



NCTCOG

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM PROPOSED AMENDMENTS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

3.24.2023

BERRIEN BARKS

WHAT IS FUNCTIONAL CLASSIFICATION?

Functional Classification categorizes roadways by their relative purpose, typically comparing importance of traffic mobility to property access.

Federal Functional Classification System (FFCS) Types:

Interstate

Other Freeways and Expressways

Principal Arterial

Minor Arterial

Major Collector

Minor Collector

Local



PROPOSED FFCS AMENDMENTS

Need amendments to resolve current TIP exceptions

Out-of-cycle updates require an amendment.

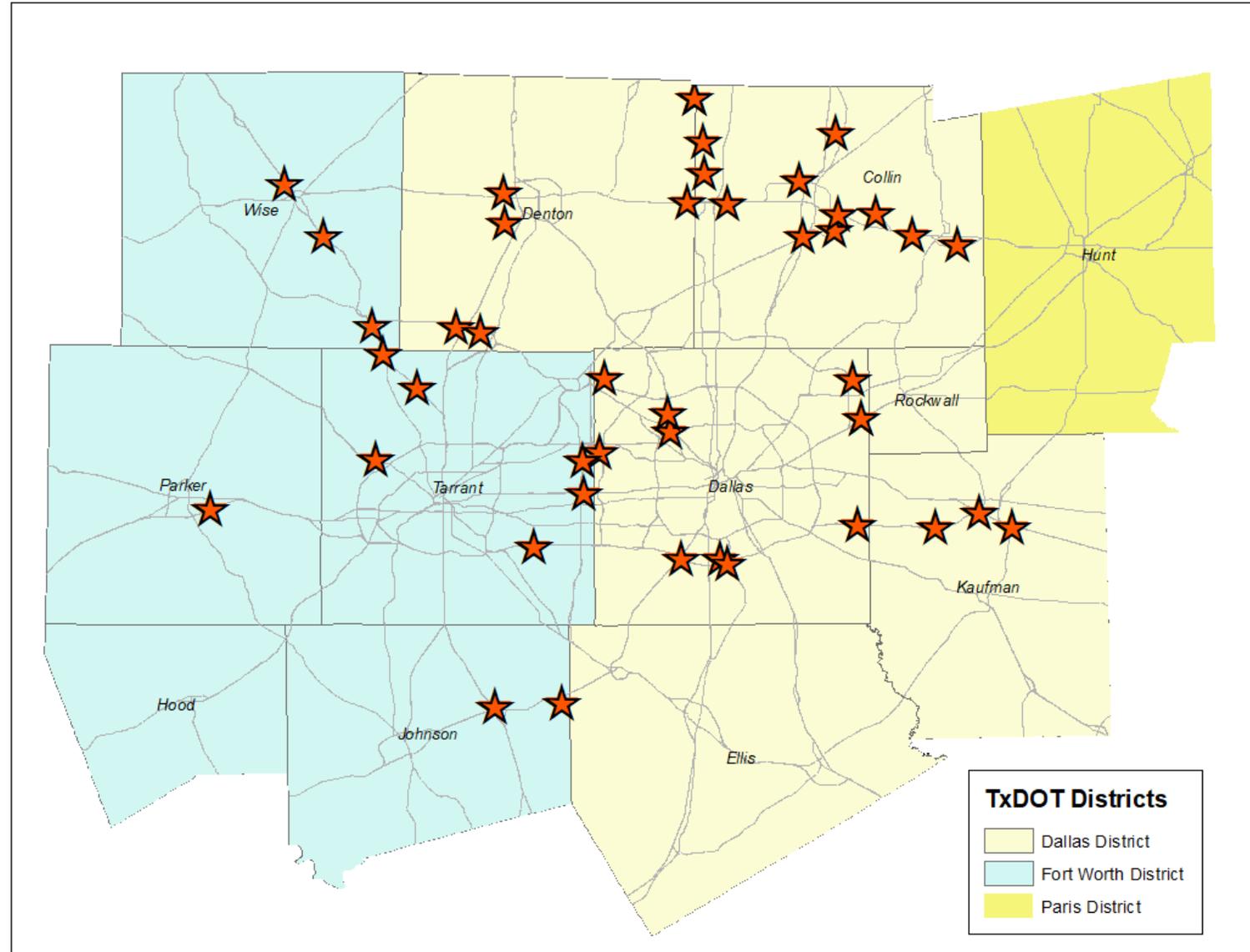
44 amendments to the Federal Functional Classification System (FFCS)

- 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 3.1 and 3.2



REQUEST FOR ENDORSEMENT

Request STTC endorsement of these 44 amendments to the Federal Functional Classification System approved by RTC on March 9, 2023.



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

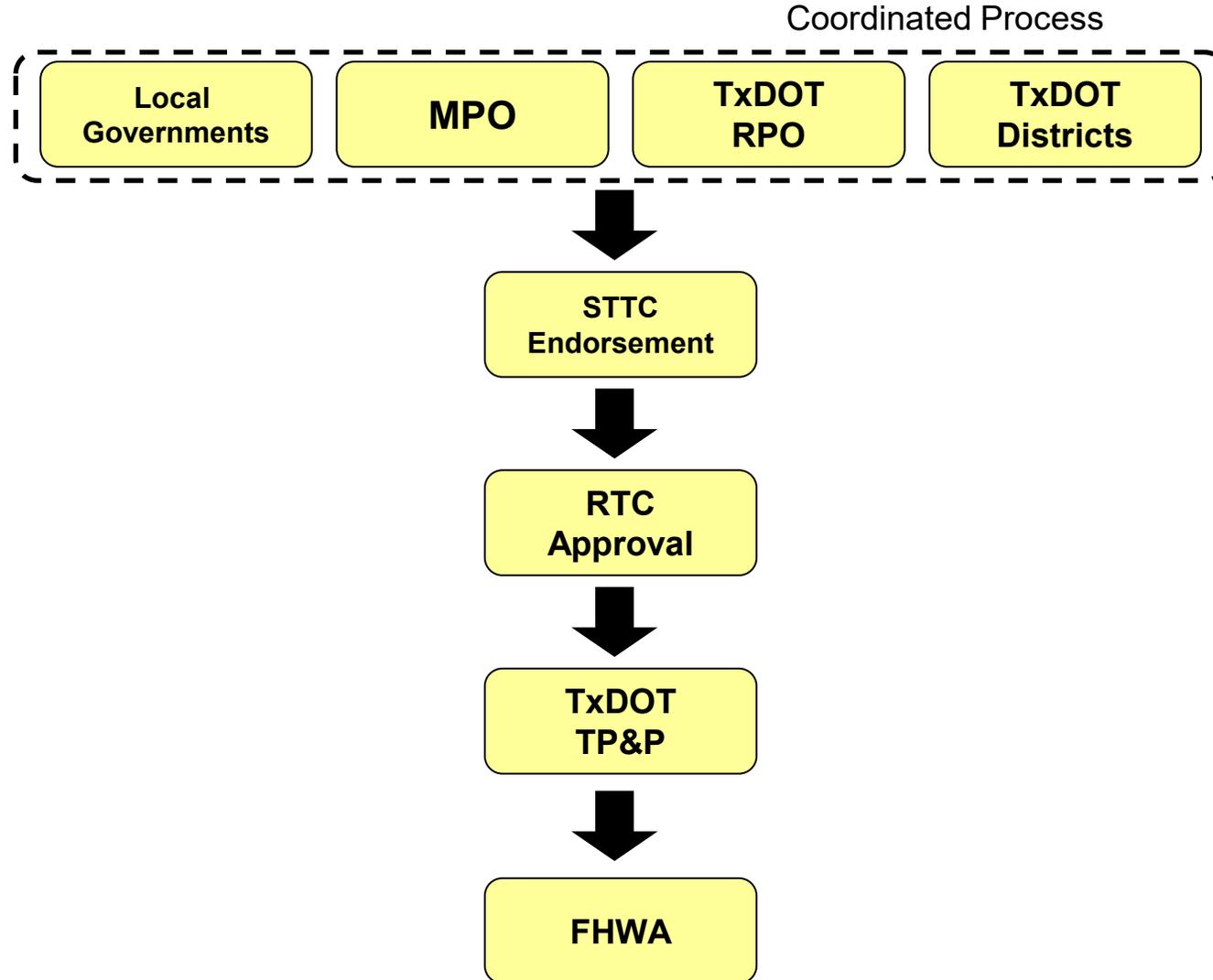
5 approved by FHWA

8 cancelled by local government

15 pending FHWA approval



AMENDMENT PROCESS





North Central Texas Council of Governments

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

Surface Transportation Technical Committee
3.24.2022

Julie Anderson

PROGRAM FUNDING OVERVIEW

Infrastructure Investment and Jobs Act (IIJA)

Joint Notice of Funding Opportunity released Jan 27, 2023

Low or No Emissions (5339c)

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

\$1.22B in funding available

Bus and Bus Facilities (5339b)

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

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

\$469M in funding available

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



GRANT PROGRAM PRIORITIES

Purpose

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

Requirements

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



PROPOSED PROJECT

- ❑ Purchase *up to* 10 EV buses for NCTCOG subrecipients
 - ❑ Limited to small public transit providers
 - ❑ Focus on replacement of buses coming up on or beyond their useful life

- ❑ Purchase *up to* 5 EV charging stations

- ❑ Workforce development training

- ❑ Development of Zero-Emission Transition Plan for small transit providers



ESTIMATED PROJECT BUDGET

	Total	Federal	Local (TDCs)
EV Buses*	\$5,000,000	\$4,250,000	\$750,000
EV Charging Stations	\$1,500,000	\$1,500,000	\$300,000
Workforce Development**	\$279,605	\$223,684	\$55,921
Administrative Costs	\$500,000	\$400,000	\$100,000
TOTAL	\$7,279,605	\$6,073,684	\$1,205,921

*Cost share for buses is 85 Federal/15 Local; all others are 80 Federal/20 Local

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



SCHEDULE

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



REQUESTED ACTION

Recommend Regional Transportation Council Approval of a regional project grant application submittal to the Fiscal Year (FY) 2023 Low-No & Bus/Bus Facilities Competitive Grant programs, not to exceed \$7,205,921 including the use of 1,205,921 Transportation Development Credits (TDCs) as match.

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



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Julie Anderson

Senior Transportation Planner

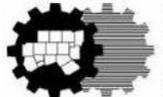
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COVID-19 #00X INFRASTRUCTURE PROGRAM TRANSIT PARTNERSHIP (ROUND 2)

Surface Transportation Technical Committee

March 24, 2023



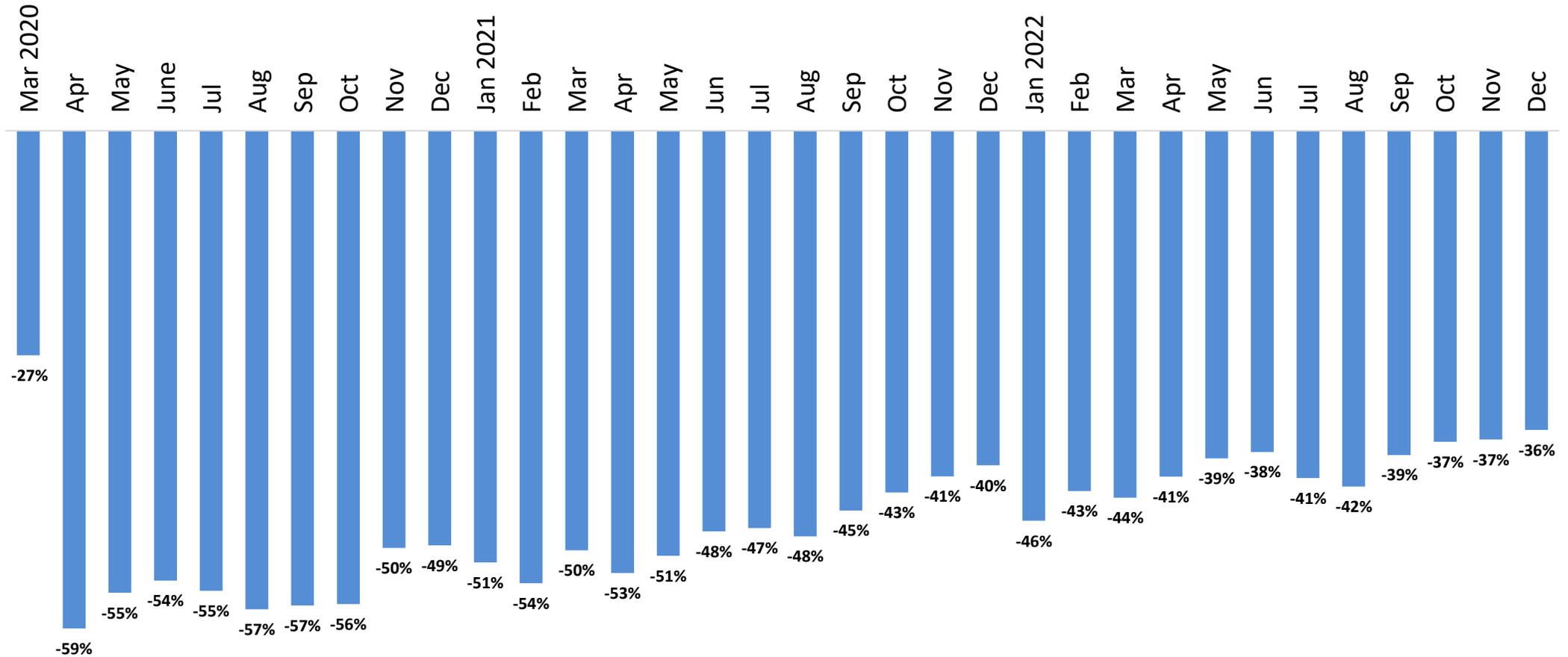
North Central Texas
Council of Governments
Transportation Department

PURPOSE AND BACKGROUND

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

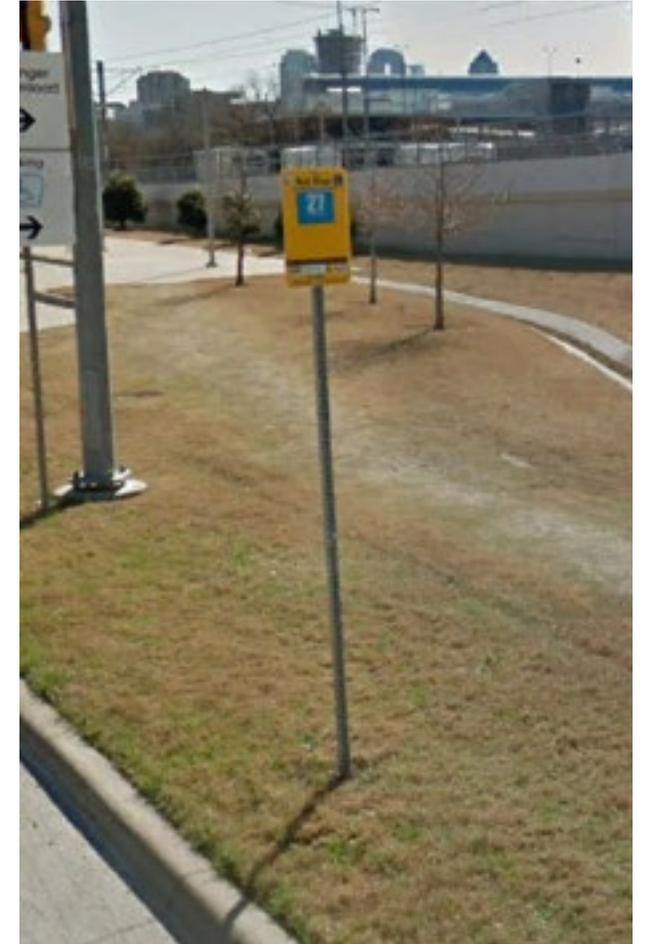
TRANSIT IMPACTS (WEEKDAY RIDERSHIP)

Decrease vs Baseline



REGIONAL BUS STOP IMPROVEMENTS

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



DCTA A-TRAIN EXPANDED SERVICE

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

NCTCOG-IMPLEMENTED TRANSIT PROGRAMS

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

PROPOSED FUNDING DISTRIBUTION

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

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

APPROVAL TIMELINE

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

PROPOSED ACTION

- Recommend RTC approval of:
 - Proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2)
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

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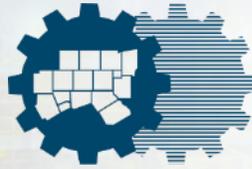
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Dallas-Fort Worth
CLEAN CITIES

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

Savana Nance
Air Quality Planner III
Surface Transportation Technical Committee
3.24.2023

Climate Pollution Reduction Grants (CPRG) Background

Created by Section 60114 of the Inflation Reduction Act

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

Will be administered by the EPA in two phases:

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

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



Climate Pollution Reduction Grants vs. Carbon Reduction Program (CRP)

Program Element	Climate Pollution Reduction Grants (Item 6)	Carbon Reduction Program (Item 11)
Purpose	Reduce GHGs, not limited to on-road sources	Reduce carbon dioxide emissions from on-road sources
Administrator	Environmental Protection Agency	Federal Highway Administration
Funding for Region	<u>Planning Grants</u> - \$1 million through 2027 <u>Implementation Grants</u> - Up-to \$4.6 billion	~\$112 million (federal) through 2027
Match	<u>Planning Grants</u> - No match <u>Implementation Grants</u> - Unknown	20%
Deliverables	<u>Planning Grants</u> : - Priority Climate Action Plan - Comprehensive Climate Action Plan (CCAP)	- Carbon Reduction Strategy (by the state) - Funds used for eligible projects selected by recipient (e.g., state or MPO)
Additional Requirements	Projects to be implemented in Phase 2 must be listed in the CCAP, details on Implementation Grants not yet released	Projects must be listed in State Transportation Improvement Program



Phase 1: Planning Grants

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

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

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

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

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



Eligible Applicants – Planning Grants

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

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

Eligible applicants include:

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

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



Deliverables – Planning Grants

Deliverable #1: Priority Climate Action Plan (PCAP)

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

Deliverable #2: Comprehensive Climate Action Plan (CCAP)

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

Deliverable #3: Final Report

- Report on progress towards GHG reduction and next steps



Eligible Use of Funds - Planning Grants

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



Next Steps & Upcoming Deadlines

Milestone	Due Date
Regional Meeting	March 30, 2023
Texas' Notice of Intent to Participate	March 31, 2023
Municipalities' Letter of Support to Lead Applicant	April 21, 2023
State's Completed Application MSA's Notice of Intent to Participate	April 28, 2023
Completed Applications for MSAs	May 31, 2023
Information on Competitive Implementation Grants Released and Planning Funds Awarded	Summer 2023
Deliverable #1: Priority Climate Action Plan	March 1, 2024
Deliverable #2: Comprehensive Climate Action Plan	Summer 2025
Deliverable #3: Final Report	Summer 2027



Action Requested

Recommend Regional Transportation Council (RTC) approval of NCTCOG as lead applicant to pursue Phase 1 funding from the EPA Climate Pollution Reduction Grants program on behalf of the DFW Metropolitan Statistical Area

Attend Regional Opportunity for EPA CPRG Meeting for More Details

Thursday, March 30, 2023

12:30pm- 2:00pm

Transportation Council Room with Zoom option

Send Letter of Support to NCTCOG by April 21, 2023

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



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**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



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LEGISLATIVE UPDATE

NICHOLAS ALLEN

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Surface Transportation Technical Committee

March 24, 2023

FEDERAL UPDATE

PRESIDENT'S FY 2024 BUDGET PLAN

Federal Railroad Administration

- \$1 billion budget increase for safety, CRISI funding, Crossing Elimination program funding requested

National Highway Safety Administration

- \$1.3 billion increase requested

Active Transportation Infrastructure Investment Program

- \$60 million requested (increase of \$15 million from FY 2023 enacted level) to build safe walking and bicycling facilities and reduce greenhouse gas emissions



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

- Proposes an additional \$400 registration fee on most new electric vehicles; \$200 registration renewal fee for all existing electric vehicles to State Highway fund (SB 505) **Approved in Senate Committee**
- Eliminates safety inspections for motor vehicles, changes fees, continues emissions inspections (SB 684) **Left Pending in Senate Committee**



BILLS OF INTEREST

Unmanned Aircraft

- Unmanned aircraft encroachment protections for airports and military installations (SB 1308) **Approved in Senate Committee**

Air Quality

- Regulation of emissions by local governments (SB 784) **Left Pending in Senate Committee**
- Authority to regulate the use or sale of a product for the purpose of reducing greenhouse gas emissions (SB 1114) **Left Pending in Senate Committee**
- Regulation of energy sources and engines by local governments (HB 2374) **Left Pending in House Committee.**



BILLS OF INTEREST

Safety

- Texas Transportation Commission variable speed limit program (HB 1885) **Left Pending in House Committee**
- Public awareness campaign for proper trailer attachment (HB 1198) **Left Pending in House Committee**

Bicycle/Pedestrian

- Repeals statute on use of a sidewalk (HB 1277) **Left Pending in House Committee**
- Adding more eligible funding for bike-ped projects for Regional Mobility Authorities (HB 1379) **Left Pending in House Committee**



BILLS OF INTEREST

Broadband

- General broadband development (SB 1238) **Left Pending in Senate Committee**

Traffic and Congestion

- Creates a new process for TxDOT to donate or sell surplus traffic and roadwork safety equipment (HB 1156) **Left Pending in Committee**

Electric Vehicles

- Relating to the placement of electric vehicle charging equipment on state property (HB 821) **Approved in House Committee**



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NCTCOG Legislative Updates: www.nctcog.org/legislative

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

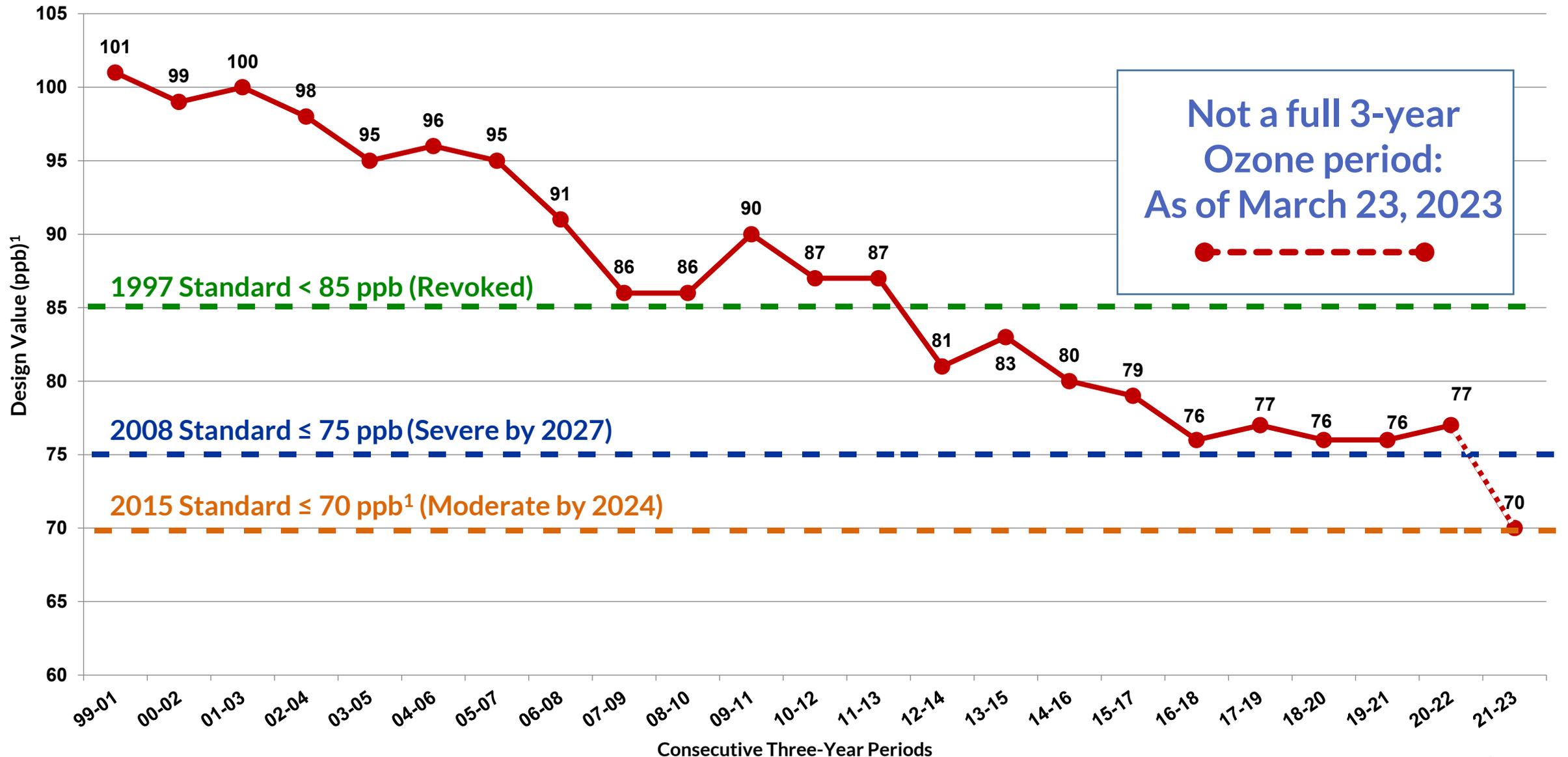


Start of 2023 Ozone Season and Letter to the Texas Commission on Environmental Quality

Surface Transportation Technical Committee • March 24, 2023

Jenny Narvaez, Program Manager

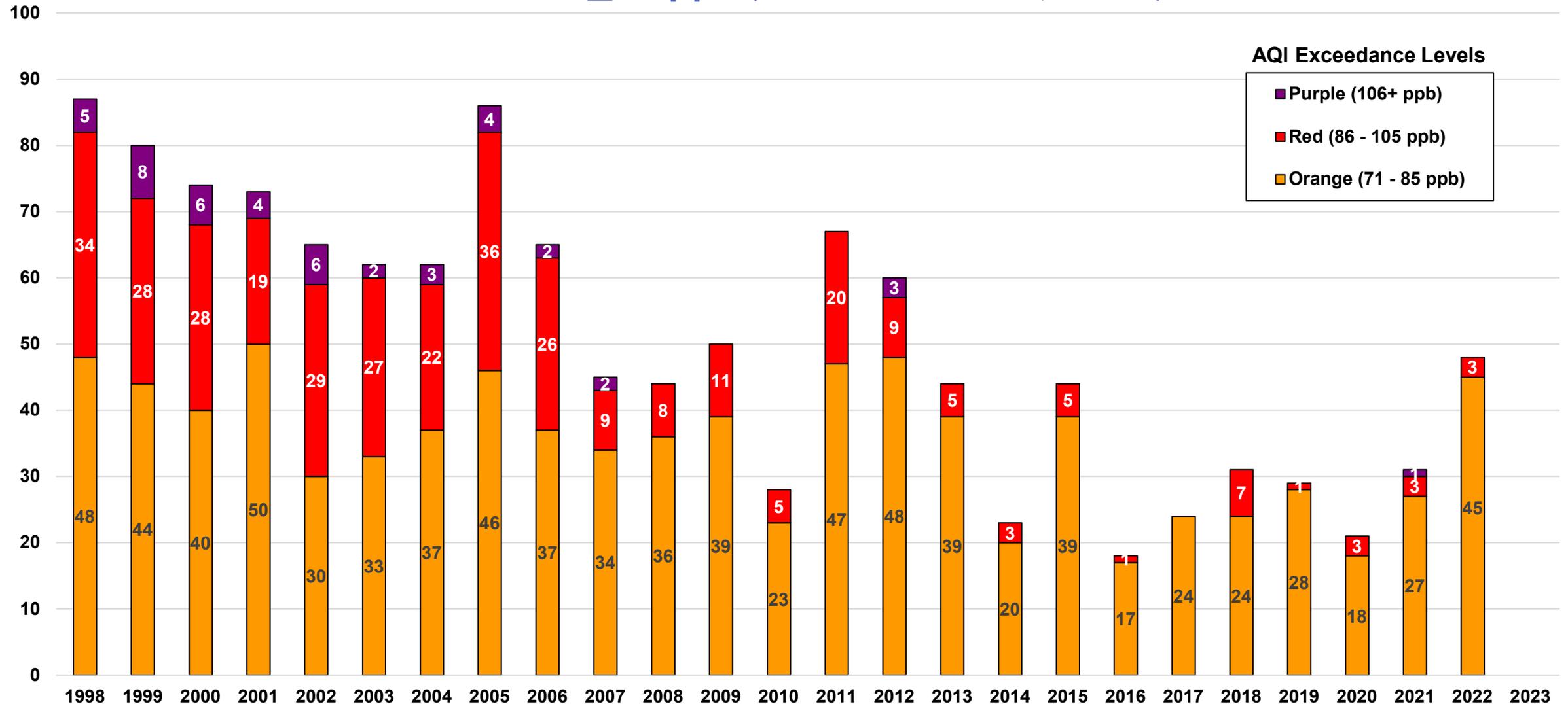
Ozone Design Value Trends



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).

8-Hour Ozone National Ambient Air Quality Standards Exceedance Trends

Based on ≤ 70 ppb (As of March 23, 2023)

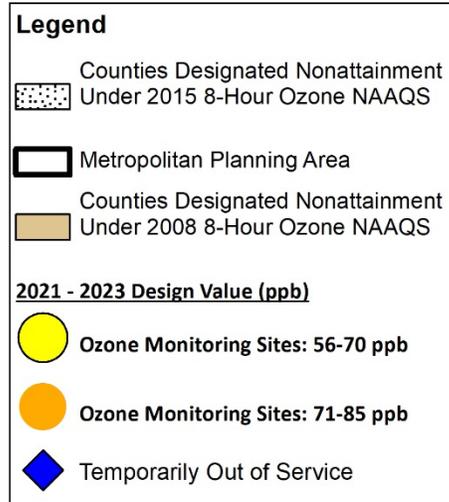


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
 Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

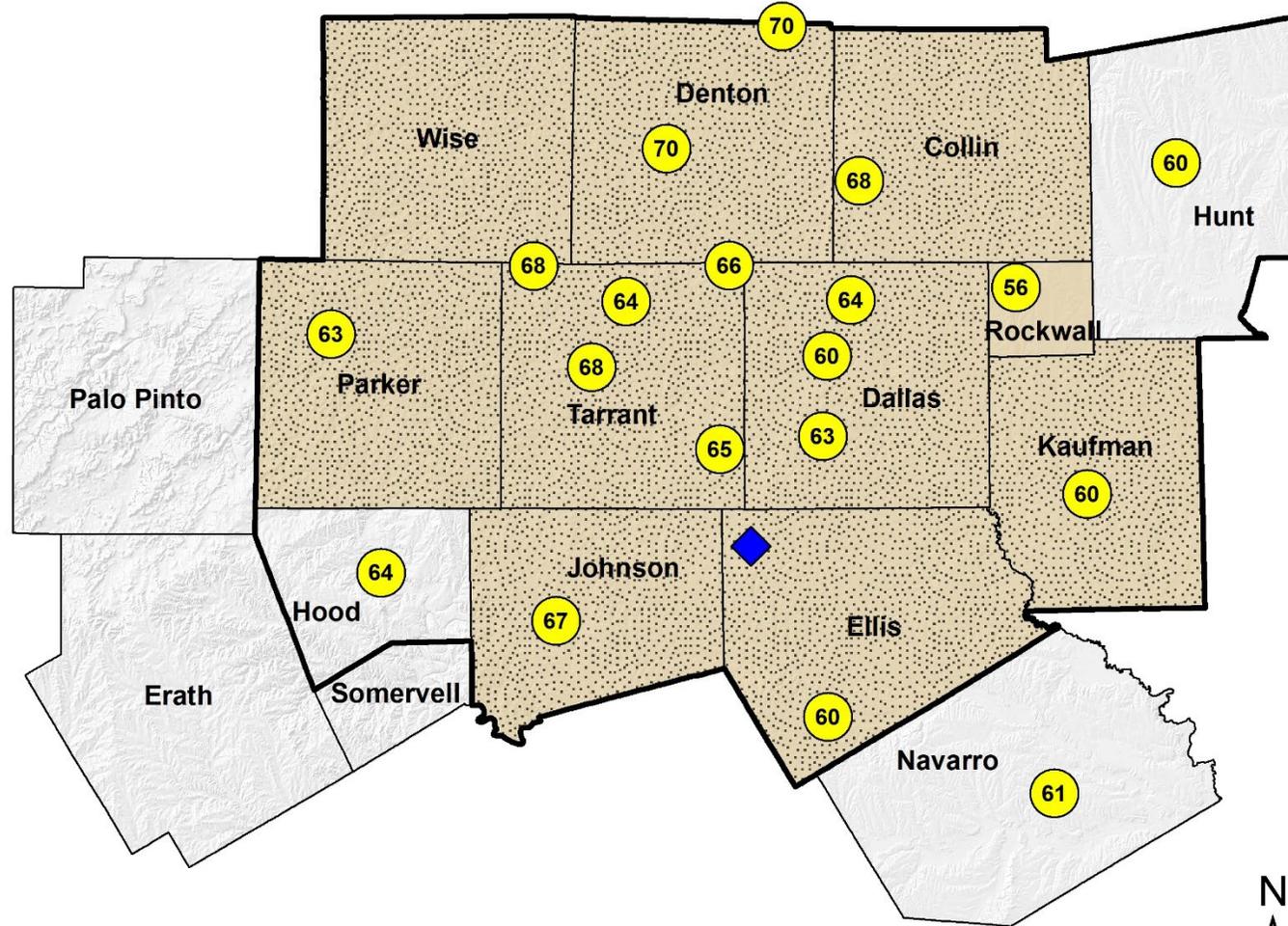
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
 ppb = parts per billion

Regulatory Ozone Monitor Locations with Design Value

As of March 23, 2023



Colors represent Air Quality Index Breakpoints



2008 Ozone National Ambient Air Quality Standards Attainment Scenario

Monitor Values to Reach Attainment

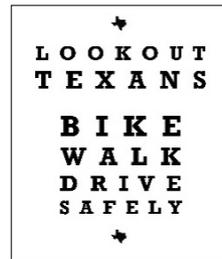
Five Highest Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Cleburne Airport	75	82	70	75
Denton Airport South	81	78	68	75
Frisco	81	73	73	75
Fort Worth Northwest	76	80	71	75
Pilot Point	85	77	65	75

Based on 2021-2023 Ozone Monitor Data

Sample of Mobile Source Air Quality Initiatives



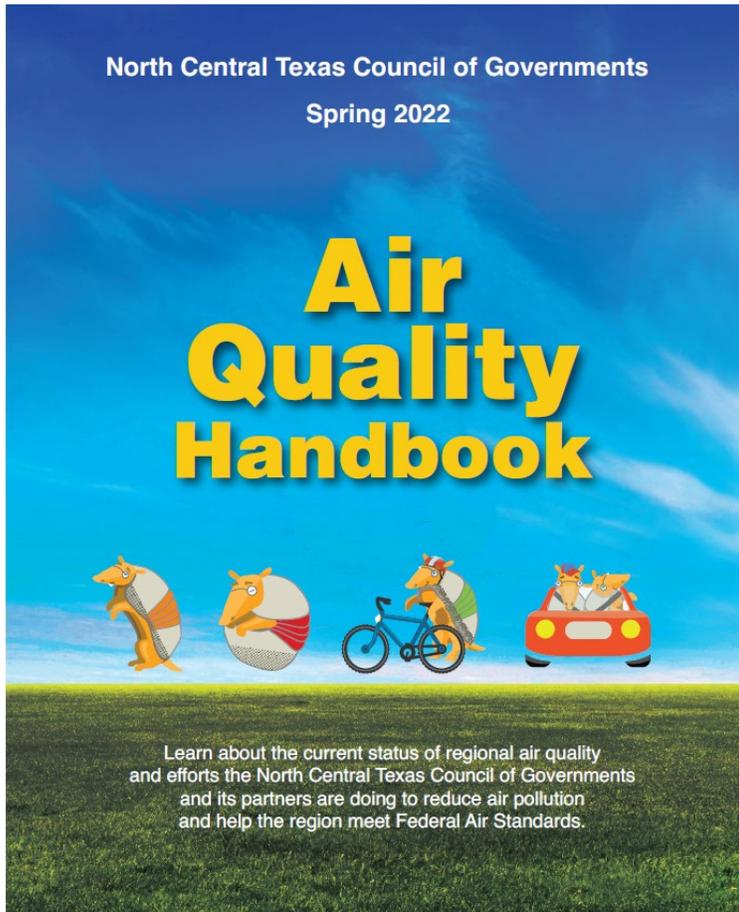
Rideshare. Record. Reward.



Air Quality Handbook

Multilingual

English



https://www.nctcog.org/getmedia/3e4466f8-aad7-4979-b336-d0b79c6fd10e/eq2022printer_spring.508e33.pdf?lang=en-US

Spanish



<https://www.nctcog.org/getmedia/8d3a380e-dc11-4286-8efa-e430b74e337c/eq2022spanish.b128ac.pdf?lang=en-US>

Vietnamese



<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

Communication to the Texas Commission on Environmental Quality

Major Source Emissions (Section 185) Fees

Photochemical Ozone Forecasting

State Implementation Plan (SIP) Boundaries

High Ozone Background Levels from External Influences

Tracking Upwind Emission Sources

Limited Ratios: Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOC)

Impacts during COVID-19 and Emissions Study

Vehicle Clean Scanning and Impacts to Regional Air Quality

FOR MORE INFORMATION

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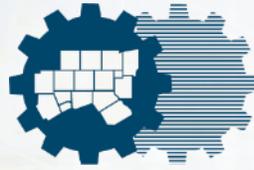
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Dallas-Fort Worth
CLEAN CITIES

Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee

Lori Clark, Program Manager and
DFW Clean Cities Director

Surface Transportation Technical Committee
3.24.2023

Background

Department of Energy (DOE) Redesignates Coalitions ~5 Years

Redesignations Identify Opportunities and Goals for Strengthening Coalition Activities

Goal to Establish Stakeholder Advisory Committee Identified in Latest Redesignation
DOE Approved Redesignation Effective November 19, 2019

Renewed Emphasis Associated with New DOE “Active and Effective Coalition”
Expectations
Launched This Year



Advisory Committee Purpose

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

- Providing Diverse Perspectives

- Assisting with Event/Project Publicity and Networking

- Increasing Stakeholder Collaboration/Engagement

- Informing Adoption of a Coalition Strategic Plan

Use Strategies/Technologies in the Clean Cities Portfolio:

- Alternative and Renewable Fuels/Infrastructure

- Operational Best Practices (e.g., Idle Reduction, Fuel Economy Improvements)

- Energy Efficient Mobility Systems/Emerging Transportation Technologies



Potential Committee Members

Should be knowledgeable about alternative fuels*, vehicles, or infrastructure or other subject matters relating to the Advisory Committee

Could include roles such as public sector fleet managers, private sector fleet managers, sustainability planners, energy managers, and infrastructure developers

Types of organizations could include alternative fuel providers, alternative fuel vehicle manufacturers, universities, utilities, transit agencies, local governments, special districts, and advocacy/interest groups

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



Structure and Timeline

Structure:

- At least 5 members
- Minimum 51% Public Sector
- Chair and Vice Chair officers

Timeline:

- Collect nominations through May 31
- Finalize membership and hold initial meeting Summer 2023

Submit nominations including a brief explanation of expertise and interest in the Committee to cleancities@nctcog.org by May 31, 2023. More details at www.dfwcleancities.org.



For More Information



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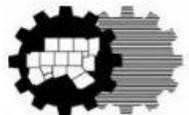
<https://www.dfwcleancities.org/>



CARBON REDUCTION PROGRAM

Surface Transportation Technical Committee

March 24, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

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

CARBON REDUCTION STRATEGY

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

CLIMATE POLLUTION REDUCTION GRANTS VS. CARBON REDUCTION PROGRAM

SLIDE ADDED
AFTER MAILOUT

Program Element	Climate Pollution Reduction Grants (Item 6)	Carbon Reduction Program (Item 11)
Purpose	Reduce GHGs, not limited to on-road sources	Reduce carbon dioxide emissions from on-road sources
Administrator	Environmental Protection Agency	Federal Highway Administration
Funding for Region	<u>Planning Grants</u> - \$1 million through 2027 <u>Implementation Grants</u> - Up-to \$4.6 billion	~\$112 million (federal) through 2027
Match	<u>Planning Grants</u> - No match <u>Implementation Grants</u> - Unknown	20%
Deliverables	<u>Planning Grants</u> : - Priority Climate Action Plan - Comprehensive Climate Action Plan (CCAP)	- Carbon Reduction Strategy (by the state) - Funds used for eligible projects selected by recipient (e.g., state or MPO)
Additional Requirements	Projects to be implemented in Phase 2 must be listed in the CCAP, details on Implementation Grants not yet released	Projects must be listed in State Transportation Improvement Program

ELIGIBLE PROJECTS

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

AVAILABLE FUNDING

- Urban areas will receive 65% of the funds allocated to Texas based on population.
- Dallas-Fort Worth region to receive approximately \$18-19 million federal per year, except for FY2024 (~\$55 million federal).
 - 2024 allocation includes 2022, 2023, and 2024 funds
- Funding for our region will follow the RTC-approved air quality funding split for the IJA of 36% West and 64% East.
- CRP funds must be obligated within 4 years of being apportioned (the year of authorization plus 3 years). Thus, timely obligation of funding is critical.

PLAN FOR PROGRAMMING

- To ensure that the first couple of years of funding is obligated quickly, staff proposes utilizing the first three years of funding on:
 - Few, large projects
 - Existing projects (trade CMAQ or STBG for CRP)
 - Projects that can advance quickly
- Two projects from the 2024-2026 M&O and Safety Program have already been funded with CRP funds (Air Quality Energy Efficiency Initiatives and Community College Transit Pass Pilot Program in the East)
- Propose to change recently approved trades with Dallas Area Rapid Transit for Silver Line from CMAQ/STBG to CRP (\$35.328 million)
- A plan for utilizing the West's portion of CRP funds will be brought back later.
- Coordination is ongoing regarding proposals for how the remaining funds (FY 2025+) can be programmed.

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed plan to utilize the first increment of CRP funds
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding

CONTACT/QUESTIONS?

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Census Bureau Update to Urbanized Areas: Potential Implications

JAMES POWELL

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NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Surface Transportation Technical Committee

March 24, 2023

BACKGROUND

US Census Bureau Updates to Urban Areas

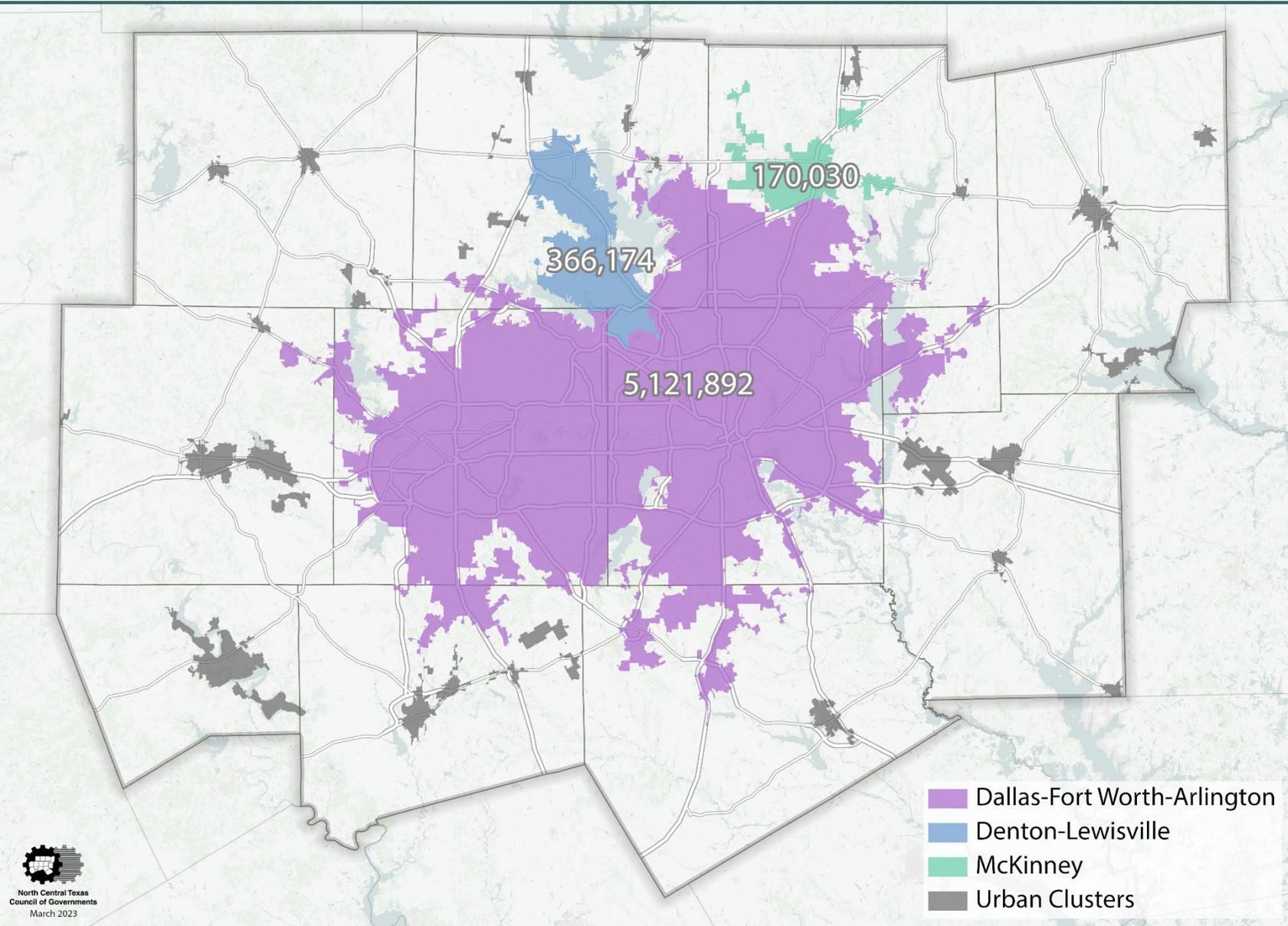
- Published December 29, 2022
- Based upon 2020 Census of Population and Housing

Highlights

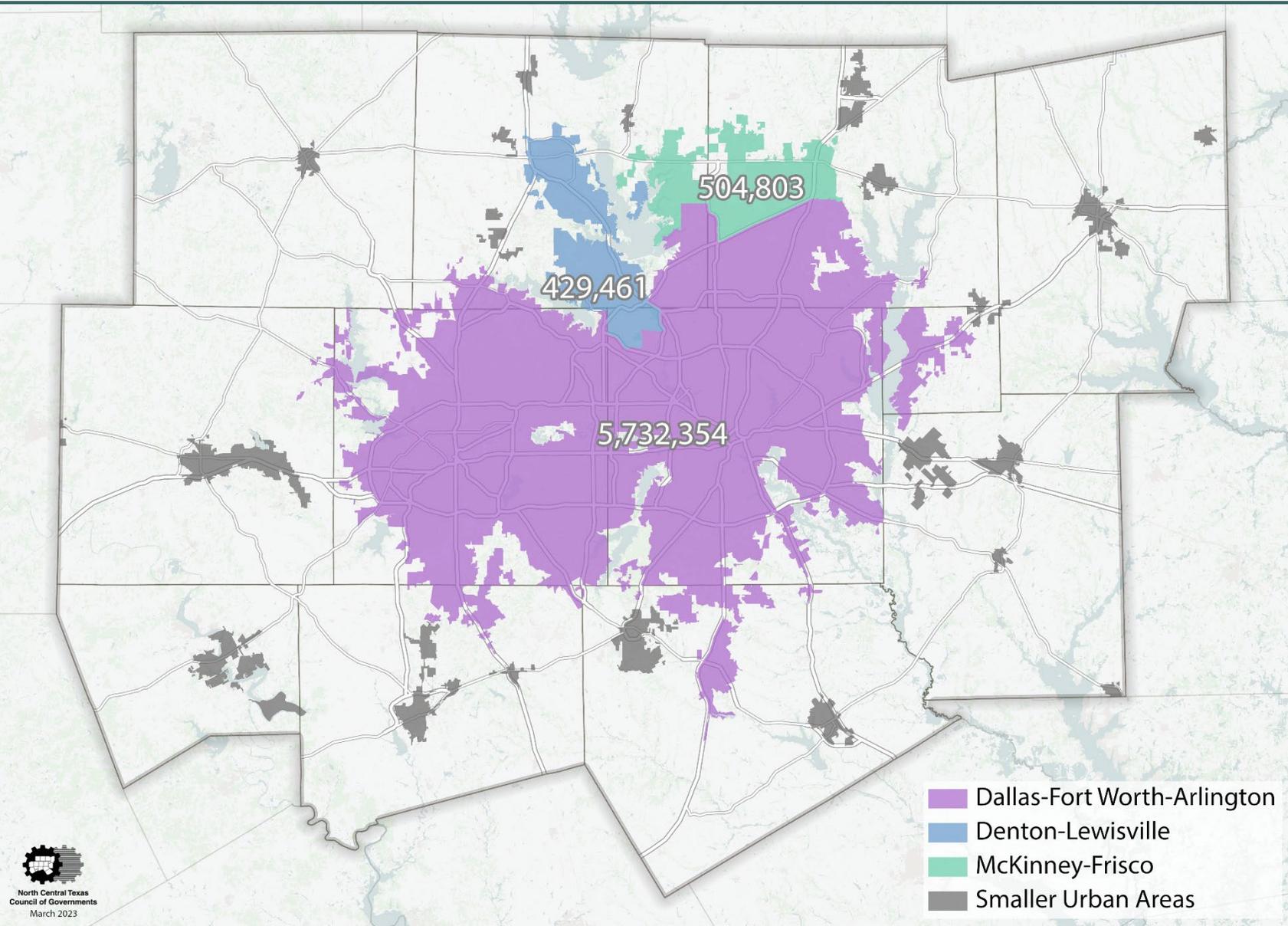
- Expanded and Renamed McKinney-Frisco Urban Area
- Population Increases
 - Dallas-Fort Worth-Arlington (+610,462)
 - Denton-Lewisville (+62,287)
 - McKinney-Frisco (+334,773)



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



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



NEXT STEPS

Staff Reviewing Potential Implications

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

FHWA/FTA Guidance

Anticipated in the coming weeks

Potential for boundary adjustment(s)



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