HIGH-SPEED TRANSPORTATION
Dallas-Fort Worth

02-10-2022 Regional Transportation Council
Brendon Wheeler, P.E. - NCTCOG
Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride

Proceed with Phase 1 recommendations
- IH 30 Corridor
- High-Speed Rail and Hyperloop

Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology

Continue coordination with TxDOT and local governments in Phase 2

Integrate alignment and mode recommendations into other planning activities
Recommended Phase 1 Alignments

IH 30 West
Opportunity to reconstruct freeway
A) Redesign freeway to incorporate HST System as integrated corridor
B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

IH 30 East
No additional major improvements planned
A) Design HST System within managed lanes footprint
B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

Station Locations
Alignment: IH 30 Corridor
Managed Lanes to Remain

Project Team recommends advancing High-Speed Transportation (HST) alignment concurrently with managed lanes along IH 30, providing maximum multimodal flexibility to corridor.
Technology: Parallel Paths Forward

Advance High-Speed Rail and Hyperloop technologies in parallel

- Advance only High-Speed Rail through the NEPA process
- Advance Hyperloop along technology certification and demonstration path
- Advance these two technologies in different corridors
Advance High-Speed Rail through NEPA process

• Agreed between FRA/FTA and Project Team as best path forward
• Fulfills regional commitment and RTC policy to advance project through NEPA process
• Environmentally clears IH 30 corridor for non-specific provider of High-Speed Rail
• Maintains momentum of Phase 1 efforts, including public and private stakeholder consensus
• Maintains early opportunity for private investors/operators in High-Speed Rail to gain interest in Dallas-Fort Worth corridor
Advance Hyperloop along technology certification and demonstration path

- Fulfills regional commitment and RTC policy to advance Hyperloop technology within the region
- Monitor Hyperloop technology advancement through NASA’s Technology Readiness Levels index used in Phase 1
- Received interest from Hyperloop companies to develop test/certification facilities within region
  - Generates momentum with Hyperloop providers/developers and investors
  - Opportunity to meet a “real world” need within region
  - Opportunity to submit locations from around the region for Hyperloop certification
Staff requests RTC adopt an updated high-speed corridor policy:

- Reaffirming RTC’s previous policy position to advance High-Speed Rail and advance Hyperloop through a different process
- Advancing High-Speed Rail through NEPA process
  - To not hold up NEPA process with developing technology
  - To environmentally clear IH 30 corridor (alignment and station locations)
- Reaffirming RTC’s support for managed lanes and High-Speed Rail within the IH 30 corridor

(continued)
Staff requests RTC adopt a high-speed corridor policy:

Directing staff to:

- Coordinate with Federal Partners to determine lead agency and appropriate path forward into NEPA process
- Continue coordination with TxDOT, local governments, and public in Phase 2
- Monitor Hyperloop technology advancement utilizing NASA’s Technology Readiness Levels index, with regular updates to RTC
June 25, 2021 – Previous STTC Action
July 8, 2021 – Previous RTC Action
August 5, 2021 – FTA/FRA Progress Meeting
August 2021 – Phase 1 substantially complete
October 2021 – Phase 1 Open Houses
November 4, 2021 – FTA/FRA Progress Meeting
January 6, 2022 – FTA/FRA Progress Meeting
January 28, 2022 – STTC Action
February 3, 2022 – FTA/FRA Progress Meeting
**February 10, 2022 – RTC Action**
February 10, 2022 – RTC Action
2022 through 2024 – NEPA Analysis
Contacts

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Communications Manager
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rgongora@nctcog.org

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Principal Transportation Planner
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bwheeler@nctcog.org

www.nctcog.org/dfw-hstcs
Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process
  Goal: Record of Decision or Finding of No Significant Impact
  Early coordination with Federal Partners on structure of process
Continued coordination with TxDOT, local governments, and stakeholders throughout
Expected 2-year timeframe
Existing Regional Transportation Council (RTC) policy, P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2), was adopted on July 8, 2021. Guiding the efforts of the North Central Texas Council of Governments (NCTCOG) staff, this existing policy outlined the desires of the RTC to advance both high-speed rail and hyperloop into the National Environmental Policy Act (NEPA) process in coordination with the Federal Railroad Administration and Federal Transit Administration.

Following further coordination with the Federal Railroad Administration and Federal Transit Administration, hyperloop technology is unable to advance through the NEPA process to environmentally clear a specific corridor for a hyperloop facility at this time due to hyperloop’s lack of safety certification and demonstration status.

The RTC is interested in maintaining the momentum of Phase 1 efforts, including public and private stakeholder consensus, and maintaining early opportunities for private investors and operators in high-speed rail to gain interest in the Dallas-Arlington-Fort Worth corridor. In order to achieve environmental clearance of the Interstate Highway (IH) 30 corridor for a high-speed mode in a timely manner, the RTC directs staff to advance high-speed rail along the IH 30 corridor into the NEPA process and to coordinate with the Federal Railroad Administration and Federal Transit Administration in determining the appropriate approval process for environmental clearance.

While not included in the federal NEPA process, the RTC directs staff to continue to monitor hyperloop technology advancement through the National Aeronautics and Space Administration’s (NASA) Technology Readiness Levels index as identified in Phase 1. Staff will bring regular updates to the RTC on the progress of hyperloop’s advancement.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act. Additionally, the RTC reaffirms support for a modally integrated IH 30 corridor, including high speed rail, managed lanes, general purpose freeway lanes, and frontage roads, consistent with the region’s Metropolitan Transportation Plan.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.
Transportation Paid Education Campaigns for Fiscal Year 2024

AMANDA WILSON
REGIONAL TRANSPORTATION COUNCIL
SEPTEMBER 14, 2023
THE THREE E’S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented
EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates
- Increased and Targeted Audience Reach
- Increased Website Traffic and Engagement
- Greater Public Participation
- Cross Communication for Campaigns
- Improved Efficiencies with Media Outlets
EDUCATION CAMPAIGN BUDGET OVERVIEW FROM 2019-2023

- FY19: Total Budget $812,714.76, Spent $532,711.24, Remaining $280,000
- FY20: Total Budget $1,123,254.00, Spent $94,246.00, Remaining $1,029,008
- FY21: Total Budget $1,186,413.00, Spent $840,087.00, Remaining $346,326
- FY22: Total Budget $1,123,254.00, Spent $135,646.00, Remaining $987,608
- FY23: Total Budget $235,568.00, Spent $29,354.00, Remaining $206,214
EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY—TRY PARKING IT

Goal: Increase the number of North Texas commuters that visit and create an account on the TPI website. Increase the number of users that actively track their alternative commute information on the TPI website.

Strategy & Audience Breakdown:
Commuters (drivers and passengers) in North Texas ages 18 and up.

Future Recommendations:
• Encourage TPI team to research with public involvement (PI) staff on chambers of commerce outreach as well as potential chamber memberships
• Continue paid outreach on Spotify to strengthen audience and analytics in FY23. Recommend a three-month minimum for streaming component of the campaign.
• Research opportunities for additional languages to promote Try Parking It.
• Continue improving Google Ads campaign set up for Google SEO and Google display options in advance of FY23 Try Parking It campaign. Set up meeting with a Google Business representative as needed.

FY22 Budget: $30,000
Media procurements and placements are monitored and adjusted based on the current market environment and a campaign’s key message(s) and target audience.
TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Total up to $1,540,700 to cover paid education campaign expenses for approval. Campaigns in the table above are included in the FY2024 and FY2025 Unified Planning Work Program, which was approved by the RTC and Executive Board.

<table>
<thead>
<tr>
<th>Program Name</th>
<th>Funding Source</th>
<th>Funding Amount</th>
<th>Match Source</th>
<th>Match Total</th>
<th>Total</th>
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<tbody>
<tr>
<td>Public Involvement</td>
<td>TPF/STBG/FTA/EPA/RTC Local</td>
<td>$254,700</td>
<td>TDCs</td>
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<td>Congestion Management Program</td>
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<td>TDCs</td>
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<tr>
<td>Drive Aware North Texas</td>
<td>STBG</td>
<td>$300,000</td>
<td>TDCs</td>
<td>60,000</td>
<td>$300,000</td>
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<td>Bicycle/Pedestrian Safety (Look Out Texans)</td>
<td>STBG</td>
<td>$80,000</td>
<td>TDCs</td>
<td>16,000</td>
<td>$80,000</td>
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<tr>
<td>RSVP, Car Care Events, Local Air Quality Projects</td>
<td>STBG</td>
<td>$56,000</td>
<td>TDCs</td>
<td>11,200</td>
<td>$56,000</td>
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<tr>
<td>HOV 2+ Incentive Program (GoCarma)</td>
<td>STBG</td>
<td>$60,000</td>
<td>TxDOT</td>
<td>$15,000</td>
<td>$75,000</td>
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<tr>
<td>Ozone Season Emissions Reduction Campaign (Air North Texas)</td>
<td>CMAQ</td>
<td>$205,000</td>
<td>TDCs</td>
<td>41,000</td>
<td>$205,000</td>
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<td>Clean Cities/National Drive Electric Week</td>
<td>STBG</td>
<td>$130,000</td>
<td>TDCs</td>
<td>26,000</td>
<td>$130,000</td>
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<tr>
<td>Flexible Funding*</td>
<td>STBG/CMAQ/TPF/FTA/RTR/LOCAL</td>
<td>$40,000</td>
<td>TDCs/TBD</td>
<td>10,000</td>
<td>$40,000</td>
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<td><strong>OVERALL TOTAL</strong></td>
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<td><strong>$1,525,700</strong></td>
<td><strong>290,140</strong></td>
<td><strong>$1,540,700</strong></td>
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</table>

*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.
Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to $1,540,700 for Education Campaigns for Transportation Initiatives that will initiate in FY2024 such as:

- Try Parking It and One Day a Week
- Drive Aware North Texas
- Look Out Texans
- HOV 2+ Incentive Program (GoCarma)
- National Drive Electric Week
- Ozone Season Emissions Reduction Campaign (Air North Texas)
- Regional Smoking Vehicles Program
- Car Care Events
CONTACT US

Amanda Wilson
Senior Program Manager
(817) 695-9284
awilson@nctcog.org
NCTCOG PRESENTATION

Application to the Environmental Protection Agency Diesel Emissions Reduction Act 2024 Program

Regional Transportation Council
September 14, 2023
Jason Brown,
Principal Air Quality Planner
# Funding Application Summary

**Funding Source:** Environmental Protection Agency (EPA) National Diesel Emissions Reduction Act (DERA) Program

<table>
<thead>
<tr>
<th>Call for Partner</th>
<th>North Texas Diesel Emissions Reduction Call for Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Types</td>
<td>Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power, EPA Verified Idle Reduction (See Slides 3, 4)</td>
</tr>
<tr>
<td>Available Funding</td>
<td>Up to $3 million per EPA application; $14 million total for EPA Region 6</td>
</tr>
<tr>
<td>Call for Partner Applicants</td>
<td>Private Fleets and Companies; Public Entities such as Local Governments</td>
</tr>
<tr>
<td>Priority Project Locations</td>
<td>10-County Ozone Nonattainment Area*; Area of Air Toxics Concern**</td>
</tr>
<tr>
<td>Clean Fleet Policy</td>
<td>Must Adopt RTC Clean Fleet Policy or Similar</td>
</tr>
</tbody>
</table>

*This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

**This includes Dallas, Denton, and Tarrant counties. Source: [2022-2023 DERA Priority County List](https://example.com)
### Eligibility and Scoring Criteria

#### North Texas Diesel Emissions Reduction Call for Partners

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Rebate Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Reduces administrative burden as compared to a subgrant program.</td>
</tr>
</tbody>
</table>

| Competitive application process |
| Purpose          | Choose the best activities for our region. |

<table>
<thead>
<tr>
<th>Eligibility</th>
<th>Operate in Required Geographic Area</th>
</tr>
</thead>
</table>

| Clean Fleet Policy Adoption |
| Purpose | Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy |

<table>
<thead>
<tr>
<th>Scoring Criteria</th>
<th>Cost Per Ton NO\textsubscript{x} Emissions Reduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Maximize Emissions Reductions</td>
</tr>
</tbody>
</table>

| Rebate Recipient Oversight Criteria |
| Purpose          | Balance Project Benefits with Administrative Burden |

| Priority Project Location Criteria |
| Purpose | Preference to Projects Operating in Environmental Justice areas and Disadvantaged Communities |

| Project Resilience and Workforce Development Criteria |
| Purpose          | Preference to Projects with Ability to Protect Funded Investments; Prepare the Workforce for the Project |

<table>
<thead>
<tr>
<th>% of Total Score</th>
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</thead>
<tbody>
<tr>
<td>65%</td>
</tr>
<tr>
<td>25%</td>
</tr>
<tr>
<td>5%</td>
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<tr>
<td>5%</td>
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## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
<tr>
<td>STTC Recommendation of RTC Approval</td>
<td>August 25, 2023</td>
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<tr>
<td>RTC Approval</td>
<td>September 14, 2023</td>
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<tr>
<td>Open Call for Partners</td>
<td>September 15, 2023</td>
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<tr>
<td>Call for Partners Applications Deadline</td>
<td>October 20, 2023</td>
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<tr>
<td>Executive Board Approval</td>
<td>November 16, 2023</td>
</tr>
<tr>
<td>EPA Application Deadline</td>
<td>December 1, 2023</td>
</tr>
</tbody>
</table>
Action Requested

Per Recommendation of STTC on August 25, 2023:

Approval of NCTCOG to Pursue Funding from the EPA DERA Program and Authorizing Staff to:

1. Open Call for Partners to Public and Private Fleets
2. Submit an EPA Application(s)
Contact Us

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Jason Brown  
Principal Air Quality Planner  
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Chris Klaus  
Senior Program Manager  
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RECONNECTING COMMUNITIES and NEIGHBORHOODS PROGRAM

Regional Transportation Council

Karla Windsor, AICP – Senior Program Manager

September 14, 2023
FY23 Combined Notice of Funding Opportunity

FY23 combined Notice of Funding Opportunity (NOFO) for the Reconnecting Communities and Neighborhoods (RCN) Program

Focus: restoring communities and improving access to daily needs by addressing transportation facilities that create barriers to mobility, access, and economic development

Two grant programs combined in RCN: Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE)

Previous project submission RCP: Klyde Warren Park - Phase 2.0
Combined Structure

Three grant types under one combined NOFO:

Grant #1: Capital Construction Grants
  • NAE & RCP
  • $2.71B

Grant #2: Community Planning Grants
  • NAE & RCP
  • $185M

Grant #3: Regional Partnerships Challenge Grant
  • NAE only
  • $450M
  • Only 3-5 applications awarded
## August RTC Approval (Multimodal Projects Discretionary Grant (MPDG) Program) FY 23/24 Candidate Project List & Details

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>NON-FEDERAL</th>
<th>FEDERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT</td>
<td>LOCAL / PRIVATE</td>
<td>NCTCOG / TXDOT</td>
</tr>
<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 g) to 4-lane arterials w/ side paths for better mobility/accessibility.</td>
<td>NO (FY 22 MPDG)</td>
</tr>
<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</td>
</tr>
<tr>
<td>US 81/287 North Tarrant Reconstruction Project</td>
<td>Reconstruct for six mainlanes, continuous one-way frontage roads, new bike/ped accommodations, improved intersections, relocated ramps, &amp; new grade separations (IH 35W – Avondale Haslet Rd.).</td>
<td>YES</td>
</tr>
</tbody>
</table>

### NOTES:
1. Dallas County - $5,100,000; City of Lancaster - $7,650,000; City of Wilmer - $2,645,000; Franchise Utilities - $1,600,000
2. RTC (Existing) - $8,000,000 STBG; RTC (New) - $12,530,000 STBG • 4,270,000 TDC (new RTC funds identical to FY 22 INFRA/RURAL application)
3. RTC (New) - $11,000,000 RTR • 2,680,000 TDCs; TXDOT - $14,973,699 (source TBD)
4. Cavnue (Private) - $21,850,000; Hillwood (Private) - $85,400,000; City of Fort Worth (2022 Bond) - $8,450,000; Tarrant County (2021 Bond) - $6,750,000 (Existing) + $10,000,000 (New)
5. RTC (New) - $23,400,000 STBG
6. TXDOT State Funds - $16,000,000 (Engineering) + $34,856,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078)
7. City of Fort Worth (ROW) - $6,900,000; City of Fort Worth/Franchise (Utilities) - $12,500,000
8. TXDOT Federal Funds - $139,424,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078) • $19,280,000 (Construction – Future UTP Cat 2/4)
Candidate Projects – Neighborhood, Access, and Equity Program

Klyde Warren Park (Phase 2.0)

Southern Gateway (Phase 2.0)

Interstate Highway 30: Farmers Market/Three Fingers

McKinney State Highway 5
Menu of Options: Inviting the Federal Government to be a Partner

Suburban / Urban

Freeway / Arterial

Over / Under

Partial / Complete

Environmental Justice / Less So

Phased / New
Additional Criteria

Advancing a Neighborhood Access & Equity (NAE) Grant. No minimum or maximum amounts.

Forty percent of the funds for the NAE program must be spent within Disadvantaged/ Underserved Communities ($1.02B)

Minimum 20 percent local match unless within a disadvantaged community

Strong focus on projects / transportation facilities that address **barriers** to community connectivity
Klyde Warren Park – Phase 2.0
Southern Gateway Deck Park–Phase 2.0

1. Iconic Element
2. Stage Pavilion
3. Lawn
4. Park Drive (Food Trucks)
5. 12th Street Entrance
6. Escarpment Feature
7. Play
8. Zoo Bridge
9. History Stairs
10. Water Feature
11. Restrooms
12. Flex Building
Interstate Highway 30: Farmers Market/Three Fingers

Source: I-30 Canyon Deck Park Concepts, Dallas, TX | HKS, SWA 5.13.21
McKinney State Highway 5
## Reconnecting Communities and Neighborhoods Program (RCN)

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal (in millions)</th>
<th>Local (in millions)</th>
<th>Total (in millions)</th>
<th>Notes</th>
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<tr>
<td><strong>McKinney SH5</strong></td>
<td>1.60</td>
<td>550,000</td>
<td>$1.60</td>
<td>$1.6M (STBG) committed by RTC to begin Design</td>
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<td></td>
<td>12.85</td>
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<td>12.85</td>
<td>$550,000 City local funds for Utilities</td>
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<td></td>
<td><strong>15.00</strong></td>
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<td><strong>12.85</strong></td>
<td>$12.85M STBG to be requested of RTC</td>
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<td><strong>Total</strong></td>
<td><strong>29.45</strong></td>
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<td><strong>550</strong></td>
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<td><strong>Klyde Warren 2.0</strong></td>
<td>36.80</td>
<td>12.9</td>
<td>$36.80</td>
<td>$36.8M (STBG) committed by RTC</td>
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<td></td>
<td>20.00</td>
<td>1.3</td>
<td>21.3</td>
<td>$7.9M City funds existing + $5M Future funds ($12.9M)</td>
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<td><strong>8.8</strong></td>
<td>$1.3M Dallas County</td>
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<td><strong>56.80</strong></td>
<td>$8.8M Private Funds</td>
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<td><strong>Dallas Southern Gateway 2.0</strong></td>
<td>7.00</td>
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<td>$5M Sen West budget riders / TxDOT-Federal Funds</td>
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<td><strong>20</strong></td>
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<td><strong>Total</strong></td>
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<tr>
<td><strong>I-30 (Farmers Mrkt/Three Bridges)</strong></td>
<td>2.00</td>
<td>27</td>
<td>$2M (STBG) committed by RTC for design</td>
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<td></td>
<td>6.00</td>
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<td>$27M City of Dallas</td>
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<td><strong>25.00</strong></td>
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<td></td>
<td><strong>42%</strong></td>
<td><strong>42%</strong></td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
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<td><strong>Grand Totals</strong></td>
<td><strong>33.00</strong></td>
<td><strong>27</strong></td>
<td><strong>60</strong></td>
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<tr>
<td><strong>(Grant Request NEA funds)</strong></td>
<td>95.00</td>
<td></td>
<td>Grant &quot;Ask&quot; is 40% of the total costs and federal funds make up 70% of the projects</td>
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<tr>
<td><strong>Total Funds</strong></td>
<td><strong>166.25</strong></td>
<td><strong>70.55</strong></td>
<td><strong>236.8</strong></td>
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*Assumes outside columns and bents.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>July 5, 2023</td>
<td>RCN Notice of Funding Opportunity Released</td>
</tr>
<tr>
<td>August 25, 2023</td>
<td>STTC Action – RCN Grant</td>
</tr>
<tr>
<td><strong>September 14, 2023</strong></td>
<td>RTC Action – RCN Grant</td>
</tr>
<tr>
<td>September 28, 2023</td>
<td>RCN Grant Application Submittal Deadline <em>(Grants.gov)</em></td>
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<tr>
<td></td>
<td>• Will submit September 27, 2023</td>
</tr>
<tr>
<td>September 28, 2023</td>
<td>Executive Board Endorsement – RCN Grant</td>
</tr>
</tbody>
</table>
RTC approval of:

Submittal of the bundle of four pedestrian cap projects for funding consideration through the Reconnecting Communities & Neighborhoods (RCN) Program

Allocation of $19.85M of Surface Transportation Block Grant funds, $5M Regional Toll Revenue and $6M of Category 2 funds to advance the projects

Administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents, to include the proposed project(s) if selected for an RCN Grant award
CONTACT INFORMATION

Michael Morris
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Senior Program Manager
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Jody Loza
Principal TR / AQ Planner
817-704-5609
JLoza@nctcog.org

USDOT Bipartisan Infrastructure Law: https://www.transportation.gov/bipartisan-infrastructure-law
USDOT Reconnecting Communities Pilot Program: https://www.transportation.gov/grants/reconnecting-communities

Source: https://gensler.com/projects/klyde-warren-park-2.0
MTP POLICY BUNDLE

- Set of 20 policies from the MTP
- Voluntary participation

Advances regional priorities like safety, air quality, transit
Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS

- Toll road investment ~a decade ago incentivized by federal government
- Substitute for required local match for federal projects

Regional pot of TDCs available for use in the Policy Bundle Program
Frees up local cash to use for other priorities
Recommended TDC Allocations

*Full detail in Electronic Item provided*

**Total: 26,000,000**

<table>
<thead>
<tr>
<th>Agency</th>
<th>Proposed TDCs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Dallas</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Farmers Branch</td>
<td>750,000</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Frisco</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Garland</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Irving</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Lewisville</td>
<td>1,000,000</td>
</tr>
<tr>
<td>McKinney</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Mesquite</td>
<td>750,000</td>
</tr>
<tr>
<td>North Richland Hills</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Plano</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Richardson</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Terrell</td>
<td>1,000,000</td>
</tr>
<tr>
<td>DCTA</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>1,500,000</td>
</tr>
<tr>
<td>DATE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>February 1</td>
<td>Round 5 Opens</td>
</tr>
<tr>
<td>March 31</td>
<td>Early Submittal Deadline</td>
</tr>
<tr>
<td>May 31</td>
<td>Final Deadline</td>
</tr>
<tr>
<td>July 28</td>
<td>STTC – Information</td>
</tr>
<tr>
<td>August 10</td>
<td>RTC – Information</td>
</tr>
<tr>
<td>August 25</td>
<td>STTC - Action</td>
</tr>
<tr>
<td>September 14</td>
<td>RTC - Action</td>
</tr>
<tr>
<td>September/October</td>
<td>Formal Notification of Awards</td>
</tr>
</tbody>
</table>
REQUESTED ACTION

Approve NCTCOG staff recommendation for distributing 26,000,000 Transportation Development Credits to successful Policy Bundle applicants as detailed in Electronic Item 6.1.
CONTACT US

**Metropolitan Transportation Plan**
Amy Johnson  
Principal Transportation Planner  
ajohnson@nctcog.org  
817-704-5608

**TDCs and Transportation Improvement Program**
Brian Dell  
Principal Transportation Planner  
bdell@nctcog.org  
817-704-5694

[www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)

[mobilityplan@nctcog.org](mailto:mobilityplan@nctcog.org)
## Key Dates for Round 5

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round 5 Opens</td>
<td>February 1, 2023</td>
</tr>
<tr>
<td>Early Deadline</td>
<td>March 31, 2023</td>
</tr>
<tr>
<td>Final Deadline</td>
<td>May 31, 2023</td>
</tr>
</tbody>
</table>
## Scoring & TDC Tiers

<table>
<thead>
<tr>
<th>Agency Size</th>
<th>Baseline Effort Up to 19 Points</th>
<th>Advantage Tier 1 20-29 Points</th>
<th>Advantage Tier 2 30+ Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMALL pop. up to 200,000</td>
<td>500,000</td>
<td>750,000</td>
<td>1,000,000</td>
</tr>
<tr>
<td>MEDIUM up to 800,000</td>
<td>1,000,000</td>
<td>1,500,000</td>
<td>2,000,000</td>
</tr>
<tr>
<td>LARGE over 800,000</td>
<td>1,500,000</td>
<td>2,250,000</td>
<td>3,000,000</td>
</tr>
</tbody>
</table>
**POLICY BUNDLE PROCESS**

1. **Agencies Approve Policies**
2. **Agencies Apply Online**
3. **NCTCOG Certifies Applications**
4. **Agencies Use TDCs to Offset Local Match Funds**

Resources and information available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)
<table>
<thead>
<tr>
<th>Year</th>
<th>Round</th>
<th>Number of Awardees</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>Round 1</td>
<td>11</td>
</tr>
<tr>
<td>2017</td>
<td>Round 2</td>
<td>15</td>
</tr>
<tr>
<td>2018</td>
<td>Round 3</td>
<td>14</td>
</tr>
<tr>
<td>2020</td>
<td>Round 4</td>
<td>22</td>
</tr>
<tr>
<td>2023</td>
<td>Round 5</td>
<td>17 applicants, 16 proposed awardees</td>
</tr>
</tbody>
</table>
POLICIES INCLUDED

Clean Fleets
Idling Restrictions
Comprehensive Air Quality Action Plan (CAP)
Uncrewed Aircraft Systems (UAS)
Stormwater Management

Sustainable Tire Recycling
Equity
Freight-Oriented Development
Railroad Safety
Intelligent Transportation Systems Integration

Bold = Updated Policy
Orange = New Policy
**POLICIES INCLUDED**

- Roadway Safety Improvement
- Traffic Incident Management
- Asset Management
- Travel Demand Management
- Context-Sensitive Complete Streets

- **Street Connectivity**
- **Land Use**
- Parking Management
- Access to Schools and School Siting
- **Transit Funding**

- Bold = Updated Policy
- Orange = New Policy
WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?

- A blueprint for the region’s transportation system
- Responds to the region’s goals
- Guides expenditure of federal and state funds
- Recommends programs, policies, and projects
**HOW TO QUALIFY**

**POLICIES NEEDED TO QUALIFY**

<table>
<thead>
<tr>
<th></th>
<th>CITIES</th>
<th>COUNTIES</th>
<th>TRANSIT AUTHORITIES</th>
<th>ISDs</th>
<th>TxDOT</th>
<th>NTTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total eligible policies</td>
<td>20</td>
<td>15</td>
<td>11</td>
<td>7</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>50% of policies needed to qualify for baseline points</td>
<td>10</td>
<td>7</td>
<td>5</td>
<td>3</td>
<td>5</td>
<td>4</td>
</tr>
</tbody>
</table>
• One application accepted per entity
• You must apply each round, even if you’ve been awarded in the past
• TDCs awarded must be used within two fiscal years of RTC approval of awards
• Eligible projects that can utilize TDCs are new federal projects which are eligible for federal roadway or air quality funds
Scoring has changed. TDCs are now allocated by points. There are multiple points available for most policies.

The policies included in Round 5 have been updated as part of the Mobility 2045 Update process.

1. DOCUMENT COMPLETED ACTIONS
   50% of policies needed to qualify by agency type to receive baseline TDCs

2. SCORING
   Points are totaled to determine TDC tier

3. TDC ALLOCATION
   TDCs awarded by population and points
2023 SMART Grant Program: Application

Regional Transportation Council
Ernest Huffman
9.14.2023
SMART Program & Purpose

**Program:** Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

**Purpose:** Demonstration projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

**Funding:** $100M/yr.

**First year:** 30-50 planning grants/$2M maximum grant

**Local match:** None for planning grants

**Later years:** Implementation grants up to $15M

**Application Deadline:** 10/10/23
Project 1 – North Texas Micro-Weather Infrastructure for Advanced Air Mobility

*Description:* Feasibility study to determine viability of regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-off and Landing (eVTOL) vehicles

*Status:* Pivoted to a 2023 Submission with all Autonomous Vehicles as the focus and the City of Fort Worth as the Applicant.

Project 2 - Flooded Roads Information System

*Description:* Use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways.

*Status:* NCTCOG to pursue.

Project 3 - Traffic Signal Technology and Deploying AI based ATMS Platforms

*Description:* Leverage NCTCOG’s recent survey of traffic signal equipment to identify, test, and evaluate detection and other technologies. Pilot and evaluate multiple platforms to optimize traffic signals.

*Status:* TxDOT to pursue.
2023 Proposed SMART Grant Application

**Title:** North Texas Minimum Viable Unmanned Traffic Management Infrastructure

**Description:** Feasibility study to determine viability of regional solution for minimum viable UTM Infrastructure to integrate into FAA UTM Key Site Locations

**Location:** Regionwide

**Amount:** $2 million

**Local match:** None

**Key Partners:** UTM Key Site Signatories, Federal Aviation Administration, Hillwood, NASA, North Texas AAM Cohort and others

**Benefits:** Regionally owned and managed infrastructure that is required for drone operations to scale up to efficient Beyond Visual Line Of Sight (BVLOS) Services
2023 SMART Grant Schedule

August 8, 2023    SMART Grant Notice of Funding Opportunity (NOFO) Release

September 14, 2023  RTC Action

September 22, 2023  STTC Action

September 28, 2023  Executive Board

October 10, 2023    SMART Application Deadline – Grants.gov
Request RTC Action

Submittal of North Texas Minimum Viable Unmanned Traffic Management Infrastructure for funding consideration through the FY23 Strengthening Mobility and Revolutionizing Transportation (SMART) Program ($2M)

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY23 SMART Grant total award ($2M)
Contact

Ernest Huffman
Program Manager
Aviation Planning and Education
Email: ehuffman@nctcog.org
GOAL

Future Demographic Growth and Location Requires Focus

Solve Misunderstanding at Home

New Partnerships Based on New Information and Collaboration
## General Conditions in the Transit Authority – Member City Paradox

<table>
<thead>
<tr>
<th></th>
<th>Transit Authority</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Board/Council</td>
<td>Appointed</td>
<td>Elected</td>
</tr>
<tr>
<td>Revenue</td>
<td>Fixed Rate</td>
<td>Variable</td>
</tr>
<tr>
<td>Timeframe</td>
<td>Longer</td>
<td>Annual</td>
</tr>
<tr>
<td>Capital Asset/Understanding</td>
<td>Better, Easier</td>
<td>Unclear, Difficult</td>
</tr>
<tr>
<td>Purpose</td>
<td>Best in Class</td>
<td>Not Different than Other Functions of Government</td>
</tr>
<tr>
<td>Primary Client</td>
<td>Transit User</td>
<td>City Resident</td>
</tr>
<tr>
<td>Focus</td>
<td>Limited, Transit</td>
<td>Comprehensive</td>
</tr>
</tbody>
</table>
Seven Proposed Work Tasks

1. More Aggressive Transit Legislative Program
   LEAD AGENCY: RTC
2. Increased Membership
   LEAD AGENCY: Transportation Authorities (TA)
3. Three Agency Cost Savings
   LEAD AGENCY: TA
4. Creating In-Fill Development
   LEAD AGENCY: Cities
5. Transit Board Teamwork
   LEAD AGENCY: TA – Cities
6. Transit Fare Rewards Program
   LEAD AGENCY: TA
7. Budget Understanding (Paradox)
   LEAD AGENCY: TA – Cities
RTC Funds Study ($1M+) in RTC Local and is Policy Subcommittee for 12 Counties
Addresses 7 Areas
RTC Requests NCTCOG Executive Board Select Consultant in November 2023 or January 2024
Recommended Consultant by NCTCOG /City/TA Staffs
Legislative Findings August/September 2024
Final Report January 2025
NCTCOG/Transportation Authority Reports Will Be Available Lowering Consultant Cost
North Texas Electric Vehicle Update

Amy Hodges
Regional Transportation Council
September 14, 2023
Texas Data And Trends

EV Registration Data

<table>
<thead>
<tr>
<th>Region</th>
<th>August 2022</th>
<th>August 2023</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Texas</td>
<td>140,014</td>
<td>218,889</td>
<td>56%</td>
</tr>
<tr>
<td>Dallas-Fort Worth</td>
<td>49,783</td>
<td>81,093</td>
<td>63%</td>
</tr>
<tr>
<td>Austin</td>
<td>29,550</td>
<td>43,321</td>
<td>47%</td>
</tr>
<tr>
<td>San Antonio</td>
<td>13,960</td>
<td>21,102</td>
<td>51%</td>
</tr>
<tr>
<td>Houston</td>
<td>32,787</td>
<td>52,949</td>
<td>61%</td>
</tr>
</tbody>
</table>

Data Source: TxDOT DMV Registration; data as of August 29, 2023

Charging Sites Statewide (includes Tesla):
- 2,692 Level 2
- 426 DC Fast

www.dfwcleancities.org/evsintexas
www.dfwcleancities.org/evsinnorthtexas
North Texas Data And Trends

EV Technology

Top 5 EV Models

- Tesla Model 3: 20,926
- Tesla Model Y: 19,323
- Tesla Model S: 6,316
- Tesla Model X: 3,736
- Chevrolet Volt: 1,792

EV Registration Data

<table>
<thead>
<tr>
<th>County</th>
<th>August 2022</th>
<th>August 2023</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>12,565</td>
<td>22,112</td>
<td>76%</td>
</tr>
<tr>
<td>Dallas</td>
<td>14,747</td>
<td>22,620</td>
<td>53%</td>
</tr>
<tr>
<td>Denton</td>
<td>8,942</td>
<td>15,208</td>
<td>70%</td>
</tr>
<tr>
<td>Ellis</td>
<td>634</td>
<td>977</td>
<td>54%</td>
</tr>
<tr>
<td>Hood</td>
<td>225</td>
<td>307</td>
<td>36%</td>
</tr>
<tr>
<td>Hunt</td>
<td>187</td>
<td>285</td>
<td>52%</td>
</tr>
<tr>
<td>Johnson</td>
<td>450</td>
<td>681</td>
<td>51%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>426</td>
<td>878</td>
<td>106%</td>
</tr>
<tr>
<td>Parker</td>
<td>555</td>
<td>880</td>
<td>59%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>781</td>
<td>1,176</td>
<td>51%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>9,986</td>
<td>15,555</td>
<td>56%</td>
</tr>
<tr>
<td>Wise</td>
<td>124</td>
<td>194</td>
<td>56%</td>
</tr>
</tbody>
</table>

Data Source: TxDOT DMV Registration; data as of August 29, 2023
**EV Adoption and Infrastructure Availability**

### County Level 2 Plugs* DC Fast Charge Plugs*

<table>
<thead>
<tr>
<th>County</th>
<th>Level 2 Plugs*</th>
<th>DC Fast Charge Plugs*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>330</td>
<td>13</td>
</tr>
<tr>
<td>Dallas</td>
<td>676</td>
<td>59</td>
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<tr>
<td>Denton</td>
<td>137</td>
<td>31</td>
</tr>
<tr>
<td>Ellis</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Johnson</td>
<td>16</td>
<td>2</td>
</tr>
<tr>
<td>Kaufman</td>
<td>16</td>
<td>7</td>
</tr>
<tr>
<td>Parker</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Rockwall</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>Tarrant</td>
<td>409</td>
<td>42</td>
</tr>
<tr>
<td>Wise</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

*As of August 2023; Excludes Tesla Stations

Source: NCTCOG

---

**EV Registration and EVSE in Ozone Nonattainment Area**

Legend:
- **DC Fast Charge**
- **Level 2**
- **Tesla**
- **Ozone Nonattainment Area**
- **County Boundary**

Block Group EV Registration:
- 0
- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- > 50

Source: NCTCOG
National Electric Vehicle Infrastructure (NEVI) Formula Funding Impacts to Texas

Texas Department of Transportation (TxDOT) to Administer ~$408 M Over Five Years to Deploy EV Charging in Texas

Texas EV Charging Plan

Phase 1: Install DC Fast Charging in Recommended Study Areas Along Designated Corridors
- One Qualifying Station Every 50 miles
- Competitive Grant Program Now Open
  - Applications due: October 16, 2023
  - Texas electric vehicle planning (txdot.gov)

Phase 2: Two Parallel Approaches
- Build Infrastructure in Rural Areas, Focused on County Seats
- Work with Metropolitan Planning Organizations to Build Infrastructure in Urbanized Areas
  - See Interactive Map to identify new charging sites, preferred charging types and provide comments

Source: TxDOT
Oncor’s Electrification Efforts

Oncor’s EVolution Program
- Ensure Adequate Infrastructure Planning for Fleets to Maximize Efficiency and Profitability
  - No Cost to Participate
  - Fleet Managers and Program Partners can Enroll!
  - EVOLUTION (oncor.com)

Oncor’s Managed EV Charging Study
- EVolution Participants are Eligible to Participate
- Provides up to $25,000 for Commercial Fleets to Work with Oncor on Peak Demand Shifting and Other Energy Efficiency Objectives
  - Participants Must Have 5 EV Chargers or at Least 2 Medium-Heavy-Duty EVs
  - Participants Must Attend Monthly Meetings
- Contact Joshua.Emeter@oncor.com for more information
Upcoming Events

Regional EV Infrastructure Working Group Meeting
Wednesday, September 20, 2023, 2:00 – 3:30pm
NCTCOG Transportation Council Room
Register at DFW Clean Cities Events

Dallas-Fort Worth National Drive Electric Week
Sunday, October 1, 2023, 2:00 – 5:00pm
Tanger Outlets
15853 North Fwy, Fort Worth, TX 76177

Register and learn more at https://www.dfwcleancities.org/ndew
Contact Us

Amy Hodges
Principal Air Quality Planner
ahodges@nctcog.org

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

dfwcleanocities.org
cleancities@nctcog.org

Dallas-Fort Worth
CLEAN CITIES

North Texas Electric Vehicle Update
2023 Ozone Season Update

Regional Transportation Council • September 14, 2023

Chris Klaus, Senior Program Manager
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the Environmental Protection Agency (EPA) for the revised ozone standard of 70 ppb.

Based on ≤70 ppb (As of September 12, 2023)

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

ppb = parts per billion  National Ambient Air Quality Standards = NAAQS
Attainment 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).

Not a full 3-year Ozone period: As of September 12, 2023

- 1997 Standard < 85 ppb (Revoked)
- 2008 Standard ≤ 75 ppb (Severe by 2027)
- 2015 Standard ≤ 70 ppb† (Moderate by 2024)

†Attainment 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).
Monitor Locations with Associated 4th Highest Value

As of September 12, 2023

Legend
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS

2021 - 2023 Design Value (ppb)
- Orange: Ozone Monitoring Sites: 56-70 ppb
- Dark Orange: Ozone Monitoring Sites: 71-85 ppb
- Blue Diamond: Temporarily Out of Service

Colors represent Air Quality Index Breakpoints

North Central Texas Council of Governments

0 20 40 60 80 Miles

September 2023
## 2023 Ozone Season (as of September 12, 2023)

<table>
<thead>
<tr>
<th>Top 10 Monitors</th>
<th>4&lt;sup&gt;th&lt;/sup&gt; Highest Value for Season</th>
<th>Ozone Season Monitor Value -2023</th>
<th>State Air Quality Plan Model Value -2023</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
</tr>
<tr>
<td>Pilot Point</td>
<td>85</td>
<td>77</td>
<td>81</td>
</tr>
<tr>
<td>Fort Worth Northwest</td>
<td>76</td>
<td>80</td>
<td>84</td>
</tr>
<tr>
<td>Grapevine Fairway</td>
<td>75</td>
<td>78</td>
<td>84</td>
</tr>
<tr>
<td>Denton Airport South</td>
<td>81</td>
<td>78</td>
<td>78</td>
</tr>
<tr>
<td>Frisco</td>
<td>81</td>
<td>73</td>
<td>81</td>
</tr>
<tr>
<td>Eagle Mountain</td>
<td>76</td>
<td>77</td>
<td>79</td>
</tr>
<tr>
<td>Cleburne Airport</td>
<td>75</td>
<td>82</td>
<td>75</td>
</tr>
<tr>
<td>Keller</td>
<td>74</td>
<td>72</td>
<td>80</td>
</tr>
<tr>
<td>Dallas Executive</td>
<td>70</td>
<td>77</td>
<td>79</td>
</tr>
</tbody>
</table>
Timeline and Milestones

**2008 Ozone Standard (≤75ppb)**
- **Attainment Date:** No later than **July 20, 2027**
- Attainment will be based on 2024-2026 Ozone Monitor Data
- *Severe designation = Section 185 fees if unable to reach attainment*

**EPA Ozone Classifications**
- Marginal (3 years to attain)
- Moderate (6 years to attain)
- Serious (9 years to attain)
- Severe (15/17 years to attain)
- Extreme (20 years to attain)

**2015 Ozone Standard (≤70ppb)**
- **Attainment Date:** No later than **August 3, 2024**
- Attainment will be based on 2021-2023 Ozone Monitor Data
- Preliminary Ozone Season Monitor Value = 81ppb
- TCEQ indicated assistance need for emission reduction strategies
Initiatives Beneficial to Dallas-Fort Worth Air Quality

RTC Management, Operations, Air Quality, and Safety Program
$150 Million in 2024-2026

Federal Implementation Plan
Transport Rule
Nitrogen Oxides (NO\textsubscript{X}) limitations for stationary sources in 23 states

New EPA Diesel Engine Emission Standards
Ramp up to 2026

Bipartisan Infrastructure Law (BIL)
BIL Guidebook PDF pages 155-225 for all programs
BIL Grant Programs for all grant programs under the BIL

Inflation Reduction Act (IRA)
IRA Guidebook Programs List for all programs
IRA Tax Credits for all tax credits available under the IRA

Federal Highway Administration (FHWA) Climate Reduction Plan
$281 Million
Similar to Congestion Mitigation and Air Quality Program (CMAQ)
2024-2033

EPA Climate Pollution Reduction Grants
$4.6 Billion US for competitive funding
Implementation of Priority Climate Action Plans

Legislature Dedicated Funding
TERP (diesel vehicle funding) ~ 2 Billion
LIP (air quality and transportation funding including law enforcement) ~ 80 Million

NCTCOG Funding and Resources
www.nctcog.org/AQfunding
Sample of Air Quality Initiatives
FOR MORE INFORMATION

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https://www.nctcog.org/trans/quality/air/ozone
2022 Safety Performance Measures Overview

- Federal Safety Performance Targets vs. NCTCOG Performance Targets
- Annual Safety Report Highlights
- Regional Roadway Safety Plan Focus Areas
- Statewide TXDOT and MPO Task Force

# Federal Safety Performance Targets - TxDOT vs. NCTCOG

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>2021 TxDOT Targets</th>
<th>2021 NCTCOG Targets</th>
<th>2022 TxDOT Targets</th>
<th>2022 NCTCOG Targets</th>
<th>2023 TxDOT Targets</th>
<th>2023 NCTCOG Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.6% Reduction</td>
<td></td>
<td>2% Reduction</td>
<td></td>
<td>Fatalities - See Note</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No. of Fatalities</td>
<td>3,687*</td>
<td>3,687*</td>
<td>3,563*</td>
<td>579.5</td>
<td>3,628.0*</td>
<td>590.4*</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.33*</td>
<td>1.33*</td>
<td>1.27*</td>
<td>0.755</td>
<td>1.38*</td>
<td>0.767*</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>17,151</td>
<td>17,151</td>
<td>16,677</td>
<td>3,032.9</td>
<td>17,062.0</td>
<td>3,711.5</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.06</td>
<td>6.06</td>
<td>5.76</td>
<td>3.939</td>
<td>6.39</td>
<td>4.615</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,316.4</td>
<td>2,316.4</td>
<td>2,367</td>
<td>594.7</td>
<td>2,357</td>
<td>637</td>
</tr>
</tbody>
</table>

Note: *2022 & 2023 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.
### 2018 - 2022 Crash Statistics: 12-County MPA

<table>
<thead>
<tr>
<th>County</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>% Change 2021-2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>13,215</td>
<td>13,950</td>
<td>10,271</td>
<td>12,380</td>
<td>13,820</td>
<td>11.63%</td>
</tr>
<tr>
<td>Dallas</td>
<td>49,733</td>
<td>55,261</td>
<td>48,294</td>
<td>55,367</td>
<td>54,551</td>
<td>-1.47%</td>
</tr>
<tr>
<td>Denton</td>
<td>11,770</td>
<td>12,188</td>
<td>9,554</td>
<td>11,403</td>
<td>11,957</td>
<td>4.86%</td>
</tr>
<tr>
<td>Ellis</td>
<td>2,811</td>
<td>2,798</td>
<td>2,841</td>
<td>3,302</td>
<td>3,228</td>
<td>-2.24%</td>
</tr>
<tr>
<td>Hood</td>
<td>725</td>
<td>798</td>
<td>708</td>
<td>804</td>
<td>812</td>
<td>1.00%</td>
</tr>
<tr>
<td>Hunt</td>
<td>1,470</td>
<td>1,364</td>
<td>1,362</td>
<td>1,781</td>
<td>1,604</td>
<td>-9.94%</td>
</tr>
<tr>
<td>Johnson</td>
<td>2,367</td>
<td>2,393</td>
<td>2,193</td>
<td>2,776</td>
<td>2,737</td>
<td>-1.40%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>2,130</td>
<td>2,015</td>
<td>1,956</td>
<td>2,227</td>
<td>2,280</td>
<td>2.38%</td>
</tr>
<tr>
<td>Parker</td>
<td>2,221</td>
<td>2,201</td>
<td>2,036</td>
<td>2,640</td>
<td>2,525</td>
<td>-4.36%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>1,417</td>
<td>1,591</td>
<td>1,424</td>
<td>1,751</td>
<td>1,864</td>
<td>6.45%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>33,090</td>
<td>32,464</td>
<td>27,432</td>
<td>30,722</td>
<td>29,004</td>
<td>-5.59%</td>
</tr>
<tr>
<td>Wise</td>
<td>971</td>
<td>931</td>
<td>901</td>
<td>1,021</td>
<td>1,148</td>
<td>12.44%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>121,920</td>
<td>127,954</td>
<td>108,972</td>
<td>126,174</td>
<td>125,530</td>
<td>-0.51%</td>
</tr>
</tbody>
</table>
### 2018 - 2022 Fatalities

<table>
<thead>
<tr>
<th>County</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>% Change 2021-2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>45</td>
<td>53</td>
<td>64</td>
<td>51</td>
<td>77</td>
<td>50.98%</td>
</tr>
<tr>
<td>Dallas</td>
<td>295</td>
<td>271</td>
<td>333</td>
<td>354</td>
<td>355</td>
<td>0.28%</td>
</tr>
<tr>
<td>Denton</td>
<td>51</td>
<td>52</td>
<td>59</td>
<td>67</td>
<td>51</td>
<td>-23.88%</td>
</tr>
<tr>
<td>Ellis</td>
<td>16</td>
<td>27</td>
<td>49</td>
<td>36</td>
<td>33</td>
<td>-8.33%</td>
</tr>
<tr>
<td>Hood</td>
<td>5</td>
<td>12</td>
<td>10</td>
<td>13</td>
<td>11</td>
<td>-15.38%</td>
</tr>
<tr>
<td>Hunt</td>
<td>17</td>
<td>25</td>
<td>26</td>
<td>38</td>
<td>15</td>
<td>-60.53%</td>
</tr>
<tr>
<td>Johnson</td>
<td>23</td>
<td>39</td>
<td>20</td>
<td>39</td>
<td>37</td>
<td>-5.13%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>25</td>
<td>32</td>
<td>33</td>
<td>36</td>
<td>25</td>
<td>-30.56%</td>
</tr>
<tr>
<td>Parker</td>
<td>29</td>
<td>26</td>
<td>21</td>
<td>28</td>
<td>15</td>
<td>-46.43%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>8</td>
<td>2</td>
<td>7</td>
<td>10</td>
<td>7</td>
<td>-30.00%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>169</td>
<td>171</td>
<td>189</td>
<td>228</td>
<td>215</td>
<td>-5.70%</td>
</tr>
<tr>
<td>Wise</td>
<td>16</td>
<td>14</td>
<td>11</td>
<td>21</td>
<td>23</td>
<td>9.52%</td>
</tr>
<tr>
<td>Total</td>
<td>699</td>
<td>724</td>
<td>822</td>
<td>921</td>
<td>864</td>
<td>-6.19%</td>
</tr>
</tbody>
</table>
## 2022 Contributing Factors – Serious Injury and Fatal Crashes

### Top Ten Contributing Factors — Limited Access Facilities Only

<table>
<thead>
<tr>
<th>Rank</th>
<th>Factor Description</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)</td>
<td>32.21%</td>
<td>30.56%</td>
</tr>
<tr>
<td>2</td>
<td>Driver Related (Driver Inattention / Distraction in Vehicle / Drove Without Headlights / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Talking / Texting / Other [0.28%])</td>
<td>13.96%</td>
<td>16.24%</td>
</tr>
<tr>
<td>3</td>
<td>Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)</td>
<td>12.10%</td>
<td>11.89%</td>
</tr>
<tr>
<td>4</td>
<td>Failed to Drive in Single Lane</td>
<td>10.45%</td>
<td>10.33%</td>
</tr>
<tr>
<td>5</td>
<td>Faulty Evasive Action</td>
<td>8.35%</td>
<td>8.05%</td>
</tr>
<tr>
<td>6</td>
<td>Changed Lane When Unsafe</td>
<td>7.10%</td>
<td>7.34%</td>
</tr>
<tr>
<td>7</td>
<td>Pedestrian Related (Failed to Yield Right of Way to Vehicle)</td>
<td>5.24%</td>
<td>5.56%</td>
</tr>
<tr>
<td>8</td>
<td>Disabled in Traffic Lane</td>
<td>5.60%</td>
<td>3.63%</td>
</tr>
<tr>
<td>9</td>
<td>Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection / Wrong Side - Not Passing )</td>
<td>1.42%</td>
<td>1.78%</td>
</tr>
<tr>
<td>10</td>
<td>Ill (Sick)</td>
<td>0.99%</td>
<td>1.14%</td>
</tr>
</tbody>
</table>

**Note:** Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.
2022 Crash Rates By County

Wise 50.46
VMT: 108,595

Denton 62.78
VMT: 8,613,944

Collin 63.74
VMT: 9,133,804

Hunt 45.76
VMT: 1,317,277

Parker 49.25
VMT: 1,896,767

Tarrant 59.16
VMT: 28,886,100

Dallas 84.90
VMT: 46,136,284

Rockwall 72.06
VMT: 1,277,437

Kaufman 38.54
VMT: 3,419,752

Hood N/A

Johnson 48.97
VMT: 1,269,936

Ellis 41.85
VMT: 4,307,152

2022 Regional Crash Rate = 69.33

Note:
Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes.
Traffic Incident Management Attendance

  - Police, 1,807
  - Fire, 551
  - EMS/ME, 30
  - Courtesy Patrol, 547
  - Tow, 123
  - DPS, 277
  - Other, 224

- Executive Level Training (2005-2022): 1,173 Attendees

<table>
<thead>
<tr>
<th>Police</th>
<th>Fire</th>
<th>City Staff</th>
<th>Elected Officials</th>
<th>Public Works/Strategic Services Transportation</th>
<th>Medical Staff</th>
<th>Other</th>
<th>Total (February 2005 - May 2023)</th>
</tr>
</thead>
<tbody>
<tr>
<td>483</td>
<td>232</td>
<td>40</td>
<td>15</td>
<td>66</td>
<td>23</td>
<td>314</td>
<td>1,173</td>
</tr>
</tbody>
</table>
Regional Roadside Assistance Patrol Program

In 2022, Dallas/Fort Worth Area Roadside Assistance Patrols provided:

- **68,416** Driver Assistance / Stalled Vehicle
- **5,219** Crash Assistance
- **15,969** Protection to First Responders
- **29,081** Courtesy Check / Directions
- **14,641** Debris Removal
- **8,564** Abandoned Vehicle Check

**Total Combined Assists:** 144,371

Note:
Data includes Dallas County, Tarrant County, and NTTA motorist assists combined.

2,481 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.
NCTCOG Regional Roadway Safety Plan

Approved by the Regional Transportation Council in March 2023

Regional Safety Plan Goals
• Eliminate fatal crashes from all modes of travel by 2050.
• Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
• Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
• Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
• Implement a proactive approach to roadway safety to identify problems before they occur.
• Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Regional Safety Plan Emphasis Areas
• Speeding; Distracted driving; Impaired driving; Intersection safety; Bicyclist and pedestrian safety; Roadway and lane departures; Occupant protection; and Motorcycles
• Additional Areas of Concern - Wrong way driving; Crashes occurring at night; Younger drivers; and Older road users (65+)

Statewide TxDOT and MPO Safety Task Force

- Developed a five-year proposal to identify best practice, recommendations, and new ideas to reduce fatalities, injuries, and crashes.
- TxDOT committed $50,000 to statewide MPOs to support safety efforts.
- Friends of the Safety Committee will continue to promote safety initiatives.

### Required Annual TxDOT and MPO Performance Measures

<table>
<thead>
<tr>
<th>Annual Performance Measures</th>
<th>Statewide Safety Task Force</th>
<th>Located in NCTCOG Safety Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>TXDOT/MPO</td>
<td>Page 2</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>TXDOT/MPO</td>
<td>Page 2</td>
</tr>
<tr>
<td>Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities</td>
<td>TxDOT/MPO</td>
<td>Future</td>
</tr>
<tr>
<td>Number of Safety Related Programs</td>
<td>TxDOT/MPO</td>
<td>Survey in Progress</td>
</tr>
<tr>
<td>Number of Education Related Programs</td>
<td>TxDOT/MPO</td>
<td>Survey in Progress</td>
</tr>
</tbody>
</table>
NCTCOG Safety Program Contacts

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