

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54018	Facility: US 377	Location/Limits From: EAST OF BRAZOS RIVER BRIDGE	Modification #: 2023-0225
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: WEST OF FM 51	
County: HOOD	CSJ: 0080-03-049		
City: GRANBURY	Desc: US 377: WIDEN 4 LN TO 6 LN (WITH A 4 LN TRANSITIONAL SECTION AT END WITH AUX LANES) WITH 0 TO 4 LN DISC ACCESS ROADS AND RAMPS; SH 144: WIDEN 4 LN UNDIVIDED TO 4/5 LN DIVIDED AND INTERSECTION IMPROVEMENTS; FM 51: WIDEN 2 LN UNDIVIDED TO 4 LN UNDIVIDED		
	Request: REVISE LIMITS TO US 377 FROM OVERSTREET BLVD TO PIRATE DR; REVISE SCOPE AS US 377 FROM OVERSTREET BLVD TO SH 144: WIDEN 4 LN TO 6 LN DIVIDED (TRANSITION SECTION AT END WITH AUX LNS) WITH 0 TO 4 LN DISCONTINUOUS ACCESS RDS ; FROM SH 144 TO PIRATE DR: UPGRADE 4 LN RURAL HIGHWAY TO 4 LN URBAN HIGHWAY WITH 0 TO 4 LN DISCONTINUOUS ACCESS RDS ; RECONSTRUCT SH 144 INTERCHANGE; INCREASE ROW AND UTILITIES FUNDING IN FY2024		
	Comment: RELATED TO TIP 54019/CSJ 0080-04-081 & TIP 54071/CSJ 0080-04-094; REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	UTIL	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000

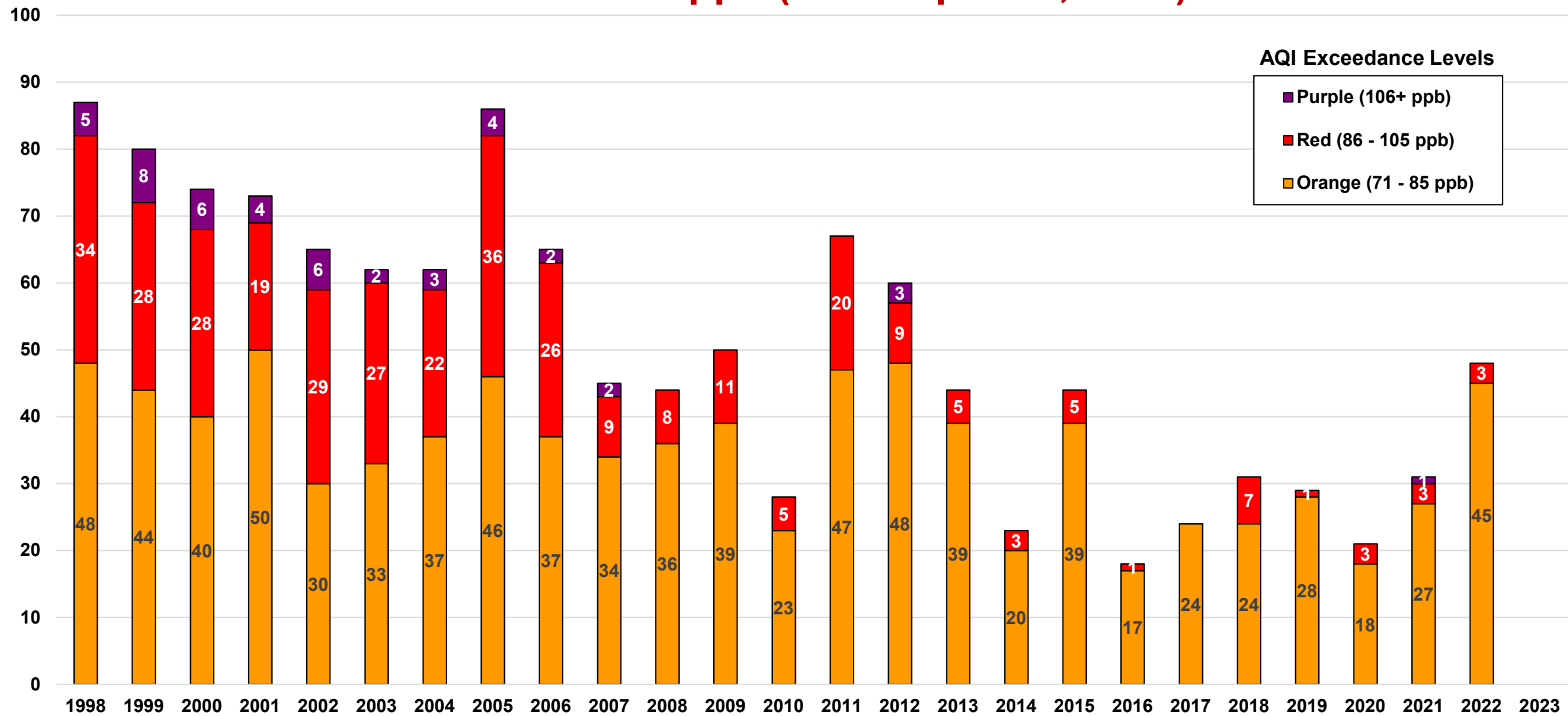
REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	UTIL	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000

Revisions since STTC Meeting: REVISE REQUESTED SCOPE TO CHANGE MENTION OF "FRONTAGE ROADS" TO "ACCESS ROADS" AND TO CLARIFY SPECIFIC IMPROVEMENTS WITHIN EACH SEGMENT.

8-HOUR OZONE NATIONAL AMBIENT AIR QUALITY STANDARDS HISTORICAL TRENDS

Based on ≤70 ppb (As of April 13, 2023)

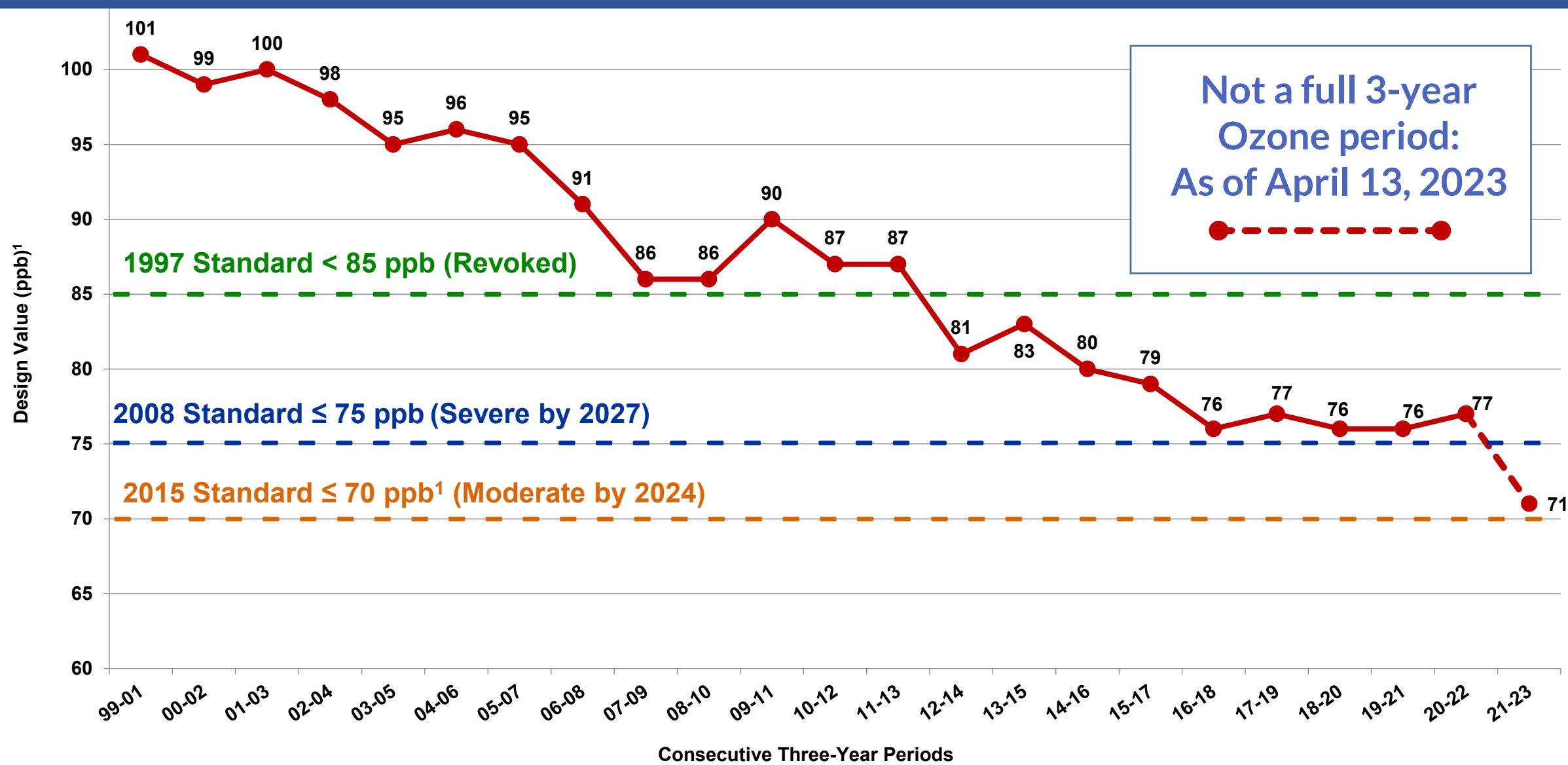


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-HOUR OZONE NATIONAL AMBIENT AIR QUALITY STANDARDS

HISTORICAL TRENDS



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

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

Funding Request

Amount: \$60,000 RTC Local

Fiscal Impact: \$0 total contract change

\$60,000 Regional Toll Revenue Funds will be reduced from the contract obligation to retain the total contract commitment of \$700,000

Contract Funding

	Previous	Revision	New
Regional Toll Revenue	\$500,000	-\$60,000	\$440,000
RTC Local	\$200,000	+\$60,000	\$260,000
Total	\$700,000	\$0	\$700,000



North Central Texas Council of Governments

FTA's Low or No Emission & Bus/Bus Facilities Grant Opportunity

Regional Transportation Council

4.13.2023

Shannon Stevenson, Senior Program Manager

PROGRAM FUNDING OVERVIEW

Infrastructure Investment and Jobs Act (IIJA)

Joint Notice of Funding Opportunity released Jan 27, 2023

Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment.

\$1.22B in funding available

Bus and Bus Facilities (5339b)

Assist in financing of buses and bus facilities capital projects, including:

- 1) replace, rehabilitate, purchase, or lease buses and related equipment
- 2) rehabilitate, purchase, construct, or lease bus-related facilities

\$469M in funding available



Low or No Emission & Bus/Bus Facilities
Grant Application

Applicants can apply to BOTH programs, but will only be awarded under one program (if selected)

GRANT PROGRAM PRIORITIES

Purpose

- ☐ Support state and local efforts to buy or modernize buses
- ☐ Improve bus facilities
- ☐ Support workforce development

Requirements

- ☐ Must include a Zero Emissions Transition Plan
- ☐ 5% of federal request must be dedicated to workforce development



PROPOSED PROJECT

- ☐ Purchase *up to* 10 EV buses for NCTCOG subrecipients
 - ☐ Limited to small public transit providers
 - ☐ Focus on replacement of buses coming up on or beyond their useful life
- ☐ Purchase *up to* 5 EV charging stations
- ☐ Workforce development training
- ☐ Development of Zero-Emission Transition Plan for small transit providers



ESTIMATED PROJECT BUDGET

	Total	Federal ¹	Local (TDCs)
EV Buses ²	\$5,000,000	\$5,000,000	750,000
EV Charging Stations	\$1,500,000	\$1,500,000	300,000
Workforce Development ³	\$300,000	\$300,000	60,000
Administrative Costs	\$500,000	\$500,000	100,000
TOTAL	\$7,300,000	\$7,300,000	1,210,000

¹ In utilizing TDCs, seeking 100% federal share

² Cost share for buses is 85% federal/15% local; all others are 80% federal/20% local

³ NOFO requires that Workforce Development be 5% of the federal request amount for vehicles



SCHEDULE

Date	Milestone
January 23, 2023	NOFO Released
March 24, 2023	STTC Action
April 13, 2023	RTC Action
April 13, 2023	Application Due
April 27, 2023	Executive Board Endorsement
By June 28, 2023	Award Announcement



REQUESTED ACTION

Regional Transportation Council approval of a regional grant application submittal to the Fiscal Year (FY) 2023 Low-No & Bus/Bus Facilities Competitive Grant programs, not to exceed \$7,300,000 including the use of 1,210,000 Transportation Development Credits (TDCs) as local match.

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this FTA grant, if selected.



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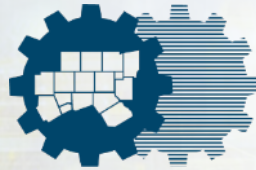
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Pursue Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area

Chris Klaus
Senior Program Manager
Regional Transportation Council
4.13.2023

Climate Pollution Reduction Grants Background

Created by Section 60114 of the Inflation Reduction Act

Purpose: Develop and implement plans for reducing greenhouse gas emissions (GHG) and other harmful air pollutants

Will be administered by the Environmental Protection Agency (EPA) in two phases:

- Phase 1: \$250 Million Non-Competitive Planning Grants
- Phase 2: \$4.6 Billion in Competitive Implementation Grants

<https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>



Climate Pollution Reduction Grants vs. Carbon Reduction Program

Program Element	Climate Pollution Reduction Grants (CPRG) (RTC Item 7)	Carbon Reduction Program (CRP) (RTC Item 8)
Purpose	Reduce GHGs, not limited to on-road sources	Reduce carbon dioxide emissions from on-road sources
Administrator	Environmental Protection Agency	Federal Highway Administration
Funding for Region	<u>Planning Grants</u> - \$1 million through 2027 <u>Implementation Grants</u> - Up-to \$4.6 billion	~\$112 million (federal) through 2027
Match	<u>Planning Grants</u> - No match <u>Implementation Grants</u> - Unknown	20%
Deliverables	<u>Planning Grants</u> : - Priority Climate Action Plan - Comprehensive Climate Action Plan (CCAP)	- Carbon Reduction Strategy (by the state) - Funds used for eligible projects selected by recipient (e.g., state or metropolitan planning organization)
Additional Requirements	Projects to be implemented in Phase 2 must be listed in the CCAP, details on Implementation Grants not yet released	Projects must be listed in State Transportation Improvement Program



Phase 1: Planning Grants

\$1 million is available for the Dallas-Fort Worth (DFW)-Arlington metropolitan statistical area (MSA)

- Includes Wise, Denton, Collin, Parker, Tarrant, Dallas, Rockwall, Kaufman, Ellis, Johnson, and Hunt counties
- Inclusion of neighboring jurisdictions, outside the boundary lines of the MSA, is allowed and encouraged
- No match required

\$3 million to each State, DC, and Puerto Rico

- If Texas chooses to not receive planning funds, 3 additional MSAs in Texas will each become eligible for \$1 million

To be eligible to apply for Phase 2 Implementation funding, entities and proposed projects must be covered by either a State or MSA Phase 1 planning grant



Eligible Applicants – Planning Grants

Environmental Protection Agency (EPA) requires one eligible entity to be the lead applicant on behalf of the entire MSA to encourage regional climate planning

Lead applicant will need letters from cities within MSA and neighboring jurisdictions indicating their commitment to work with lead applicant

Eligible applicants include:

- States
- Air pollution control agencies
- “Municipalities” as defined by Section 302 of the Clean Air Act*
- Groups of municipalities, such as a council of governments

**Section 302 of the Clean Air Act defines "municipality" as a city, town, borough, county, parish, district, or other public body created by or pursuant to State law*



Deliverables – Planning Grants

Deliverable #1: Priority Climate Action Plan (PCAP) – March 1, 2024

- GHG inventory and quantified GHG reduction measures
- Low-income and disadvantaged communities' benefits analysis
- Review of authority to implement

Deliverable #2: Comprehensive Climate Action Plan (CCAP) – Summer 2025

- GHG emissions projections, reduction targets, and reduction measures
- Benefits analysis for full geographic scope and population covered by the plan
- Low-income communities benefit and workforce analysis
- Plan to leverage other federal funding

Deliverable #3: Final Report – Summer 2027

- Report on progress towards GHG reduction and next steps



Eligible Use of Funds – Planning Grants

- Staffing to develop deliverables
- Planning and implementing meetings for fostering collaboration between government, the public, and stakeholders
- Outreach and education for stakeholders
- Subawards to municipalities, air pollution control agencies, regional planning organizations, non-governmental organizations, academic institutions
- Modeling and analytical costs (including software)
- Supplies
- Incidental costs related to the above activities, including but not limited to travel, membership fees, and indirect costs



Schedule

	Milestone	Date
	Surface Transportation Technical Committee (STTC) Approval	March 24, 2023
	Regional Meeting	March 30, 2023
	Texas' Notice of Intent to Participate	March 31, 2023
→	Regional Transportation Council (RTC) Action	April 13, 2023
	Municipalities' Letter of Support to Lead Applicant	April 21, 2023
	NCTCOG Executive Board Action	April 27, 2023
	State's Completed Application	April 28, 2023
★	MSA's Notice of Intent to Participate	April 28, 2023
	Completed Applications for MSAs	May 31, 2023
	Information on Competitive Implementation Grants Released and Planning Funds Awarded	Summer 2023
	Deliverable #1: Priority Climate Action Plan	March 1, 2024
	Deliverable #2: Comprehensive Climate Action Plan	Summer 2025
	Deliverable #3: Final Report	Summer 2027



Action Requested

Per STTC recommendation on March 24, 2023:

Approval of NCTCOG as lead applicant to pursue Phase 1 funding from the EPA Climate Pollution Reduction Grants program on behalf of the DFW Metropolitan Statistical Area

Seeking Letters of Support to NCTCOG by April 21, 2023

Instructions and template available on www.nctcog.org/aqfunding



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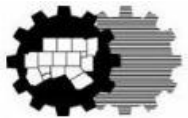
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CARBON REDUCTION PROGRAM

Regional Transportation Council

April 13, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- One of the new funding programs created via the Infrastructure Investment and Jobs Act (IIJA) was the Carbon Reduction Program (CRP).
- The goal of the program is to provide funding for projects that reduce carbon dioxide emissions from on-road sources.
- The Federal Highway Administration and the Texas Department of Transportation have provided guidance on these funds, and they can now be programmed on projects.
- Metropolitan Planning Organizations (MPO) have project selection authority for regional allocations, similar to Surface Transportation Block Grant (STBG) funds.

CLIMATE POLLUTION REDUCTION GRANTS VS. CARBON REDUCTION PROGRAM (CRP)

Program Element	Climate Pollution Reduction Grants	Carbon Reduction Program
Purpose	Reduce GHGs, not limited to on-road sources	Reduce carbon dioxide emissions from on-road sources
Administrator	Environmental Protection Agency	Federal Highway Administration
Funding for Region	<u>Planning Grants</u> - \$1 million through 2027 <u>Implementation Grants</u> - Up to \$4.6 billion	~\$112 million (federal) through 2027
Match	<u>Planning Grants</u> - No match <u>Implementation Grants</u> - Unknown	20%
Deliverables	<u>Planning Grants</u> : - Priority Climate Action Plan - Comprehensive Climate Action Plan (CCAP)	- Carbon Reduction Strategy (by the state) - Funds used for eligible projects selected by recipient (e.g., state or MPO)
Additional Requirements	Projects to be implemented in Phase 2 must be listed in the CCAP, details on Implementation Grants not yet released	Projects must be listed in State Transportation Improvement Program

CARBON REDUCTION STRATEGY

- CRP requires that states, consulting with MPOs, develop a Carbon Reduction Strategy with the goals of:
 - Reducing traffic congestion by promoting use of non-single occupant vehicle trips
 - Promoting vehicles and modes of travel that reduce transportation emissions
 - Assisting the construction of transportation assets that reduce transportation emissions
 - Calculating the carbon emissions from the construction of transportation facilities in the State
- This strategy is not binding.
- CRP funding is available even though the State's Carbon Reduction Strategy is not completed yet.
 - Funding is not contingent on achievement of the goals.

ELIGIBLE PROJECTS

- CRP funds are very similar to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.
- Eligible project types include, but are not limited to:
 - Bicycle/pedestrian improvements
 - Transit improvements
 - Alternative fuel (e.g., electric vehicle, hydrogen, natural gas) infrastructure deployment
 - Projects that improve traffic flow, but do not add capacity (e.g., turn lanes, signal improvements/re-timing, ITS)
 - Vehicle-to-Infrastructure technology deployment
 - Efforts to reduce the environmental impacts of freight movement
- More information on eligible project types can be found at:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

AVAILABLE FUNDING

- Urban areas will receive 65% of the funds allocated to Texas based on population.
- The Dallas-Fort Worth region to receive approximately \$18-19 million federal per year.
 - 2024 allocation includes 2022, 2023, and 2024 funds (~\$55 million federal)
- Funding for our region will follow the RTC-approved air quality funding split for the IIJA of 36% West and 64% East.
- CRP funds must be obligated within 4 years of being apportioned (the year of authorization plus 3 years). Thus, timely obligation of funding is critical.

PLAN FOR PROGRAMMING

- To ensure that the first few years of funding is obligated quickly, staff proposes utilizing the first three years of funding on:
 - Few, large projects
 - Existing projects (trade CMAQ or STBG for CRP)
 - Projects that can advance quickly
- Two projects from the 2024-2026 M&O and Safety Program have already been funded with CRP funds (Air Quality Energy Efficiency Initiatives and Community College Transit Pass Pilot Program in the East)
- Propose to change recently approved trades with Dallas Area Rapid Transit (DART) for Silver Line from CMAQ/STBG to CRP (\$35.328 million)
 - Contingent upon transfer of local funds from DART to Dallas consistent with previous RTC Action, without “good standing” requirement
- A plan for utilizing the West’s portion of CRP funds will be brought back later.
- Coordination is ongoing regarding proposals for how the remaining funds (FY 2025+) can be programmed.

REQUESTED ACTION

- RTC approval of:
 - The proposed plan to utilize the first increment of CRP funds by trading the funds with other projects and seeking obligation quickly.
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding

CONTACT/QUESTIONS?

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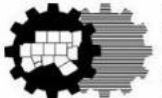
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COVID-19 #00X INFRASTRUCTURE PROGRAM TRANSIT PARTNERSHIP (ROUND 2)

Regional Transportation Council

April 13, 2023



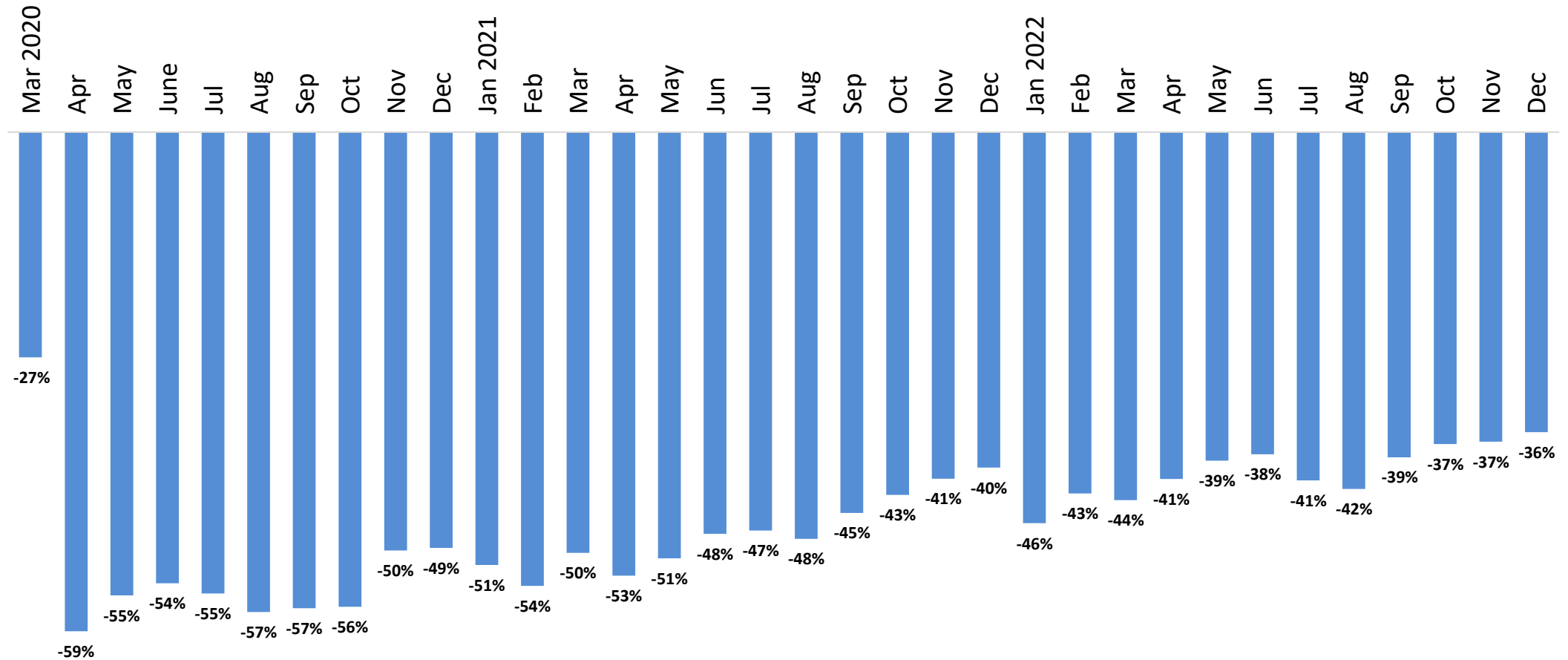
North Central Texas
Council of Governments
Transportation Department

PURPOSE AND BACKGROUND

- In response to a decline in transit ridership due to the COVID-19 outbreak, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in the COVID-19 #00X Round 3 Infrastructure Program in November 2020.
- In March 2021, the RTC awarded \$14 million to several projects, including:
 - Regional Transit Education Campaign
 - Insurance for Passenger Rail Integration
 - Regional Railroad Design Review
 - Regional Bus Stop Improvements
- In October 2021, the RTC awarded an additional \$620,000 for a first/last mile connection between the Trinity Railway Express Centreport Station and DFW Airport.
- Additional projects are being proposed to utilize the remaining funding and complete this initiative.

TRANSIT IMPACTS (WEEKDAY RIDERSHIP)

Decrease vs Baseline



REGIONAL BUS STOP IMPROVEMENTS

- Many bus stops leave transit riders waiting in the grass and dirt
- The proposed projects would provide funding for concrete foundations, overhead shelters, lighting, seating, real-time schedule information, etc.
 - \$2,780,000 of Surface Transportation Block Grant (STBG) funds for bus stops in the Trinity Metro service area
 - \$2,100,000 of STBG funds for bus stops in the Dallas Area Rapid Transit (DART) service area
 - \$1,000,000 of STBG funds for bus stops in the Denton County Transportation Authority (DCTA) service area
- The above funding would be matched with regional Transportation Development Credits (TDC)



DCTA A-TRAIN EXPANDED SERVICE

- There are instances when the DCTA A-Train service connection does not align with the larger DART system during major events in downtown Dallas, especially for a return trip.
- The proposed project would fill this gap by extending service for ~130 annual events.
- \$3,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds proposed (to be matched with Regional TDCs)
- This funding can only be spent for the first three years of the expanded service.
- DCTA would be responsible for funding this service once the RTC's funds are exhausted.

NCTCOG-IMPLEMENTED TRANSIT PROGRAMS

- Regional Transit Coordination Program
 - Would fund NCTCOG staff time for regional coordination of transit services with a focus on increasing economies of scale, technical assistance, mobility on demand, and mobility as a service.
 - \$1,000,000 of STBG funds proposed (to be matched with Regional TDCs)
- Transit Driver Workforce Development and Training Program
 - Would address the shortage of transit drivers (especially for small transit providers) by providing Commercial Drivers License tuition reimbursement
 - Program would be coordinated with the regional and county workforce development agencies
 - \$500,000 of STBG funds proposed as 100 percent federal per federal legislation for workforce development programs/projects

PROPOSED FUNDING DISTRIBUTION

- In Round 1 of the Transit Partnership, more projects were funded in the West than in the East
- Most projects in Round 2 will be funded in the East in order to bring the COVID-19 # 00X program in closer alignment with the RTC approved East/West funding split of 69 percent East and 31 percent West.

Subregion	Round 1 Funding Split for COVID-19 # 00X Transit Program	Resulting Funding Split for COVID-19 # 00X Transit Program
East	65%	69%
West	35%	31%

APPROVAL TIMELINE

Meeting/Task	Date
RTC Director's Report	March 9, 2023
Public Meeting	March 2023
STTC Action	March 24, 2023
RTC Action	April 13, 2023

PROPOSED ACTION

- RTC approval of:
 - Proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2)
 - 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 INFORMATION

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FEDERAL AND STATE LEGISLATIVE UPDATE

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council

April 13, 2023

FEDERAL UPDATE

RECENT COMMITTEE HEARINGS

House Subcommittee on Highways and Transit

- Met on March 28 to discuss the implementation of the Infrastructure Investment and Jobs Act
- Challenges and opportunities
- Focused on Buy America, permitting delays, supply chain disruptions, inflation, discretionary grant process, and workforce development



STATE BUDGET

HB 1 HOUSE

- House Approved \$302.6B Budget on April 6
 - \$136.9B in General Revenue spending
 - \$37.1B for TxDOT
- Article VII – Transportation Amendments included:
 - I-20 Passenger Rail Project \$10M matching funds, if Federal grant awarded
 - UTP 10% Discretionary Cap
 - Federal Funding Report
 - Outreach and Education Programs on Transportation Safety

HB 1 SENATE

- Senate Finance Approved \$308B Budget on April 12
 - \$141.3B in General Revenue spending
 - \$37.4B for TxDOT
- Article VII – Transportation Amendments included:
 - \$10M in Federal funds for Southern Gateway Deck Park Phase 2 Project, if it meets Federal funding requirements



BILLS OF INTEREST

Transportation Funding

- Would extend Proposition 7 by 10 years (SCR 2) **Approved in Senate Committee 3/29; On Senate Calendar 4/13**
- Would extend Prop 1 by 8 years (SB 1232) **Approved in Senate Committee 4/12**
- \$200/\$400 Electric vehicle registration renewal fee (SB 505) **Approved on Senate Floor 3/29** (HB 2199) **Approved in House Committee 4/12**
- Would add public transportation, bicycle paths, and sidewalks to the constitutional uses for which Proposition 1 funds can be used (HJR 77) **Left Pending in House Committee 4/12**



BILLS OF INTEREST

Safety

- Authority of a city to alter speed limits in residential district (SB 1663) **Placed on Senate Calendar 4/12**
- Texas Transportation Commission variable speed limit program (HB 1885) **Approved in House Committee 3/29**
- Would update terminology in state law from transportation “accident” to “crash” (HB 2190) **Approved in House Committee 3/29**
- Would eliminate the Vehicle Safety Inspection Program for non-commercial vehicles, establishes a fee (HB 3297) **Left Pending in House Committee 4/11**



BILLS OF INTEREST

Air Quality

- Regulation of emissions by local governments (SB 784) **Approved on Senate Floor 4/11** (HB 2211) **Passed House Committee 4/4**
- Authority to regulate the use or sale of a product for the purpose of reducing greenhouse gas emissions (SB 1114) **Approved on Senate Floor 4/6**

Electric Vehicles

- Regulating vehicle charging equipment (SB 1001) **Approved on Senate Floor 3/29**
- EV charging services, utility regulation (SB 1002) **Approved on Senate Floor 4/12**



BILLS OF INTEREST

Unmanned Aircraft

- Unmanned aircraft encroachment protections for airports and military installations (SB 1308) **Approved on Senate Floor 3/28**

Broadband

- Amends and updates current law relating to broadband development (SB 1238) **Approved on Senate Floor 4/5**

Temporary Tags

- Issuance of Metal Plates (HB 718) **Approved in House Committee 4/5**
- Temp tag tampering penalties (HB 914) **Approved on House Floor 4/10**
- Temp tag reproduction penalties (HB 2902) **Left Pending in House Committee 4/12**



ACTION REQUESTED

Requesting Approval to Send a Letter to Bring LIP/LIRAP Funds Back to the Region

- House Transportation Chair Canales Previously Expressed Interest in LIP/LIRAP Funding Issue in April 2022 Interim Committee
- Two letters sent on June 1, 2022, and December 2, 2022
- LIP funds can be used for temporary tag enforcement
- Staff requesting approval to submit a letter to House Transportation Chair and Committee



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NCTCOG Legislative Updates: www.nctcog.org/legislative

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





Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee

Lori Clark
Program Manager and
Dallas-Fort Worth Clean Cities Director

Regional Transportation Council
4.13.2023

Background

Designated by the Department of Energy (DOE) as one of over 75 Coalitions Nationwide

Local Coalition Impacts over Calendar Year 2021 (Based on 60 Fleets' Reporting):



~27 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced



118,555 Tons Greenhouse Gas (GHG) Emissions Reduced*

(Equivalent to Eliminating 594 Railcars Worth of Coal Burned)

Department of Energy (DOE) Redesignates Coalitions ~5 Years

Identify Opportunities and Goals for Strengthening Coalition Activities

Goal for Dallas-Fort Worth (DFW) Clean Cities to Establish Stakeholder Advisory Committee



Advisory Committee Purpose

Assist and Advise Coalition Staff on Initiatives that Improve Regional Air Quality and Reduce Transportation Energy Use by:

Assisting with Event/Project Promotion and Networking
Increasing Stakeholder Collaboration/Engagement
Informing Adoption of a Coalition Strategic Plan

Use Strategies/Technologies in the Clean Cities Portfolio:



Light-, Medium-, and Heavy-Duty Vehicles



Alternative and Renewable Fuels and Infrastructure



Idle Reduction Measures and Fuel Economy Improvements



New Mobility Choices and Emerging Transportation Technologies



Potential Committee Members

At least 51% Public Sector, Formal Chair and Vice-Chair Structure

Should be knowledgeable about alternative fuels*, vehicles, or infrastructure or other relevant subject matter

Potential roles or perspectives of interest:

Fleet managers

Planning staff

Sustainability staff

Energy managers

Infrastructure developers

Alternative fuel providers

Vehicle manufacturers

Universities

Utilities

Transit agencies

Special districts

Advocacy/interest groups

*Alternative fuel types include electricity, hydrogen, natural gas, propane, biodiesel, and ethanol, including renewable versions of each fuel.



Schedule and Next Steps

Seeking nominations through May 31

Email cleancities@nctcog.org

More details at www.dfwcleancities.org

Finalize committee and hold initial meeting
Summer 2023



Dallas-Fort Worth
CLEAN CITIES



Creation of Dallas-Fort Worth Clean Cities
Technical Advisory Committee

For More Information



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Census Bureau Update to Urbanized Areas: Potential Implications

Regional Transportation Council

April 13, 2023

Ken Kirkpatrick, General Counsel

North Central Texas Council of Governments

BACKGROUND

US Census Bureau Updates to Urban Areas

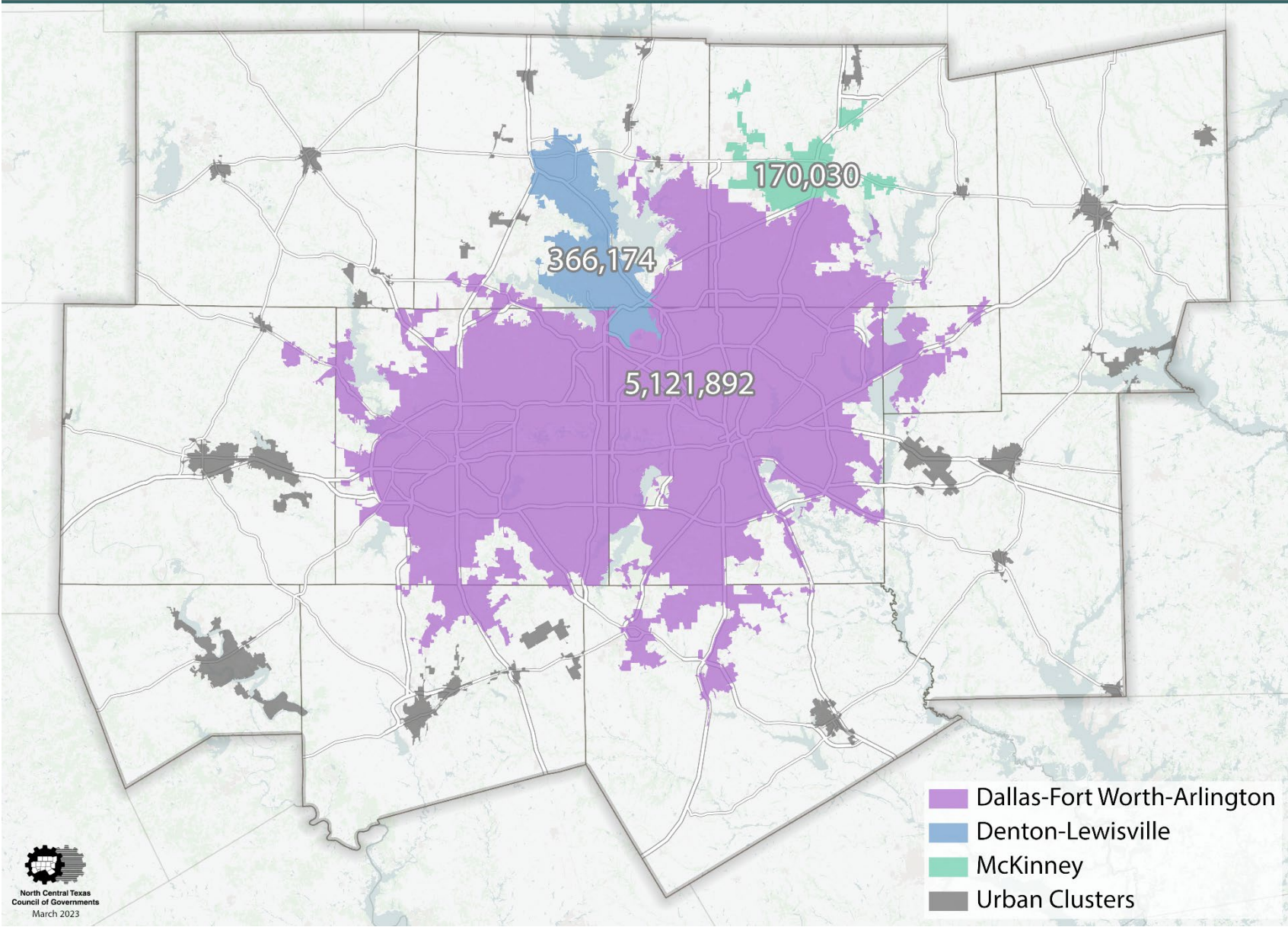
- Published December 29, 2022
- Based upon 2020 Census of Population and Housing

Highlights

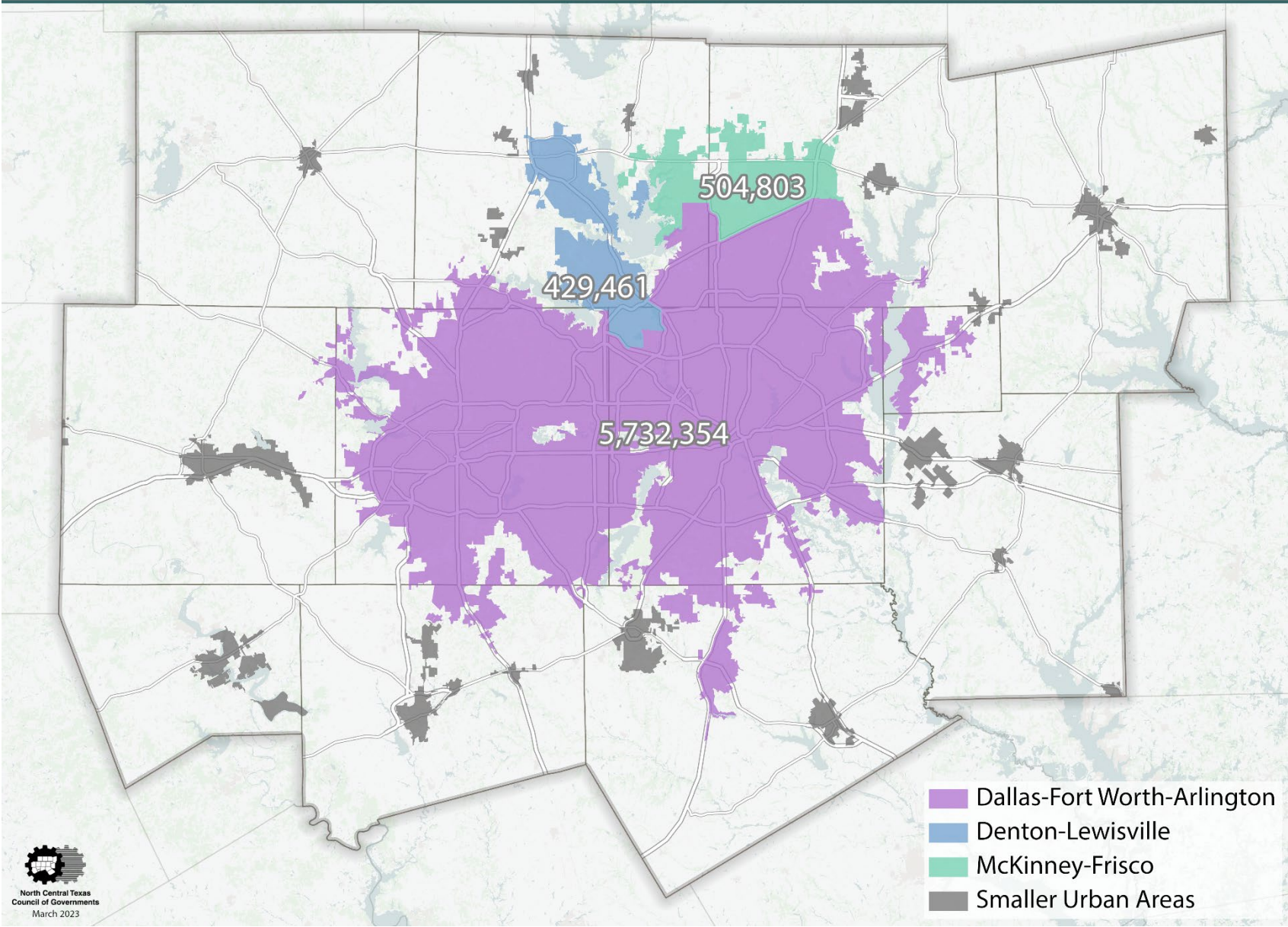
- Expanded and Renamed McKinney-Frisco Urban Area
- Population Increases
 - Dallas-Fort Worth-Arlington (+610,462)
 - Denton-Lewisville (+62,287)
 - McKinney-Frisco (+334,773)



Urban Areas (2010) - In Effect March 27, 2012 to December 29, 2022



Urban Areas (2020) - In Effect December 29, 2022 to Present



NEXT STEPS

Staff Reviewing Potential Implications

- MPO Designation/Redesignation
- RTC Bylaws/Representation
- FHWA/FTA Funding Allocations
- FTA Designated Recipient(s)
- Numerous Agreements
- Others?

FHWA/FTA Guidance

Anticipated in the coming weeks

Potential for boundary adjustment(s)



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