

NCTCOG PRESENTATION

RECONNECTING COMMUNITIES UPDATE

**Christie Gotti- Senior Program Manager
Surface Transportation Technical Committee
April 26, 2024**

Bridging Highway Divides for DFW Communities

Allocation of Federal Funds in Original Application

Klyde Warren Park (Phase 2)	\$20M
Southern Gateway (Phase 2)	\$35M
Interstate Highway 30: Farmers Market/Three Fingers	\$25M
McKinney State Highway 5	\$15M
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	\$95M



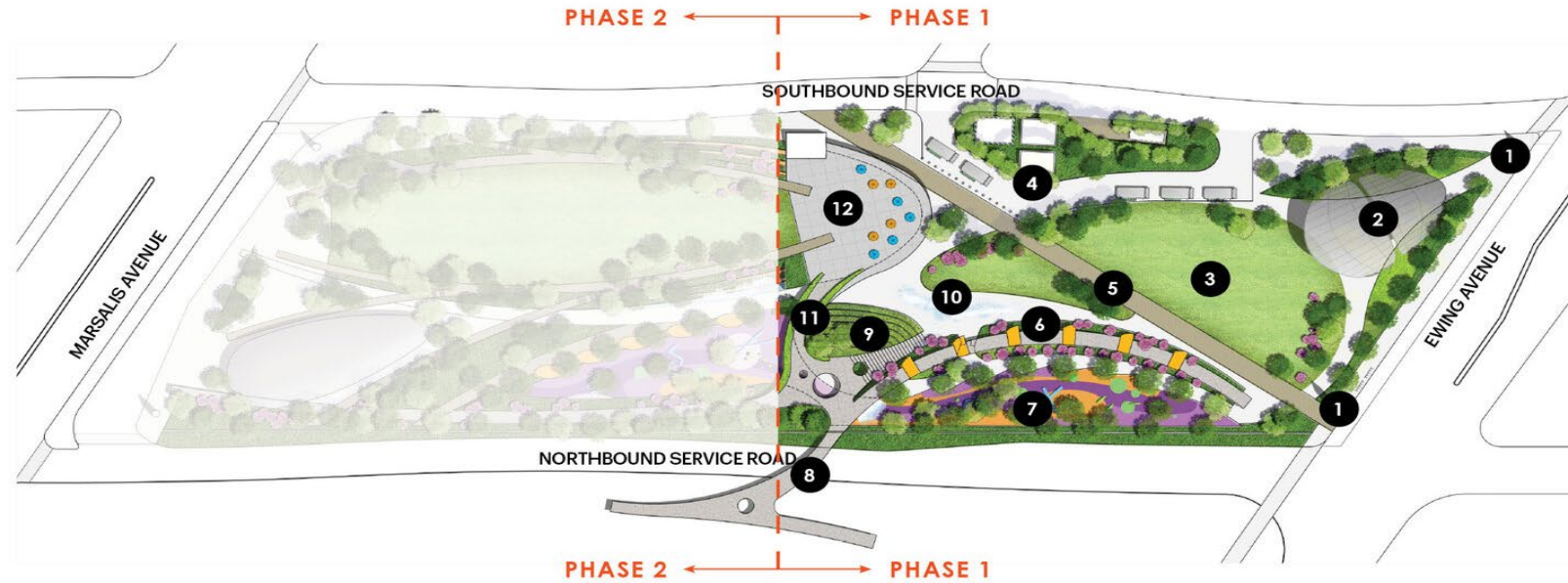
Klyde Warren Park – Phase 2.0



Phase	STBG (federal)	TxDOT PE Funds	Dallas	Dallas County	Private	Federal Discretionary	Total
Engineering		\$2.00			\$10.24		\$12.24
Utilities					\$0.40*		\$0.40*
Construction	\$36.80		\$12.90	\$1.30	\$8.80	\$20.00	\$79.80
Total	\$36.80	\$2.00	\$12.90	\$1.30	\$19.44	\$20.00	\$92.44



Southern Gateway Deck Park– Phase 2.0



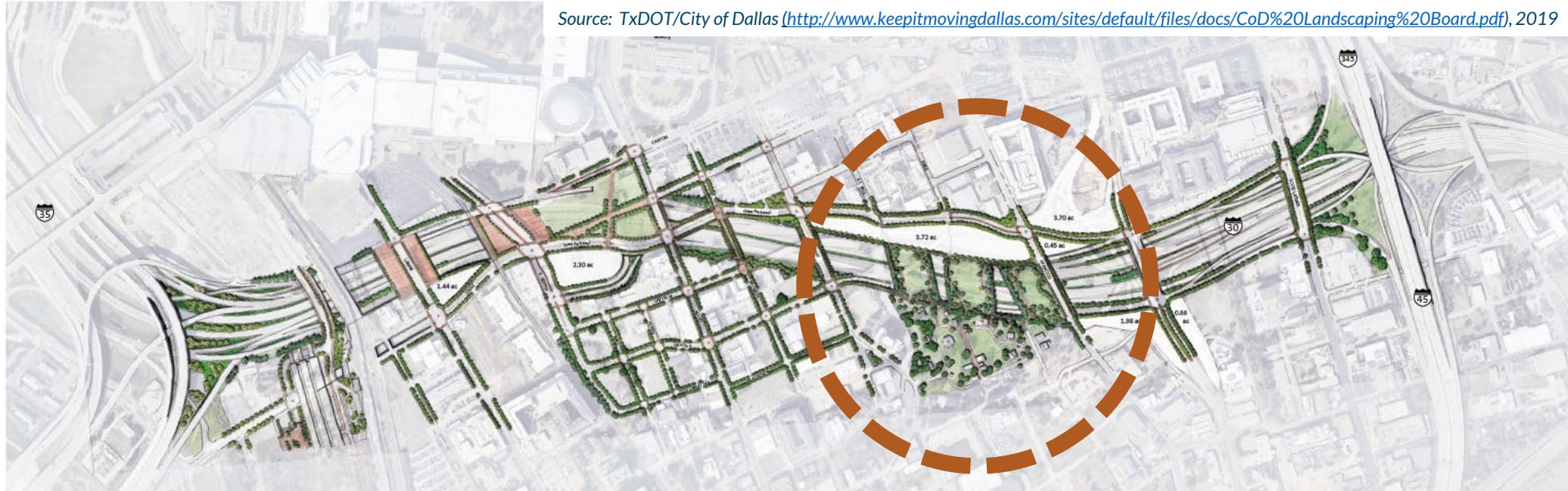
Phase	STBG (federal)	RTR	Dallas	Royce West Funds	Federal Discretionary	Total
Engineering				\$10.00		\$10.00
Construction	\$22.00	\$5.00	\$15.00		\$25.00	\$67.00
Total	\$22.00	\$5.00	\$15.00	\$10.00	\$25.00	\$77.00



IH 30 Dallas "Canyon"

Illustrative Plan | DRAFT

Source: TxDOT/City of Dallas (<http://www.keepitmovingdallas.com/sites/default/files/docs/CoD%20Landscaping%20Board.pdf>), 2019

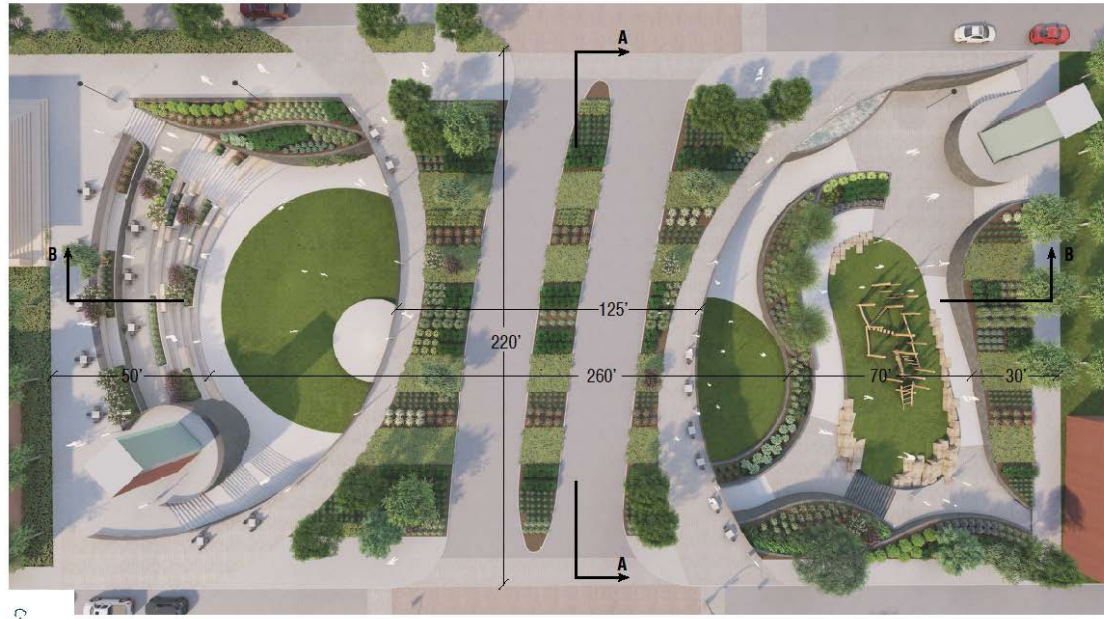


Phase	STBG (federal)	Dallas	Federal Discretionary	Total
Engineering	\$2.00			\$2.00
Construction	\$11.00	\$27.00	\$20.00	\$58.00
Total	\$13.00	\$27.00	\$20.00	\$60.00

Dallas Heritage Village | Deck Park + Parkway



McKinney Inverted Deck Park



INVERTED PARK PLAN VIEW

April, 2023 Kimley»Horn

Phase	STBG (federal)	TDCs*	McKinney	Federal Discretionary	Total
Engineering	\$3.00	0.60			\$3.00
Utilities			\$0.55		\$0.55
Right-of-Way	\$6.80	1.36			\$6.80
Construction	12.85	2.57		\$15.00	\$27.85
Total	\$22.65	4.53	\$0.55	\$15.00	\$38.20

*Transportation Development Credits (TDCs) are not cash and do not count in the funding total



Notice of Award

- Staff was contacted in late February 2024 inquiring if \$80M of the \$95M federal ask was awarded, could the full scope be completed
- Staff assured the United States Department of Transportation that we would accept \$80M and find a way to fill the gap
- Regional Transportation Council (RTC) action is needed to make up the \$15M delta in cost
- No increase in local commitments is proposed, requesting RTC to cover the funding gap
- Slight adjustments to funding may be necessary as projects approach letting
- Work is underway to develop a letter of assignment and the Texas Department of Transportation as a project partner will be the lead contracting and implementing agent



Bridging Highway Divides for DFW Communities

Revised Allocation of Federal Funds

	Original	Revised
Klyde Warren Park (Phase 2)	\$20M	\$20M
Southern Gateway (Phase 2)	\$35M	\$25M + new RTC funds
Interstate Highway 30: Farmers	\$25M	\$20M + new RTC funds
Market/Three Fingers		
McKinney State Highway 5	\$15M	\$15M
	<hr/>	<hr/>
	\$95M	\$80M

Reconnecting Communities and Neighborhoods – Requested Action

- Request RTC approval of:

An additional \$15M of Surface Transportation Block Grant funds to include in the Reconnecting Communities and Neighborhoods awarded project funding

Administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding



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Source: <https://gensler.com/projects/klyde-warren-park-2-0>



MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM – INFRA/MEGA/RURAL



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) – ACTION ITEM – April 26, 2024

Multimodal Projects Discretionary Grant (MPDG) Program

Solicitation Overview (FY 25-26) – INFRA, MEGA, & RURAL Grants

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)	Federal Cost Share/Match	Award Size
\$2.7 Billion – All Projects (FY 25-26)	Up to 60% – INFRA Grant Request (no award maximum)	No Maximum – All Projects
85% – Large – Costs > \$100M		\$25 Million – Minimum (Large)
15% – Small – Costs < \$100M	Up to 80% – Federal (overall)	\$5 Million – Minimum (Small)

- **Obligation Deadline: 9/30/2028**
- **Construction Start Deadline: 3/30/2030**

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)	Federal Cost Share/Match
\$1.7 Billion – All Projects (FY 25-26)	Up to 60% – MEGA Grant Request (no award min./max.)
Cost > \$500M – 50% Available Funds	
Cost \$100-500M – 50% Available Funds	Up to 80% – Federal (overall)

- **USDOT “seeks projects that will begin construction before 9/30/2028”**

Uniform Selection Criteria:

- Safety
- State of Good Repair
- Innovation
- Economic Impacts, Freight Movement, & Job Creation
- Climate Change, Resiliency, & the Environment
- Equity, Multimodal Options, & Quality of Life

Economic Analysis (Benefit-Cost Ratio)

Project Readiness Analysis:

- Technical Assessment
- Financial Completeness
- Environmental Review/Risk Assessment

Application Deadline: 5/06/2024

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)	Federal Cost Share/Match	Award Size
\$780 Million – All Projects (FY 25-26)	Up to 80% – RURAL Grant Request (no award maximum)	No Maximum – All Projects
Lane Departures – 15% (not Texas)		\$25M Minimum – 90% of Projects
Appalachians – 25% (not Texas)	Up to 100% – Federal (overall)	No Minimum – 10% of Projects

- **Obligation Deadline: 9/30/2028**
- **Construction Start Deadline: 3/30/2030**

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

Solicitation Overview (FY 25-26) – INFRA, MEGA, & RURAL Grants

PROJECT				COST / FUNDING STATUS						
TITLE	DESCRIPTION/LIMITS	NEW	E/W	NON-FEDERAL			FEDERAL			TOTAL COST
				RTC/TxDOT	Local/Private	%	RTC/TxDOT	Grant Amount/Type	%	
SUBMITTED BY NCTCOG										
DCIP Multimodal Connectivity Project	Rebuild Belt Line Rd. & Sunrise Rd. to 4-lane roads w/ side paths for better Inland Port mobility, safety, & access.	NO	EAST	\$36,340,000 ¹	\$16,545,000 ²	61%	\$9,130,000 ³	\$25,000,000 (RURAL)	39%	\$87,015,000
AllianceTexas Smart Port Project	Deliver comprehensive infrastructure assets (including SH 170/Intermodal Pkwy. direct connectors), smart technology deployments, & new EV/alternate fuel capacity to unleash Alliance logistics optimization concept.	NO	WEST	\$25,973,699 ⁴	\$132,400,000 ⁵	60%	\$23,450,000 ⁶	\$80,000,000 (INFRA)	40%	\$261,823,699
SUBMITTED BY TxDOT (with NCTCOG as Co-Applicant, plus staff technical assistance)										
SH 183 Segment 2E Project	Extend multi-lane concurrent TEXpress facility from FM 157 to PGBT/SH 161, along with strategic mainlane & ramp upgrades, to enhance safety, capacity, & connectivity.	YES	BOTH	\$194,648,821 ⁷	\$0	20%	\$321,170,555 ⁸	\$457,424,730 (MEGA)	80%	\$973,244,106
SUBMITTED BY NCTCOG										

- **US 81/287 North Tarrant County Reconstruction Project (submitted for MEGA last year) will be advanced where feasible through ongoing Unified Transportation Plan (UTP) coordination**

NOTES – Engineering (E); Right-of-Way Acquisition (R); Utility Relocation (U); Construction (C):

1. RTC – \$36,340,000 (E, R, C) in Regional Toll Revenue (RTR) funds from 2024 Strategic Transportation Funding Program, plus reduced Transportation Development Credits (TDCs) from 4,510,000 to 1,600,000 (C only).
2. Same as FY 24 RAISE application, reorganized among activity types (E, R, U, C) with new developer contributions (\$5,050,000) & reduced amounts of \$2,800,000 – City of Lancaster, \$950,000 – Franchise Utilities.
3. Reduced Surface Transportation Block Grant (STBG) funds from \$20,530,000 in FY 23 MPDG application to \$9,130,000 (C only) due to new RTR funds from 2024 Strategic Transportation Funding Program.
4. RTC – \$11,000,000 (C) in RTR funds + 2,680,000 TDCs; TxDOT - \$14,973,699 (E) from source to be determined.
5. Private – \$21,800,000 (C) with RTC contingency for \$10,900,000 in non-Federal funds to partner with local/private entities; Hillwood (Private) – \$85,400,000 (C); City of Fort Worth (2022 Bond) – \$8,450,000 (C); Tarrant County (2021 Bond) – \$16,750,000 (C).
6. RTC (New) – \$23,450,000 (C) in STBG funds.
7. State funds derived via TxDOT bonding capacity (mechanism to be determined); no RTC funds included (E, R, U, C).
8. Federal funds (33% of total costs) derived from planned Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; no RTC funds included (C).

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

FY 25-26 Schedule

March 26, 2024

FY 25-26 MPDG Notice of Funding Opportunity (NOFO) Release

April 3, 2024

Identify Candidate Project Scope, Cost, Funding, & Schedule Details
(for posting of RTC Agenda)

April 11, 2024

RTC Action

April 24, 2024

RTC Letter of Support Deadline
(for projects submitted by partners, please send requests to Nicholas Allen at nallen@nctcog.org)

April 25, 2024

Executive Board Action

April 26, 2024

STTC Endorsement

May 6, 2024

FY 25-26 MPDG Application Deadline – Grants.gov

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

Requested STTC Action

Recommend endorsement of RTC action for:

- **Submittal of proposed MPDG Program applications, with NCTCOG as applicant (2)/co-applicant (1)**
- **Allocation of previous RTC funds:**
 - ▣ *AllianceTexas Smart Port Project & DCIP Multimodal Connectivity Project*
 - Same as FY 23/24 MPDG (INFRA) & FY 24 RAISE applications, respectively
 - Includes contingency responsibility for \$10,900,000 in non-Federal funds to partner with local/private entities (AllianceTexas Smart Port Project only)
- **Administratively amending TIP/STIP, as well as other planning/administrative documents, to include proposed projects if selected for FY 25-26 MPDG Program awards**

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-program>





NCTCOG PRESENTATION

Congestion Relief Grant Program

Surface Transportation Technical Committee
4.26.2024

Natalie Bettger
Senior Program Manager

Congestion Relief Grant Program

- Continuation of Congestion Relief Grant program
- \$150M Available
- Minimum award \$10M apiece
- 20 percent local match required
- Must be Obligated by September 30, 2027
- NOFO issued 02/21/24
- Applications due: 04/22/24



Congestion Relief Grant Program Goals

- Improving intermodal integration with highway, highway operations, and highway performance;
- Reducing or shifting highway users to off-peak travel times or to nonhighway travel modes during peak travel times; and
- Pricing of, or based on, as applicable to:
 - Parking
 - Use of roadway, including in designated geographic zones; or
 - congestion



Congestion Relief Grant Program Vision

- Is equitable to the traveling public and affected communities;
- Considers and mitigates any safety impacts;
- Reduces greenhouse gas emissions and fine particulate matter; and
- Considers and mitigates any potential adverse financial impacts to low-income drivers.



DFW Congestion Relief Program

Location and Scope

- Focus on Congestion Corridors
 - US 75
 - IH 635E
 - IH 35W
 - IH 35E
 - IH 30
- Utilize the technology to verify and offer incentives to change travel behavior for:
 - Guaranteed Transit On-time Arrival
 - Shift from Car to Transit
 - Shift in Vehicle Time of Day Travel
 - Shift in Truck Time of Day Travel



DFW Congestion Relief Program

Anticipated Budget

Total Budget	Federal (CRP)	Non-Federal Match	Match Source
\$20,000,000	\$20,000,000	4,000,000*	Transportation Development Credits (TDCs)

*TDCs provided in lieu of match and do not count toward funding total



Schedule

03/21/24: RTC Director Report

03/22/24: STTC Director Report

04/11/24: RTC Action

04/25/24: NCTCOG Executive Board Endorsement

04/26/24: STTC Endorsement



REQUESTED STTC ACTION

- Requesting STTC Endorsement of RTC approval of:

Submittal of DFW Congestion Relief Program Proposal for funding consideration through the FY24 Congestion Relief Grant Program (\$20M) and Transportation Development Credits (4M)

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 a FY24 Congestion Relief Grant Program (\$20M)



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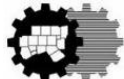
Email: DLamers@nctcog.org



PROJECT STATUS REPORT

Surface Transportation Technical Committee

April 26, 2024



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- MPO Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- FY2024 Project Tracking
 - Focuses on projects slated for implementation in FY2024
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances

**MPO MILESTONE POLICY
ROUND 2 STATUS UPDATE**

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (APRIL 2024)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2024	1	\$49,400,000
Scheduled Letting FY2025 or Beyond	7	\$222,295,804
Total	8	\$271,695,804

1: To date, thirteen projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list is being added.

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2024	0	0	1
Scheduled Letting FY2025 or Beyond	1	5	1
TOTAL	1	5	2

UNION PACIFIC (UP) RAILROAD CROSSING PROJECT (HALTOM CITY)

- In 2021, Haltom City informed the North Central Texas Council of Governments (NCTCOG) that work had started at the Haltom Road location and work at Glenview Drive was pending approval by UP
- As a result, the project was not included in the final Milestone Policy Round 2 RTC action item
- NCTCOG was later informed that work had not started on either location
- Project is also on the FHWA Inactive List as no requests for reimbursement were submitted for over a year
- Staff recommendations:
 - Put project on Milestone Policy list for tracking
 - Require Haltom City's City Council to reaffirm its commitment to the project with a resolution (must include confirmation that local match is still available and a schedule by which the City commits to implement the project)

RIVERFRONT BOULEVARD (DALLAS COUNTY)

- Updated letting deadline of December 2023 was approved in August 2022
- Franchise utility coordination and review has further delayed the project
- Project now has a funding shortfall of \$14,810,939
- Staff recommendation:
 - Approve \$11,984,662 of additional Dallas County Regional Toll Revenue (RTR) funds to address the shortfall, with Dallas County contributing an additional \$2,000,000 and City of Dallas contributing \$826,277
 - Extend the letting deadline to December 2024

US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD (TXDOT-DALLAS)

- When the Milestone Policy Round 2 list was approved by the RTC, this project was unfunded, so a deadline was not established
- Project was funded via the 2023 10-Year Plan Update
- Staff recommendation:
 - Establish a letting deadline of September 2027 for this project based on feedback from TxDOT Dallas

**FISCAL YEAR 2024
PROJECT TRACKING**

SUMMARY OF FY2024 CMAQ FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	\$58,264,161	\$58,264,161
Federal Funding Obligated (2024) ^{2, 3}	\$0	\$50,396,097
FY2024 Project Phases ⁴	55	26
Project Phases Obligated to Date	0	8

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/12/2024

⁴ Decreased due to phases being delayed to a later fiscal year or funding being removed

SUMMARY OF FY2024 STBG FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	\$91,767,421	\$91,767,421
Federal Funding Obligated (2024) ^{2, 3}	\$0	\$91,022,270
FY2024 Project Phases ⁴	92	61
Project Phases Obligated to Date	0	34

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/12/2024

⁴ Decreased due to phases being delayed to a later fiscal year or funding being converted to another source or removed altogether

SUMMARY OF FY2024 TASA FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	\$58,325,584	\$58,325,584
Federal Funding Obligated (2024) ^{2, 3}	\$0	\$26,325,824
FY2024 Project Phases	14	12
Project Phases Obligated to Date	0	1

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/12/2024

⁴ Decreased due to consolidation of construction and construction engineering phases

SUMMARY OF FY2024 CARBON REDUCTION PROGRAM FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	N/A	\$55,157,679
Federal Funding Obligated (2024) ^{2, 3}	N/A	\$35,328,000
FY2024 Project Phases	N/A	3
Project Phases Obligated to Date	N/A	1

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/12/2024

REQUESTED ACTION

- Recommend RTC approval of:
 - Staff recommendations detailed in slides 6-8
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed to incorporate any changes to affected projects

QUESTIONS/COMMENTS?

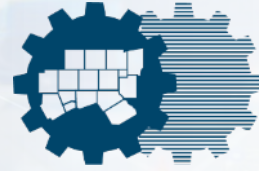
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NCTCOG PRESENTATION

RTC Policy to Allow for Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction

STTC
4.26.2024

Dan Lamers, P.E.
Senior Program Manager

Current Managed Lane Pricing Policy*

- A fixed-fee schedule will be applied during the first six months of operation; dynamic pricing will be applied thereafter.
- Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.

* TOLLED MANAGED LANE POLICIES (Last Updated March 2016)



Proposed RTC Policy P24-01

- Allow TxDOT District Engineer to temporarily suspend dynamic pricing during times of reconstruction
- Safety and potential driver confusion are primary considerations
- Following reconstruction, dynamic pricing should be restored
- Request use of public outreach campaign to communicate the temporary rate structure



Proposed RTC Policy P24-01 (cont.)

Considerations for temporary rate structure:

- Type of reconstruction; adjustment likely needed only under full facility reconstruction
- Duration of construction activities
- Consistency of rates by facility direction
- Need for fixed-rate structure by time of day and day of week
- Need for temporary signage
- Need to continue revenue collection to be in compliance with federal or state laws and regulations



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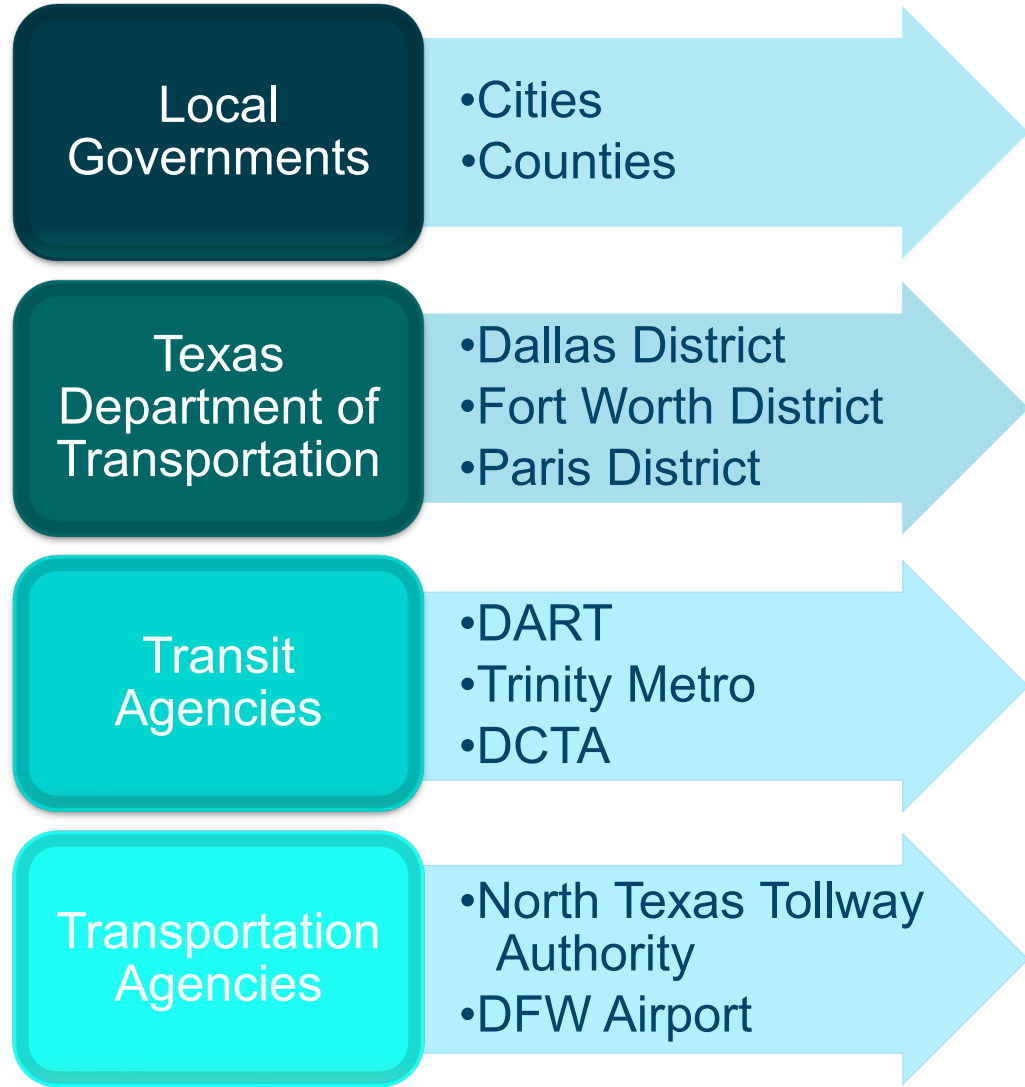




2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

Surface Transportation Technical Committee
April 26, 2024

A COOPERATIVE EFFORT



2025-2028

TIP

**TRANSPORTATION
IMPROVEMENT
PROGRAM**

FOR NORTH CENTRAL TEXAS



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- **Financially constrain project programming based on estimated future revenues**
- **Conduct Mobility Plan and Air Quality conformity review**
- **Solicit public and Committee/Council input**
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

FOCUS AREAS

- Draft Project Information
 - Reflects updates to projects provided by agencies, and from recent/pending TIP modifications
 - Financially constrained to the 2025 Unified Transportation Program (UTP) draft allocations plus anticipated carryover funding
- Timely Implementation of Projects
 - Projects on the MPO Milestone Policy List (and those at risk of getting on the list in the future)
 - Projects with Congestion Mitigation & Air Quality Improvement Program (CMAQ) and/or Surface Transportation Block Grant (STBG) funds (to avoid accumulation of carryover balances)
 - Projects with Transportation Alternatives Set Aside funds (to avoid funding lapses)

NEW FEDERAL PROVISION - JUSTICE40 INITIATIVE

- Part of Executive Order 14008 signed in 2021
- Reiterates a call for environmental justice, particularly related to climate change
- Justice40 calls for 40 percent of the benefits of certain federal investments to flow to disadvantaged communities, including:
 - Congestion Mitigation and Air Quality Improvement Program (74%)
 - Transportation Alternatives Set Aside Program (86%)
 - Carbon Reduction Program (100%)
- Our region exceeds the target in each category as noted above in parentheses

SCOPE OF PROGRAMMING

- \$9.80 Billion in the 2025-2028 TIP (Roadway and Transit)
 - \$5.05 Billion in Federal Commitments
 - \$2.61 Billion in State Commitments
 - \$0.15 Billion in Regional Commitments
 - \$1.25 Billion in Local Commitments
 - \$0.74 Billion in Transit Formula Commitments
- 990 Active Projects (Roadway and Transit)
 - 528 Active Projects in 2025-2045
- 67 Implementing Agencies (Roadway and Transit)

PROJECT PROGRESS SINCE 2023-2026 TIP DEVELOPMENT

- Projects that have let since the development of the 2023-2026 TIP:
 - 162 have let (\$4.31 Billion)
 - 94 Local Lets (\$0.66 Billion)
 - 68 State Lets (\$3.65 Billion)
- Projects that have been completed since the development of the 2023-2026 TIP:
 - 150 have been completed (\$2.40 Billion)
 - 110 Local Completions (\$0.54 Billion)
 - 40 State Completions (\$1.86 Billion)

REQUEST FOR REVIEW

- Please review the listings for projects being implemented by your agency and within your jurisdiction to verify:
 - Start and end dates of each phase
 - Fiscal years of each phase
 - Scope and limits
 - Funding amounts
- If a project does not have funding in FY2025, FY2026, FY2027, or FY2028, it will not be in the new TIP
 - FY2024 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY2025 if they could be delayed.
 - Projects in FY2029 and later will be in the environmental clearance appendix of the TIP (Appendix D).

TIMELINE/ACTION

Meeting/Task	Date
Coordination with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-April 2024
Draft Listings - STTC Information	April 2024
Deadline for Providing Comments on Draft Listings	May 3, 2024
Draft Listings - RTC Information	May 2024
Public Meeting - Draft Listings and Document	May 2024
Final Listings and Document - STTC Action	May 2024
Final Listings and Document - RTC Action	June 2024
Submit Final Document to TxDOT	July 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

QUESTIONS/COMMENTS

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AIR QUALITY AND SAFETY DEMONSTRATION PROJECTS

April 26, 2024

Surface Transportation Technical Committee

Anthony Moffa, Air Quality Planner

North Central Texas Council of Governments

Air Quality and Safety Demonstration Projects

Car Care Safety Integration

License Plate Readers

Truck Assessment and Goods Movement Program



Car Care Safety Integration

Budget: \$200,000

Purpose: Provide education on importance of safety components and replacing as needed

Why?: Noncommercial vehicle safety inspections to be phased out January 1, 2025

Focus on vehicle safety importance to minimize roadway crashes and fatalities

How?: Partner with automotive shops to hold clinics to inspect and replace certain safety components

Integrate into existing vehicle emissions clinics



License Plate Readers

Budget: \$200,000

Purpose: Assessment of metal license plate fraud occurring in the region

Evaluate plates in the region using available license plate reading technology

Why?: Investigate potential metal license plate fraud

House Bill 718 – will phase out paper plates July 1, 2025

How?: Assess law enforcement needs to obtain plate readers

Evaluate the data that are collected for potential fraud trends



Truck Assessment and Goods Movement Program

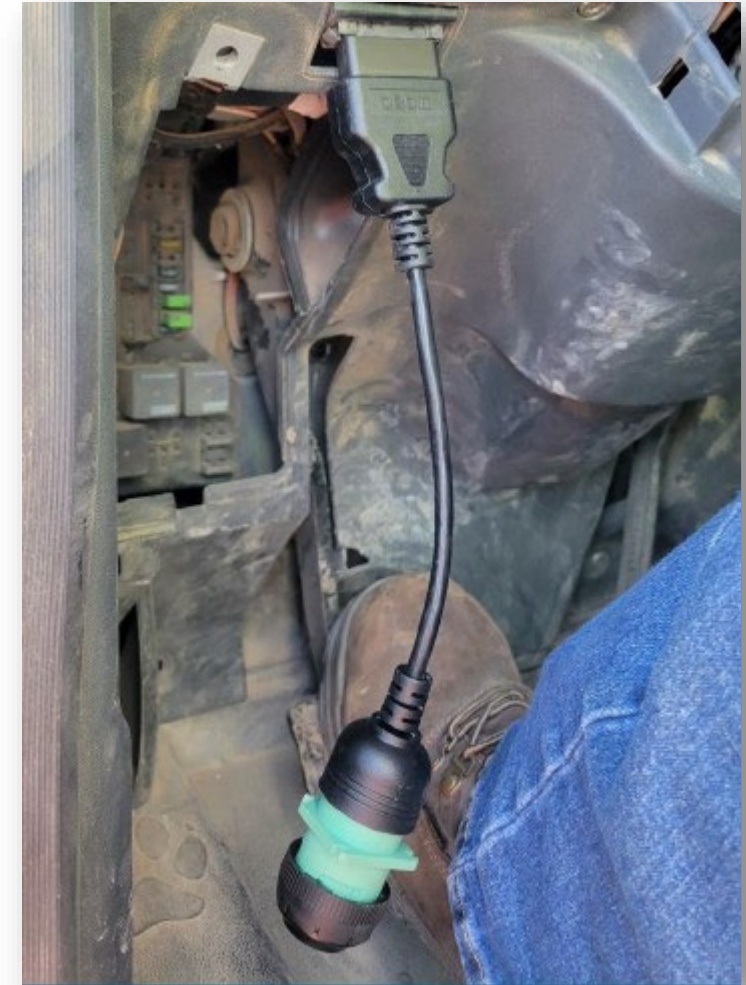
Budget: \$600,000

Purpose: Assess the amount of heavy-duty diesel (HDD) vehicle emissions component tampering occurring in our region

Why?: Tampered vehicles emit far greater emissions, potentially leading to the disconnect between regional monitors and air chemistry modeling

How?: Purchase equipment that quickly detects HDD emissions tampering

Partner with law enforcement to scan vehicles that operate in our region



Schedule

Milestone	Date
STTC Information	April 26, 2024
RTC Information	May 9, 2024
STTC Recommendation of RTC Approval	May 24, 2024
RTC Approval	June 13, 2024
Executive Board Approval	July/August 2024
Implementation	Early FY2025



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