



NCTCOG

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.

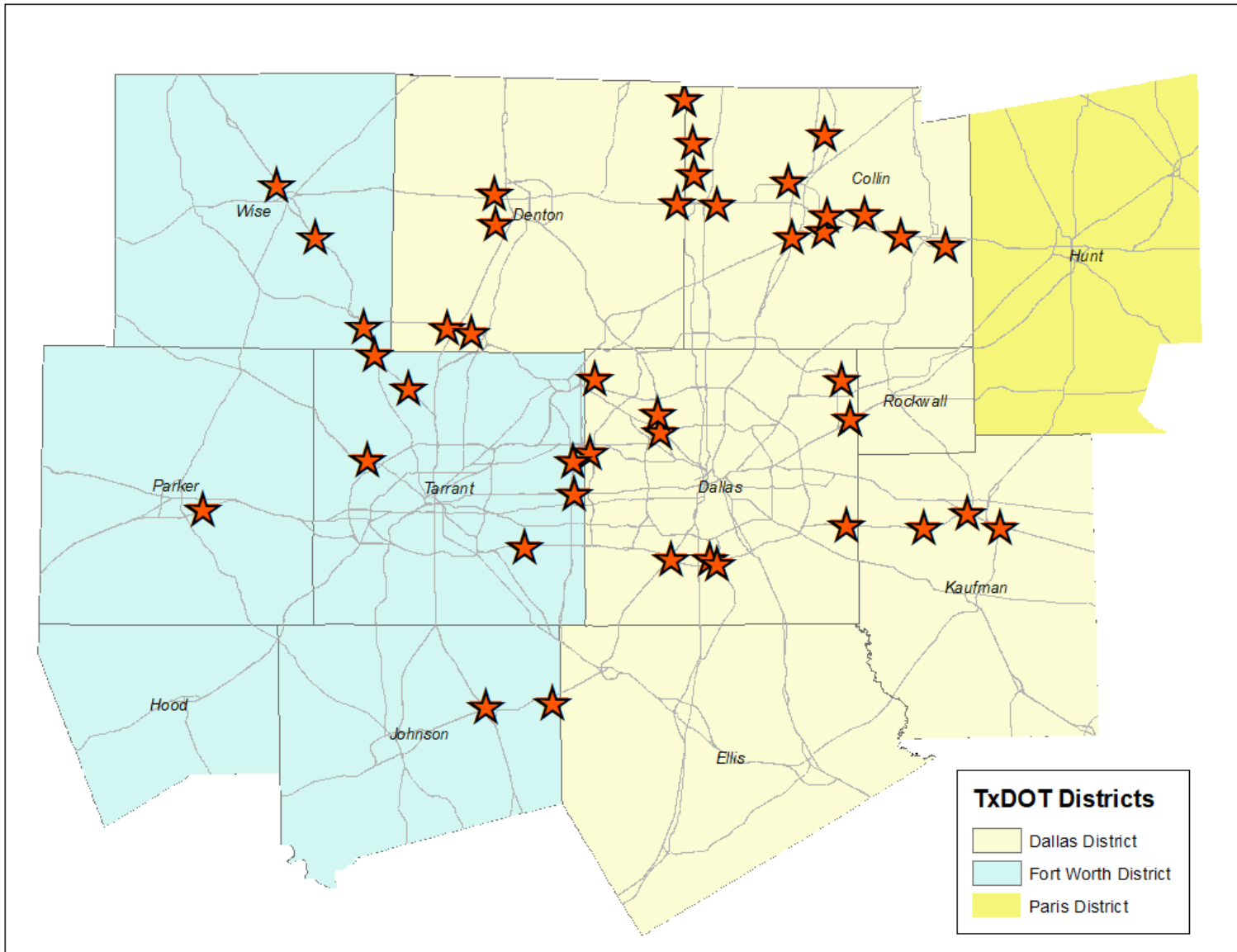
44 amendments to the Federal Functional Classification System

- 29 amendments within the TxDOT Dallas District
- 14 amendments within the TxDOT Fort Worth District
- 1 within both the TxDOT Dallas and Paris Districts



PROPOSED AMENDMENT LOCATIONS

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



STATUS OF PREVIOUS RTC-APPROVED FFCS AMENDMENTS (AS OF MARCH 3, 2023)

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





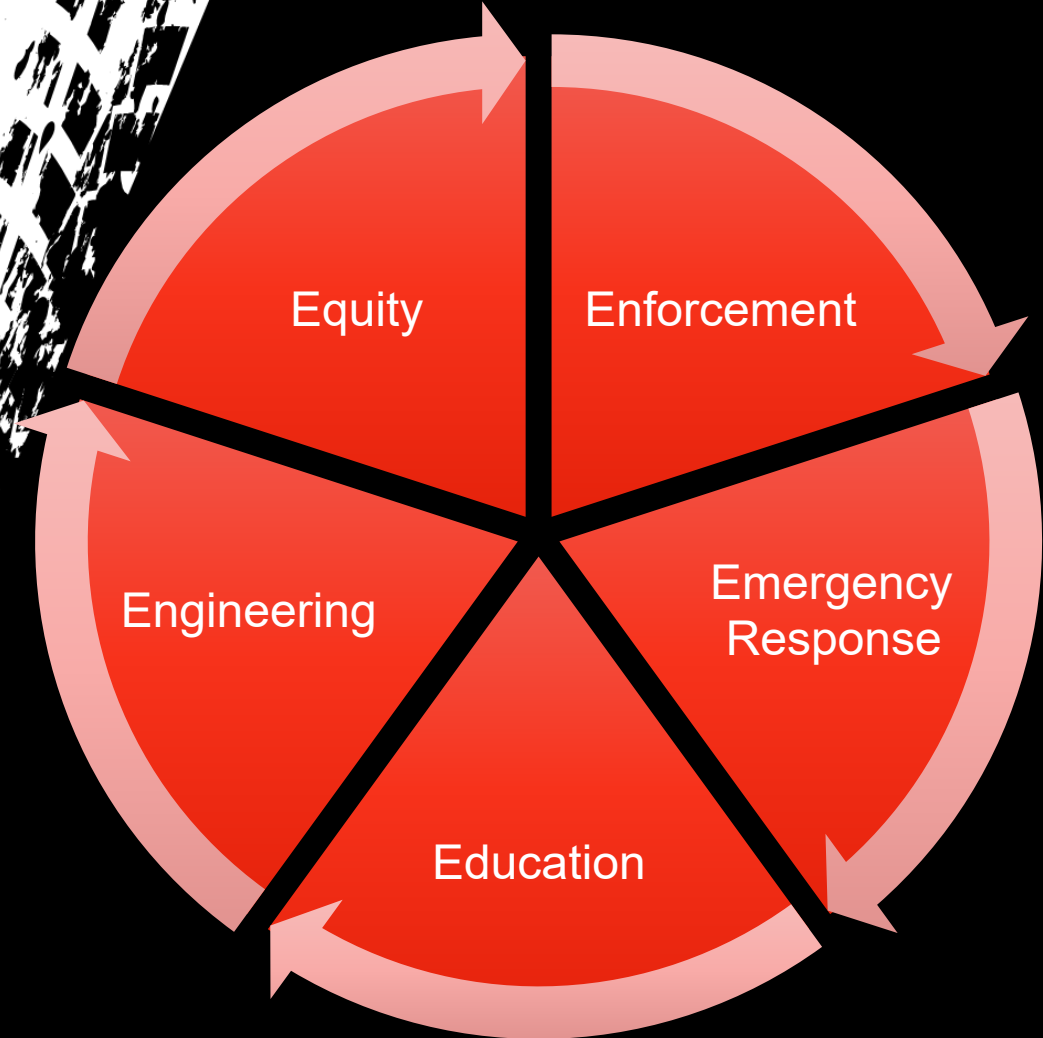
NCTCOG Roadway Safety Plan

Regional Transportation Council
February 9, 2023

Sonya J. Landrum, Program Manager
Roadway Safety Program Area

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.



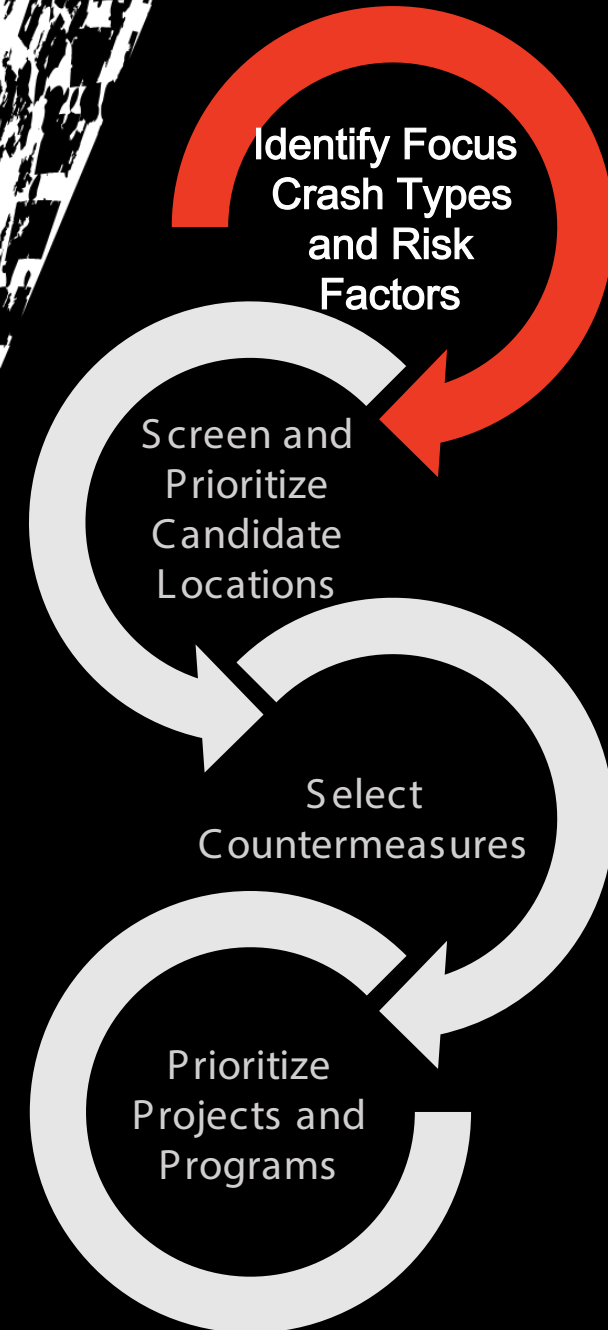
Systemic Safety Analysis Approach

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



Roadway 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.



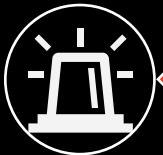
Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.



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.

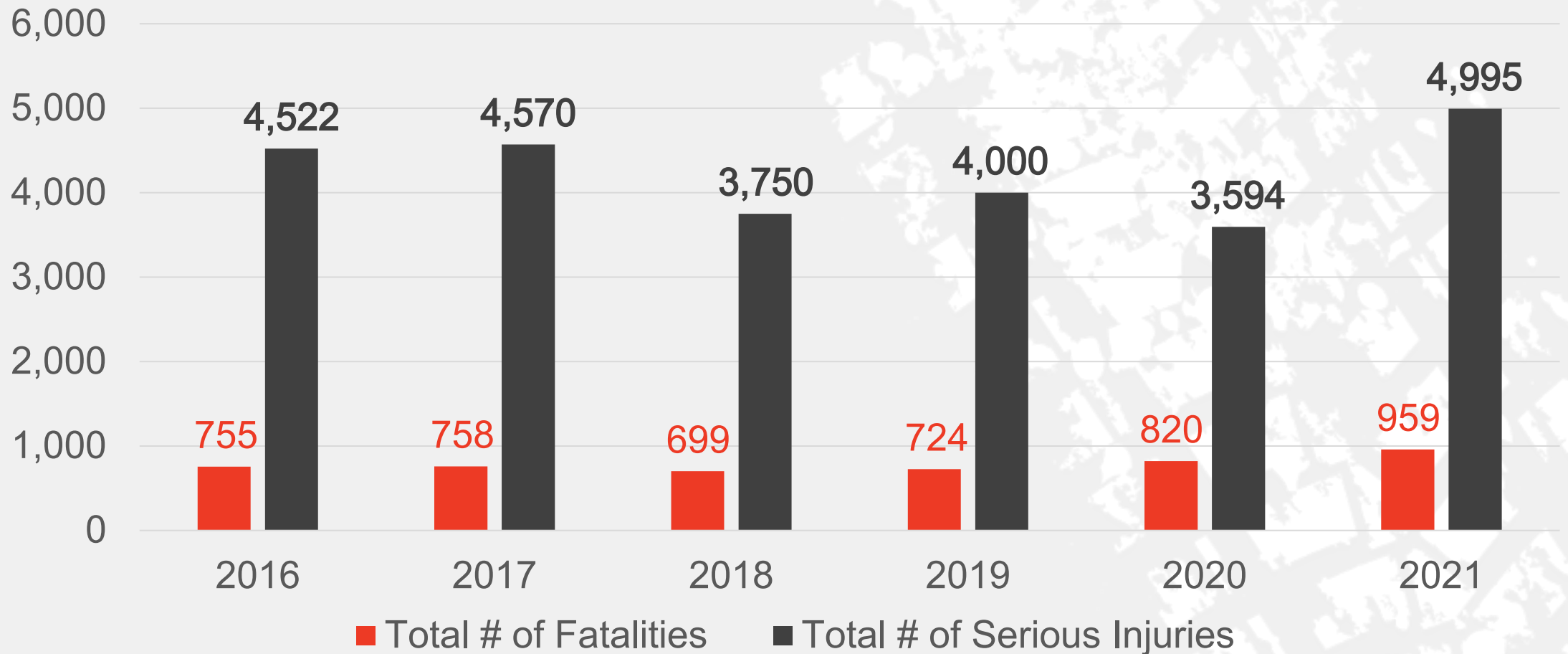


Implement a proactive approach to roadway safety to identify problems before they occur.



Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Fatal and Serious Injuries Within the 12 - County Area (2016 -2021)



Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis

Regional Emphasis Areas

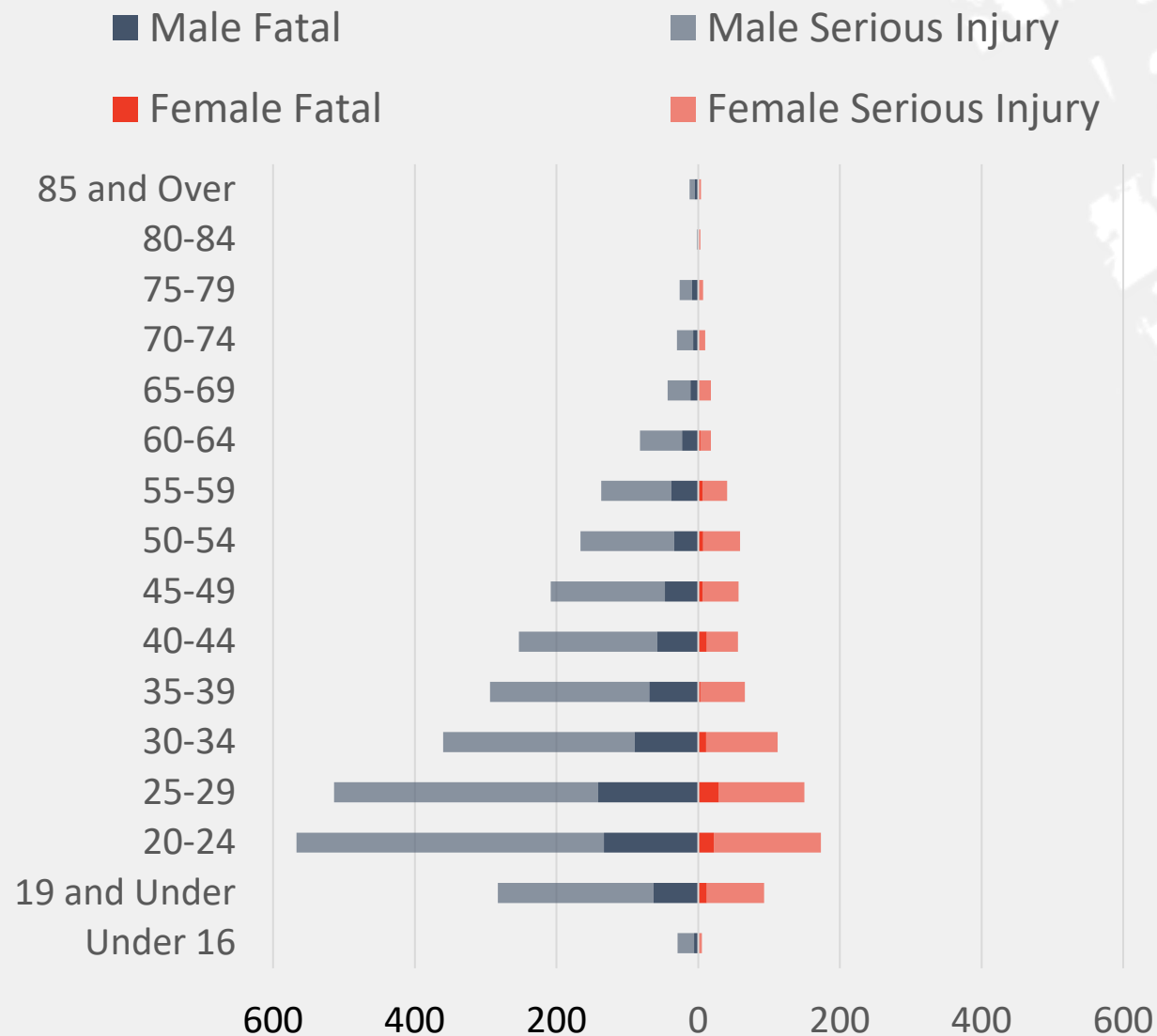
- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

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



24%

Of **SPEEDING** related
fatal and serious injuries
were cited as **NOT**
having worn a seatbelt

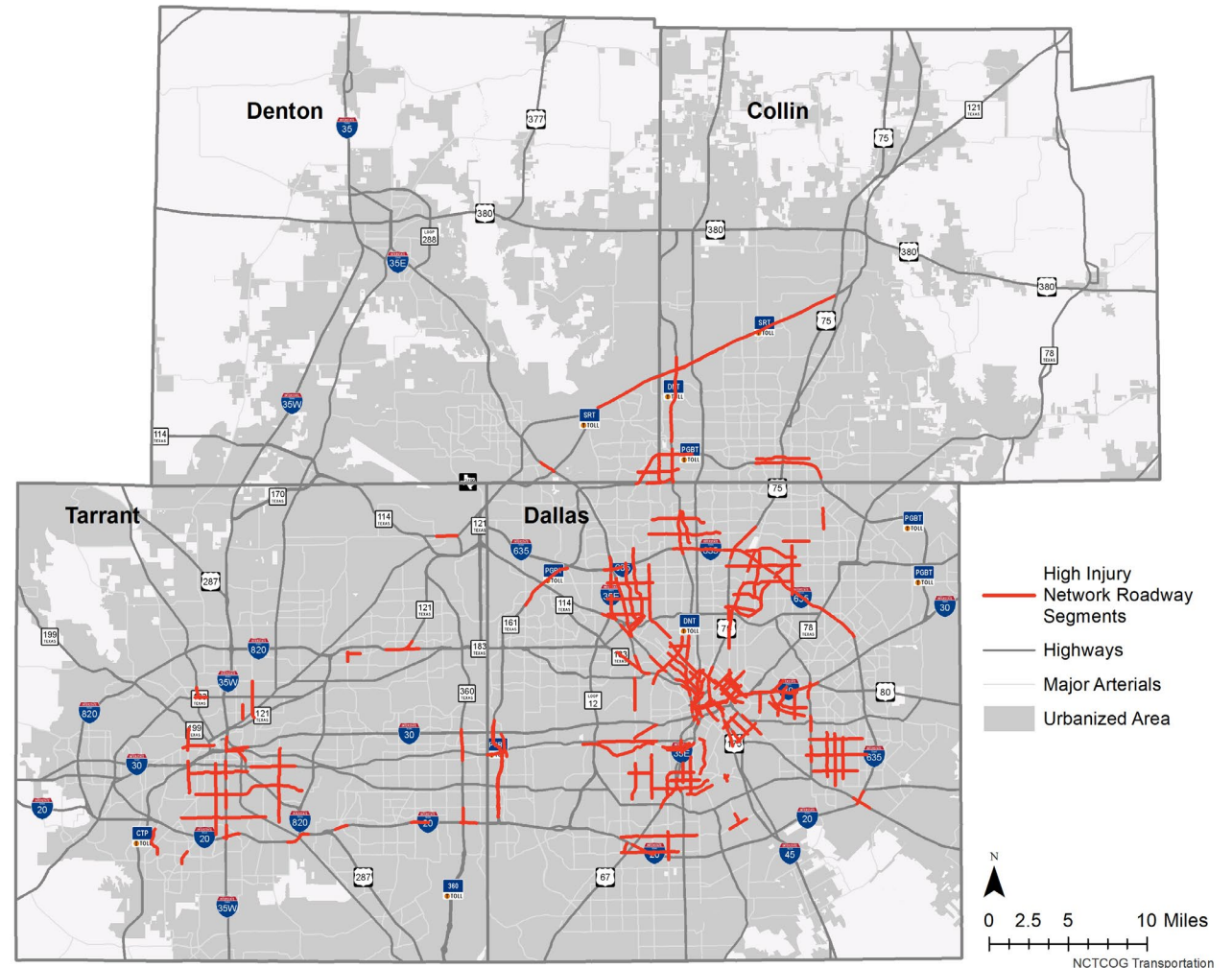


High Injury Network

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

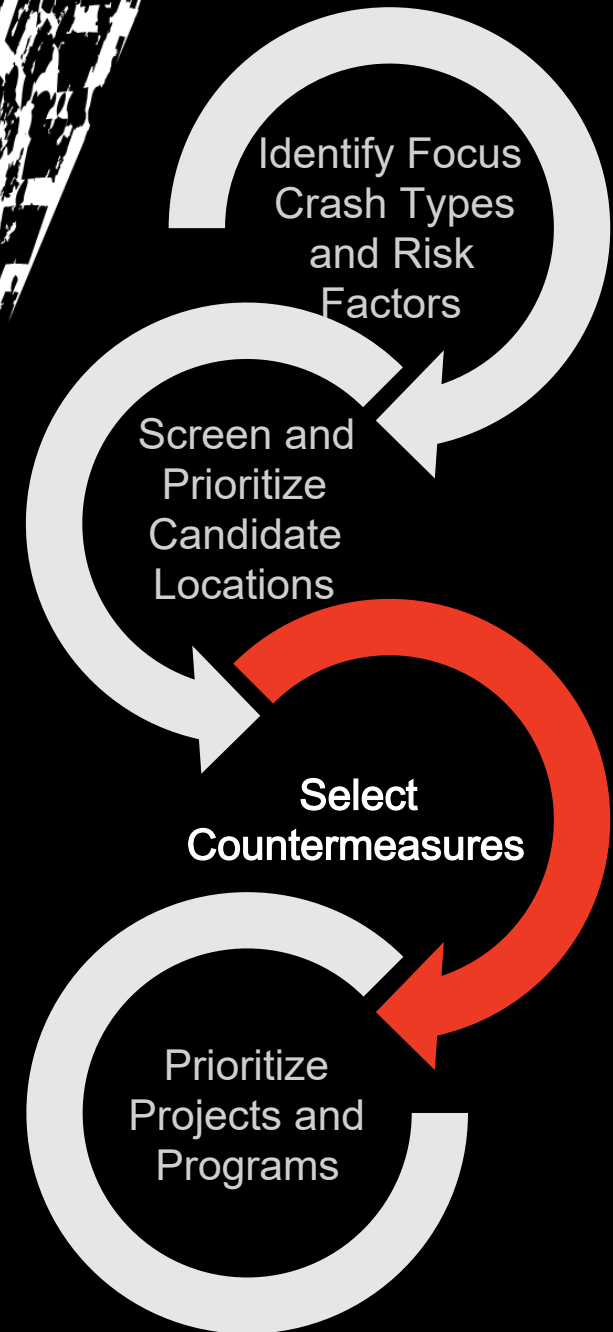
The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas.

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.



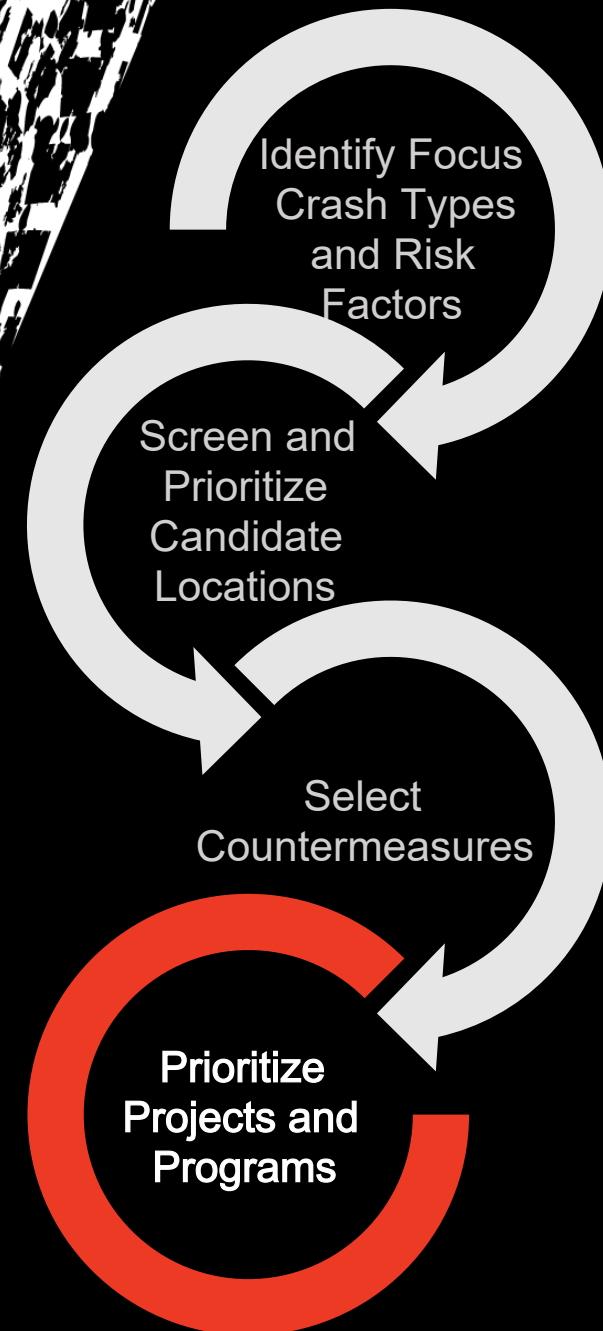
Next Steps - Prioritize Safety Projects, Programs, and Policies

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

	2024	2025	2026	Total
Grand Totals	\$15,855,000	\$16,220,000	\$17,925,000	\$50,000,000
Staff	\$ 1,505,000	\$ 1,670,000	\$ 1,490,000	\$ 4,665,000
Pass Through	\$14,350,000	\$14,550,000	\$16,435,000	\$45,335,000

Roadway Safety Plan Schedule

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

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.

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FEDERAL AND STATE LEGISLATIVE UPDATE

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council

March 9, 2023

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

January 10, 2023

88th Session of the
Texas Legislature
Convened

March 10, 2023

Bill Filing Deadline
(Excluding Local Bills)

May 29, 2023

Final Day of the 88th
Regular Session

June 18, 2023

Last Day Governor
Can Sign or Veto Bills

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



BILLS OF INTEREST

EV-RELATED BILLS

HB 2191

- Develops plans for the EV charging infrastructure through 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



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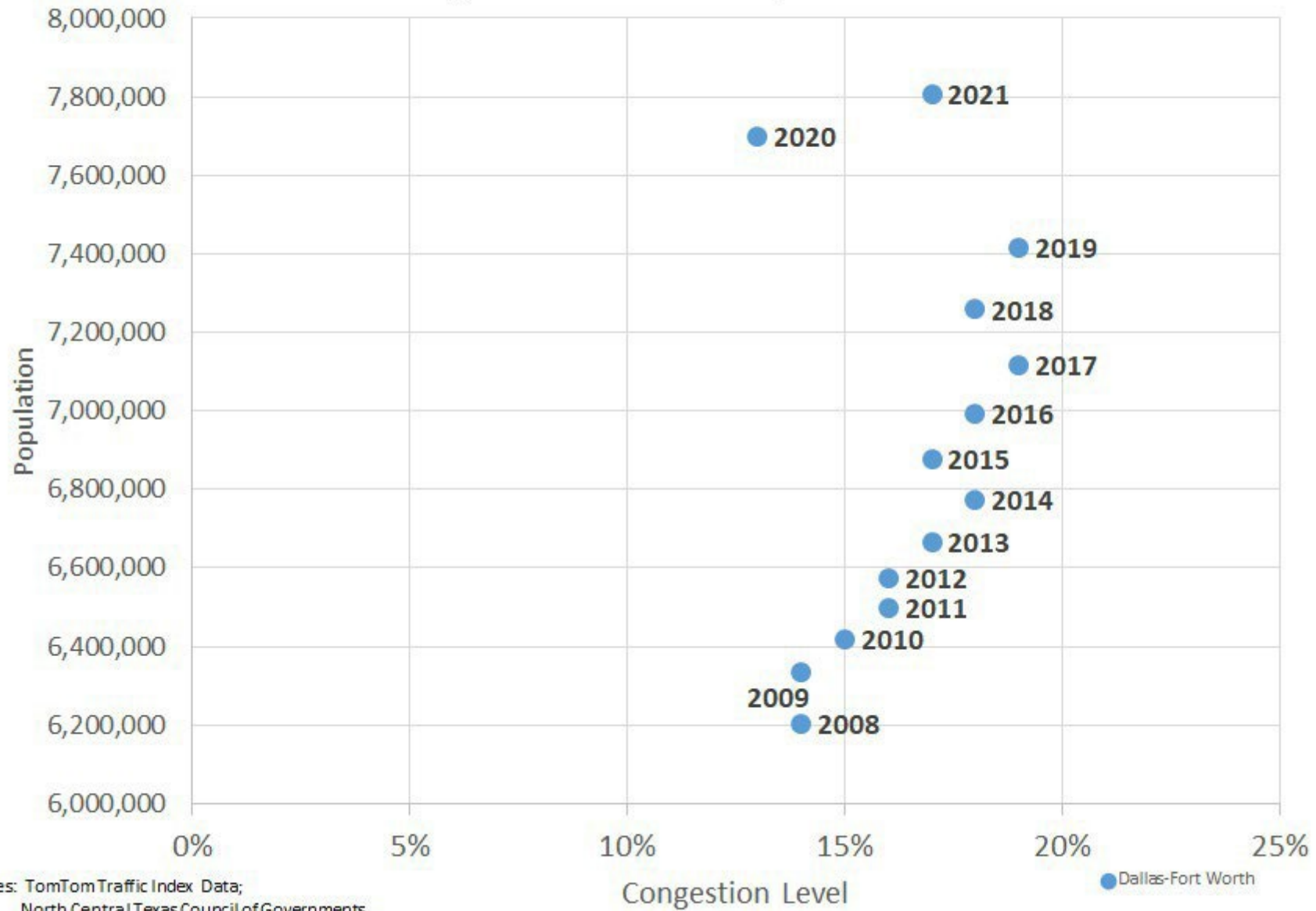
nallen@nctcog.org | 817-704-5699

NCTCOG Legislative Updates: www.nctcog.org/legislative

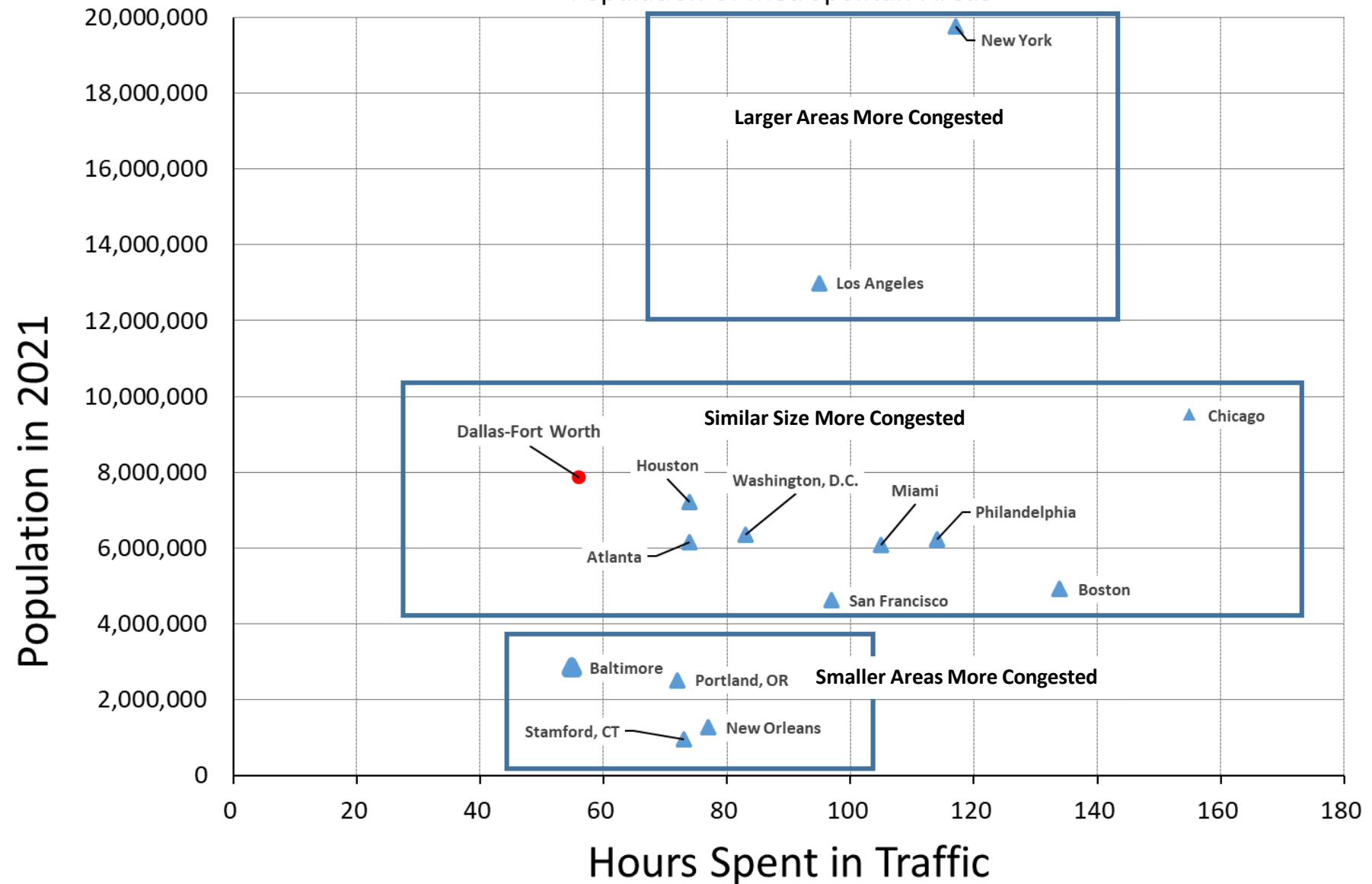
Texas Legislature Online: <https://capitol.texas.gov/>



Dallas-Fort Worth Congestion Levels and Population



15 Most Congested Regions Comparison of Hours Spent in Traffic and Population of Metropolitan Areas



HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

3-9-2023 Regional Transportation Council
Brendon Wheeler, P.E.



North Central Texas
Council of Governments

Evaluate high-speed transportation alternatives (both alignments and technology) to:

- ## Obtain federal environmental approval of the viable alternative



Phased Approach

Phase 1 – Alternative Development

- Public and Agency Engagement
- Alternative Development
- Alternative Screening

COMPLETE

Goal for Phase 1

Identify technologies and alignments to be carried into Phase 2

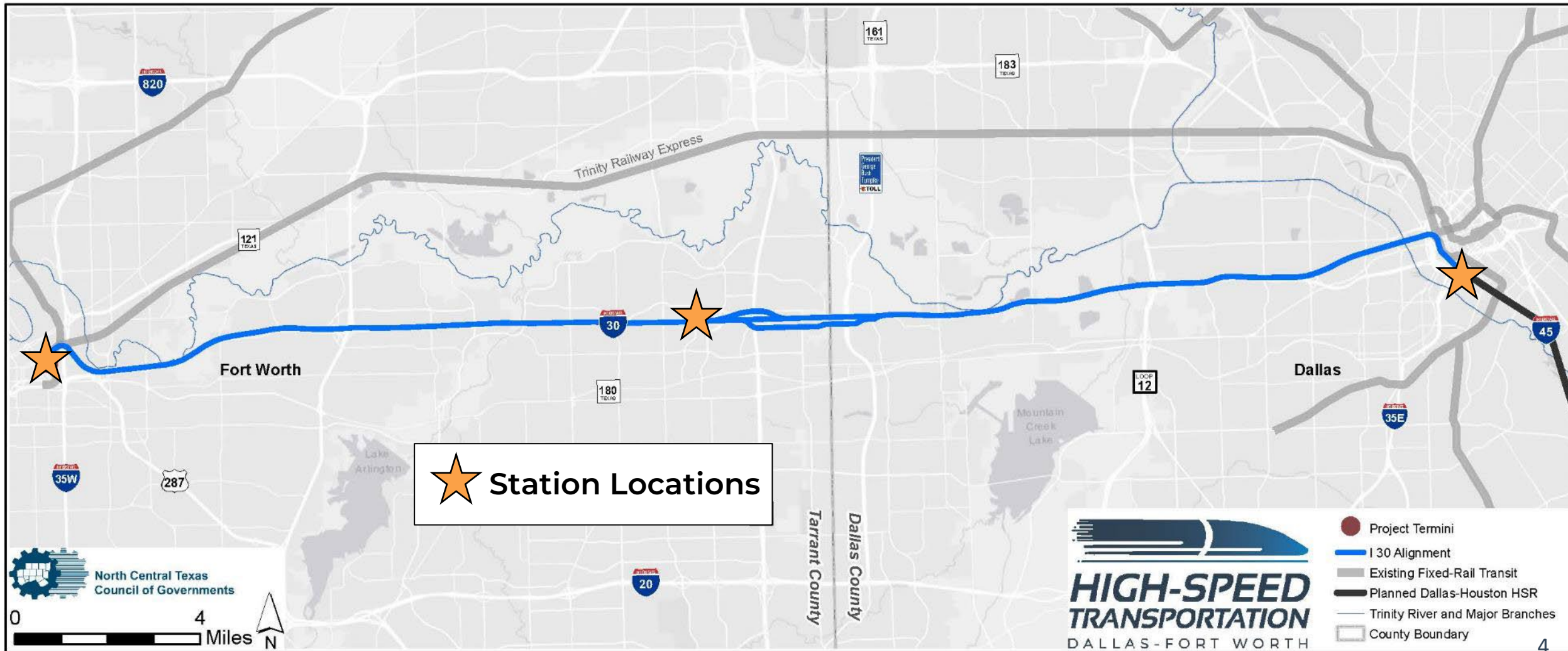
Phase 2 – Engineering & Environmental

- 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



Phase 1 Results (Mode)

● Conventional



● Higher-Speed



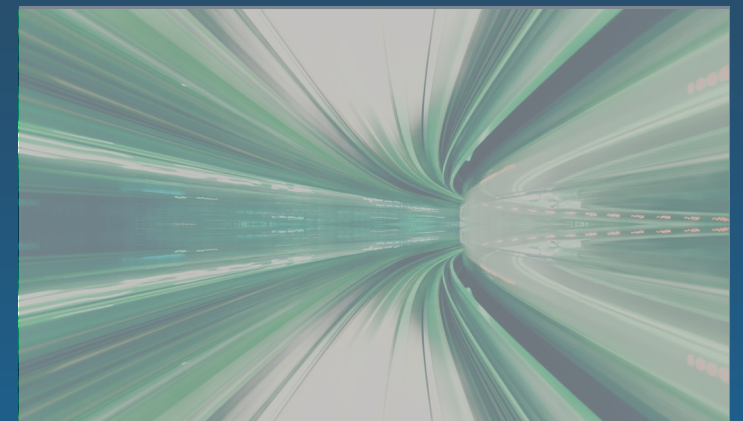
● High-Speed



● Maglev



● Hyperloop



● Emerging Technologies



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



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Major Source Emissions Fee Requirements (Section 185) and Start of 2023 Ozone Season

Regional Transportation Council • March 9, 2023

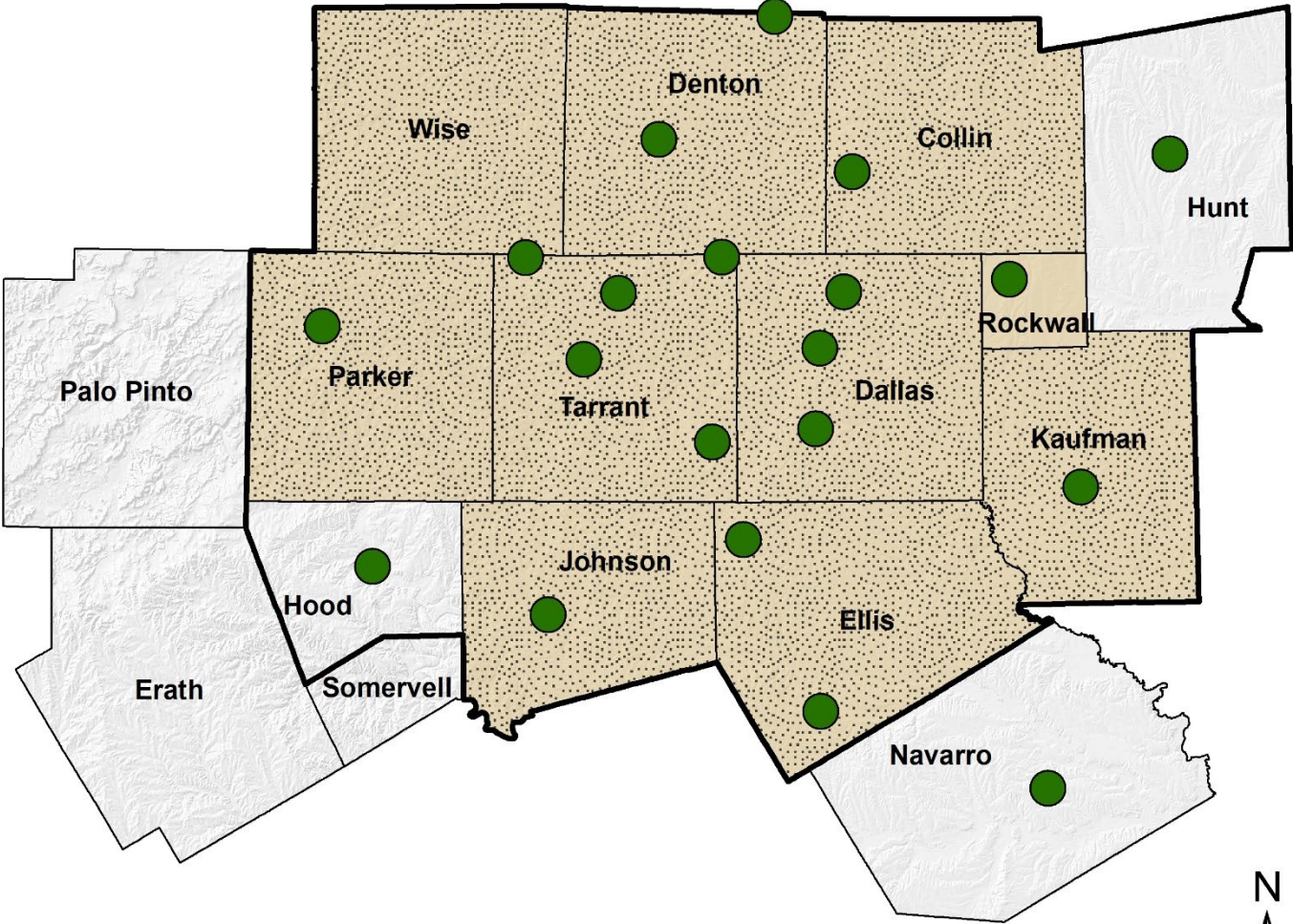
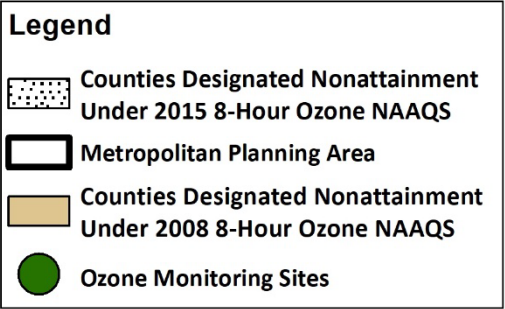
Chris Klaus, Senior Program Manager



North Central Texas
Council of Governments

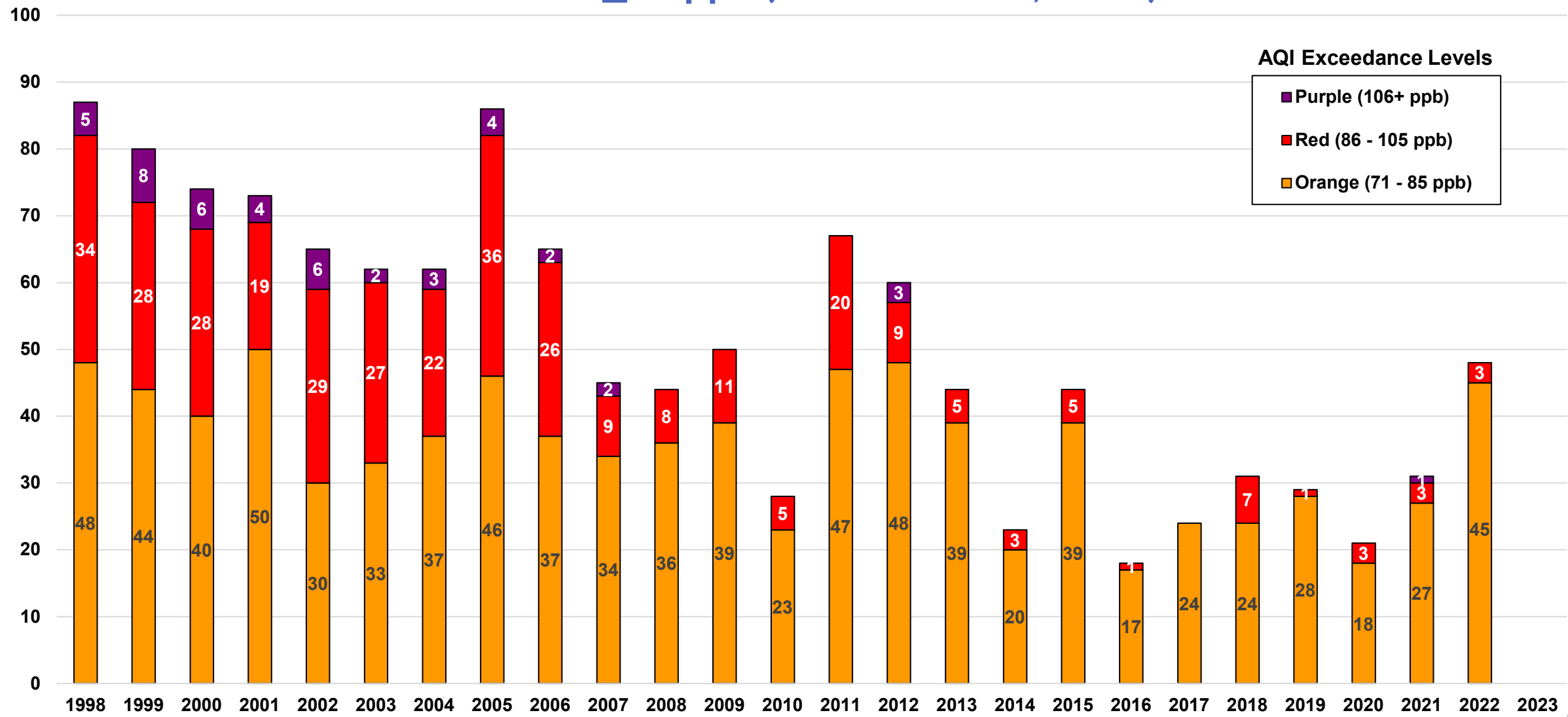


Monitor Locations



8-Hour Ozone National Ambient Air Quality Standards Exceedance Trends

Based on ≤ 70 ppb (As of March 1, 2023)

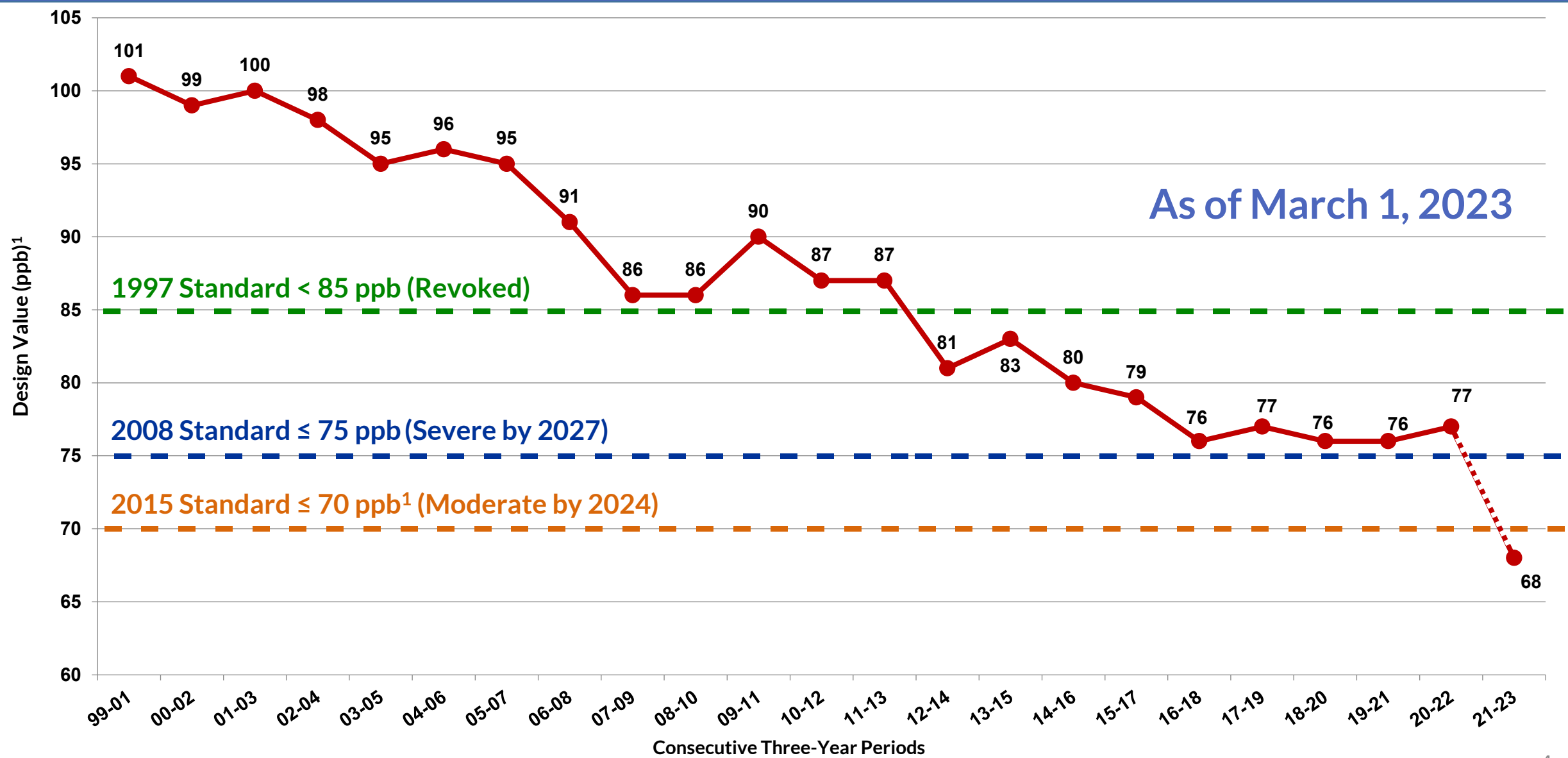


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

3

Ozone Design Value 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).

Source: NCTCOG TR Dept

2023 Ozone Season

March 1 – November 30, 2023

Attainment Year for 2015 Eight-Hour Ozone Standard

2015 Ozone Standard Attainment Scenario:

Monitor Values to Reach Attainment				
Five Highest Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Cleburne Airport	75	82	55	70
Denton Airport South	81	78	53	70
Frisco	81	73	58	70
Fort Worth Northwest	76	80	56	70
Pilot Point	85	77	50	70

Based on 2021-2023 Ozone Monitor Data

Severe Classification and Section 185 Fees

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

DFW 10-County Nonattainment Area Major Point Sources: Nitrogen Oxides (NOX)

County	Number of Major Point Source Facilities				Emission Totals (TPY)	Total Percent of 10-County Major Source Point Emissions
	Cement, Hydraulic (Kilns)	Electric Services (EGUs)	Crude Petroleum & Nat. Gas	Other (82 Source Types)		
Collin	-	1	-	9	79	1%
Dallas	-	2	-	67	869	8%
Denton	-	2	11	14	278	3%
Ellis	3	2	1	20	4332	42%
Johnson	-	1	17	13	1116	11%
Kaufman	-	1	-	5	1165	11%
Parker	-	-	5	17	251	2%
Rockwall	-	-	-	3	13	0%
Tarrant	-	1	17	47	784	8%
Wise	-	1	51	7	1485	14%
Total	3	11	102	202	10,372	100%

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

Draft Communication to the TCEQ

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_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

FOR MORE INFORMATION

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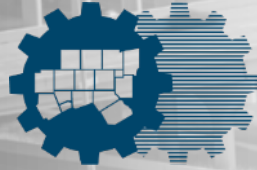
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STATUS REPORT ON VEHICLE TEMPORARY TAGS AND FRAUDULENT EMISSIONS TESTING

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

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

**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)



DRAFT

HOUSE TRANSPORTATION COMMITTEE HEARING

Solutions Identified (April 26, 2022)

Legislative

Status

- **Fund Local Initiatives Projects (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)

In-Progress

In-Progress

Administrative Rule

Status

- **Fingerprint Licensed Dealership Agents**

Complete
- **Share Law Enforcement Access to eTags System**

Complete
- **Verify Generated VINs**

Not Complete
- **In-Person Verification**

Not Complete
- **Offer Law Enforcement Training**

Not Complete
- **Automatic Verification of Dealer Issued Tags**

Not Complete



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

**Includes existing items not eliminated

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



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 License Plates Pt.2](#)

(Aired 1/30/2023)



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