



Endorsement of Department of Energy Grant Proposals

Savana Nance

Senior Planner

**Surface Transportation Technical
Committee**

7.28.2023

Background on Current Funding Opportunities

Bipartisan Infrastructure Law Joint Office of Energy and Transportation “Ride and Drive Electric”, Fiscal Year 2023 Funding Opportunity Announcement

Three Topic Areas (Distinct Funding “Buckets”)

Regional Interest:

Topic 1: Enhancing Electric Vehicle (EV) Charging Resiliency

Fiscal Year 2023 Vehicle Technologies Office Program-Wide Funding Opportunity Announcement

Fourteen Topic Areas (Distinct Funding “Buckets”)



Joint Office of Energy and Transportation “Ride and Drive Electric” Topic 1: Enhancing EV Charging Resiliency

Scope: Develop an EV charging resiliency plan to ensure access to charging services in the event of grid disruptions and implement a demonstration project

Proposal: NCTCOG Leads Regional Submittal to Develop Regional Plan

Partners Include Oncor Electric Delivery, North Texas Innovation Alliance, and Several Local Governments

Request Maximum Funding of \$1.5 Million Federal Funds with up to \$375,000 Regional Toll Revenue (RTR) Funds as Match

Concept Paper Submitted June 16, 2023

“Encouraged to Proceed” to Full Proposal as of June 27, 2023

Proposals Due August 25, 2023 (Deadline has been extended since RTC Action)

Selection Expected December 2023



Vehicle Technologies Office

Received numerous invitations to participate in proposals

Schedule

Concept Papers Submitted June 26, 2023

Concept Paper Notifications Received July 14, 2023

Several Proposals Presented to July 13, 2023 RTC Meeting No Longer Proceeding or No Longer Proposing to Participate as a Funded Project Partner

Full Proposals Due August 11, 2023

Propose to partner as a Subrecipient to Louisiana Clean Fuels

Project Scope: Expand Clean Fuels Summit Event for Gulf Coast States and Provide Clean Cities Support to “Undesignated” Areas of Texas

Expected NCTCOG Budget: ~\$150,000-\$200,000, no match required



Action Requested

Endorsement of RTC Approval to:

Submit Regional Proposal to Develop Resilient EV Charging Plan

Seeking \$1.5 Million DOE Funding, Providing Up to \$375,000 RTR Funding as Match

Participate as a Subrecipient with Louisiana Clean Fuels

Receive DOE Funds, no Match Required



For More Information:



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NCTCOG Participation Summary – FY22 DOE Projects

DOE Topic #	Project Name	Approved by RTC Dec 2022		Status	Current Expectation	
		NCTCOG Budget	Match Requested*		NCTCOG Budget	Match Requested*
10	Transforming Texas Freight: Planning Infrastructure for the Truck Energy Transition	\$250,000	\$0	Not Awarded	NA	NA
10	Houston to Los Angeles (H2LA)– I-10 Hydrogen Corridor Project	\$30,000	\$0	Awarded	\$107,000	\$0
11	Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO)	\$25,000	\$0	Awarded	To Be Determined	\$0
7a	Portable EV Charging Solutions for Multi Family Homes, powered by SparkCharge	\$220,000	\$0	Not Awarded	NA	NA
12	EV Smart Communities	\$50,000	\$50,000	Awarded	\$50,000	\$50,000
12	Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations	\$250,000	\$250,000	Awarded	\$200,093	\$200,094
Total:		\$825,000	\$300,000			\$250,094

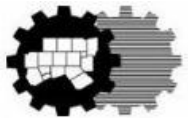
**NCTCOG committed to seek sponsorships through the DFW Clean Cities program to offset RTC Local funds (www.dfwcleancities.org/sponsorships)*



2024 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee

July 28, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2024 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2024 UTPs

Funding Category ¹	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082 ² <u>\$3.602</u> ³
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893 ² <u>\$9.413</u> ³

¹ Amounts shown in billions

² May 2023 draft amount

³ July 2023 draft amount

PROPOSED CAT 2/CAT 12 EXCHANGE

- There is currently too much Category 12 funding slotted statewide in the first few years of the UTP.
- To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds.
- NCTCOG staff is proposing the following:
 - Category 2 funding would be removed from four projects and placed on the IH 30 Canyon project and Category 12 funds would replace the Category 2 removed from those projects.

PROJECT (COUNTY)	FUNDING CATEGORY ¹	AMOUNT OF FUNDING TO EXCHANGE	FISCAL YEAR
SH 199 (Tarrant)	2 12	\$70,000,000	2028
SH 360 at Randol Mill (Tarrant)	2 12	\$70,000,000	2028
US 380 (Collin)	2 12	\$100,000,000	2030
Spur 399 (Collin)	2 12	\$150,000,000	2032
IH 30 Canyon (Dallas)	12 2	\$390,000,000	2025

¹These projects and the projects from the SE Connector trade in 2022 maintained their Category 12 funds, and TxDOT recognizes them as previously Category 2 funded, so the commitment must be maintained.

POLICY ELEMENTS IMPACTING RTC DIRECTION

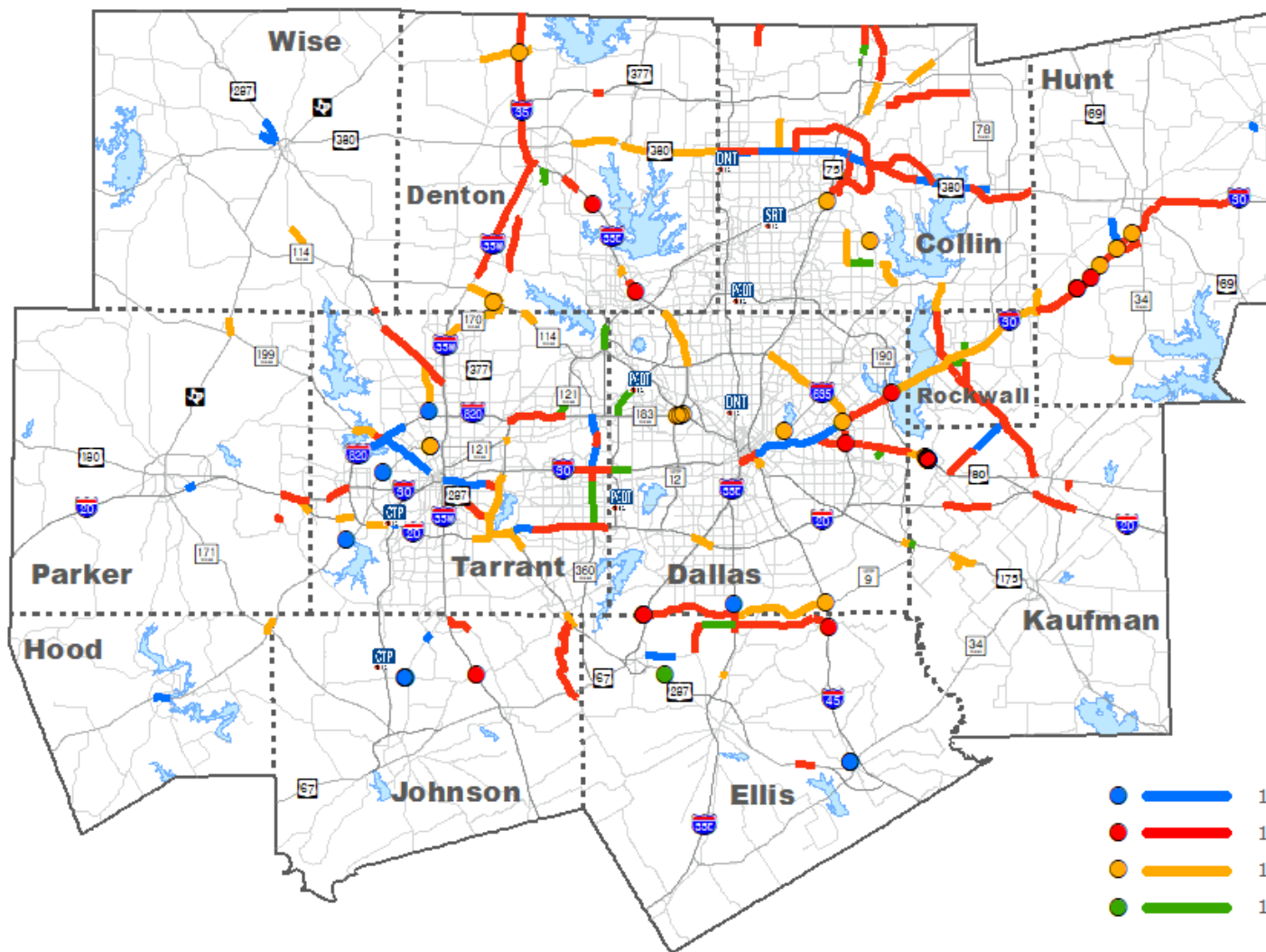
- TxDOT continues to underfund Cat 2 and overfund Cat 12
- Resulted in Legislative Hearings in 2023
- First time, Cat 12 exceeded legislative limits in draft UTP (First Year Problem)
- Staff supported Cat 2/Cat 12 trade to maintain commitments (working against Policy for more Cat 2 funding)
- Recent loss in revenue from Draft to Proposed Final

POLICY ELEMENTS IMPACTING RTC DIRECTION *(continued)*

- RTC/District plan to advance projects has increased funding
- Reviewed “Cat 2/Cat 12” classified projects – Honored
- Awkward position for TxDOT because of testimony to Legislative Committee
- Take the high ground, approve trade and classification
- Advance legislative intent and HB 20 for project selection

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2033



Dallas CBD



Fort Worth CBD

Legend

- 10 Year Plan Projects (No Changes)
- 10 Year Plan Projects (New or Changed)
- 10 Year Plan Projects (Under Construction)
- 10 Year Plan Projects (Completed)

- Mobility 2045 Roadways
- County Boundary
- Lakes

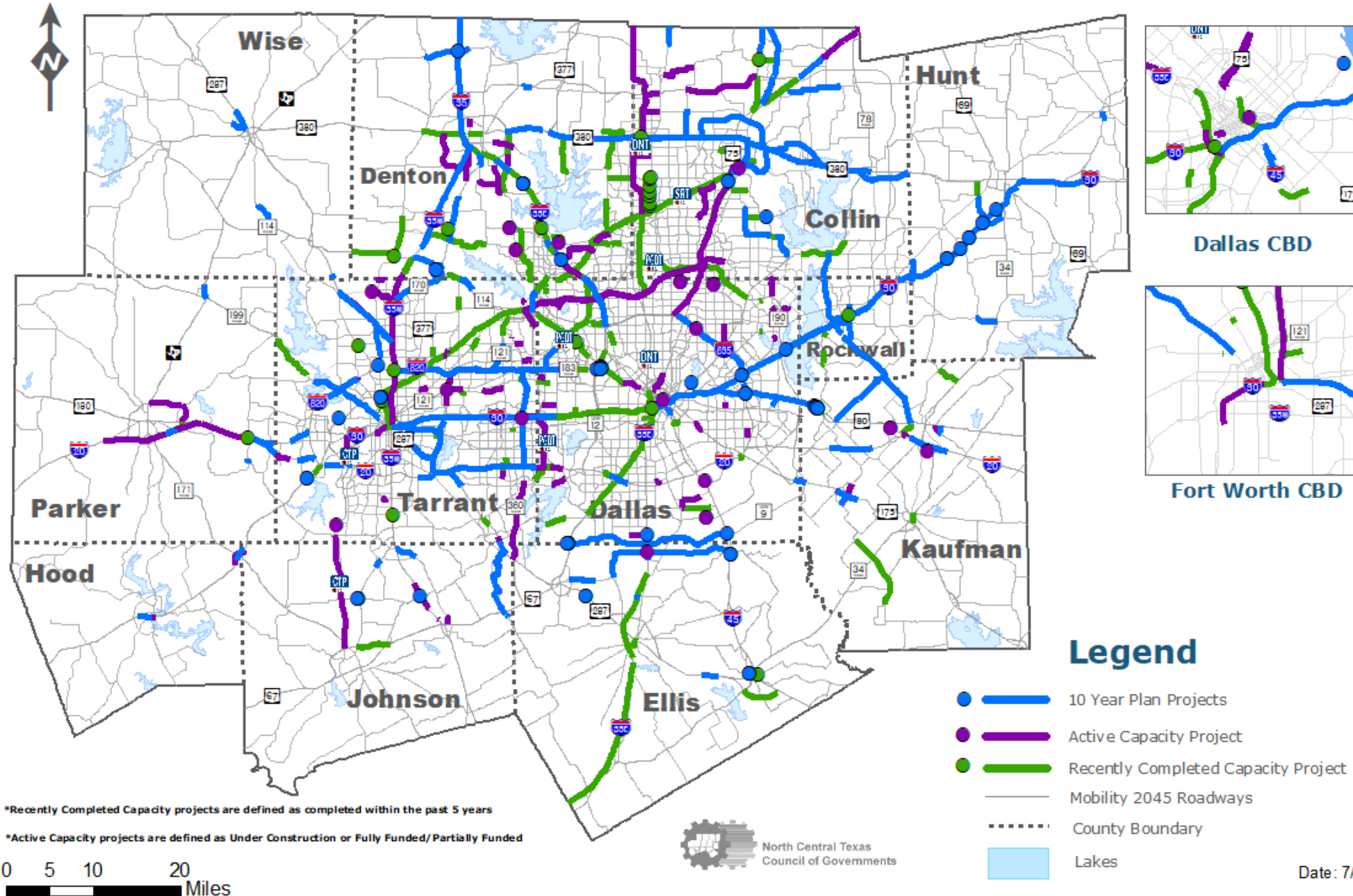
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North Central Texas
Council of Governments

Date: 6/26/2023

Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



TIMELINE

MEETING/TASK	DATE
STTC Information	June 23, 2023
RTC Policy Action	July 13, 2023
Public Involvement	July 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
TxDOT Public Involvement for 2024 UTP	July 2023 and August 2023
Anticipated TTC Approval of 2024 UTP	August 2023

ACTION REQUESTED

- Endorsement of July RTC action:
 - Identify projects that were unfunded between the May 2023 and July 2023 UTP draft listings
 - Send a letter to TxDOT relaying the RTC's position that funding should be formula allocated (i.e., more Category 2 and less Category 12)
- Recommend RTC approval of:
 - The Regional 10-Year Plan project listing, including the proposed changes to projects that let in 2023
 - The proposed Category 2/12 funding exchange
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes

CONTACT/QUESTIONS?

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Census Bureau Urban Area Boundary Update: Selection of Federal Transit Administration Designated Recipient

**Surface Transportation Technical Committee
July 28, 2023**

**Ken Kirkpatrick, General Counsel
North Central Texas Council of Governments**

Federal Actions

US Census Bureau Updates to Urban Areas

- December 29, 2022
- Based upon 2020 Census of Population and Housing
- Expanded and Renamed McKinney-Frisco Urban Area

FHWA/FTA

- June 5, 2023
- Updated Transportation Management Areas
 - McKinney-Frisco (New)
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville



Legend

- Dallas--Fort Worth--Arlington, TX Urban Area
- Denton--Lewisville, TX Urban Area
- McKinney--Frisco, TX Urban Area
- Other Urban Areas

The map displays the Dallas-Fort Worth Metroplex with county boundaries and major highways. The urban areas are color-coded: green for the Dallas-Fort Worth-Arlington area, purple for the Denton-Lewisville area, and orange for the McKinney-Frisco area. Other urban areas are shown in light blue. The map includes labels for counties such as Wise, Denton, Collin, Hunt, Rockwall, Dallas, Tarrant, Parker, Palo Pinto, Kaufman, Hood, Johnson, Ellis, Somervell, Erath, and Navarro. Major highways like I-35, I-20, I-45, I-820, and US-75 are marked. A scale bar at the bottom left indicates distances from 0 to 40 miles, and a north arrow is located at the bottom right.

Designated Recipient for FTA Formula Funds

McKinney-Frisco Urbanized Area Needs to Select Designated Recipient by September 30, 2023

- For apportionments beginning FY 2024
- Selected by Governor, or designee (TxDOT)
 - In Cooperation with transportation providers and the MPO
 - Need Frisco and McKinney Support

Duties of Designated Recipient

- Principal authority to administer and provide oversight of FTA funds
- Making FTA funds available to eligible projects and entities



Designated/Direct recipients by Urbanized Area (as of 2022)

Dallas-Fort Worth- Arlington

Designated Recipients

- NCTCOG
- Dallas Area Rapid Transit (DART)
- Trinity Metro

Direct Recipients

- Arlington
- Grand Prairie
- Mesquite

Denton-Lewisville

Designated Recipients

- NCTCOG
- Denton County Transportation Authority (DCTA)

Direct Recipients

- None

McKinney

Designated Recipient

- TxDOT

Direct Recipient

- McKinney Urban Transit District (MUTD)



Anticipated Schedule

STTC Information	✓ June 23, 2023
Frisco City Council	✓ July 3, 2023
RTC Information	✓ July 13, 2023
McKinney City Council	✓ July 18, 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
NCTCOG Executive Board Action	August 24, 2023



Requested Action:

Approval of staff recommendation that North Central Texas Council of Governments be selected as the Designated Recipient for Federal Transit Administration funds for the newly designated McKinney-Frisco Urbanized Area.



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



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) – ACTION ITEM – July 28, 2023

Multimodal Projects Discretionary Grant (MPDG) Program

Solicitation Overview (FY 23 / 24) – INFRA, MEGA, & RURAL Grants

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)

\$3.1 Billion

– All Projects (FY 23/24)

85% – Large

– Costs > \$100M

15% – Small

– Costs < \$100M

Federal Cost Share/Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

- **Obligation Deadline:** 9/30/2026
- **Construction Start Deadline:** 3/30/2028

■ **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
- Environmental Review/Risk Assessment
- Financial Completeness

■ **Application Deadline:** 8/21/2023

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)

\$1.8 Billion

– All Projects (FY 23/24)

Cost > \$500M

– 50% Available Funds

Cost \$100-500M

– 50% Available Funds

Federal Cost Share/Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

- **USDOT “seeks projects that will begin construction before 9/30/2026”**

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)

\$675 Million

– All Projects (FY 23/24)

Lane Departures

– 15% (not Texas)

Appalachians

– 25% (not Texas)

Federal Cost Share/Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25M Minimum

– 90% of Projects

No Minimum

– 10% of Projects

- **Obligation Deadline:** 9/30/2026
- **Construction Start Deadline:** 3/30/2028

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

FY 23 / 24 Candidate Project List & Details

PROJECT				COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	NEW?	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
				NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	MPDG Amount (Grant Type)	%	
FY 23 MPDG CANDIDATE PROJECTS – NCTCOG (as lead applicant)										
Dallas County Inland Port (DCIP) Multimodal Connectivity Project	Rebuild Belt Line Rd. (Lancaster Hutchins Rd. – East of Mason Rd.) & Sunrise Rd. (Belt Line Rd. – Loop 9) to 4-lane arterials w/ side paths for better mobility / accessibility.	NO (FY 22 MPDG)	EAST	N/A	\$16,995,000 ¹	21%	\$20,530,000 ²	\$45,000,000 (INFRA/RURAL)	79%	\$82,525,000
Alliance Smart Port Deployment & SH 170 Connections Project	Deliver comprehensive infrastructure assets (including SH 170 / Intermodal Pkwy. direct connectors), smart technology deployments, & new EV / alternate fuel capacities to unleash Alliance logistics optimization concept.	YES	WEST	\$20,391,586 \$27,900,000 ³	\$144,300,000 \$132,400,000 ⁴	64% 66%	\$20,130,000 \$23,450,000 ⁵	\$73,166,344 \$57,600,000 (INFRA)	36% 34%	\$257,987,930 \$241,350,000
US 81 / 287 North Tarrant County Reconstruction Project	Reconstruct for six mainlanes, continuous one-way frontage roads, new bike/ped accommodations, improved intersections, relocated ramps, & new grade separations (IH 35W – Avondale Haslet Rd.).	YES	WEST	\$50,856,000 ⁶	\$19,400,000 ⁷	20%	\$158,704,000 ⁸	\$115,440,000 (MEGA)	80%	\$344,400,000

NOTES:

- Dallas County - \$5,100,000; City of Lancaster - \$7,650,000; City of Wilmer - \$2,645,000; Franchise Utilities - \$1,600,000
- RTC (Existing) - \$8,000,000 STBG; RTC (New) - \$12,530,000 STBG + 4,270,000 TDC (new RTC funds identical to FY 22 INFRA/RURAL application)
- RTC (New) - \$11,000,000 RTR + 2,690,000 TDCs; TxDOT - ~~\$9,391,586~~ \$16,900,000 (source TBD)
- Cavnue (Private) - \$21,800,000; Hillwood (Private) - ~~\$98,800,000~~ \$85,400,000; City of Fort Worth (2022 Bond) - ~~\$6,950,000~~ \$8,450,000; Tarrant County (2021 Bond) - \$6,750,000 (Existing) + \$10,000,000 (New)
- RTC (New) - ~~\$20,130,000~~ \$23,450,000 STBG
- TxDOT State Funds - \$16,000,000 (Engineering) + \$34,856,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078)
- City of Fort Worth (ROW) - \$6,900,000; City of Fort Worth/Franchise (Utilities) - \$12,500,000
- TxDOT Federal Funds - \$139,424,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078) + \$19,280,000 (Construction – Future UTP Cat 2/4)

East / West Balance – USDOT Grant Opportunities

Considerations over Multiple Programs

- **Candidate selection impacted by eligible applicants, submittal limits, readiness, merit criteria, & previously submitted projects**
- **Previous examples:**
 - ▣ FY 22 Safe Streets and Roads for All (SS4A) Program – East only
 - ▣ FY 22 Bridge Investment Program (BIP) – West only
- **FY 23 Reconnecting Communities Pilot (RCP) / Neighborhood Access & Equity (NAE) Program – Initial Candidate Options** (*applications due September 28, 2023*):
 - ▣ Klyde Warren Park Phase 2.0 (KWP2.0) / Southern Gateway Park Phase 2.0 (SGP2.0) – Resubmittals
 - ▣ IH 30 “Canyon” – Dallas Farmers Market / Heritage Village Deck Park
 - ▣ Dallas Water Commons
 - ▣ Swyft?
- **Temporary offset of east / west balance from MPDG Program candidates potentially restored with RCP/NAE Program candidates**

Multimodal Projects Discretionary Grant (MPDG) Program

FY 23 / 24 Schedule

May 11, 2023	RTC Information
May 26, 2023	STTC Information
June 26, 2023	FY 23 / 24 MPDG Notice of Funding Opportunity (NOFO) Release
July 20, 2023	Finalize Candidate Project Scope, Cost, Funding Amount(s) / Source(s), & Phasing / Schedule Details <i>(for posting of STTC Agenda)</i>
July 28, 2023	STTC Action
August 7, 2023	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Nicholas Allen – nallen@nctcog.org)</i>
August 10, 2023	RTC Action
August 21, 2023	FY 23 / 24 MPDG Application Deadline – Grants.gov
August 24, 2023	Executive Board Endorsement

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

Requested STTC Action

Recommend Regional Transportation Council (RTC) approval of:

- **Allocation of previous / new RTC funds:**
 - ▣ *Dallas County Inland Port (DCIP) Multimodal Connectivity Project*
 - \$12,530,000 STBG funds (including 4,270,000 TDCs) – same as FY 22 INFRA / RURAL
 - ▣ *Alliance Smart Port Deployment & SH 170 Connections Project*
 - \$11,000,000 RTR funds (Denton County) – Electric hostler vehicles (6) & charging infrastructure
 - ~~■ \$20,130,000 STBG funds – Construction, initial 5-year Operations / Maintenance Plan, & signal optimization~~
 - \$23,450,000 STBG funds – Engineering/ROW/Construction (SH 170) & signal optimization (Intermodal Parkway)
 - 2,690,000 TDCs – Federal match for engineering/ROW (SH 170) & signal optimization (Intermodal Parkway)
- **Request for any new funds from local / TxDOT partners, as specified**
- **Proposed projects to submit for funding consideration through FY 23 / 24 MPDG Program**
- **Administratively amending NCTCOG & State Transportation Improvement Programs (TIP / STIP), as well as other planning / administrative documents, to include proposed projects if selected for FY 23 / 24 MPDG 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-notice-funding-opportunity>

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





Federal and State Actions Update

Jenny Narvaez

Surface Transportation Technical Committee
July 28, 2023

CRITERIA POLLUTANTS

Attainment

Nonattainment

→ Ozone

X

→ Particulate Matter

✓

Lead

✓

Nitrogen Dioxide

✓

Carbon Monoxide

✓

Sulfur Dioxide

✓

Monitoring and Increased Regulations

→ Greenhouse Gas Emissions (i.e., Carbon Dioxide)



Federal and State Actions Update

WHAT'S NEW

Environmental Protection Agency (EPA)

Approval of 2020 Motor Vehicle Emissions Budgets

Disapproval of contingency measures in the Reasonable Further Progress and Attainment Demonstration State Implementations Plans

Issue of protective finding to avoid conformity freeze

Proposal to lower fine particulate matter (PM_{2.5}) standard

Texas Commission on Environmental Quality (TCEQ)

Proposed rulemaking to remove six Dallas-Fort Worth (DFW) Ozone Nonattainment counties from the state low Reid Vapor Pressure (RVP) program due to implementation of federal Reformulated Gasoline (RFG) requirements

Proposal of the Dallas-Fort Worth Moderate Area Attainment Demonstration (AD) and Reasonable Further Progress (RFP) State Implementation Plan (SIP) Revision for the 2015 Eight-Hour Ozone National Ambient Air Quality Standard



MOTOR VEHICLE EMISSIONS BUDGETS

2008 Ozone Serious Reasonable Further Progress State Implementation Plan

2020 Motor Vehicle Emissions Budgets (MVEB) – establishes emissions (NO_x and VOC) ceilings for Transportation Conformity

2020 NO_x = 107.25 tons/day

2020 VOC = 62.41 tons/day

EPA Action: Approval of 2020 MVEB – Started 2-year clock to show a transportation conformity determination (i.e., before May 2025)



CONTINGENCY MEASURES DISAPPROVAL

2008 Ozone Serious Reasonable Further Progress State Implementation Plan
2008 Ozone Serious Attainment Demonstration State Implementation Plan

Contingency Measures – control requirements in a nonattainment area State Implementation Plan (SIP) that would take effect should the area fail to meet Reasonable Further Progress (RFP) emissions reductions requirements or fail to attain the ozone standard by the applicable attainment date

EPA Action: Proposed Disapproval of the contingency measures in the SIP, final action on this element by September 30, 2023



CONTINGENCY MEASURES DISAPPROVAL – UNDER PROTECTIVE FINDING

EPA's final disapproval (Sept 2023) would result in a conformity freeze

EPA plans to finalize the disapproval with a **“protective finding”**

Avoids conformity freeze or other immediate conformity consequences

EPA's final disapproval (Sept 2023) will start a 2-year clock:

Clock acts as warning/grace period for the state to submit approvable contingency measures by September 2025

Highway Sanctions (Rare Event)

EPA has imposed sanctions in 14 cases since 1990

Stationary Source (Factories, Power Plants, etc.) Permitting Offsets

Staff Next Steps: Coordinate with TCEQ to develop new contingency measures



FINE PARTICULATE MATTER (PM_{2.5})

CURRENT STANDARDS VS PROPOSED

Primary – PM_{2.5} Annual

12.0 µg/m³ – annual mean, averaged over 3 years

Decrease to range of 9-10 µg/m³

Soliciting comments on lowering to 8-10 µg/m³

Secondary – PM_{2.5} Annual

15.0 µg/m³ – annual mean, averaged over 3 years

No change

24-Hour PM_{2.5}

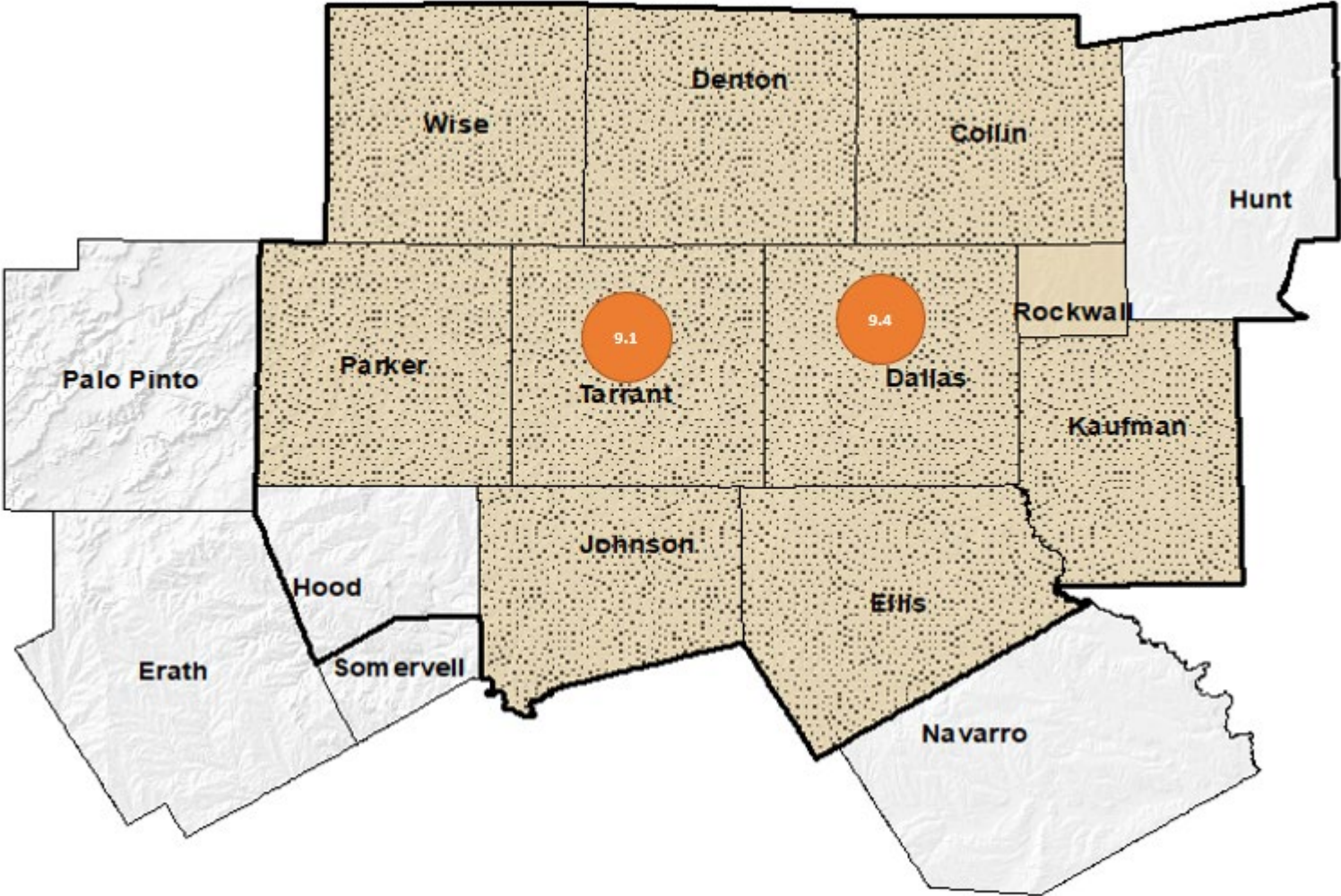
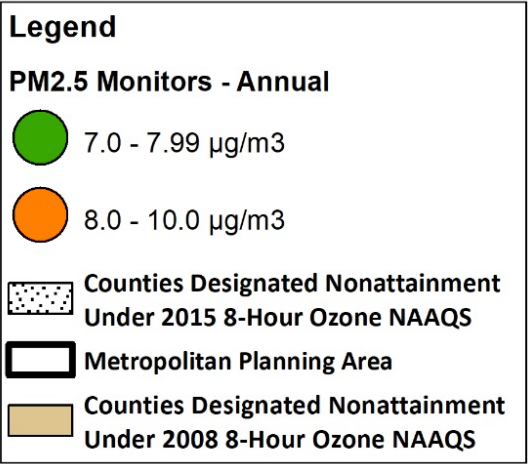
35 µg/m³ – 98th percentile, averaged over 3 years

No change

Soliciting comments on lowering to 25-30 µg/m³



FINE PARTICULATE MATTER (PM_{2.5}) MONITOR DESIGN VALUES GREATER THAN PROPOSED



FINE PARTICULATE MATTER (PM_{2.5}) IMPLICATIONS ON PROPOSED STANDARDS

Primary – PM_{2.5} Annual

Potential for parts of Dallas and Tarrant counties to be in nonattainment
Area designations based on updated values

Staff Next Steps:

Coordinate with EPA and TCEQ on possible Advance Program
Meeting with City of Dallas and City of Fort Worth staff to begin
strategic planning and available funding (TCEQ Clean Air Account)

Secondary – PM_{2.5} Annual None

24-Hour PM_{2.5} None



STATE IMPLEMENTATION PLAN (SIP) REVISION

Proposed rulemaking would remove Ellis, Johnson, Kaufman, Parker, Rockwall, and Wise Counties from the requirement to comply with state's low RVP control requirements for gasoline due to implementation of federal RFG requirements

A state-predicted forecast including emissions reductions strategies is an essential tool to strategize better and prioritize projects that will help us reach ozone attainment

Significant differences in current controlling monitors and monitor design values with the TCEQ photochemical model forecast for 2023

Background ozone accounts for 2/3 to 3/4 of total ozone concentration

Staff Next Steps: Coordinate with TCEQ and request: thorough model peer assessment and review of modeled design value forecast; investigate background ozone sources; more collaboration with MPOs; and stronger role in advocating dedicated monies through legislative appropriations

STATE IMPLEMENTATION PLAN (SIP) REVISION

2015 OZONE STANDARD

Comparison between Current Ozone Design Value and Model Design Value Forecast

Monitoring Site	Current Ozone Design Value (as of 7/17/2023)	Modeled Ozone Design Value Forecast (2023)
Arlington Municipal Airport	73	69
Cleburne Airport	74	72
Dallas Executive Airport	72	68
Dallas Hinton St.	68	68
Dallas North No.2	71	72
Denton Airport South	78	70
Eagle Mountain Lake	75	72
Frisco	74	73
Ft. Worth Northwest	77	70
Grapevine Fairway	74	72
Kaufman	66	64
Keller	73	71
Midlothian OFW	-	63
Parker County	68	67
Pilot Point	77	71



MULTIPOLLUTANT AIR QUALITY IMPROVEMENT STRATEGIES WORKSHOPS

Need:

Climate Pollution Reduction Grants Program – Federal
Fine Particulate Matter (PM2.5) Standard – Federal
Local Air Quality Initiatives – State

Sectors:

Energy
Water, Wastewater, Solid Waste
→ Transportation

When/Where: Transportation Strategies Hybrid Meeting
August 14, 2023, at 2:30pm

To send strategy ideas and/or register: www.nctcog.org/aqfunding



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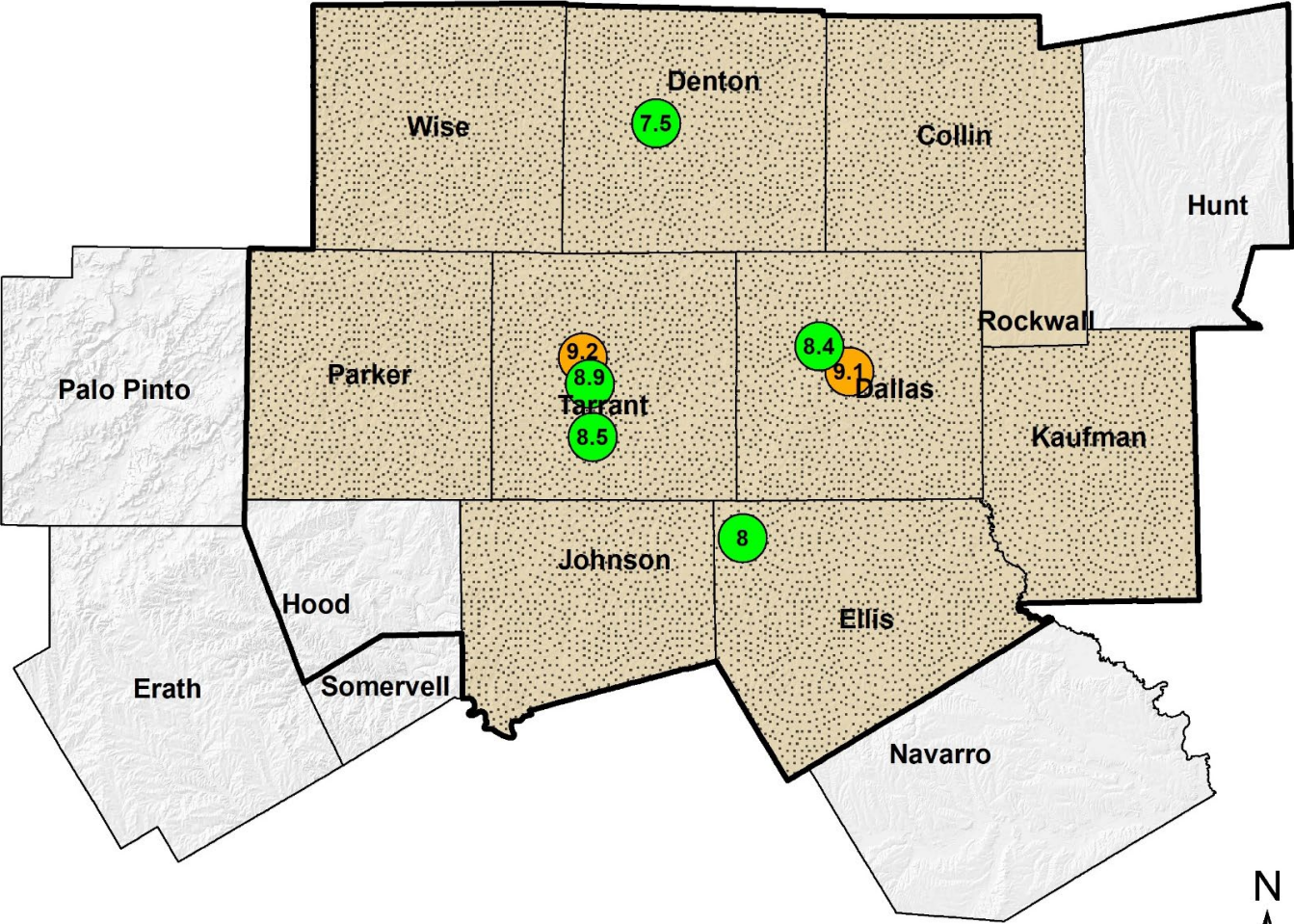
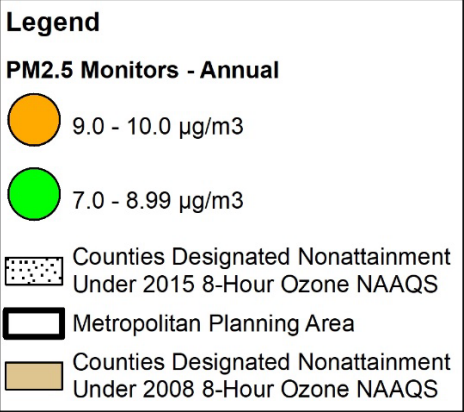
Vivek Thimmavajjhala
Transportation System Modeler
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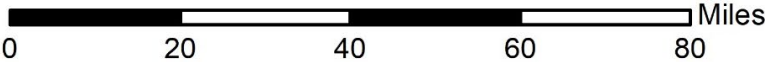
Nicholas Van Haasen
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FINE PARTICULATE MATTER (PM_{2.5}) MONITOR DESIGN VALUES GREATER THAN PROPOSED



North Central Texas
Council of Governments





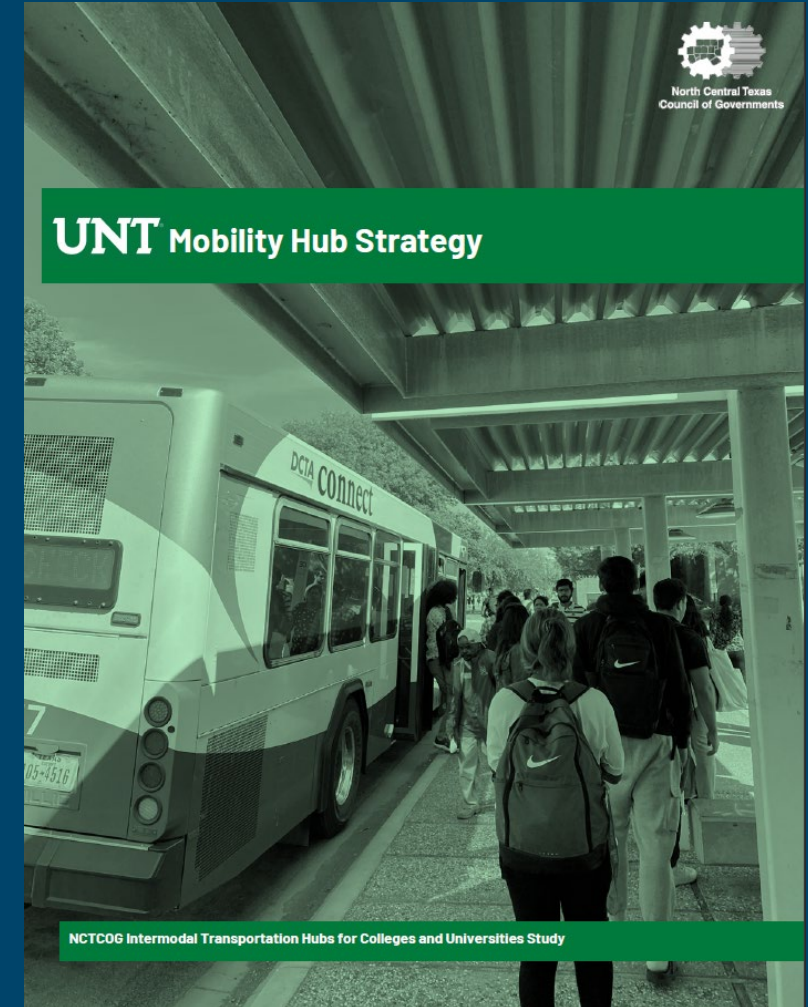
Surface Transportation
Technical Committee

Intermodal Transportation Hubs for Colleges and Universities Study Recommendations

Ezra Pratt | July 28, 2023

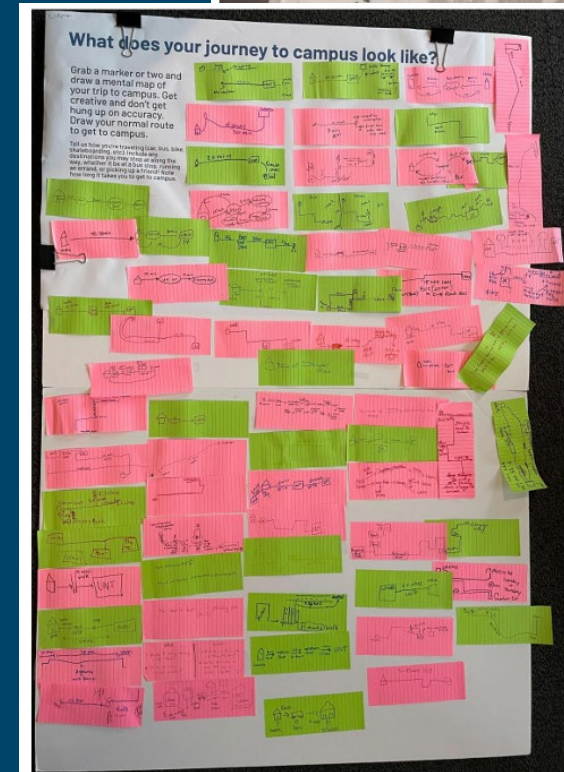
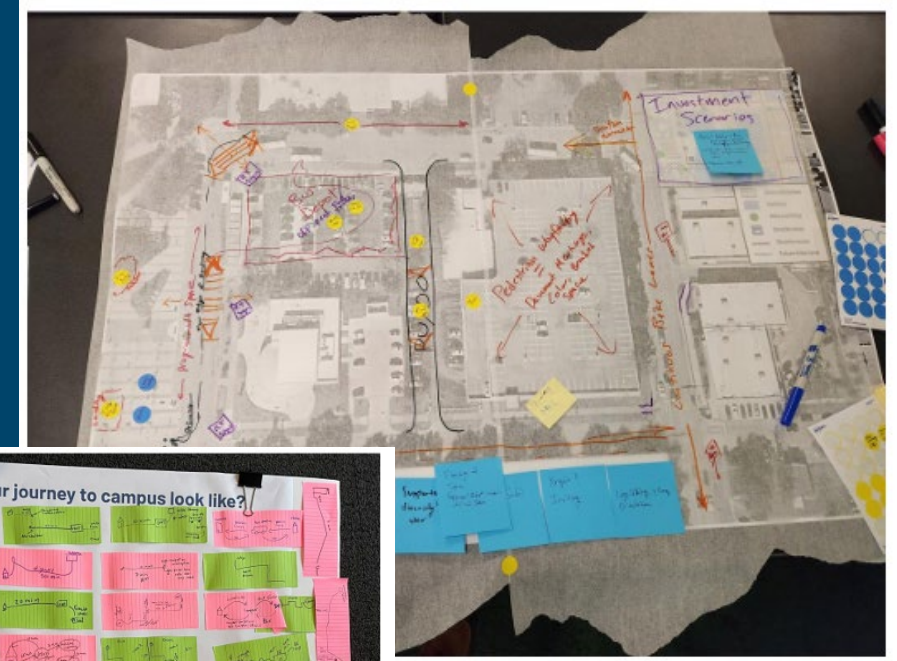
Study Purpose and Summary

- DCTA requested study for mobility hubs to enable better connections with UNT Denton
- Scope was expanded to cover all college and university campuses in N. Texas
- Launched March 2022, and was conducted with assistance from a consultant team led by Nelson/Nygaard and Cityfi
- Developed Regional Mobility Hub Catalog



Campus Stakeholder Engagement

- Project Advisory Committee held regular meetings, including a Mobility Hub Design Charrette at UNT Denton.
- An Online Campus Mobility Survey was conducted in late Spring 2022 and again in Fall 2022.
- From October 4-6, 2022, the team visited UT Arlington, Dallas College Cedar Valley Campus, and UNT Denton for on-campus public engagement.



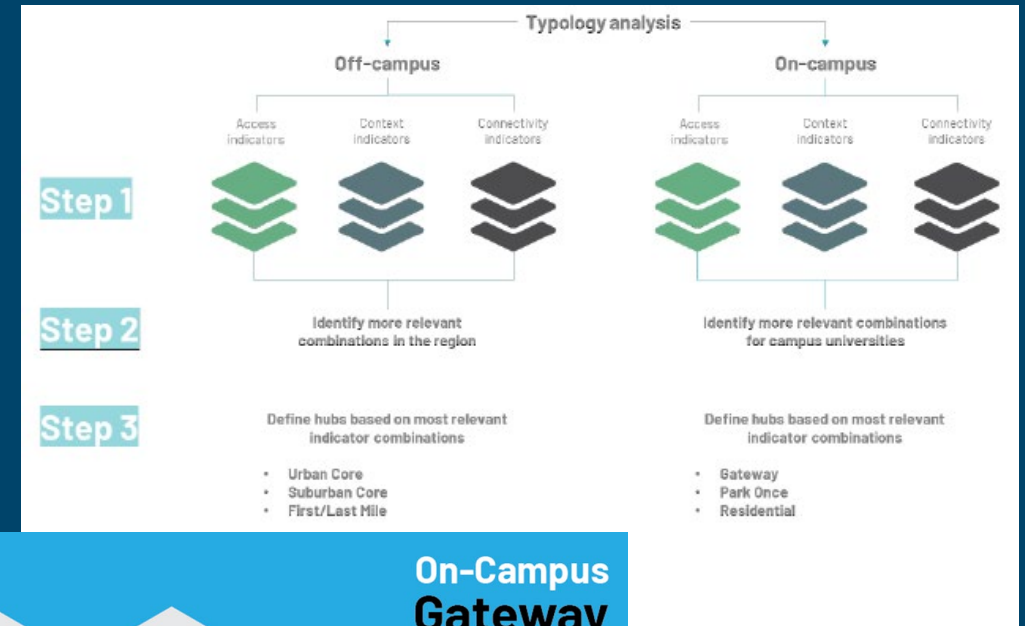
UNT Denton: What does your journey to campus look like?



Campus Mobility Trends and Typologies

Analyzing regional travel patterns and local population characteristics yields useful indicators on the potential users, needs, and capacities for mobility hubs, including:

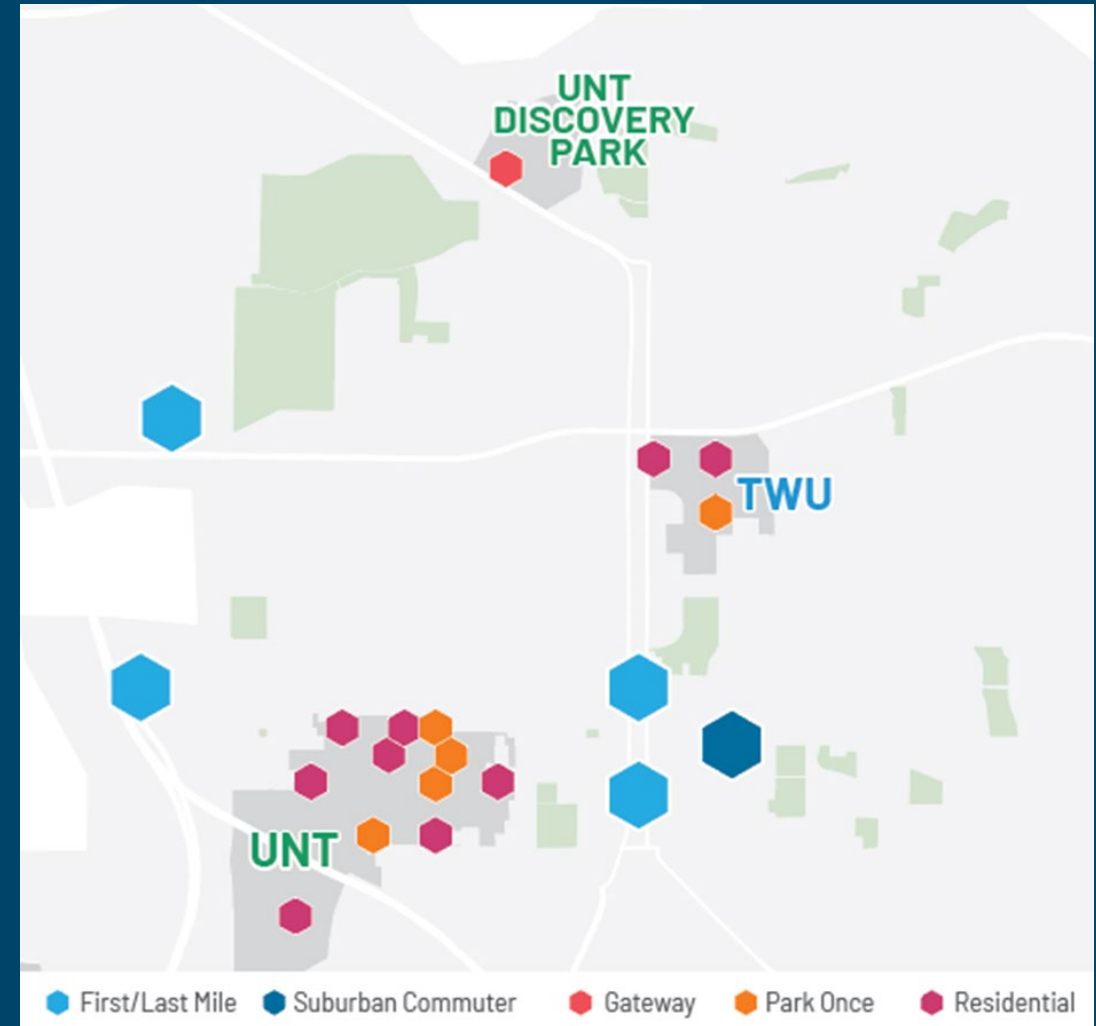
- Shared Mobility Propensity
- Mobility Hub Typologies
- Potential Mobility Hub Locations



Mobility Hub Siting

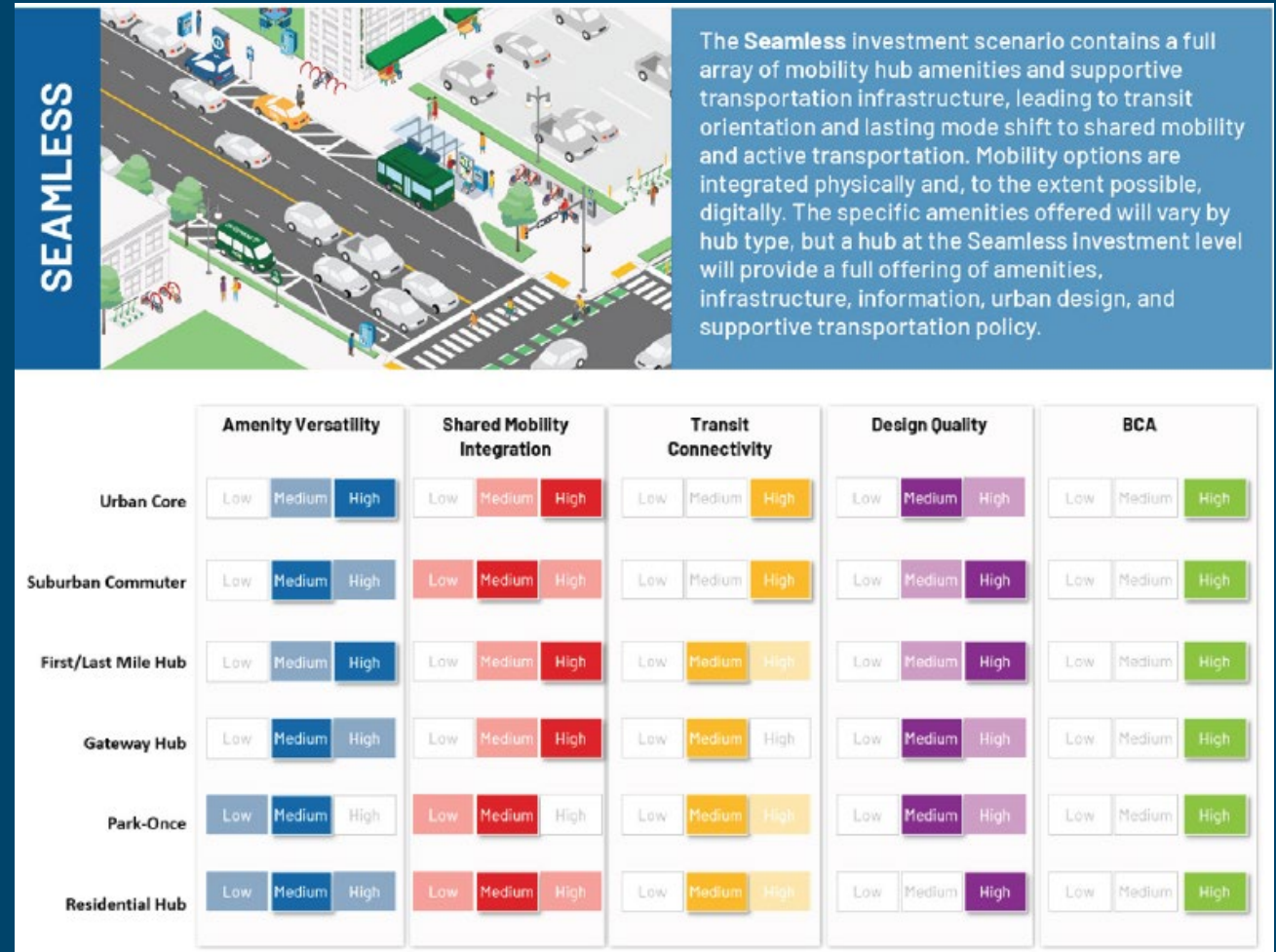
The methodology for siting all types of campus mobility hubs on and around campuses includes:

- Demographic and travel pattern data.
- Transportation indicators, such as transit services, bike infrastructure, and parking facilities.
- Consideration of campus trip generators that could create demand for mobility hubs, such as residence halls, sports facilities, and other student activity centers.



Campus Mobility Hub Investment Scenarios

- Wide range of potential services, amenities and related infrastructure improvements that can be delivered through a mobility hub
- Catalog features a 'Kit of Parts' of potential amenities for hubs based on investment levels, typology, and other context details
- Hub developers can grade investment scenarios for effectiveness across performance indicators



Funding And Implementing Mobility Hubs

Key Principles

- Partnership is Instrumental
- Embrace Incrementalism
- Be Adaptable to Changing Conditions
- Prioritize Equity and Affordability

In depth opportunities and recommendations are covered in the Funding Strategies and Implementation Strategies reports

Stakeholders	Implementation Roles												
	Conveners/ Facilitation	Hub Network Managers	Pilot and Project Managers	Planning and Design Leads	Policy Leads	Funders	Implementers	Property Hosts	Hub Site Managers/ Operators	Mobility Providers	Maintenance Leads	Site Programming Leads	Performance Monitoring
FHWA/FTA													
TxDOT													
NCTCOG				Guidance	Guidance		Guidance						
County TOD/ Transportation Planners													
City Planners							Lead/Co-lead						
Public Agency Program Managers							Lead/Co-lead						
Local Transit Agencies							Lead/Co-lead						
Private Mobility Providers												Co-lead	E.g., Via Transportation
University Parking and Transportation Administrators							Lead/Co-lead			Select campuses			



- Follow up with campuses and local governments on potential mobility hub projects
- Be available for planning, funding, and implementation coordination and assistance based on study recommendations



Contact Us



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Ezra Pratt, AICP
Transportation Planner III

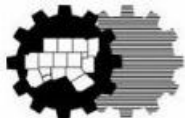
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DEVELOPMENT OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Surface Transportation Technical Committee

July 28, 2023



North Central Texas
Council of Governments
Transportation Department

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop TIP Document and project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners

MEETING EXPECTATIONS

- Meetings to Discuss Individual Projects will be:
 - In-Person or Microsoft Teams Meetings
 - “Clustered”
- Who Needs to Attend?
 - Staff from appropriate departments (Transportation/Public Works/Engineering, Parks, etc.) that can answer questions about the status of projects in question
 - Fiscal managers to answer questions about expenditures, agreements, and invoicing
 - Texas Department of Transportation (TxDOT) staff will be present to help set realistic expectations regarding timing and answer questions about the process

MEETING EXPECTATIONS: PROJECT STATUS UPDATES

- Information is Needed by Phase
 - Engineering
 - Environmental Clearance
 - Right-of-Way (ROW)
 - Utilities
 - Construction/Implementation
- Start and End Dates
 - Estimated dates (month and year) if phase has not been started/completed
 - Actual dates (month and year) if phase has been started/completed
 - Dates provided must be realistic given the realities of project implementation steps
- Local Match Availability
 - When will the local match be available? (If required)

MEETING EXPECTATIONS: PROJECT FINANCIAL INFORMATION

- Status of Agreements
 - Advance Funding Agreements (AFA) with TxDOT
 - Interlocal agreements with North Central Texas Council of Governments (NCTCOG)
- Invoicing
 - Timely billings to TxDOT (Federal/State funds)
 - Monthly invoicing and reporting to the Revenue and Project Tracking System (RAPTS) for Regional Toll Revenue (RTR) projects

MEETING EXPECTATIONS: REQUESTS FOR PROJECT MODIFICATIONS

- Venue for Requesting:
 - Changes to project scope or limits
 - Funding Changes
 - Advancing or delaying a project (subject to financial constraint)
 - Requests for additional funding will be taken during the meetings, and reviewed against funding availability
 - Cost savings at project completion
 - Certain changes may or may not be possible depending on available funds
 - Changes to Implementing Agency

FOCUS AREAS

- Timely Implementation of Projects:
 - Projects on the MPO Milestone Policy List
 - Projects on the Federal Highway Administration (FHWA) Inactive List
 - Projects on the FHWA Preliminary Engineering (PE) Audit List
 - Projects in the Transportation Alternatives Program (TAP)/ Transportation Alternatives Set-Aside (TA) Program (to avoid funding lapses)
- Requests for projects to be placed in the first year of the new TIP (FY2025)
- Closing out completed projects with RTR Funds
- Soliciting information on regionally significant projects being implemented with local funds

DRAFT SCHEDULE

Meeting/Task	Date
Meetings with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-February 2024
Draft Listings - STTC Information	March 2024
Draft Listings - RTC Information	April 2024
Public Meeting - Draft Listings and Document	April 2024
Final Listings and Document - STTC Action	April 2024
Final Listings and Document - RTC Action	May 2024
Submit Final Document to TxDOT	Summer 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

QUESTIONS/COMMENTS?

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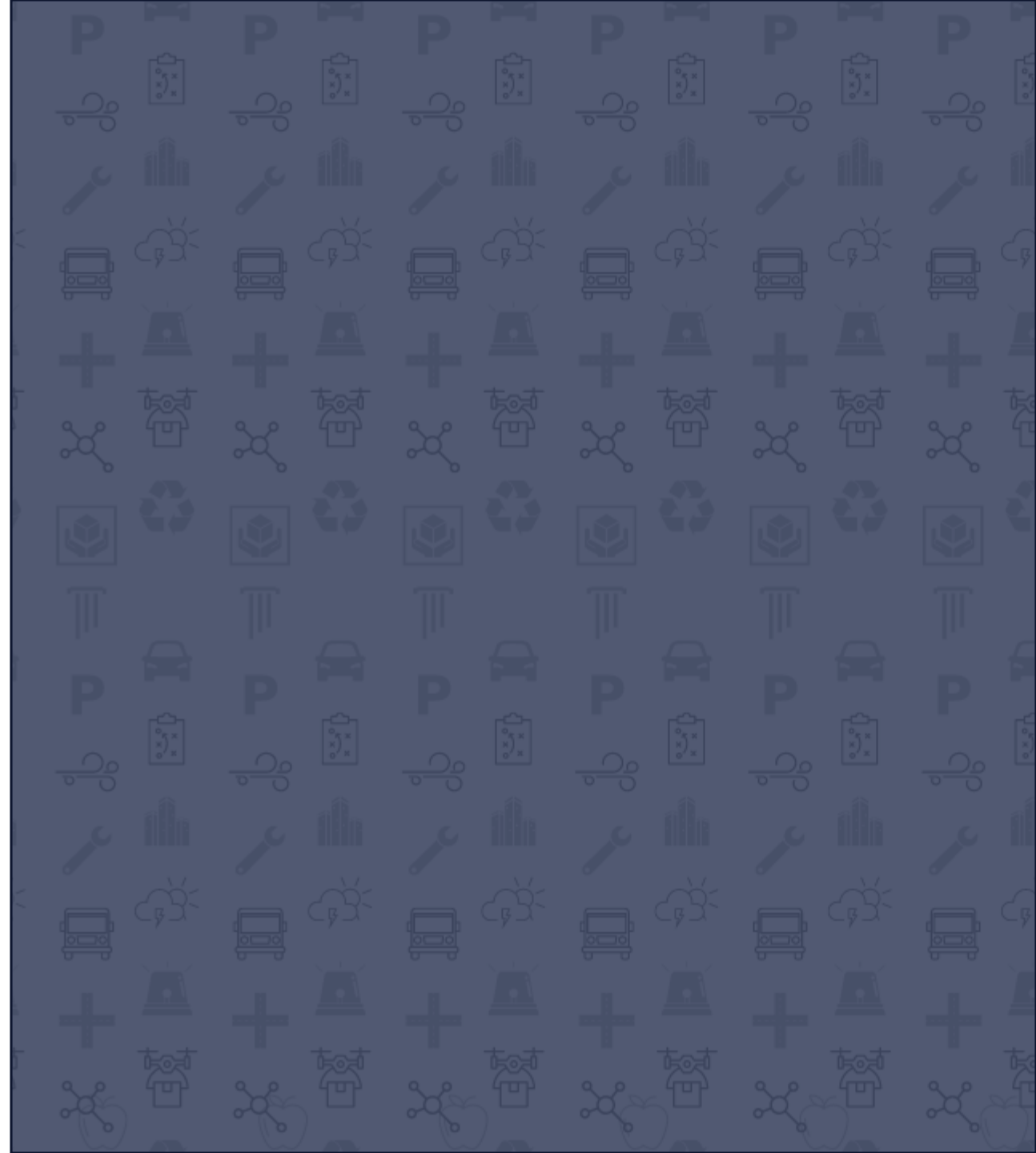


North Central Texas
Council of Governments

MTP POLICY BUNDLE ROUND 5

SURFACE TRANSPORTATION
TECHNICAL COMMITTEE

JULY 28, 2023



WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?



A blueprint for the region's transportation system



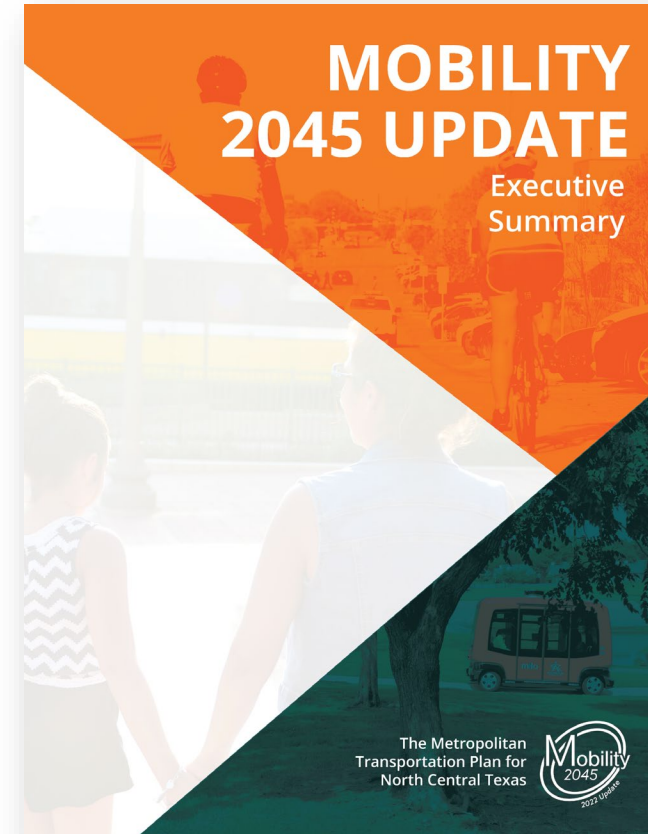
Responds to the region's goals



Guides expenditure of federal and state funds



Recommends programs, policies, and projects



MTP POLICY BUNDLE



Set of 20 policies from the MTP



Advances regional priorities like safety, air quality, transit



Voluntary participation



Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS



Toll road investment ~a decade ago incentivized by federal government



Regional pot of TDCs available for use in the Policy Bundle Program

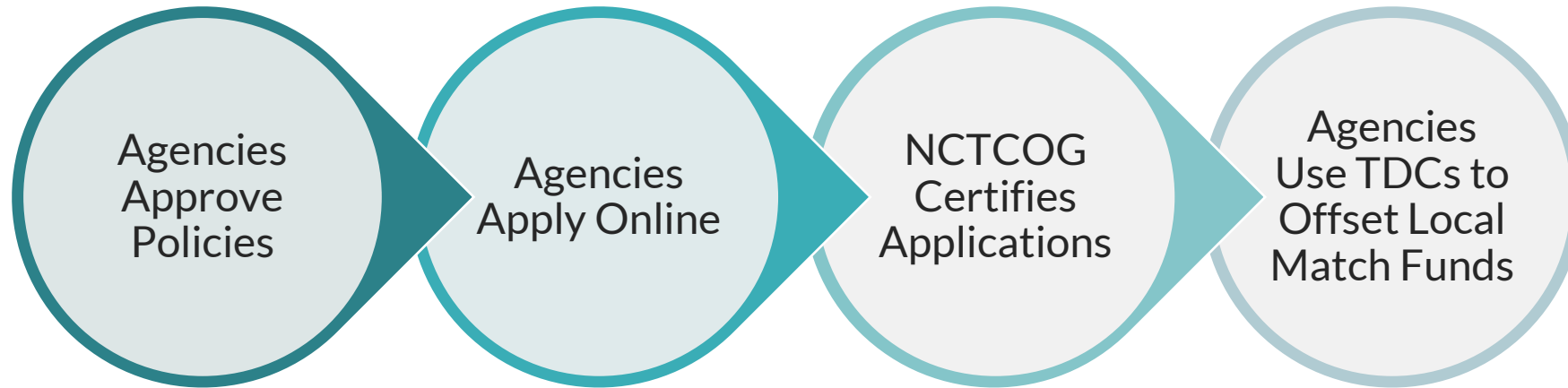


Substitute for required local match for federal projects



Frees up local cash to use for other priorities

POLICY BUNDLE PROCESS



Resources and information available at
www.nctcog.org/policybundle



POLICIES INCLUDED

Bold = Updated Policy
Orange = New Policy



Clean Fleets



Idling Restrictions



**Comprehensive Air Quality
Action Plan (CAP)**



Uncrewed Aircraft Systems
(UAS)



Stormwater Management



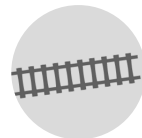
Sustainable Tire Recycling



Equity



Freight-Oriented Development



Railroad Safety



Intelligent Transportation
Systems Integration

POLICIES INCLUDED

Bold = Updated Policy
Orange = New Policy



Roadway Safety Improvement



Traffic Incident Management



Asset Management



Travel Demand Management



Context-Sensitive Complete Streets



Street Connectivity



Land Use



Parking Management



Access to Schools and School Siting



Transit Funding

PROCESS & CHANGES FOR ROUND 5



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

Scoring has changed. TDCs are now allocated by points. There are multiple points available for most policies.

ROUND 5 RESULTS AND RECOMMENDED AWARDS

HISTORY

2016 | Round 1 11 awardees

2017 | Round 2 15 awardees

2018 | Round 3 14 awardees

2020 | Round 4 22 awardees

2023 | Round 5 17 applicants, 16
proposed awardees!

← Changed from
annual to biennial
program

← Mobility 2045
Update adopted

ROUND 4 - HIGHLIGHTS

	Submitted Responses	Met Policy Requirements
Cities	15	14
Transit Authorities	2	2
Total	17	16

Total TDCs Recommended to Award
26,000,000

Qualifying Entities

Arlington	Mesquite
Dallas	North Richland Hills
Farmers Branch	Plano
Fort Worth	Richardson
Frisco	Terrell
Garland	
Irving	
Lewisville	DCTA
McKinney	Trinity Metro

SCHEDULE

DATE	DESCRIPTION
February 1	Round 5 Opens
March 31	Early Submittal Deadline
May 31	Final Deadline
July 28	STTC – Information
August 10	RTC – Information
August 25	STTC - Action
September 14	RTC - Action
September/October	Formal Notification of Awards

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TDCs and Transportation Improvement Program



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HOW TO QUALIFY

POLICIES NEEDED TO QUALIFY

	CITIES	COUNTIES	TRANSIT AUTHORITIES	ISDs	TxDOT	NTTA
Total eligible policies	20	15	11	7	11	9
50% of policies needed to qualify for baseline points	10	7	5	3	5	4

SCORING & TDC TIERS

AGENCY SIZE	BASILINE EFFORT UP TO 19 POINTS	ADVANTAGE TIER 1 20-29 POINTS	ADVANTAGE TIER 2 30+ POINTS
SMALL pop. up to 200,000	500,000	750,000	1,000,000
MEDIUM up to 800,000	1,000,000	1,500,000	2,000,000
LARGE over 800,000	1,500,000	2,250,000	3,000,000

POLICY SCORING ELEMENTS



Items required to qualify for the policy



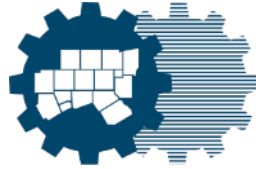
Bonus points available once required items submitted



Any of the options chosen will qualify for the policy

RULES

- One application accepted per entity
- You must apply each round, even if you've been awarded in the past
- TDCs awarded must be used within two fiscal years of RTC approval of awards
- Eligible projects that can utilize TDCs are new federal projects which are eligible for federal roadway or air quality funds



NCTCOG PRESENTATION

North Texas Airspace Awareness Pilot

ERNEST HUFFMAN | SURFACE TRANSPORTATION TECHNICAL COMMITTEE | 7.28.2023

Image Provided By Getty (source for external images only)

INTRODUCTION

Drones are here!

Purpose

Safety

Transparency

Community Engagement

Vendors Selected – Aloft, Airspace
Link and ATA



Image
Provided By
Getty (source
for external
images only)

Safety

Provides a cooperative aerial traffic feed including crewed ADS-B and registered UAS flights

Provide expedited manual authorization approval or rejection workflow for UAS operator flight plans

A browser-based tool for visualization and monitoring of airspace above jurisdictional territory

Transparency

Ability to create and publish localized advisories for governmental, commercial and recreational operators

REQUIRED CAPABILITIES



Provide a platform
for communication
between connected
UAS operators

Safety

Complement
NCTCOG regions
existing UAS safety
messaging

Transparency

Ability to merge
information into
platform from
competing
technology solutions
and other regional
sensor data (i.e. CASA
and other weather
data)

Community Engagement

Assist in keeping the
community updated
on rules, regulations,
and potential hazards

REQUIRED CAPABILITIES cont.



Allow NCTCOG and regional municipalities to publish public advisories, local rules, regulations directly to the pilot community

Community Engagement

Provide training (workshops) for municipalities and NCTCOG staff

Provide a solution that will help us communicate and connect with the community by embedding a live operation map into our northtexasuas.com webpage

REQUIRED CAPABILITIES cont.



Local Integration

- Two Year Pilot
- In **Phase/Year One** the providers will provide NCTCOG and participating cities **licenses** to their platforms. This will allow both NCTCOG and participating cities to incorporate UAS operations from their own **operations** and to **promote** the platforms to their citizens to get the local communities to use the platforms. We also would like to use the platforms to assist in keeping the **community updated** on rules, regulations, and potential hazards, publish public advisories, local rules, regulations directly to the pilot community and communicate and connect with the communities by embedding a live operation maps into our www.northtexasuas.com webpage.

For the Phase 1 of the program, key milestones are:

Task	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
NCTCOG Recruit City Participants	x	x										
NCTCOG Receive License from Applicants	x											
NCTCOG Receive Training from Applicants		x										
City Participants Receive Training			x									
Applicants will work with NCTCOG, cities and other stakeholders to develop standardized metrics for input				x								
NCTCOG Use platforms to input data for region			x	x	x	x	x	x	x	x	x	x
Cities input their own data (advisories, operations, etc...)				x	x	x	x	x	x	x	x	x
Public Workshop					x							
Live Action Maps embedded on www.northtexasuas.com						x	x	x	x	x	x	x
NCTCOG will search for funding mechanism for Phase 2	x	x	x	x	x	x	x	x	x	x	x	x
Pilot team and other stakeholders will provide a final report from Phase 1 with recommendations for Phase 2												x

Interoperability

- In Phase/Year Two of the Pilot, NCTCOG will continue the activities of Year One but also work on a process to **share data** across all platforms. This will ensure that all airspace management platforms in the region will have as much flight and safety data as possible to be a viable solution.

For the Phase 2 of the program, key milestones are:

Task	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
Phase 1 activities	X	X	X	X	X	X	X	X	X	X	X	X
Pilot team and other stakeholders work on integration mechanism	X	X	X									
Mechanism Determined				X								
Mechanism tests					X	X	X	X	X			
Mechanism deployed region wide									X	X	X	X
Pilot Team and other stakeholders produce final report with recommendations for future												X

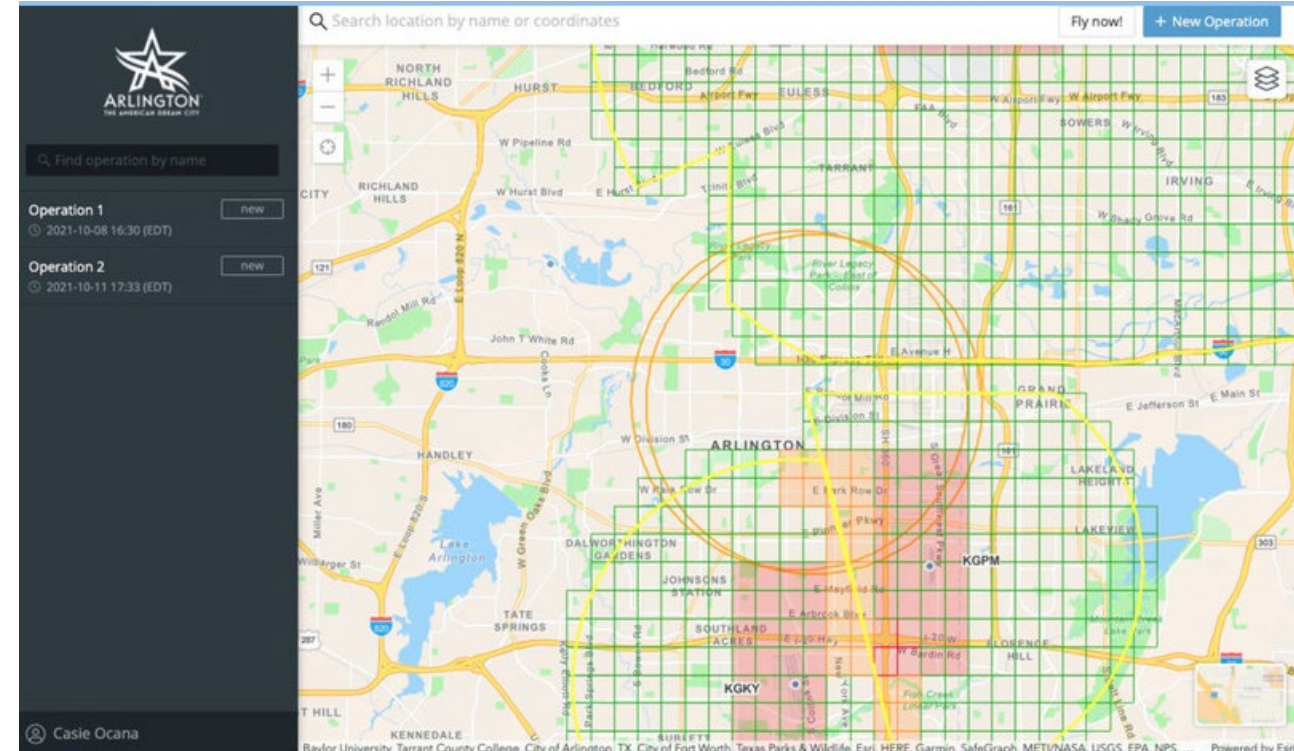
CITY PARTICIPATION

Provide two POCs

City will get at least one free license from one of the providers

Each city will work with one of the providers

Attend Vendor Workshops and Training



NEXT STEPS



FEDERAL AVIATION ADMINISTRATION NORTH TEXAS REMOTE ID WORKSHOP

Beginning September 16, 2023, all drone pilots who are required to register their UAS must operate in accordance with the rule on Remote ID.

Remote ID Rules - A requirement for your drone to have either an internal signal broadcasting your location, plus your drone's latitude, longitude, and heading, or an attached broadcast module sending the same data.

Recognized Identification Areas (FRIAs) - A FRIA is a defined geographic area where drones can be flown without Remote ID equipment.

Drones Without Remote ID



FEDERAL AVIATION ADMINISTRATION NORTH TEXAS REMOTE ID WORKSHOP CONT.

Remote ID

- Basic rule requirements

- How to comply for government agency fleets

- How to update the FAADroneZone with remote ID compliance information for your drone(s)

- How public safety can get information on remote ID

FRIAs

- What they are

- Who can apply for them

- How to apply

August 11th 1-2pm (Virtual)

Drones Without Remote ID



CONTACT US



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