METROPOLITAN PLANNING PROCESS HAS A “3C” PROCESS UNDER FEDERAL RULE

Cooperative

Comprehensive

Continuous
BACKGROUND

- MPO Milestone Policy
  - Focuses on projects funded 10+ years that have not gone to construction
  - Creates agency accountability to implement projects

- FY2023 Project Tracking
  - Focuses on projects slated for implementation in FY2023
  - Highlights potential problems in order to prevent delays
  - Provides earlier monitoring
  - Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances
MPO MILESTONE POLICY
ROUND 2 STATUS UPDATE
### SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (APRIL 2023)\(^1\)

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Letting FY2023</td>
<td>10</td>
<td>$95,451,136</td>
</tr>
<tr>
<td>Scheduled Letting FY2024 or Beyond</td>
<td>3</td>
<td>$201,816,145</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>13</strong></td>
<td><strong>$297,267,281</strong></td>
</tr>
</tbody>
</table>

\(^1\) To date, seven projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.
# PROJECT RISK BY FISCAL YEAR

<table>
<thead>
<tr>
<th>PROJECT CATEGORY</th>
<th>PROJECT RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Green (Low Risk of Delay)</td>
</tr>
<tr>
<td>Scheduled Letting FY2023</td>
<td>0</td>
</tr>
<tr>
<td>Scheduled Letting FY2024 or Beyond</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1</td>
</tr>
</tbody>
</table>
PROPOSED CHANGES TO THE MILESTONE POLICY AND PROJECT TRACKING PROCESS

• Quarterly updates have been provided to the Committee and RTC regarding the status of MPO Milestone Policy projects, along with separate updates on the progress of project phases in the current fiscal year.

• The process has led to an increase in communication between project sponsors, NCTCOG, and TxDOT, but there are few substantive updates to report due to the reporting frequency and the time a project takes to be implemented.

• Therefore, staff is proposing to adjust the reporting frequency for the Milestone Policy and Project Tracking initiatives from four times a year to at least two times a year. The items will also continue to be combined into one.
# SUMMARY OF TIP FY2023 PROJECT FUNDING - CMAQ

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2022</th>
<th>APRIL 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed(^1)</td>
<td>$85,866,811</td>
<td>$103,095,327</td>
</tr>
<tr>
<td>Federal Funding Obligated (2023)(^2,(^3))</td>
<td>($515,153)</td>
<td>$578,507</td>
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<tr>
<td>FY2023 Project Phases</td>
<td>36</td>
<td>39</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
<td>3</td>
</tr>
</tbody>
</table>

\(^1\) Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

\(^2\) Obligations based on the federal fiscal year, which runs from October to September

\(^3\) Obligation amounts as of 4/14/2023
# SUMMARY OF TIP FY2023 PROJECT FUNDING - STBG

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2022</th>
<th>APRIL 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed(^1)</td>
<td>$230,670,388</td>
<td>$233,671,714</td>
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<tr>
<td>Federal Funding Obligated (2023)(^2,3)</td>
<td>($1,405,523)</td>
<td>$23,661,006</td>
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<tr>
<td>FY2023 Project Phases</td>
<td>77</td>
<td>75</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
<td>12</td>
</tr>
</tbody>
</table>

\(^1\) Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

\(^2\) Obligations based on the federal fiscal year, which runs from October to September

\(^3\) Obligation amounts as of 4/14/2023
### SUMMARY OF TIP FY2023 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2022</th>
<th>APRIL 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed(^1)</td>
<td>$19,234,907</td>
<td>$20,863,858</td>
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<tr>
<td>Federal Funding Obligated (2023)(^2,3)</td>
<td>($1,674,876)</td>
<td>($1,994,510)</td>
</tr>
<tr>
<td>FY2023 Project Phases</td>
<td>18</td>
<td>19</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

\(^1\) Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

\(^2\) Obligations based on the federal fiscal year, which runs from October to September

\(^3\) Obligation amounts as of 4/14/2023
REQUESTED ACTION

• US 81/287 Corridor
  • Projects will most likely miss the original letting deadline at the end of FY2023
  • Staff recommends that the RTC extend the project’s deadline to the end of FY2025 and leave the funding on the project. The projects will be monitored to ensure that they proceed to construction.

• Corporate Drive
  • Four segments of the project will most likely miss their letting deadline at the end of FY2023. One is already under construction.
  • Two (TIP 20131 and 20152) are anticipated to let in December 2023 and two (TIP 20108 and 20111) are anticipated to let in April 2024.
  • Staff recommends that the RTC extend the projects’ deadlines to match the new let dates and leave the funding on the projects. They will be monitored to ensure that they proceed to construction.

• Adjust the reporting frequency for Milestone Policy and Project Tracking Updates from four times a year to at least two times a year

• Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed
QUESTIONS/COMMENTS?

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Cody Derrick
Senior Transportation Planner
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Application to the Federal Highway Administration Charging and Fueling Infrastructure Program

Amy Hodges
Principal Air Quality Planner

Regional Transportation Council

May 11, 2023
Charging and Fueling Infrastructure Program

Established by the Bipartisan Infrastructure Law to deploy publicly accessible electric vehicle (EV) charging and other alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors (AFC)

For Fiscal Year (FY) 2022 and FY2023, $700M split evenly in two funding categories:

**Corridor Program** ($350M Available)
- Minimum: $1,000,000
- No maximum

**Community Program** ($350M Available)
- Minimum: $500,000
- Maximum: $15,000,000

Federal share: up to 80 percent of the total project cost

Eligible entities that contract with a private entity must include that the private entity will be responsible for the non-Federal share of the project cost

Applications Due May 30, 2023 - [https://www.fhwa.dot.gov/environment/cfi/](https://www.fhwa.dot.gov/environment/cfi/)
Corridor Program: Eligibility and Need

Designed to build EV charging or alternative fueling infrastructure along designated Alternative Fuel Corridors (AFC)

Opportunity to Start Deploying Recommendations from IH-45 Zero Emission Vehicle Infrastructure Plan
- Battery Electric for Local Freight
- Hydrogen Fuel Cell Electric for Long Haul Freight

Medium/Heavy-Duty Vehicle Impacts:
Only ~5% of Miles Traveled but Nearly ~40% of Nitrogen Oxides (NOₓ)
Call for Partners opened on March 6, 2023, to establish public-private partnerships between North Central Texas Council of Governments (NCTCOG) and project teams to scope zero-emission vehicle (ZEV) infrastructure projects and submit applications to the Charging and Fueling Infrastructure (CFI) Corridor Program and other federal and state funding opportunities.

Eligibility Criteria for CFI Proposals:
• Designed to support medium- and heavy-duty ZEVs
• Publicly accessible electric charging and/or hydrogen refueling equipment
• Located along a designated AFC for the proposed fuel
• Impacts the NCTCOG region
• Complies with CFI program eligibility

Selection Criteria:
• Completeness of the project team
• Likelihood of project success
• Availability of matching funds
• Extent of grant-writing resources
• Consistency with IH-45 ZEV Plan

Received 12 proposals by deadline of April 7, 2023
Corridor Program: Recommendations

Coordinate with Proposal Teams to Refine Project Scopes for Federal Highway Administration (FHWA) Proposal:

Hydrogen refueling near AllianceTexas Mobility Innovation Zone, Southern Dallas County Inland Port, and around Texas Triangle
- Up to 7 hydrogen refueling stations
- ~$11 Million in federal funding estimated per station

Local freight electric truck depot in Denton
- ~$5 Million in federal funding estimated
Community Program: Eligibility

Designed to reduce greenhouse gas emissions and to expand or fill gaps in access to infrastructure.

FHWA focus areas include:
- Justice40 environmental justice areas
- Low ratio of private parking to households
- High ratio of multiunit dwellings to single family homes
- Low- and- moderate income neighborhoods
- Multi-modal hubs and shared-use fleets and services
- Fleet vehicles that operate in communities
- Rural areas

Extensive local government interest in building additional infrastructure
Community Program: Approach and Recommendation

Apply on behalf of the region for funding to build up to 100 EV charging stations regionwide
At least 50% in Justice40 Areas
Emphasizing focus areas

Ensure timely project implementation
Create specialized technical teams to expedite requirements: zoning, permitting, codes, Buy America, NEPA

Pursue maximum award of $15 Million

Requesting public entities submit letters of support by May 19
Action Requested

Approval of NCTCOG to pursue funding from the Federal Highway Administration Charging and Fueling Infrastructure Discretionary Grant Program for two grant categories:

Corridor Program – Develop an application to build:
- Up to 7 Hydrogen Refueling Sites Near AllianceTexas Mobility Innovation Zone, Southern Dallas County Inland Port, and around Texas Triangle
- Local Freight Electric Truck Depot in Denton

Community Program – Develop an application to build:
- Up to 100 EV Charging Stations Throughout the Region
- Demonstrate Effectiveness of Specialized Technical Teams for Implementation
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Corridor Program</strong>: Call for Partners Proposal Deadline</td>
<td>April 7, 2023</td>
</tr>
<tr>
<td>Surface Transportation Technical Committee (STTC) Recommendation of</td>
<td>April 28, 2023</td>
</tr>
<tr>
<td>Regional Transportation Council (RTC) Approval</td>
<td></td>
</tr>
<tr>
<td>RTC Approval</td>
<td>May 11, 2023</td>
</tr>
<tr>
<td>Deadline for Local Government Letters of Support for Community EV Charge</td>
<td>May 19, 2023</td>
</tr>
<tr>
<td>Proposal</td>
<td></td>
</tr>
<tr>
<td>Executive Board Authorization to Submit Proposals</td>
<td>May 25, 2023</td>
</tr>
<tr>
<td><strong>FHWA Application Deadline</strong></td>
<td>May 30, 2023</td>
</tr>
</tbody>
</table>
Contact Us

Jared Wright
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Lori Clark
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dfwcleancities.org

cleancities@nctcog.org
FEDERAL AND STATE LEGISLATIVE UPDATE

REBEKAH GONGORA
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council Meeting
May 11, 2023
FEDERAL UPDATE

COMMITTEE HEARINGS

House Transportation and Infrastructure
• Upcoming hearings on Federal Aviation Administration Reauthorization, Pipeline Safety Reauthorization, Water Resources Development Act (WRDA) for 2024, Coast Guard Reauthorization
• Recent hearing on supply chain challenges

Senate Environment and Public Works
• FY2024 Army Corps of Engineers budget and implementation of the 2022 WRDA Act

Senate Commerce, Science and Transportation
• Railroad safety reform
TEXAS LEGISLATURE
DATES OF INTEREST

May 8, 2023
Last day for House committees to report HBs and HJRs

May 11/12, 2023
Last day for House to consider 2nd reading HBs and HJRs / 3rd reading

May 20, 2023
Last day for House committees to report SBs and SJRs

May 23/24, 2023
Last day for House to consider 2nd reading SBs and SJRs / 3rd reading

May 28, 2023
Last day to adopt conference committee reports

May 29, 2023
Corrections only; final day of the 88th Regular Session

June 18, 2023
Last day Governor can sign or veto bills
STATE BUDGET

HB 1 HOUSE

• House Approved $302.6B Budget on April 6
• Senate appointed conference committee members
• Conferees: Huffman (Chair), Nichols, Kolkhorst, Creighton and Schwertner

HB 1 SENATE

• Senate Approved $308B Budget on April 17
• House appointed conference committee members
• Conferees: Bonnen (Chair), Gonzalez of El Paso, Jetton, VanDeaver and Walle
BILLS OF INTEREST

Transportation Funding

• SB 505 Would create a $200/$400 Electric vehicle fee. Sent to Governor 5/2

• SB 1232 Would extend Prop 1 by 8 years. Passed Senate, Passed House Committee 5/9

• SCR 2 Would extend Proposition 7 by 10 years. Passed Senate, Passed House Committee, Sent to Calendars 4/26

• HB 2230 Would eliminate the expiration date of Proposition 1, making the revenue stream permanent. Passed House, Passed Senate Committee 5/10
BILLS OF INTEREST

Safety

• SB 1663 Authority of a city to alter speed limits. Passed Senate and House Committee, Sent to Calendars 5/5

• HB 3297 Would end the annual vehicle safety inspection program, adds an annual fee. Passed House, Scheduled for Senate Committee Hearing 5/11

Temporary Tags

• HB 718 Issuance of metal plates. Passed House, Referred to Senate Committee 5/4

• HB 914 Temp tag tampering penalties. Passed House & Senate 5/9

• HB 2195 Increases penalties for fictitious, altered plates. Passed House, Passed Senate Committee 5/10

• HB 3747 Prohibits fraudulent temp tags, increases penalties. Passed House, Referred to Senate Committee 5/9
BILLS OF INTEREST

Air Quality

- **HB 4885** Texas Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP. Passed House, Referred to Senate Committee 5/4
- **HB 1351** LIRAP/LIP funds to counties. Passed House 5/10

Tire Disposal

- **HB 3282** Illegal scrap tire disposal through identification program, authority of a county to impose fines. Passed House 5/9
- **HB 1503** Scrap tire disposal grant program. Passed House, Referred to Senate Committee 5/1
BILLS OF INTEREST

High-Speed Rail

• HB 2357 Requires reports on HSR financing, costs, timelines, ridership, routes, foreign investment disclosure. Passed House Committee, Set On House Local Calendar 5/12

Technology

• SB 2144 Advanced air mobility technology advisory committee. Sent to Governor 5/2

Tolling

• HB 3843 TxDOT study and report on statewide toll facilities. Passed House, Referred to Senate Committee 5/10
CONTACT US

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Nick Allen
Communications Coordinator
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NCTCOG Legislative Updates: www.nctcog.org/legislative
Texas Legislature Online: https://capitol.texas.gov/
WALK TO SCHOOL DAY PROMOTION
2023

KARLA WINDSOR | RTC | 5.11.23

Nichols Elementary: 2022 1st Place Photo Contest Winner
WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and around the world walking to school on the same day
- Highlights the importance of pedestrian and bicycle safety
- Walk to School Day 2023 will be held on **Wednesday, October 4**
- NCTCOG helped schools participate with safety-themed giveaways in 2019 and 2022
104 events were registered with the National Walk to School Day event tracker from Collin, Dallas, Denton, Ellis, Hunt, and Tarrant Counties.

NCTCOG helped 20 schools celebrate Walk to School Day with safety-themed giveaways.

NCTCOG received 973 signed safety pledges for entry into a bike raffle from 14 schools.

BY THE NUMBERS – 2022

Participating Schools in Texas by Year

- 2018: 180
- 2019: 164
- 2020: 56* (WTSD from-home events during COVID-19 response)
- 2021: 166
- 2022: 198
- 2023: Estimated (projection)

How many more schools can we help to participate in 2023?
Giveaways and Raffle for Participating Students!

- Giveaways will be awarded to schools that sign up to participate while supplies last
  - Walk to School Day banner to display during event
  - Bicycle and pedestrian safety-focused giveaways
  - Bike raffle entries for participating students
- Expanding on 2022 program
- Early coordination is key!
BICYCLE AND PEDESTRIAN SAFETY-FOCUSED GIVEAWAYS

• Generate excitement from students and families to participate in WTSD
• 2022 items shown; 2023 items TBA
• Bicycle raffle again in 2023 to get safety pledges; popular incentive in 2022
FRISCO EXAMPLE OF CITY/ISD COORDINATION

- City of Frisco Transportation / Engineering Division
- Frisco Police & Fire Departments
- Frisco Public Involvement / Marketing
- Frisco Independent School District

- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
- Registered schools had a school resource officer (SRO) onsite on October 12 to hand out stickers
- City of Frisco staff created a toolkit to promote Walk to School Day and published materials on city website: www.FriscoTexas.gov/SchoolZoneSafety
- Participation up from 21 schools in 2021 (year one) to 30 in 2022
- FISD promoted event to individual school PTAs

PROCLAMATION

WHEREAS, National Walk ‘n Roll to School Day promotes pedestrian safety and the importance of daily physical activity for children’s health and well-being; and
WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes, and other health problems among children. Walking to school provides an opportunity to build activity into a daily routine because active children learn better; and
WHEREAS, walking to school reduces traffic congestion, vehicle emissions, fuel consumption and encourages a cleaner and greener Frisco; and
WHEREAS, celebrating the 26th Annual National Walk ‘n Roll to School Day creates awareness of the need for walkable communities and making our community a safe place for pedestrians; and
WHEREAS, this day allows for children, parents, community leaders, school representatives, and neighborhoods to come together and build a sense of community, to inspire families to walk ‘n roll to school more often, and to practice good pedestrian habits which are important life skills; and
WHEREAS, the City of Frisco’s Police Department, Fire Department, Transportation Engineering Division, and Frisco Independent School District partnered together with the National Center for Safe Routes to School and the Frisco Zero for Youth initiative to promote Walk ‘n Roll to School Day in Frisco; and
NOW THEREFORE, J. Jeff Cheney, Mayor of the City of Frisco, Texas, do hereby proclaim October 12th, 2022, as “National Walk ‘n Roll to School Day” in Frisco and encourage everyone to consider pedestrian safety today and every day.

Proclamation read by Mayor to City Council
Courtesy of the City of Frisco
HOW CAN CITIES HELP?

- Spread the word about Walk to School Day and NCTCOG’s promotion.
- Create inner city collaboration between departments and make it big! Elected official support is critical.
- Collaborate with local ISDs and schools in your jurisdiction to hold joint events.
  - Excellent outreach/positive publicity opportunity
  - Increase awareness, get feedback on issues and projects related to bicycle/pedestrian safety
- **Contact us** for assistance: [www.nctcog.org/WalkToSchool](http://www.nctcog.org/WalkToSchool)
SPREAD THE WORD & PARTICIPATE WITH US!

- To be added to the Walk to School Day 2023 mailing list, fill out the interest form at www.nctcog.org/WalkToSchool
- Share with your local school and ISD contacts

Interest Form QR Code:

Comanche Springs Elementary
CONTACT US

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Shawn Conrad, PhD  
Principal Transportation Planner  
sconrad@nctcog.org | (817) 704-5695

Erin Curry  
Transportation Planner  
ecurry@nctcog.org | (817) 704-2505
Scrap Tire Challenges

• Expensive and inconvenient for citizens to properly dispose

• “Mom & Pop” shops typically lack the resources for proper disposal of large quantities of tires

• Difficulty with enforcement and prosecution
  • Lack of ordinances
  • Lack of education

• Illegal dumping on roadways, creeks, private property

• Rural areas typically experience more illegal dumping than urban areas

• Lack of adequate markets
Proper End-of-Life Tire Cycle

Scrap Tire Management Stream from Generator to End-Use Facility

“Scrap tire generator” means a fleet operator, an automotive dismantler, or a retailer, wholesaler, manufacturer, recapper, or retreader of new or used tires.

Source: Texas Commission on Environmental Quality (TCEQ)
# Statewide Historical Trends

## END-USES FOR SCRAP TIRES 2017 TO 2021

<table>
<thead>
<tr>
<th>Year</th>
<th>Tires Per Year</th>
<th>Tire Derived Fuel (TDF)</th>
<th>Landfill</th>
<th>Crumb Rubber</th>
<th>Other Beneficial Use</th>
<th>LRPUT</th>
<th>Other Recycling</th>
</tr>
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<tbody>
<tr>
<td>2017</td>
<td>43,748,997</td>
<td>4%</td>
<td>9%</td>
<td>13%</td>
<td>18%</td>
<td>25%</td>
<td>31%</td>
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<tr>
<td>2018</td>
<td>45,889,873</td>
<td>4%</td>
<td>4%</td>
<td>21%</td>
<td>7%</td>
<td>30%</td>
<td>34%</td>
</tr>
<tr>
<td>2019</td>
<td>44,785,032</td>
<td>10%</td>
<td>5%</td>
<td>21%</td>
<td>15%</td>
<td>33%</td>
<td>15%</td>
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<tr>
<td>2020</td>
<td>47,426,269</td>
<td>6%</td>
<td>5%</td>
<td>20%</td>
<td>11%</td>
<td>33%</td>
<td>1%</td>
</tr>
<tr>
<td>2021</td>
<td>50,635,149</td>
<td>7%</td>
<td>4%</td>
<td>25%</td>
<td>7%</td>
<td>33%</td>
<td>29%</td>
</tr>
</tbody>
</table>

Source: TCEQ 2021 Scrap Tire Annual Report Summary
Known Illegally Dumped Tire Sites in Texas

Total Number of Illegally Dumped Tires Known

- May 2022 – 12,185,301
- April 2021 – 11,586,130
- April 2020 – 11,751,174
- April 2019 – 14,708,535
- April 2018 – 14,359,826
# M&O, AQ, and Regional Safety Program

<table>
<thead>
<tr>
<th>Category</th>
<th>RTC Share</th>
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<tbody>
<tr>
<td>Planning Activities, Data Collection, and Engineering Activities</td>
<td>$25.24M</td>
</tr>
<tr>
<td>Air Quality Initiatives</td>
<td>$11.65M</td>
</tr>
<tr>
<td>Regional Tire Program</td>
<td>$490,000*</td>
</tr>
<tr>
<td>Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)</td>
<td>$51.74M</td>
</tr>
<tr>
<td>Travel Demand Management/Transit</td>
<td>$6.75M</td>
</tr>
<tr>
<td>Innovative Technologies</td>
<td>$10.40M</td>
</tr>
<tr>
<td><strong>2023-2026 Funding</strong></td>
<td><strong>$105.78M</strong>*</td>
</tr>
</tbody>
</table>

* $490,000 committed from the Air Quality Initiatives funding recently approved by the Regional Transportation Council (RTC) for use in a regional tire program.
Regional Tire Task Force

• Created December 2021
• Inter-department partnership and collaboration
• Strategy development and implementation to address regional scrap tire management in the 16-county region
• Regional Scrap Tire Model Ordinance
  • Comprehensive plan with provisions a county can adopt and edit
  • Unified model ordinance with provisions a city can adopt and edit
  • Cities with existing ordinances: Dallas, Forney, Fort Worth, Grand Prairie, Mineral Wells
  • Developed using City of Dallas updated ordinance as template and incorporating aspects of City of Houston ordinance

https://www.nctcog.org/envir/materials-management/regional-tire-task-force
Regional Scrap Tire Model Ordinance

Sections:

• Definitions
• Tire business license and mobile tire repair unit permit required; application; transferability
• Issuance, denial, and display of a license permit, or tire disposal records
• Revocation of a license
• Required Training
• Scrap Tire Generator Storage Methods
• Tire Identification
• Transporting Scrap Tires
• Penalty
One of 20 policies from the Mobility Plan

Voluntary participation

Rewards qualifying entities with Transportation Development Credits (TDCs)

City and County Eligibility

Develop a plan, ordinance, or policy for transportation refuse recycling, or implement elements of a transportation refuse recycling plan.

3 points maximum
Current Proposed Tire Legislation (as of 4/26/2023)

- **HB 3282** – Pending, in House Environmental Regulations Committee 4/13
  - Creates additional requirements for tire transporters and generators, creates fines for not being registered, fines go into an account to recycle tires.

- **HB 3352** – Pending, in House Environmental Regulations Committee 4/13
  - Creates programs for unique scrap tire identification and enforcement for certain counties

- **HB 1503** – Approved in committee April 4th, awaiting House debate
  - Tire disposal grant program

- **SB 1328** – No action
  - Add illegal storage of scrap tires to the current list of “common nuisances” in current statute and proposes to reduce number of legally stored scrap tires from 500 to 200

- **SB 2126** – No action
  - Authorize a county to appropriate and spend money on a program to buy back used tires, as part of managing a current solid waste program
FOR MORE INFORMATION

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https://www.nctcog.org/envir/materials-management/regional-tire-task-force
Air Quality Ozone: Federal vs. State

Regional Transportation Council
May 11, 2023
Jenny Narvaez
Emissions Monitoring

Criteria Air Pollutants:

<table>
<thead>
<tr>
<th></th>
<th>Attainment</th>
<th>Nonattainment</th>
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<tbody>
<tr>
<td>Ozone</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Particulate Matter</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td>✓</td>
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</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>
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</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 SIP Revisions

Area Fails to Attain Standard → Redesignation Request and Maintenance Plan SIP Revision

Area Attains Standard → Redesignation to Attainment

Environmental Protection Agency (EPA) Action
Texas Commission on Environmental Quality (TCEQ) Action
Federal Clean Air Act: EPA required to review the NAAQS every five years which may or may not result in revision.

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

EPA Reviews NAAQS
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

Air Quality Ozone: Federal vs. State

5
Federal: EPA Revises NAAQS: Assessments

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. EPA Reviews and Revises NAAQS
2. 1 Year
3. State Designation Recommendations
4. 1 Year
5. EPA Nonattainment Designation and Classifications
6. 2 Years
7. Emissions Inventory SIP Revisions
8. Time Varies (12 - 24 months)
9. EPA Reclassification
   - +3 Years to Attain (Moderate & Serious)
   - +6 Years to Attain (Severe)
10. Area Fails to Attain Standard
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
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)
References

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https://www.nctcog.org/trans/quality/air/ozone
## FY 23 Multimodal Projects Discretionary Grant (MPDG) Program

Overview of Combined Solicitation – INFRA, MEGA, & RURAL Grants

### INFRA – Nationally Significant Multimodal Freight/Highway Projects

- **Available Funds:** $1.55 Billion (FY 23)
  - $1.3 Billion – All Projects (FY 23)
  - 85% – Large
    - Costs > $100M
  - 15% – Small
    - Costs < $100M
- **Federal Cost Share/Match:** Up to 60% – INFRA Grant Request (no award minimum)
- **Award Size:** Up to 80% – Federal (overall)
  - $25 Million – Minimum (Large)
  - $5 Million – Minimum (Small)

### MEGA – National Infrastructure Project Assistance Program

- **Available Funds:** $1 Billion (FY 23)
  - Cost > $500M
    - 50% Available Funds
  - Cost $100-500M
    - 50% Available Funds
- **Federal Cost Share/Match:** Up to 60% – MEGA Grant Request (no award min./max.)
- **Award Size:** Up to 80% – Federal (overall)
  - $300 Million – All Projects (FY 23)
  - $25M Minimum – 90% of Projects
  - No Minimum – 10% of Projects

### RURAL – Rural Surface Transportation Grant Program

- **Available Funds:** $300 Million (FY 23)
  - $250 Million – All Projects (FY 23)
  - Lane Departures
    - 15% (not Texas)
  - Appalachians
    - 25% (not Texas)
- **Federal Cost Share/Match:** Up to 80% – RURAL Grant Request (no award minimum)
- **Award Size:** Up to 100% – Federal (overall)

### Uniform Selection Criteria:
- Safety
- State of Good Repair
- Innovation
- Economic Impacts, Freight Movement, & Job Creation
- Climate Change, Resiliency, & the Environment
- Equity, Multimodal Options, & Quality of Life

### Economic Analysis (Benefit-Cost Ratio)

### Project Readiness Analysis:
- Technical Assessment
- Environmental Review/Risk Assessment
- Financial Completeness

### Application Deadline: 7/03/2023

1. FY 22 MPDG information shown with deadlines updated; subject to change with FY 23 MPDG NOFO.
## FY 23 Multimodal Projects Discretionary Grant (MPDG) Program

### Candidate Project List/Details 1 – DRAFT

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION / LIMITS</th>
<th>NEW?</th>
<th>E/W</th>
<th>NON-FEDERAL</th>
<th>COST / FUNDING STATUS</th>
<th>FEDERAL</th>
<th>TOTAL COST</th>
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<tr>
<td><strong>COST / FUNDING STATUS</strong></td>
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<td></td>
<td></td>
<td>Non-Federal</td>
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<td>Federal</td>
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<tr>
<td></td>
<td>NCTCOG / TxDOT</td>
<td>Local / Private</td>
<td>%</td>
<td>NCTCOG / TxDOT</td>
<td>MPDG Amount (Grant Type)</td>
<td>%</td>
<td></td>
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<tr>
<td><strong>PROJECT</strong></td>
<td><strong>TITLE</strong></td>
<td><strong>DESCRIPTION / LIMITS</strong></td>
<td><strong>NEW?</strong></td>
<td><strong>E/W</strong></td>
<td><strong>NCTCOG / TxDOT</strong></td>
<td><strong>Local / Private</strong></td>
<td><strong>%</strong></td>
</tr>
<tr>
<td>FY 23 MPDG CANDIDATE PROJECTS – NCTCOG (as lead applicant)</td>
<td></td>
<td></td>
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<tr>
<td>Dallas County Inland Port (DCIP) Multimodal Connectivity Project</td>
<td>Rebuild Belt Line Rd. (Lancaster Hutchins Rd. – East of Mason Rd.) &amp; Sunrise Rd. (Belt Line Rd. – Loop 1604) to a 4-lane arterials w/ side paths for better mobility/accessibility.</td>
<td>NO (FY 22 MPDG)</td>
<td>EAST</td>
<td>N/A</td>
<td>$16,995,000</td>
<td>21%</td>
<td>$20,530,000</td>
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<tr>
<td>US 80 Corridor/IH 635 Junction Reconstruction Project – Mesquite</td>
<td>Rebuild US 80 (Town East Blvd. – Belt Line Rd.), plus IH 635 interchange, to address multimodal mobility, safety, &amp; access needs.</td>
<td>NO (FY 19 BUILD)</td>
<td>EAST</td>
<td>$96,552,031</td>
<td>N/A</td>
<td>20%</td>
<td>$162,270,889</td>
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<tr>
<td>Alliance Smart Port Deployment &amp; SH 170 Connections Project</td>
<td>Deliver comprehensive infrastructure assets (including SH 170/Intermodal Pkwy. direct connectors), smart technology deployments, &amp; new EV/alternate fuel capacities to unleash Alliance logistics optimization concept.</td>
<td>YES WEST</td>
<td>$9,536,000</td>
<td>$134,430,000</td>
<td>60%</td>
<td>$24,366,000</td>
<td>(INFRA)</td>
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<td>US 81/287 North Tarrant County Reconstruction Project</td>
<td>Reconstruct for six general purpose lanes, continuous one-way frontage roads, improved intersections, relocated ramps, &amp; new grade separations IH 35W – Avondale Haslet Rd.)</td>
<td>YES WEST</td>
<td>$49,480,000</td>
<td>$19,400,000</td>
<td>20%</td>
<td>$160,080,000</td>
<td>(MEGA)</td>
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<tr>
<td>US 377 @ SH 144 Reconstruction Project – Granbury</td>
<td>Rebuild US 377 to a 6-lane limited-access roadway w/ SH 144 upgrades (Autumn Ridge Dr. to FM 51) to address safety, mobility, drainage, &amp; multimodal access needs.</td>
<td>YES WEST</td>
<td>$18,000,000</td>
<td>N/A</td>
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<td>$32,000,000</td>
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<td>FY 23 MPDG CANDIDATE PROJECT – LOCAL/REGIONAL PARTNERS (w/ NCTCOG as co-applicant)</td>
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<tr>
<td>IH 30 Downtown Dallas Canyon Project</td>
<td>Rebuild IH 30 (IH 35E – IH 45) to address design/safety/mobility deficiencies, restore CBD street grid for multimodal connections &amp; surplus ROW re-use, &amp; add deck foundations.</td>
<td>NO (FY 22 MPDG)</td>
<td>EAST</td>
<td>$216,800,000</td>
<td>N/A</td>
<td>40%</td>
<td>$234,700,000</td>
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</table>

1. Cost/funding assumptions finalized by June 2023 RTC Action; figures subject to change due to Texas Transportation Commission (TTC) interim approval of Category 2/4/12 requests for 2024 Unified Transportation Program (UTP).
FY 23 Multimodal Projects Discretionary Grant (MPDG) Program

Schedule

May 2023 (approx.) | FY 23 MPDG Notice of Funding Opportunity (NOFO) Released

May 11, 2023 | RTC Information

May 17, 2023 | Finalize Candidate Project Scope, Cost, Funding Amount(s)/Source(s), & Phasing/Schedule Details (for posting of STTC Agenda)

May 26, 2023 | STTC Action

June 8, 2023 | RTC Action

June 15, 2023 | RTC Letter of Support Deadline
(for projects submitted by partnering agencies, send requests to Nicholas Allen – nallen@nctcog.org)

June 22, 2023 | Executive Board Action

July 2023 (approx.) | FY 23 MPDG Application Deadline – Grants.gov
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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-notices-funding-opportunity
Multimodal Projects Discretionary Grant (MPDG) Program: https://www.transportation.gov/grants/mpdg-announcement