FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) PROPOSED AMENDMENTS
REGIONAL TRANSPORTATION COUNCIL
3.09.2023
DAN LAMERS AND MICHAEL MORRIS
PROPOSED FFCS AMENDMENTS

Need amendments to resolve current TIP exceptions
Out-of-cycle updates require an amendment.
44 amendments to the Federal Functional Classification System
  • 29 amendments within the TxDOT Dallas District
  • 14 amendments within the TxDOT Fort Worth District
  • 1 within both the TxDOT Dallas and Paris Districts
Individual project details provided in Reference Items 5.1 and 5.2
US 380 ACTION SUMMARY

US 380 bypass first included in Mobility 2045 Update, June 2022

New location freeways/realignments require addition to FFCS

TxDOT setting alignment through current study

RTC action requests designation of US 380 Bypass as a realignment in the FFCS

Final alignment will carry recommended FFCS designation
REQUEST FOR ACTION

Request Regional Transportation Council approval of these 44 amendments to the Federal Functional Classification System

Transmit these approved amendments to TxDOT and FHWA
The RTC has previously approved a series of 28 FFCS amendments in 2013, 2018, 2020, and 2022:

- 5 approved by FHWA
- 8 cancelled by local government
- 15 pending FHWA approval
What is a Roadway Safety Plan?

• A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.

• It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries.

• Appropriate safety projects and countermeasures are then selected.

• The overall goal is to eliminate fatal crashes by 2050.
Systemic Safety Analysis Approach

The Systemic Safety Analysis approach evaluates crash risk across an entire roadway system instead of managing risk at specific locations.

This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future.

Systemic Safety Guiding Principles:
- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial
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.
Fatal and Serious Injuries Within the 12 - County Area (2016 - 2021)

<table>
<thead>
<tr>
<th>Year</th>
<th>Total # of Fatalities</th>
<th>Total # of Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>755</td>
<td>4,522</td>
</tr>
<tr>
<td>2017</td>
<td>758</td>
<td>4,570</td>
</tr>
<tr>
<td>2018</td>
<td>699</td>
<td>3,750</td>
</tr>
<tr>
<td>2019</td>
<td>724</td>
<td>4,000</td>
</tr>
<tr>
<td>2020</td>
<td>820</td>
<td>3,594</td>
</tr>
<tr>
<td>2021</td>
<td>959</td>
<td>4,995</td>
</tr>
</tbody>
</table>
Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis

Regional Emphasis Areas
• Speeding
• Distracted driving
• Impaired driving
• Intersection safety
• Bicyclist and pedestrian safety
• Roadway and lane departures
• Occupant protection
• Motorcycles

Additional “Areas of Concern”
• Wrong way driving
• Crashes occurring at night*
• Younger drivers*
• Older road users (65+)*

*Represented within multiple emphasis areas
Emphasis Area Example: Speeding Related Fatal and Serious Injuries

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Male Fatal</th>
<th>Male Serious Injury</th>
<th>Female Fatal</th>
<th>Female Serious Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>85 and Over</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80-84</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75-79</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70-74</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>65-69</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60-64</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55-59</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50-54</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45-49</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40-44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35-39</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30-34</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-29</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-24</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 and Under</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Under 16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

24% of speeding related fatal and serious injuries were cited as NOT having worn a seatbelt.
High Injury Network

The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations. However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries.

- Network of designated road segments where the highest concentrations of fatal and serious injury crashes occur
- Five-year range of crash data from 2016-2020
- Can be used to help prioritize safety improvements in the region and be used in tandem with the findings of our systemic analysis
Countermeasure Selection

The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas.

What are safety countermeasures?

Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash. Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response. Countermeasure selection should be data-driven and risk-based.
Next Steps - Prioritize Safety Projects, Programs, and Policies

Develop a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed.

Main Tasks within the final step of the Systemic Safety Analysis

1. Create decision process for selecting countermeasures
2. Develop safety projects, programs, and policies
3. Prioritize project implementation

Provide fatal and serious injury analysis breakdowns for each emphasis area at the county level for the 12-county MPA.
RTC Regionwide Safety Program Funding Summary (FY 24 -26)

Includes funding for:

• Bike/Pedestrian Education and Engineering - $12 million
• Roadway Operations, Engineering, and Intercity Connections- $25 million
• Speed Education and Enforcement- $9 million
• $4 million for other safety projects and programs

<table>
<thead>
<tr>
<th></th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand Totals</td>
<td>$15,855,000</td>
<td>$16,220,000</td>
<td>$17,925,000</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Staff</td>
<td>$1,505,000</td>
<td>$1,670,000</td>
<td>$1,490,000</td>
<td>$4,665,000</td>
</tr>
<tr>
<td>Pass Through</td>
<td>$14,350,000</td>
<td>$14,550,000</td>
<td>$16,435,000</td>
<td>$45,335,000</td>
</tr>
</tbody>
</table>
# Roadway Safety Plan Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2021</td>
<td>Regional Safety Advisory Committee (RSAC) - Roadway Safety Plan Overview</td>
</tr>
<tr>
<td>October 2021</td>
<td>RSAC - Regional Roadway Safety Plan Preliminary Crash Data Analysis</td>
</tr>
<tr>
<td>June 2022</td>
<td>NCTCOG Internal Staff Peer Review</td>
</tr>
<tr>
<td>July 2022</td>
<td>RSAC – External Peer Review</td>
</tr>
<tr>
<td>Sept. 12 – Oct. 11, 2022</td>
<td>Public Input Comment Submittal Period</td>
</tr>
<tr>
<td>October 2022</td>
<td>RSAC Plan Development Update</td>
</tr>
<tr>
<td>January 2023</td>
<td>STTC (Information) – Present Final Draft of the Plan</td>
</tr>
<tr>
<td>February 2023</td>
<td>RTC (Information) – Present Final Draft of the Plan (Due to Time Constraints, Item was Moved to March Agenda for Action.)</td>
</tr>
<tr>
<td>February 2023</td>
<td>STTC (Action) – Request Approval of the Plan</td>
</tr>
<tr>
<td>March 2023</td>
<td>RTC (Action) – Request Approval of the Plan</td>
</tr>
<tr>
<td>April 2023</td>
<td>Publish Final Roadway Safety Plan and Appendices</td>
</tr>
</tbody>
</table>
Requested RTC Action

Recommend approval of the NCTCOG Roadway Safety Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans and other regional planning documents, as appropriate.
NCTCOG Safety Program Contacts

Sonya Landrum
Program Manager
slandrum@nctcog.org

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org

Kevin Kroll
Senior Transportation Planner
kkroll@nctcog.org

Michael Misantonis
Transportation Planner
mmisantonis@nctcog.org

Camille Fountain
Senior Transportation Planner
cfountain@nctcog.org

DriveAwareNTX.org
driveawarentx@nctcog.org
FEDERAL UPDATE

PRESIDENT’S FY 2024 BUDGET PLAN EXPECTED THURSDAY

RECENT COMMITTEE HEARINGS

Senate Commerce, Science, and Transportation
• Aviation Safety Issues

Senate Environment and Public Works
• Railroad Safety

House Transportation and Infrastructure
• FAA Reauthorization, General Aviation Issues
November 14, 2022
Bill Filing for the 88th Texas Legislature Began

March 10, 2023
Bill Filing Deadline (Excluding Local Bills)

June 18, 2023
Last Day Governor Can Sign or Veto Bills

January 10, 2023
88th Session of the Texas Legislature Convened

May 29, 2023
Final Day of the 88th Regular Session

TEXAS LEGISLATURE - DATES OF INTEREST
BILLS OF INTEREST

TRANSPORTATION FUNDING

- **HB 3418** Proposes a vehicle mileage user fee pilot program
- **HB 3812** Would establish the Texas Infrastructure Fund grant program
- **HJR 144** Would authorize new uses of the State Highway Fund

ELECTRIC VEHICLE RELATED TRANSPORTATION FUNDING

- **HB 2027** Proposes a $1,200 tax on new EVs
- **HB 2028** Proposes a $300 EV recovery tax
- **HB 2199** Proposes an additional $400/$200 fee for the registration of an EV
- **HB 3802** Creates a tax on EV charging per kilowatt hour
BILL OF INTEREST

EV-RELATED BILLS

HB 2191
- Develops plans for the EV charging infrastructure though 2040
- Sets standards for public EV chargers; must be registered, maintained, inspected by TX Department of Licensing and Registration
- EV charging prices & fees must be disclosed
- Changes existing EV state rebate to an incentive

HB 2236 Prohibits TxDOT from accepting certain federal funds and using state money for EV programs or plans

HB 3014 Exempts EVs from emissions inspections

SB 1001/HB 3343; SB 1002/HB 3508; SB 1732 Regulates EV supply equipment, operation of and standards for EV charging stations
BILLS OF INTEREST

TOLLING

• **HB 2325, HB 3828** Proposes cessation of tolls after bond requirements are met
• **SB 1423** Would prohibit tolls on a portion of IH 635
• **HB 3822** Would require non-tolled frontage roads adjacent to certain toll projects

TEMPORARY TAGS

• Metal Plates, Harsher Penalties for Fraudulent Tags, Study on Temp Tags
BILLS OF INTEREST

MISCELLANEOUS TRANSPORTATION

Other topics

Air Quality
• Alternative Fuels, Emissions, TERP Changes, Tire Disposal

Safety
• Speed Limits, Reckless Driving, Vehicle Safety Inspections

Broadband

High-Speed Rail
CONTACT US

Rebekah Gongora
Communications Manager
rgongora@nctcog.org | 682-433-0477

Nick Allen
Communications Coordinator
nallen@nctcog.org | 817-704-5699

NCTCOG Legislative Updates: www.nctcog.org/legislative
Texas Legislature Online: https://capitol.texas.gov/
Dallas-Fort Worth
Congestion Levels and Population

Sources: TomTom Traffic Index Data; North Central Texas Council of Governments
Larger Areas More Congested

Smaller Areas More Congested

Similar Size More Congested

Sources: INRIX 2022 Data, Census 2021 and North Central Texas Council of Governments
HIGH-SPEED TRANSPORTATION
Dallas-Fort Worth

3-9-2023 Regional Transportation Council
Brendon Wheeler, P.E.
Evaluate high-speed transportation alternatives (both alignments and technology) to:

• Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
• Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative
Phased Approach

Phase 1 – Alternative Development
- Public and Agency Engagement
- Alternative Development
- Alternative Screening

Goal for Phase 1
Identify technologies and alignments to be carried into Phase 2

Phase 2 – Engineering & Environmental
- Preliminary Engineering
- National Environmental Policy Act Documentation and Approval
- Financial and Project Management Plans
- Public and Agency Engagement

Goal for Phase 2
Federal environmental approval of alignment and technology
Recommended Phase 1 Alignments

Station Locations
Phase 1 Results (Mode)

Conventional

Higher-Speed

High-Speed

Maglev

Hyperloop

Emerging Technologies

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM, Virgin Hyperloop
Phase 2 Activities

Pre-NEPA

Conceptual Engineering
- Reducing station and alignment alternatives

Continued Coordination with:
- Federal partners on structure of process
- TxDOT, local governments, and stakeholders

6- to 9-Month Process

NEPA

(National Environmental Policy Act)

Preliminary Engineering

Environmental Documentation
- Anticipated Class of Action: Environmental Assessment (EA)
- Goal: Finding of No Significant Impact

Financial and Project Management Plans

Public and Agency Engagement
Within 12 months of Initiation
Dan Lamers, PE  
Senior Program Manager  
817.695.9263  
dlamers@nctcog.org

Rebekah Gongora  
Communications Manager  
682.433.0477  
grongora@nctcog.org

Brendon Wheeler, PE, CFM  
Program Manager  
682.433.0478  
bwheeler@nctcog.org

www.nctcog.org/dfw-hstcs
Major Source Emissions Fee Requirements (Section 185) and
Start of 2023 Ozone Season

Regional Transportation Council • March 9, 2023

Chris Klaus, Senior Program Manager
8-Hour Ozone National Ambient Air Quality Standards

Exceedance Trends

Based on <70 ppb (As of March 1, 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
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).

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Severe by 2027)

2015 Standard ≤ 70 ppb¹ (Moderate by 2024)

As of March 1, 2023

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).
### 2023 Ozone Season

March 1 – November 30, 2023

Attainment Year for 2015 Eight-Hour Ozone Standard

2015 Ozone Standard Attainment Scenario:

<table>
<thead>
<tr>
<th>Five Highest Monitors</th>
<th>4th Highest Value for Season</th>
<th>2023 Ozone Season Design Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>Cleburne Airport</td>
<td>75</td>
<td>82</td>
</tr>
<tr>
<td>Denton Airport South</td>
<td>81</td>
<td>78</td>
</tr>
<tr>
<td>Frisco</td>
<td>81</td>
<td>73</td>
</tr>
<tr>
<td>Fort Worth Northwest</td>
<td>76</td>
<td>80</td>
</tr>
<tr>
<td>Pilot Point</td>
<td>85</td>
<td>77</td>
</tr>
</tbody>
</table>

Based on 2021-2023 Ozone Monitor Data
Environmental Protection Agency (EPA) reclassified Dallas-Fort Worth ozone nonattainment area from serious to severe on November 7, 2022 with a **July 20, 2027 attainment deadline**

The Federal Clean Air Act (FCAA) 185 fee is an annual penalty imposed if an area fails to meet its severe attainment deadline

The annual fee applies to major sources of ozone precursor emissions located in the ozone nonattainment area, starting in 2028 until attainment is met

If the Texas Commission on Environmental Quality (TCEQ) does not impose fee, the EPA will impose the fee with interest; revenue is not returned to the state

EPA-published fee rate for calendar year 2022 was $11,122 per ton

Estimated Section 185 fee obligation for region could be as much as $45 million in 2028

Section 185 fee program plan due to EPA by November 7, 2025
What are Major Sources?

Typically includes point sources such as power plants and cement plants

Defined in 30 Texas Administrative Code Section 116.12 based on actual or potential emissions

<table>
<thead>
<tr>
<th>County</th>
<th>Number of Major Point Source Facilities</th>
<th>Emission Totals (TPY)</th>
<th>Total Percent of 10-County Major Source Point Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cement, Hydraulic (Kilns)</td>
<td>Electric Services (EGUs)</td>
<td>Crude Petroleum &amp; Nat. Gas</td>
</tr>
<tr>
<td>Collin</td>
<td>-</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Dallas</td>
<td>-</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>Denton</td>
<td>-</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>Ellis</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Johnson</td>
<td>-</td>
<td>1</td>
<td>17</td>
</tr>
<tr>
<td>Kaufman</td>
<td>-</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Parker</td>
<td>-</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>Rockwall</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Tarrant</td>
<td>-</td>
<td>1</td>
<td>17</td>
</tr>
<tr>
<td>Wise</td>
<td>-</td>
<td>1</td>
<td>51</td>
</tr>
<tr>
<td>Total</td>
<td>3</td>
<td>11</td>
<td>102</td>
</tr>
</tbody>
</table>
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
NO$_X$ 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

Governor Abbott Statewide Transportation Infrastructure Plan
Mentioned during 2023 State of the State
10 Year State Transportation Plan

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
Major Source Emissions (Section 185) Fees
Offering to assist in assessment of program
Expand partnership to continue offering aggressive programs to reach attainment and avoid further sanctions

TCEQ Predicted Forecast versus Observed
Requesting review of why projected design value was significantly different than observed including:
  - Researching current state of regional Nitrogen Oxides (NO\textsubscript{x}) : Volatile Organic Compounds (VOC) chemistry ratio
  - Investigating how impacts from COVID-19 may have played a role in high emissions in 2020

State implementation Plan (SIP) Boundaries
Requesting reevaluation of SIP boundaries including:
  - Investigating regional airshed and transport leading to high ozone background levels from outside nonattainment area
  - Establishing emissions tracking and apportionment for Texas

Inspection and Maintenance Vehicle Program Fraud
Requesting changes to the system to reduce fraudulent activity, in coordination with the Department of Public Safety

Draft Letter Provided in April RTC Meeting for Action
FOR MORE INFORMATION

CHRIS KLAUS  
Senior Program Manager  
cklaus@nctcog.org  
817-695-9286

JENNY NARVAEZ  
Program Manager  
jnarvaez@nctcog.org  
817-608-2342

LORI CLARK  
Program Manager  
lclark@nctcog.org  
817-695-9232

REBEKAH GONGORA  
Communications Manager  
rgongora@nctcog.org  
682-433-0477

NICK VAN HAASEN  
Air Quality Planner  
nvanhaasen@nctcog.org

https://www.nctcog.org/trans/quality/air/ozone
STATUS REPORT ON VEHICLE TEMPORARY TAGS AND FRAUDULENT EMISSIONS TESTING

Regional Transportation Council
March 9, 2023
Chris Klaus, Senior Program Manager
North Central Texas Council of Governments
VEHICLE TEMPORARY PAPER TAGS AND CLEAN SCANNING

What is a Temporary Tag?
- Intended to be used for temporary vehicle registration
- 9 variations of a temporary tag
- Texas Buyer tag is predominantly abused

What is a Clean Scanning?
- Hooking up a vehicle that will pass an annual vehicle emissions test in place of a vehicle that would otherwise fail
- Inspection facilities are able to do hundreds a day, oftentimes without even having the owner’s vehicle present
- Vehicle is given a passing inspection even though it should have failed, potentially large air quality impact
## TEXAS SUPPORTED GHOST CRIMINAL 2021 ACTIVITY
### North Texas Impacts

<table>
<thead>
<tr>
<th>Activity</th>
<th>Count</th>
<th>Cost/Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Inspections</td>
<td>31,828*</td>
<td>$8.25 (State) + $25.50 (Local Business)</td>
</tr>
<tr>
<td>No Registrations (Statewide)</td>
<td>1,279,481</td>
<td>$56.50 (State) + $10 (County)</td>
</tr>
<tr>
<td>Lost Motor Vehicle Sales Tax</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>NTTA Toll System</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Serious/Fatal Crashes</td>
<td></td>
<td>Potential Higher Rate in North Texas</td>
</tr>
<tr>
<td>Previously Vetoed Funds</td>
<td></td>
<td>$80 Million</td>
</tr>
<tr>
<td>Criminals</td>
<td></td>
<td>counterfeiting revised tag format; reusing created tags; selling nonrepairable/junk cars; hindering stolen vehicle recovery</td>
</tr>
<tr>
<td>Law Enforcement Safety</td>
<td></td>
<td>at least one police officer fatality resulted from fraud</td>
</tr>
<tr>
<td>No Insurance</td>
<td></td>
<td>impacts of uninsured motorist; Motor Vehicle Crime Prevention Authority</td>
</tr>
<tr>
<td><strong>Estimated Revenue Lost</strong></td>
<td></td>
<td>$166 Million +++ (State, County, Local)</td>
</tr>
</tbody>
</table>

*Conservative Estimate*

Sources: NCTCOG Emissions Database, Texas Department of Motor Vehicles (TXDMV), Travis County Constable Precinct 3 Clean Air Task Force, North Texas Tollway Authority (NTTA)

Status Report on Vehicle Temporary Tags and Fraudulent Emissions Testing
### Legislative Status

- **Fund Local Initiatives (LIP)**
  - HB 1175, HB 1351, SB 607

- **Change Temporary Tag System**
  - HB 718 (Metal Plates)
  - HB 914 (Penalty Increase)
  - HB 2195 (Penalty Increase)
  - SB 970 (Study on Replacing Temp Tags)

### Administrative Rule Status

- **Fingerprint Licensed Dealership Agents**
- **Share Law Enforcement Access to eTags System**
- **Verify Generated VINs**
- **In-Person Verification**
- **Offer Law Enforcement Training**
- **Automatic Verification of Dealer Issued Tags**
LOCAL INITIATIVES PROJECTS
$176.3 Million Total, $80 Million Dallas-Fort Worth

Existing

• Low-Income Repair and Replacement Program (LIRAP) *
• Remote sensing of vehicle emissions
• Regional Smoking Vehicle Program *
  • Already implemented
• Emissions enforcement funding
• Transportation system enhancements
• New air quality control strategies

*Eliminate from LIP bill language

Recommended**

• Develop and implement projects supporting freeway incident management
• Develop and implement innovative transportation projects
• Regional data collections efforts for air quality and multimodal transportation data to improve transportation systems
• Establish publicly accessible refueling infrastructure for alternative fuel vehicles
• Vehicle loaner program for minority or women owned businesses for alternative fuel vehicles
• Projects supporting removal and disposal of waste and scrap tires

**Includes existing items not eliminated
RECENT NEWS COVERAGE

Police Searching for Paper Tagged “Ghost Car”  
(Aired 11/15/2022)

Police Officer Death Reignites Tag Controversy  
(Aired 11/15/2022)

TXDMV Redesigns Paper License Tags  
(Aired 11/17/2022)

Driver in Custody after Police Chase  
(Aired 11/21/2022)

Police Identify Ghost Cars with Paper License Plates Pt.1  
(Aired 1/27/2023)

Police Identify Ghost Cars with Paper Licence Plates Pt.2  
(Aired 1/30/2023)