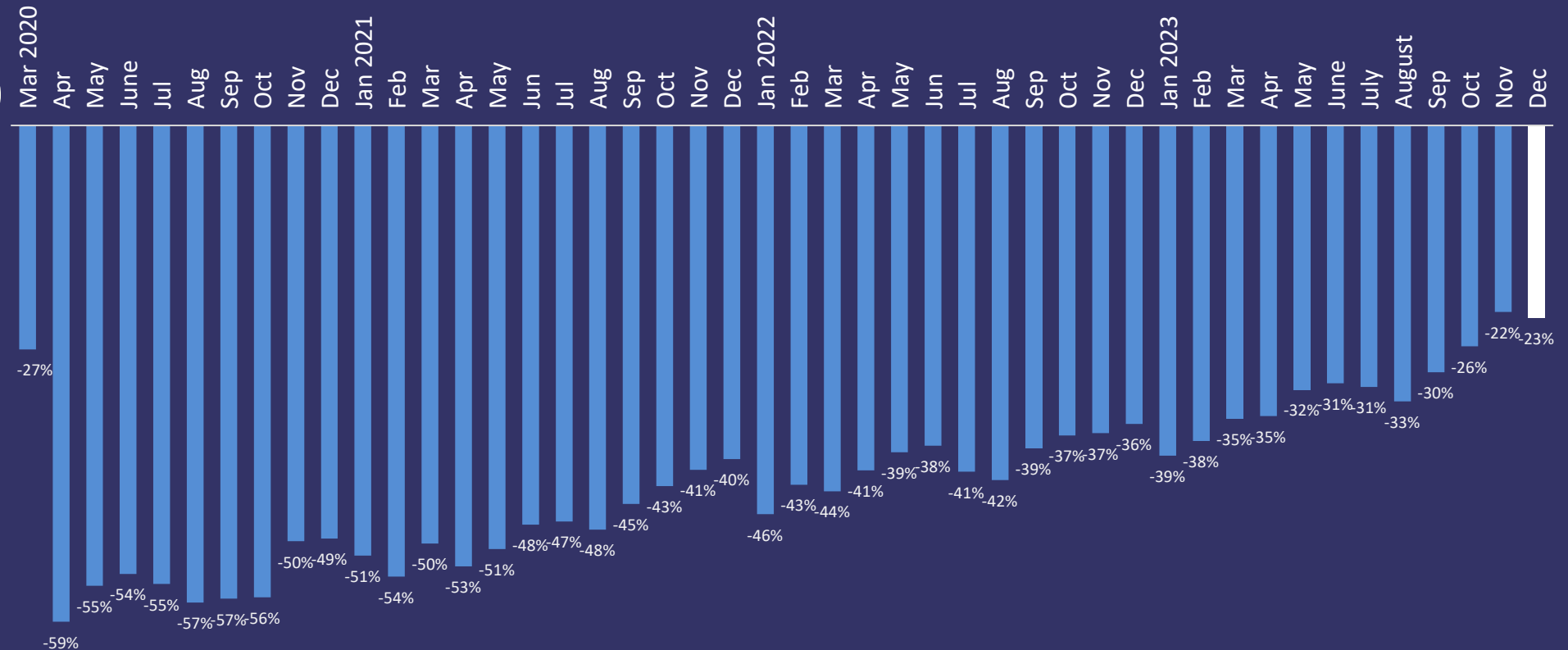
Regional Average  
Freeway Speeds



# TRANSIT IMPACTS

## Weekday Ridership

## Passenger Decrease vs Baseline



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.

# Transit 2.0 Contract & Project Management

Task	InfraStrategies* DBE – Dikita, DBE - Intueor	McKinsey	NCTCOG
1 – Project Management	✓	✓	✓
2 – Develop Transit Legislative Program	✓		✓
3 – Develop Strategies to Increase Transit Authority Membership	✓		✓
4 – Develop Collaborations between Existing Transit Authorities	✓		✓
5 – Develop Strategies for Authority Board Partnerships & Teamwork		✓	✓
6 – Develop Strategies for In-Fill Development	✓		✓
7 – Review of Fare Collection Strategies	✓		✓
8 – Develop Recommendations for Transit Authority/Member City Paradox		✓	✓
9 – Final Report	✓	✓	✓
TOTAL Amount	\$1,212,200	\$980,000	\$100,000

\*11% Disadvantaged Business Enterprise goal, not including NCTCOG staff activities.

# Status of Transit 2.0 Potential Conflict Review

Firm	Contract/Activity	Status	Determination
McKinsey	DART Board Performance Measures for Executive Staff	Completed	Unrelated
InfraStrategies	DART Strategic Plan	Ending in March	Unrelated to their work – Staff firewall in Transit 2.0
Dikita (DBE) Engineering Services	Professional Service Program (5 year) - Surveys & Vehicle Inspections	Active	Unrelated – No Conflict Transit replacement cost for McKinsey Economic Modeling
Peyser Legislative Services	No Work in the Region	N/A	Unrelated
Intueor (DBE)	Sub to WSP and McKinsey on previous DART Projects	Completed	Unrelated

McKinsey lead Jay Walder. InfraStrategies lead Mike Schneider.



NCTCOG PRESENTATION

# 2024 STRATEGIC TRANSPORTATION FUNDING PROGRAM

REGIONAL TRANSPORTATION COUNCIL  
FEBRUARY 8, 2024

# BACKGROUND

- Over the past couple of years, numerous funding requests have been received from local governments and transportation agencies.
- These requests have been evaluated by staff for funding consideration.
- These proposed projects meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implement outcomes of planning activities, and/or assist in reaching the region's federal performance targets.
- The following slides highlight a few of the major projects and partnerships that are being proposed.





# PROPOSED LOCAL BOND PROGRAM PARTNERSHIPS

- Recently, several jurisdictions have passed bond programs to fund transportation projects.
- Tarrant County and Parker County asked the North Central Texas Council of Governments (NCTCOG) to partner on projects of regional interest that are being funded in part through their bond programs.
- Tarrant County projects proposed for regional funding include:
  - Bonds Ranch Rd Grade Separation – \$20M Surface Transportation Block Grant (STBG); Matched with local funds
  - RM 2871 – \$8M STBG; Matched with Texas Department of Transportation (TxDOT) and local funds
- Parker County projects proposed for funding include:
  - FM 1187 – \$19.15M STBG; Matched with TxDOT funds
  - FM 730 – \$10M STBG; Matched with TxDOT funds
- Justification: Leverages local funding, enhances mobility and safety.
- Refer to the project table for a comprehensive list of projects being proposed through this partnership.



# PROPOSED SIGNAL AND RAILROAD CROSSING FUNDING POOLS

- Two programs are being proposed that would provide funds for projects that have come out of completed planning activities.
- Specific projects will be proposed to the RTC in the future.
- Railroad Crossing Safety Program
  - \$10M Regional Toll Revenue (RTR) funds
  - Matched with local funds from project sponsors
- Traffic Signal Equipment Standardization and Upgrade Program
  - \$30M STBG funds
  - Matched with regional Transportation Development Credits (TDC)
- Justification: Addresses safety, mobility, and air quality.



Source: Getty Images



# REGIONAL TRANSIT VEHICLES

- Dallas Area Rapid Transit (DART) and Trinity Metro have requested funding assistance for new and replacement vehicles for the Trinity Railway Express (TRE) and TEXRail lines.
- TRE Vehicles
  - Existing vehicles are nearing the end of their useful life.
  - Proposed Funding:
    - \$30M STBG
    - \$30M from Trinity Metro
    - \$30M from DART
- TEXRail Vehicles
  - New vehicles are needed to enable expansion of service to the Fort Worth Medical District.
  - Proposed funding:
    - \$31.2M CMAQ
    - \$33.8M Carbon Reduction Program (CRP)
    - Matched with regional and Trinity Metro's MTP Policy Bundle TDCs
- Justification: Addresses Transit Asset Management (federal performance measure).



Source: Trinity Metro



# CITY OF DALLAS PARTNERSHIP

- The City of Dallas and NCTCOG have been coordinating on a funding partnership for new projects and for additional funding to address cost overruns on existing projects.
- The following projects are being proposed<sup>1</sup>:
  - West Dallas Gateway/Herbert Street – \$30M RTR
  - IH 30 at Harwood Street Pedestrian Structure – \$30M RTR loan to be paid back over time
  - Harry Hines/Mockingbird Improvements – \$12M STBG, \$20M RTR
  - Thanks-Giving Square Improvements – \$10M RTR, but contingent on private sector contribution of \$20M
  - Forest Theater Infrastructure Improvements – \$5M RTR
  - Frankford at Dallas North Tollway Safety Intersection Improvements - \$1.775M federal
- Overall partnership is contingent on City of Dallas' approval of the “One Seat Ride” concept and Union Station siting plans for High-Speed Rail (projects will be added to the Transportation Improvement Program [TIP] once resolved).

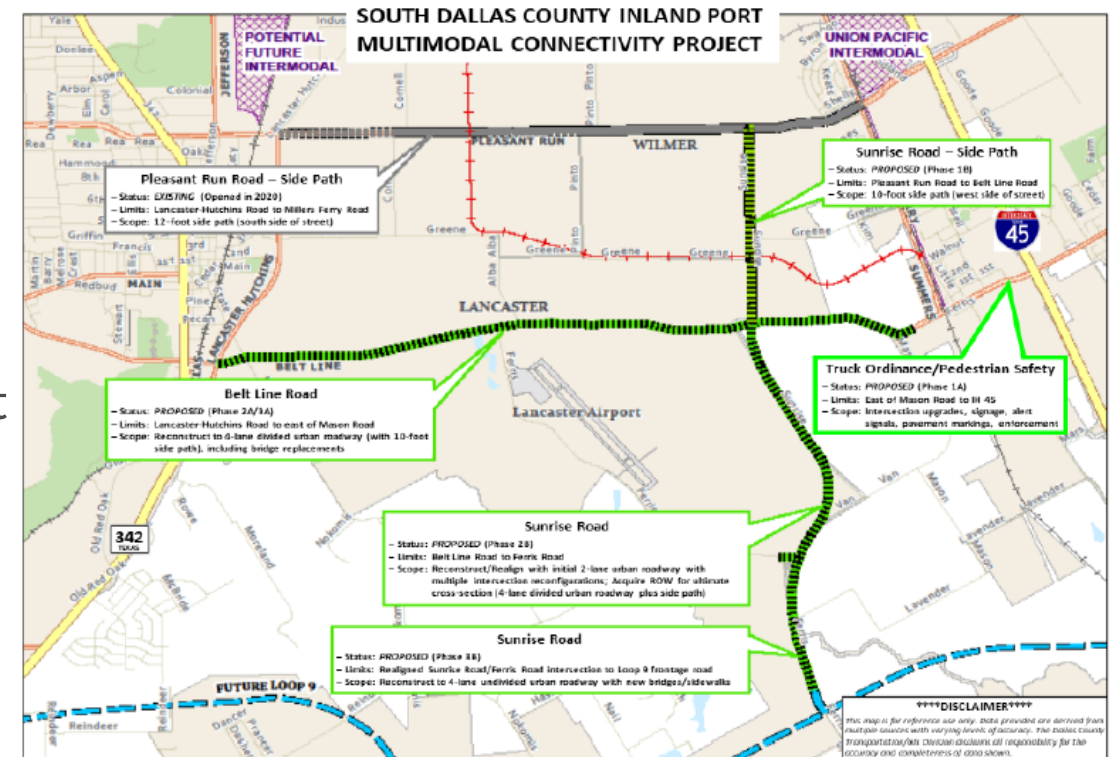
1: There is also a TIP modification request pending to increase funding and change federal funding to RTR for signals damaged in 2019 tornado





# DALLAS COUNTY INLAND PORT

- NCTCOG and local partners in Dallas County have been coordinating on funding for a series of improvements that would facilitate access to and from the Dallas County Inland Port.
- Funding is being proposed for a portion of those improvements.
- Location: Belt Line Road and Sunrise Road
- Proposed Funding:
  - \$23.15M Dallas County RTR
  - Matched with local funds
  - Change existing federal funding for pre-construction phases to RTR to expedite project
- Justification: Enhances freight access, safety, and bicycle/pedestrian connectivity
- Funding to establish an Inland Port Local Government Corporation is also being proposed



# CR 4668 AT BOBO'S CROSSING

- In recent years, flooding has been an issue at this location in Wise County.
- The RTC previously provided design funding for needed improvements.
- Scope: Reconstruct 2 to 2 lane roadway, including construction of bridge to elevate low water crossing out of the 100-year floodplain.
- Proposed Funding:
  - \$12M STBG
  - Matched with regional TDCs
- Justification: Addresses roadway safety and resiliency during major weather events.



Source: Wise County



# SUMMARY OF PROPOSED FUNDING (\$ IN MILLIONS)

Funding Category	Funding Amount	Funding Distribution (West)	Funding Distribution (East)
CMAQ	\$52.21	89%	11%
STBG	\$202.81	73%	27%
CRP	\$33.77	100%	0%
RTR	\$224.8	3%	97%
RTC Local	\$2.3	-	-
Non-RTC <sup>1</sup>	\$224.65	-	-
TDCs <sup>2</sup>	32.04	-	-
<b>Total</b>	<b>\$740.54</b>	<b>45%</b>	<b>55%</b>

1: Includes State, local, and private funding

2: Transportation Development Credits (TDCs) are not cash and do not count in total funding



# SUMMARY OF WEST/EAST FUNDING DISTRIBUTION (\$ IN MILLIONS)

- Since the last major funding initiative (COVID Infrastructure Program), funding has been awarded through TIP actions or other initiatives (e.g., DART and Fort Worth/Trinity Metro Partnerships).
- Additionally, pending cost overrun requests are not yet reflected in the calculation.

Funding Initiative	CMAQ & CRP		STBG	
	West	East	West	East
Approved Funding Since COVID	\$20.53	\$187.07	\$120.32	\$100.7
Strategic Transportation Funding Program (Proposal)	\$80.44	\$5.54	\$147.14	\$55.67
Pending Cost Overrun Requests	\$0	\$0	\$0	\$42.8
<b>Total Funding</b>	<b>\$100.97</b>	<b>\$192.61</b>	<b>\$267.46</b>	<b>\$197.4</b>
<b>Funding Distribution By Category</b>	<b>34%</b>	<b>66%</b>	<b>58%</b>	<b>42%</b>
<b>Funding Distribution (Including RTR)</b>	<b>West – 38%</b>		<b>East – 62%</b>	





# TIMELINE

Meeting/Task	Date
Public Involvement	January 2024
STTC Action	January 26, 2024
RTC Action	February 8, 2024

- For a comprehensive list of project recommendations, please reference the project listing



# PROPOSED ACTION

- RTC approval of:
  - Proposed 2024 Strategic Transportation Funding Program
  - 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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# REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM – FY 24



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM – February 8, 2024



# NCTCOG Federal Grant Applications

## FY 23 Pending Announcements – Status Update

Grant Program	Application (Project) Name	Award Request	Status
Multimodal Projects Discretionary Grant (MPDG) Program: INFRA/MEGA/RURAL	<b>1) INFRA – AllianceTexas Smart Port (Fort Worth)</b> <b>2) MEGA – US 81/287 North Tarrant Reconstruction</b> <b>3) INFRA/RURAL – Dallas County Inland Port (DCIP) Multimodal Connectivity</b>	1) \$ 80M 2) \$ 115.44M 3) \$ 45M	Awards announced January 25, 2024 – <b>None selected</b>
Reconnecting Communities and Neighborhoods (RCN) Program: Implementation Grants	<b>Bridging Highway Divides for DFW Communities:</b> a) Klyde Warren Park – Phase 2.0 (KWP2.0) b) Southern Gateway Park – Phase 2.0 (SGP2.0) c) IH 30 Canyon: Dallas Heritage Village/Farmers Market “Tri-Deck” d) SH 5 McKinney – Lower 5 Plaza	\$ 95M	Selection expected <b>Feb 2024</b>
EPA Diesel Emissions Reduction Act (DERA): National Grants Program	<b>North Texas Diesel Emissions Reduction (NTDER) Project</b>	\$ 3M	Selection expected <b>Mar 2024</b>
Strengthening Mobility & Revolutionizing Transportation (SMART) Grant Program	<b>North Texas Minimum Viable Unmanned Traffic Management Infrastructure</b>	\$ 2M (Stage 1)	Selection expected <b>Apr 2024</b>
Advanced Transportation Technology & Innovation (ATTAIN) Grant Program	<b>IH 30 Regional Technology Corridor &amp; Data Hub</b>	\$ 10M	Selection expected <b>Jun 2024</b>

# FY 24 Local & Regional Project Assistance (RAISE) Program

## Solicitation Overview – Notice of Funding Opportunity (NOFO)

### Funding Availability\*

**\$75 Million**

Planning Grants

**\$1.425 Billion**

Capital Grants

**50% / 50%**

Urban / Rural Areas

### Cost Sharing (Federal)

**Up to 80%**

Urban Areas

**Up to 100%**

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

### Maximum Award\*

**\$25 Million**

– per Project (All)

**\$225 Million**

– per State ( $\leq 15\%$ )

### Minimum Award

**\$5 Million**

Urban Areas (Capital)

**\$1 Million**

Rural Areas (Capital)

**No Minimum**

Planning Grants

### Other Details

**FY 23 RCN “Reconnecting Extra”** projects with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 24 RAISE 2<sup>nd</sup> tier review analysis.

**Application Limit** = Three (3) per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY 24-26 RAISE funding**:

#### **FY 24:**

**Application Deadline – February 28, 2024**

**Award Announcement – June 27, 2024**

**Obligation Deadline – September 30, 2028**

**Expenditure Deadline – September 30, 2033**

#### **FY 25:**

Application Deadline – January 13, 2025

Award Announcement – June 28, 2025

Obligation Deadline – September 30, 2029

Expenditure Deadline – September 30, 2034

#### **FY 26:**

Application Deadline – January 13, 2026

Award Announcement – June 28, 2026

Obligation Deadline – September 30, 2030

Expenditure Deadline – September 30, 2035

### Applicant Eligibility

1. State / Territorial Government (*or political subdivision*)
2. Metropolitan Planning Organization (MPO)
3. Local / Tribal Government (*or political subdivision*)
4. Public Agency / Chartered Authority
5. Public Special Purpose District (*including Port*)
6. Multi-Jurisdictional Group of Above Entities

**BIL – Bipartisan Infrastructure Law**

**RCN – Reconnecting Communities & Neighborhoods Grant Program**

### Project Eligibility

1. Highway, Bridge, or Road (*Title 23*)
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (*incl. inland / land ports of entry*)
5. Airport Surface Transportation (*pt. B, subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species habitat*)
7. Tribal Surface Facility (*vested Federal title / maintenance*)
8. TOD / Non-Motorized / Mobility On-Demand

**\* Current NOFO only includes BIL funding/requirements. With signing of Continuing Resolution (CR) funding Federal government at FY 23 levels through March 1<sup>st</sup>, this NOFO should remain unchanged.**

# FY 24 Local & Regional Project Assistance (RAISE) Program *(cont.)*

## Candidate Project List & Details – DRAFT

PROJECT					COST/FUNDING BREAKDOWN						
TITLE	DESCRIPTION/LIMITS	NEW	URBAN/ RURAL	E/W	NON-FEDERAL			FEDERAL			TOTAL COST
					RTC/ TxDOT	Local/Private	%	RTC/ TxDOT	RAISE Grant	%	
<b>Southern Gateway Park 2.0 (SGP2.0)</b>	Expand structural, safety, multimodal transport, & hardscape elements to IH 35E/Marsalis Avenue bridge.	NO	URBAN	EAST	N/A	<del>\$25,000,000</del> <sup>1</sup> \$20,000,000	37% 30%	<del>\$17,000,000</del> <sup>2</sup> \$22,000,000	\$25,000,000	63% 70%	\$67,000,000
<b>Klyde Warren Park 2.0 (KWP2.0)</b>	Build structural, safety, multimodal transport, & hardscape aspects for KWP West Lawn & Pavilion Deck.	NO	URBAN	EAST	N/A	\$23,045,600 <sup>3</sup>	29%	\$36,800,000 <sup>4</sup>	\$20,000,000	71%	\$79,845,600
<b>US 377/SH 144 Granbury</b>	Rebuild US 377 to 6 lanes (Pirate Dr. to Overstreet Blvd.), w/ upgrades to SH 144 interchange.	YES	RURAL	WEST	<del>\$30,000,000</del> <sup>5</sup> \$51,650,000	N/A	33%	<del>\$72,000,000</del> <sup>6</sup> \$81,600,000	\$25,000,000	67%	<del>\$127,000,000</del> \$158,250,000
CAN BE AUTHORED BY NCTCOG / PARTNERS & SUBMITTED BY OTHERS											
<b>DCIP Multimodal Connectivity</b>	Rebuild Belt Line Rd. & Sunrise Rd. to 4-lane arterials w/ side paths to improve mobility, safety, & access.	NO	RURAL	EAST	\$36,340,000 <sup>7</sup>	<del>\$17,795,000</del> <sup>8</sup> \$16,545,000	61%	\$9,130,000 <sup>9</sup>	\$25,000,000	39%	<del>\$88,265,000</del> \$87,015,000
<b>SH 5 McKinney “Lower 5 Plaza”</b>	Rebuild SH 5 over wide sunken civic plaza between Louisiana/Virginia St.	NO	URBAN	EAST	N/A	\$550,000 <sup>10</sup>	2%	\$14,450,000 <sup>11</sup>	\$15,000,000	98%	\$30,000,000

### ■ IH 30 Canyon “Tri-Deck” (\$57M) to proceed via 2024 Strategic Transportation Funding Program *(Item #3)*

Designated by USDOT as FY 23 RAISE “Project of Merit” – Resubmittal guaranteed for automatic advancement to FY 24 RAISE 2<sup>nd</sup> tier review analysis.

NOTES – Engineering (E); Right-of-Way Acquisition (R); Utility Relocation (U); Construction (C):

- 1. City of Dallas - \$15,000,000 (C) from 2024 Bond Program; Dallas County - \$5,000,000 (C); RTC (Existing) – \$5,000,000 in Regional Toll Revenue (RTR) funds (C)
- 2. RTC (Existing) - \$7,000,000 (E) in STBG funds; RTC (New) - ~~\$10,000,000~~ \$15,000,000 (C) in STBG funds (of which \$5,000,000 replaces TxDOT/Senator West budget rider to be used on Phase 1.0)
- 3-4 Same as FY 23 RCN application (E, U, C)
- 5. RTC/TxDOT (Existing) - \$5,000,000 (E) (C) in Category 2 funds + \$5,000,000 (E) in PE funds + \$20,000,000 (R, U) in ROW funds; RTC/TxDOT (New) - ~~\$25,000,000~~ \$21,650,000 (R, U, C) (C) in Category 2/4 funds via future UTP allocations (includes RAISE match)
- 6. RTC/TxDOT (Existing) - \$20,000,000 (R, U, C) (C) in Category 2 funds; RTC/TxDOT (New) - ~~\$52,000,000~~ \$61,600,000 (R, U, C) (C) in Category 2/4 funds via future UTP allocations
- 7. RTC (New) - \$36,340,000 (E, R, C) in RTR funds from 2024 Strategic Transportation Funding Program (Item #5), plus reduced Transportation Development Credits (TDCs) from 4,510,000 to 3,048,000 1,600,000 (C only)
- 8. Same as FY 23 Multimodal Projects Discretionary Grant (MPDG) application, but reorganized among activity types (E, R, U, C) with new developer contributions (\$5,050,000) & reduced amounts of \$2,800,000 – City of Lancaster, \$950,000 – Franchise Utilities
- 9. Reduced STBG funds from \$20,530,000 in MPDG application to \$9,130,000 (C only) due to new RTR funds from 2024 Strategic Transportation Funding Program (Item #5)
- 10-11. Same as FY 23 RCN application (E, R, U, C): Area of Persistent Poverty (APP)/Historically Disadvantaged Community (HDC) designation enables eligibility to exceed 80%/20% Federal/non-Federal match requirement for RAISE

# **FY 24 Local & Regional Project Assistance (RAISE) Program** *(cont.)*

## **Schedule**

<b>November 30, 2023</b>	<b>FY 24 RAISE Program: Notice of Funding Opportunity (NOFO) Release</b>
January 11, 2024	RTC Information
January 18, 2024	Finalize Candidate Project Details <i>(for posting of STTC Agenda)</i>
January 26, 2024	STTC Action
<b>February 8, 2024</b>	<b>RTC Action</b>
February 14, 2024	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Nicholas Allen – <a href="mailto:nallen@nctcog.org">nallen@nctcog.org</a>)</i>
February 22, 2024	Executive Board Action
<b>February 28, 2024</b>	<b>FY 24 RAISE Program: Application Deadline – Grants.gov</b>
June 27, 2024	FY 24 RAISE Program: Award Announcement Deadline



# FY 24 Local & Regional Project Assistance (RAISE) Program *(cont.)*

## Requested RTC Action

### Request approval of:

- Allocation of previous / new RTC funds:

- **SGP2.0**

- ~~\$10,000,000~~ **\$15,000,000** STBG funds – Construction (of which \$5,000,000 replaces TxDOT/Senator West budget rider now targeted for SGP1.0, & another **\$5,000,000** replaces RTR funds previously approved for FY 23 RAISE/RCN)

- **US 377/SH 114 – Granbury**

- ~~\$72,000,000~~ **\$83,250,000** in Cat 2/4 funds (~~\$20,000,000~~ **\$21,650,000** non-Federal) via future Unified Transportation Program (UTP) allocations (assumes use of **\$25,000,000** of TxDOT PE/ROW funds for engineering, ROW, & utilities)

- **DCIP Multimodal Connectivity Project** *(from previous RTC action item)*

- \$36,340,000 RTR funds (2024 Strategic Transportation Funding Program) – Engineering, ROW, & Construction
- Reduction of previously approved STBG funds from \$20,530,000 to \$9,130,000, allocated solely to construction
- Reduction of previously approved TDCs from 4,510,000 to ~~3,048,000~~ **1,600,000**, allocated solely to construction
- Includes adjusted project limits & budget needs resulting in added developer (\$5,050,000), and reduced City of Lancaster (\$2,800,000) / Franchise Utility (\$950,000) contributions

- Request for any new funds from local / TxDOT partners, as specified

- Proposed projects to submit for funding consideration through FY 24 RAISE Program

- Administratively amending NCTCOG & State Transportation Improvement Programs (TIP / STIP), as well as other planning / administrative documents, to include proposed projects if selected for FY 24 RAISE awards

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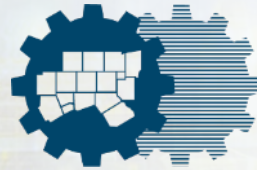
USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>

USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>





# Approval of the Dallas-Fort Worth Air Quality Improvement Plan

**Lori Clark**  
**Senior Program Manager & DFW Clean Cities**  
**Director**  
**Regional Transportation Council**  
**2.8.2024**

# Priority Climate Action Plan

First deliverable for Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG):  
Planning Grants

Required for eligibility under EPA CPRG: Implementation Grants

Plan Element	Priority Climate Action Plan – Due March 1, 2024
Greenhouse Gas (GHG) Inventory	Required ✓
GHG Emissions Projects	Not Required ✗
GHG Reduction Targets	Not Required ✗
Quantified GHG Reduction Measures	Required (priority measures only) ✓
Benefits Analysis	Encouraged ✓
Low Income/Disadvantaged Communities Benefits Analysis	Required ✓
Review of Authority to Implement	Required ✓
Identify other Available Funding	Encouraged ✓
Workforce Planning Analysis	Encouraged ✗
Next Steps/Future Budget Needs	Not Required ✓



# Selecting Measures and Projects

## Review NCTCOG Screening Criteria for Plan:



## Review EPA Scoring Criteria for Grant:

- Is there interest in the region? (local government project submittals and public input)
- Is someone willing to implement (local governments, NCTCOG, third party entity)?
- Can it be done in the next five years?
- Does it provide broad, quantifiable greenhouse gas and criteria pollutant reductions?

- Reduces GHG and criteria pollutants
- Benefits disadvantaged communities
- Can be implemented in 2025-2030
- Funds a strategy for which other funding is unavailable or insufficient
- Is cost-effective
- Advances decarbonization
- Is innovative





# Engagement and Outreach

## Local Governments

- Workshops & Committee Meetings
- Specific Project Scope Submittals
- Online Survey

## Residents and Other Stakeholders

- 7 “Open House” Public Meetings
- 2 Virtual “Listening Sessions” with Nonprofits/Community Groups
- 1 Industry Meeting
- 281 Responses to Online Survey
- Presentations to Various Organizations

## Media

- Community Impact
- NBC

**[www.publicinput.com/dfwAQIP-survey](http://www.publicinput.com/dfwAQIP-survey)**

# 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](http://www.publicinput.com/dfwAQIP) to make recommendations, attend an open house, and more.

## FOCUS AREAS:

## Transportation

Use of cleaner  
such as electric  
al gas  
alkable  
ties  
more public  
tions  
ore efficient  
roadway

f t v o i g  
@nctcogtrans

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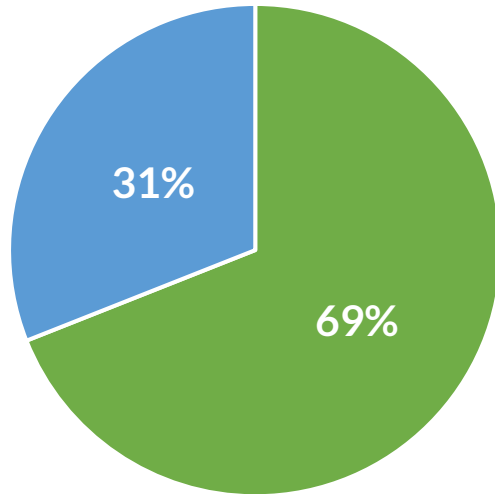


## Approval of the Dallas-Fort Worth Air Quality Improvement Plan

# Air Quality in Dallas-Fort Worth

## 2019 Nitrogen Oxides (NO<sub>x</sub>) Emissions Inventory 10-County DFW Ozone Nonattainment Area

Nitrogen Oxides (NO<sub>x</sub>) = 247.02 Tons per Day



■ Transportation ■ Other Sources

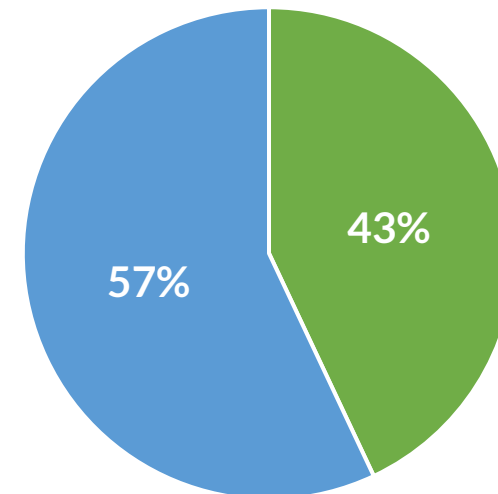
*"Transportation" includes off-road, on-road, and non-road mobile*

*"Other Sources" includes point, area, and oil and gas production*

Source: TCEQ, 2019 summer weekday anthropogenic emissions for the DFW 10 County Ozone Nonattainment Region, **Proposed DFW Moderate Attainment Demonstration State Implementation Plan Revision for the 2015 Eight-Hour Ozone NAAQS**

## 2019 Greenhouse Gas Emissions Inventory 12-County Metropolitan Planning Area

Carbon Dioxide Equivalent (CO<sub>2</sub>e) = 102,856,587 Metric Tons per Year



■ Transportation ■ Other Sources

*"Transportation" includes off-road, on-road, and non-road mobile*

*"Other Sources" currently includes energy, water, wastewater, and solid waste; agricultural, process & fugitive emissions not included to date*

Source: NCTCOG, [North Central Texas 12-County Metropolitan Planning Area 2019 Inventory of Community Greenhouse Gas Emissions](#)



# The State's Plan – Potential Measures

**Focus on 3 Sectors that Contribute 87% of State Greenhouse Gas Emissions:**

**Industry**

**Electric Power**

**Transportation**

- Port Decarbonization with Shore Power and Zero-Emissions Vehicles and Equipment

- Electric Vehicle (EV) Charging and Hydrogen Fueling Infrastructure

- Zero-Emission Medium- and Heavy-Duty Trucks

- Zero-Emission School Buses

- Zero-Emission Government Fleet Vehicles

- Zero Emission Light-Duty Vehicles

- Medium- and Heavy-Duty Third-Party Scrappage Program

- Low Emission Passenger or Freight Locomotives

- Low Emission Jet Fuels

- Variable Speed Devices at Airports





# Proposed Transportation Measures

## Proposed for Plan and Anticipating Grant Request

Transit Enhancement Program - \$5-10M 

Active Transportation Program - \$10M-\$25M 

Green Purchasing/Green Construction Program - \$10-20M   \$

Urban Heat Island and Green Spaces Program - \$15-20M  \$ 

Enhanced Regional Traffic Signal Timing Program - \$10-\$25M   

Transportation System & Truck/Rail Flow Optimization Program - \$20-30M   \$ 

LED Streetlighting Program - \$5M  \$

\*Clean Vehicle & Equipment Program - \$30-\$50M   \$ 

*\*Will be carefully scoped to not duplicate the TCEQ Transportation programs*

## Proposed for Plan Only, No Grant Request

Transit Planning

Vehicle Miles Traveled Reduction

Green Airport Planning Program

Low-Carbon Liquid Fuels Program

Regional Emissions Compliance Program

Tire Recycling

Carbon Footprint App/Game


Regional Air Quality Monitoring Program

**Potential Transportation Subtotal: \$105-\$185M**

 *Direct Climate Change Benefits*

 *Direct Benefits for Nonattainment Issues*

\$ *Few Other Transportation Funding Options*

 *Strong Public/Stakeholder Input*



# CPRG Implementation Grants

## Program Structure Incentivizes Collaborative Applications

- EPA will not award multiple grants for the same initiative in the same area

## Proposed Approach

- Balance High Emissions Reductions with Regional Priorities as Expressed through Local Government Interests and Resident Surveys
- Balance Emissions Reductions between GHGs (EPA priority) and Criteria Pollutants (Regional Concern and Part of Low-Income/Disadvantaged Community Benefit Analysis)
- Avoid Applying to the Same Tier as the State's Application
- Pursue Tier B to Optimize Competitiveness

Tier	Grant Ranges	Potential Transportation Allocation if Proportional to GHG Emissions Inventory	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$86M - \$215M	4-10
Tier B	\$100M - \$199M	\$43M - \$85M	6-13
Tier C	\$50M - \$99M	\$22M - \$42M	6-12
Tier D	\$10M - \$49M	\$4.3M - \$21M	6-30
Tier E	\$2M - \$9.9M	\$1M - \$4.2M	10-50



# Financial Mechanics for Implementation Grants

## **Utilize EPA Standard Advance Payment for Cash Flow ✓**

- Confirmed option available for CPRG
- Anticipate 5-day cash on hand limitation

## **Require Cash Advance to NCTCOG to Enable Cash Flow**

- Demonstrates partnership and commitment
- Enables larger grant request

## **Require Cost Share**

- Not required, but increases competitiveness; increase AQ benefit per federal dollar
- May not be feasible for all strategies
- May be challenge to ensure fair and equitable participation

## **Limit Funding Request to Smaller Grant Amount**



# Schedule

Milestone	Date
Optional Notice of Intent to Apply to CPRG Implementation Grants Due to EPA	February 1, 2024
<b>Regional Transportation Council Action on Plan</b>	<b>February 8, 2024</b>
Executive Board Action on Plan	February 22, 2024
STTC Action on Transportation Elements for the Plan and Grant Application	February 23, 2024
<b>Plan Due to EPA</b>	<b>March 1, 2024</b>
Regional Transportation Council Action on Grant Application	March 14, 2024
Executive Board Action on Implementation Grant Application	March 28, 2024
<b>Grant Applications Due to EPA</b>	<b>April 1, 2024</b>
Anticipated Award of CPRG Grant	October 2024
Comprehensive Climate Action Plan Due to EPA	June 17, 2025



# Action Requested

**Approval of Proposed Plan Content/Structure**

**Approval to Include List of Transportation Measures as Provided in Attached Table in the Dallas-Fort Worth Air Quality Improvement Plan**

**\*Action Associated with the Grant Request will be Requested in March**



# Contact Us

## DFW AQIP Plan and Strategy Development

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## Greenhouse Gas Inventory Development

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