

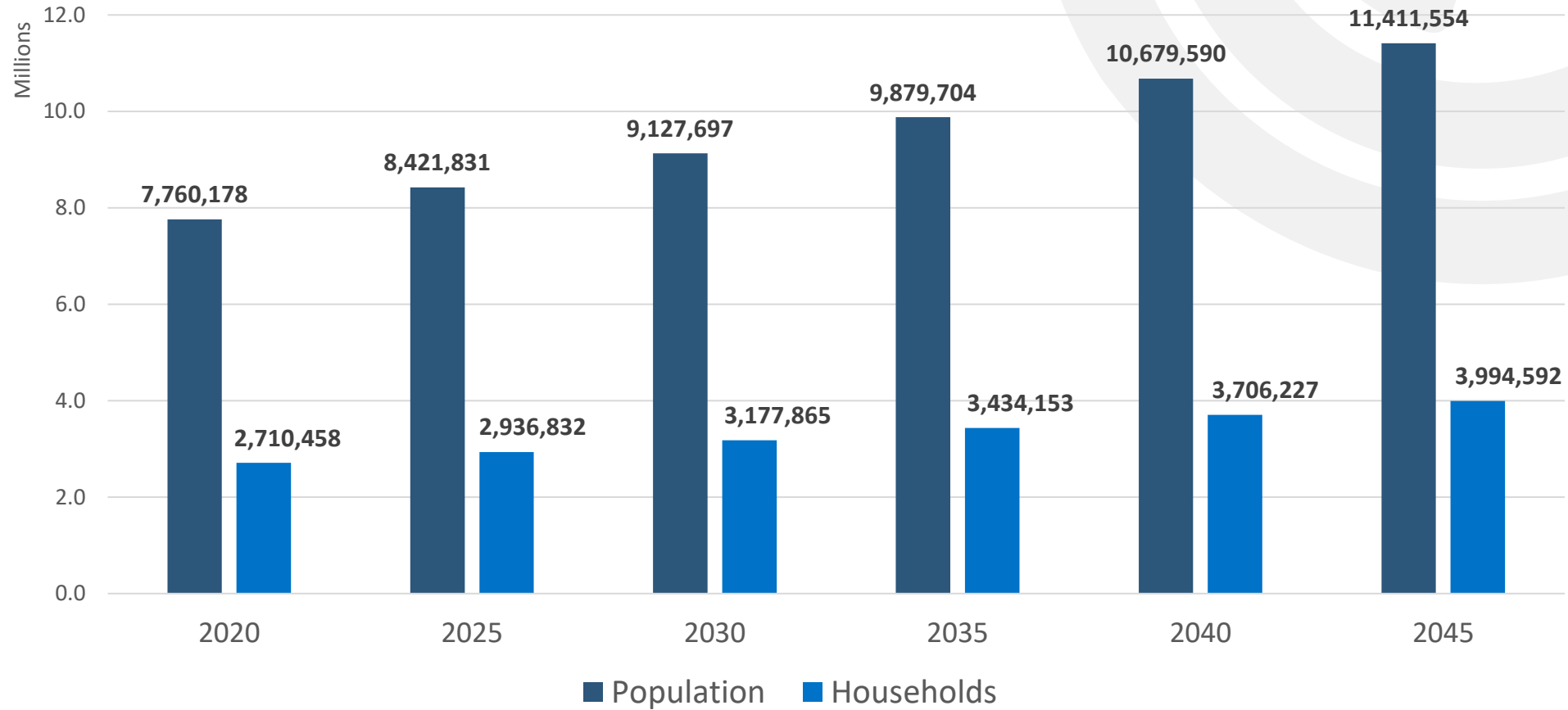


2045 DEMOGRAPHIC FORECASTS

REGIONAL TRANSPORTATION COUNCIL
DECEMBER 8, 2021



REGIONAL CONTROL TOTALS - POPULATION



Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

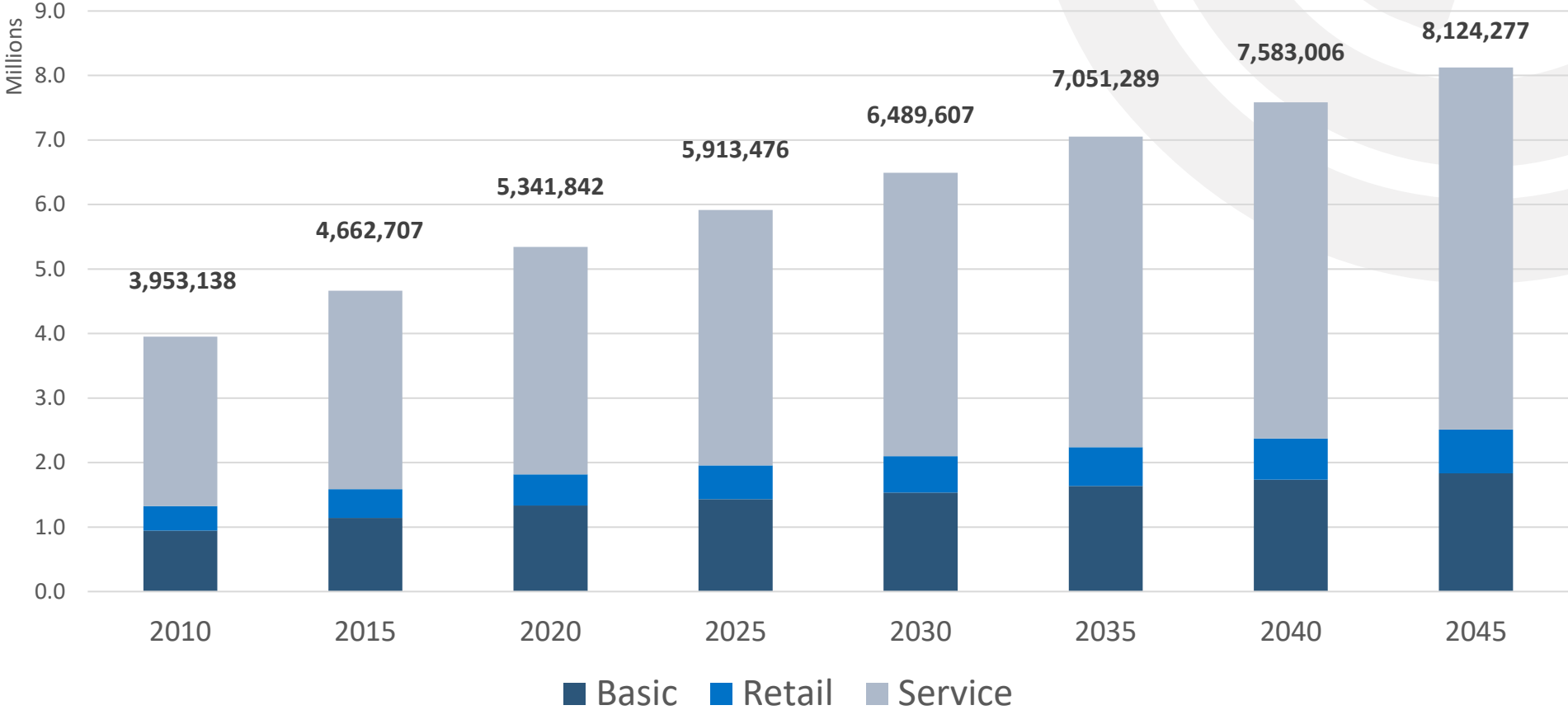
2045 DRAFT Control Total Population Forecast

	2020 Census	2045 <u>Draft</u>	Change	Compound Annual Growth Rate
Collin	1,064,465	1,789,800	920,603	2.52%
Dallas	2,613,539	3,533,300	1,099,872	1.41%
Denton	906,442	1,518,700	775,993	2.50%
Ellis	192,455	318,320	160,789	2.46%
Hood	61,598	95,184	41,945	2.10%
Hunt	99,956	143,630	54,926	1.77%
Johnson	179,927	258,100	98,307	1.76%
Kaufman	145,310	209,460	84,221	1.85%
Parker	148,222	234,660	110,375	2.25%
Rockwall	107,819	161,590	68,579	1.99%
Tarrant	2,110,640	3,044,800	1,147,290	1.75%
Wise	<u>68,632</u>	<u>104,010</u>	<u>43,856</u>	2.00%
TOTAL	7,699,005	11,411,554	4,606,756	1.89%

LARGEST CITIES POPULATION

Name	2020 Census Population	2045 Draft Forecast	Change	% Change	CAGR
Dallas	1,289,961	1,621,500	331,539	25.7%	0.9%
Fort Worth	901,434	1,172,600	271,166	30.1%	1.1%
Arlington	388,680	486,570	97,890	25.2%	0.9%
Plano	284,519	317,150	32,631	11.5%	0.4%
Garland	244,984	290,760	45,776	18.7%	0.7%
Irving	255,247	289,450	34,203	13.4%	0.5%
Frisco	199,863	252,160	52,297	26.2%	0.9%
Grand Prairie	195,432	244,620	49,188	25.2%	0.9%
McKinney	193,488	234,450	40,962	21.2%	0.8%
Denton	132,437	208,550	76,113	57.5%	1.8%
Mesquite	149,523	192,430	42,907	28.7%	1.0%
Carrollton	132,791	148,590	15,799	11.9%	0.5%
Richardson	112,657	127,970	15,313	13.6%	0.5%
Lancaster	40,930	117,890	76,960	188.0%	4.3%
Lewisville	111,410	115,840	4,430	4.0%	0.2%
Allen	104,294	111,480	7,186	6.9%	0.3%
Mansfield	72,040	102,920	30,880	42.9%	1.4%
Cedar Hill	48,985	98,332	49,347	100.7%	2.8%
Flower Mound	75,690	98,279	22,589	29.8%	1.1%
DeSoto	55,771	90,267	34,496	61.9%	1.9%

REGIONAL CONTROL TOTALS - EMPLOYMENT



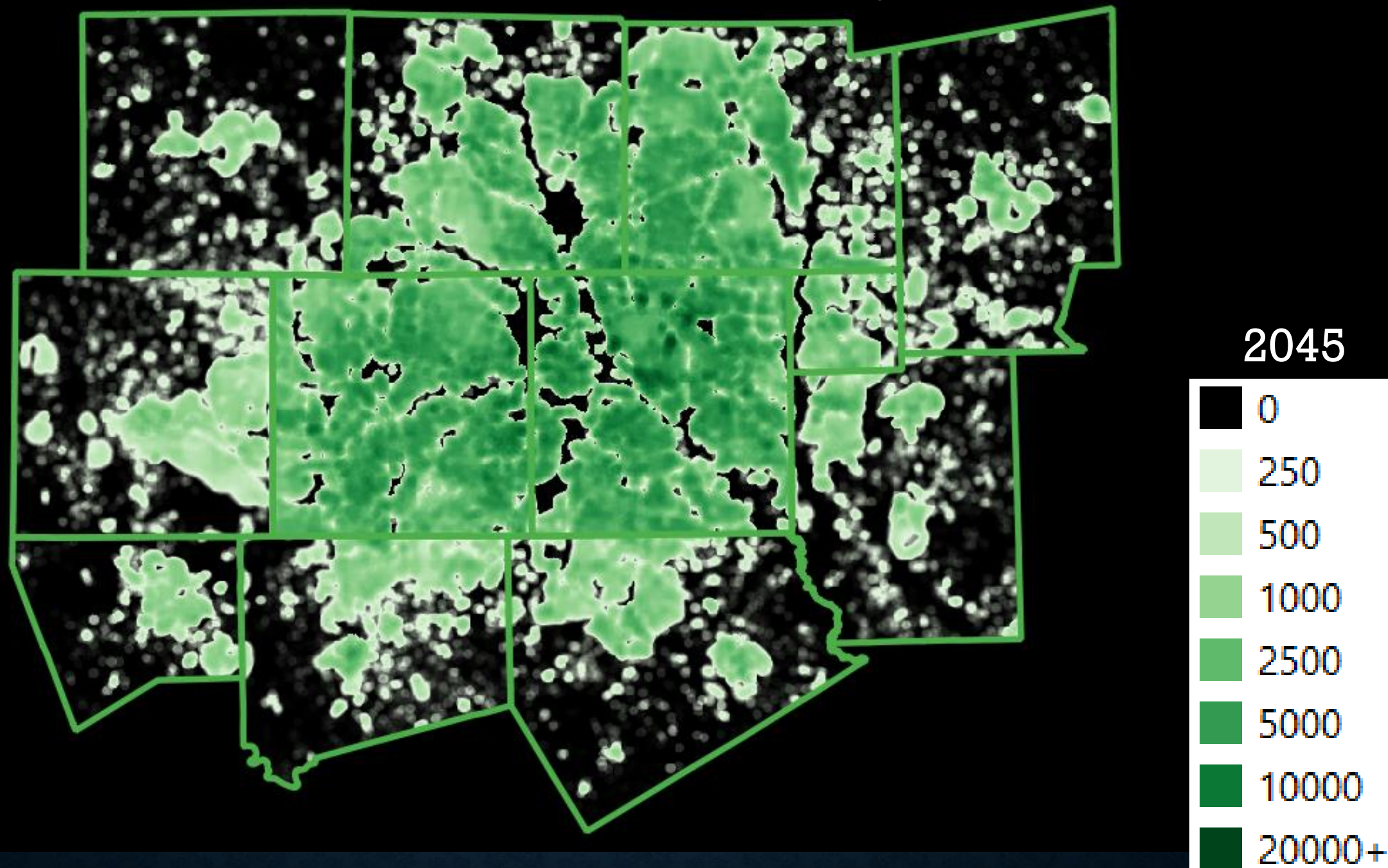
Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

2045 Draft Control Total Employment Forecast				
	2019 BEA	2045 <u>Draft</u>	Change	Compound Annual Growth Rate
Collin	666,572	1,078,076	411,504	1.87%
Dallas	2,365,389	3,585,347	1,219,958	1.61%
Denton	433,036	689,473	256,437	1.80%
Ellis	86,545	136,099	49,554	1.76%
Hood	30,859	46,714	15,855	1.61%
Hunt	46,374	70,639	24,265	1.63%
Johnson	80,090	120,033	39,943	1.57%
Kaufman	56,474	82,617	26,143	1.47%
Parker	68,593	102,290	33,697	1.55%
Rockwall	55,514	88,348	32,834	1.80%
Tarrant	1,332,042	2,070,265	738,223	1.71%
Wise	<u>36,215</u>	<u>54,377</u>	<u>18,162</u>	1.58%
TOTAL	5,257,703	8,124,278	2,866,575	1.76%

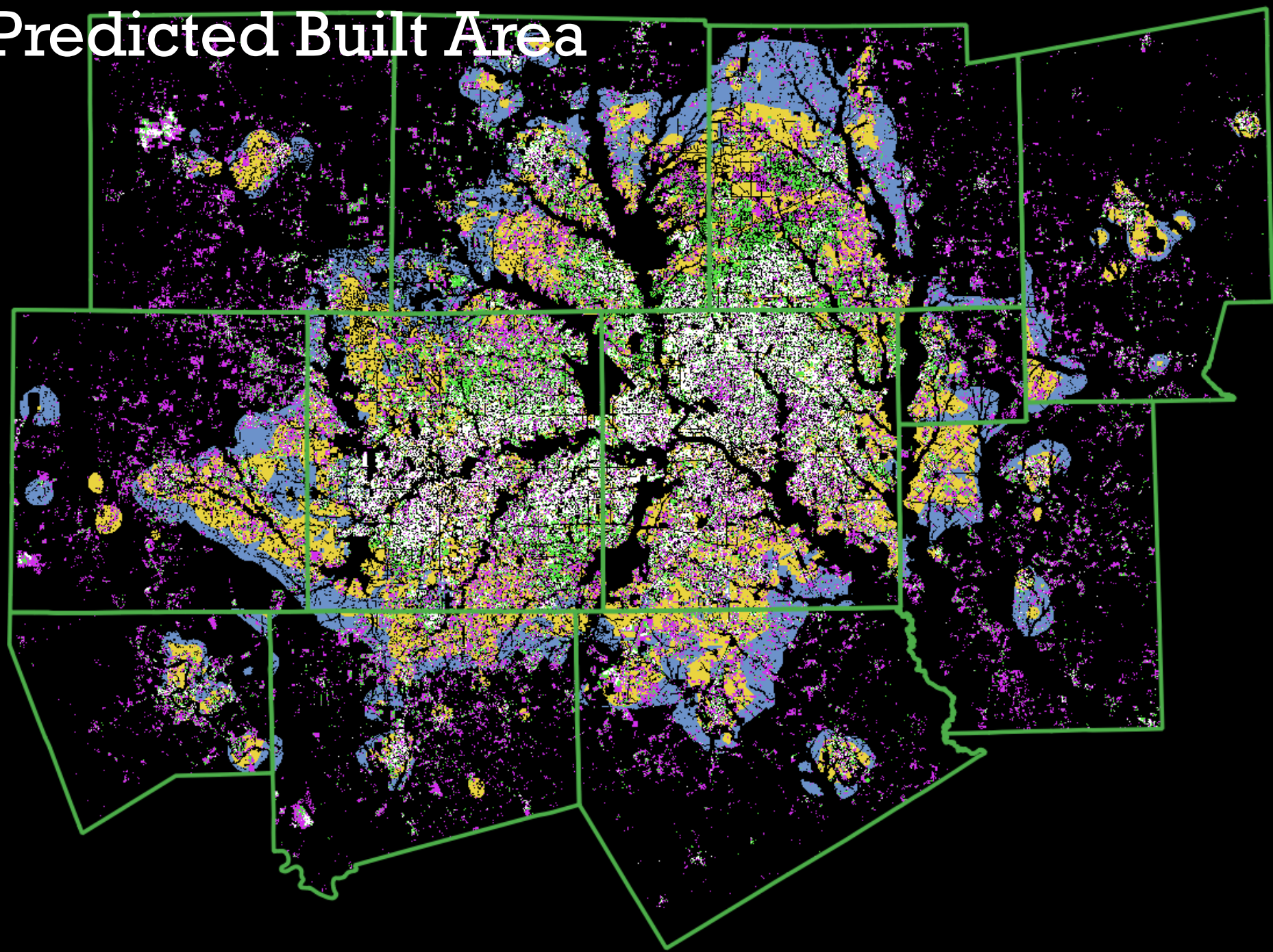
LARGEST CITIES EMPLOYMENT

Name	2015 NCTCOG Employment	2045 Draft Forecast	Change	% Change	CAGR
Dallas	1,150,349	1,792,500	642,151	55.8%	1.5%
Fort Worth	530,119	974,730	444,611	83.9%	2.1%
Irving	289,318	456,220	166,902	57.7%	1.5%
Plano	271,915	405,540	133,625	49.1%	1.3%
Arlington	207,607	270,920	63,313	30.5%	0.9%
Richardson	152,845	218,500	65,655	43.0%	1.2%
Garland	105,832	181,560	75,728	71.6%	1.8%
Frisco	79,047	171,200	92,153	116.6%	2.6%
Carrollton	111,414	161,540	50,126	45.0%	1.2%
Denton	96,344	160,500	64,157	66.6%	1.7%
McKinney	62,137	159,380	97,243	156.5%	3.2%
Mesquite	67,813	156,160	88,347	130.3%	2.8%
Grand Prairie	88,020	154,880	66,860	76.0%	1.9%
Grapevine	104,368	144,810	40,442	38.7%	1.1%
Farmers Branch	82,392	119,820	37,428	45.4%	1.3%
Lewisville	83,184	116,800	33,616	40.4%	1.1%
Addison	74,033	113,440	39,407	53.2%	1.4%
Allen	39,063	84,472	45,409	116.2%	2.6%
Coppell	46,377	73,849	27,472	59.2%	1.6%
Mansfield	28,017	69,321	41,304	147.4%	3.1%

Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell



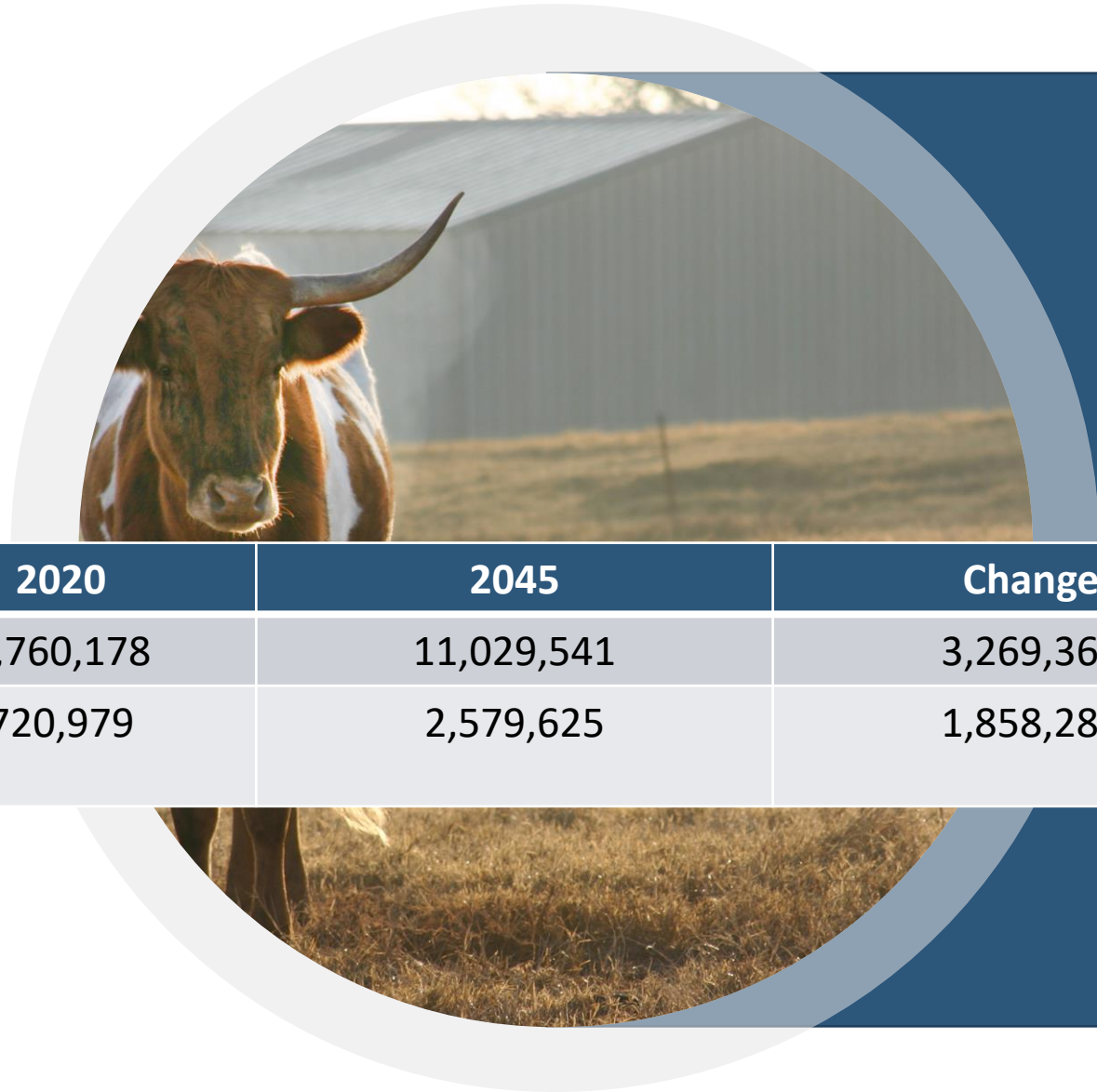
2045 – Predicted Built Area



- 1986
- 2000
- 2015
- 2030
- 2045

POPULATION FORECAST UNINCORPORATED AREA

- Based on 2020 City Boundaries



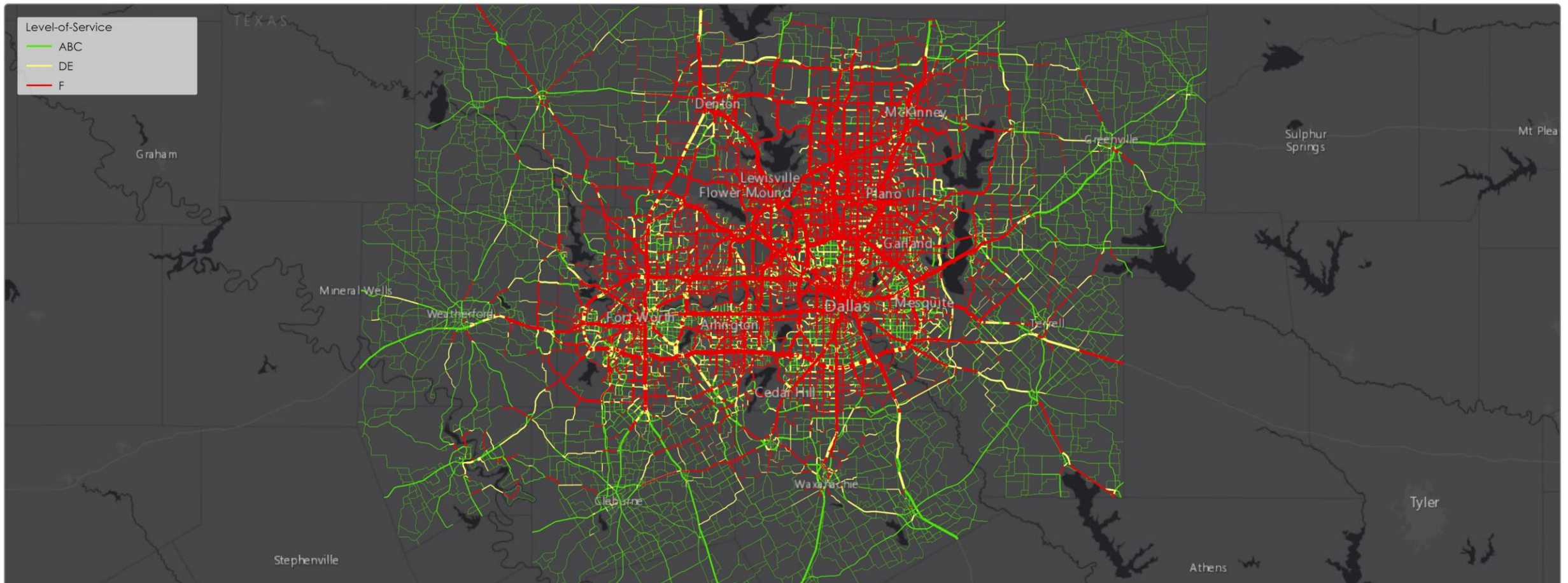
	2020	2045	Change
Total Population	7,760,178	11,029,541	3,269,363
Unincorporated Area Population	720,979	2,579,625	1,858,286



DRAFT 2045 PEAK HOUR LEVEL OF SERVICE

NEW MODEL, NEW DEMOGRAPHICS, NEW CONTROL TOTALS (NNN) LEVEL-OF-SERVICE

2045 ROADWAY NETWORK
TAFT 1.4.1



SCHEDULE

July/September

Draft forecasts for internal review

October/November

Draft forecasts for external review

December

Finalization of forecasts

Spring 2022

*Presentation of final forecasts to
NCTCOG Executive Board*





QUESTIONS

FORECAST TEAM

RESEARCH & INFORMATION SERVICES



Mark Folden
Senior Predictive
Analytic Specialist

Kyle Caskey
Research Data Analyst

Donna Coggeshall
Manager of Research

TRANSPORTATION



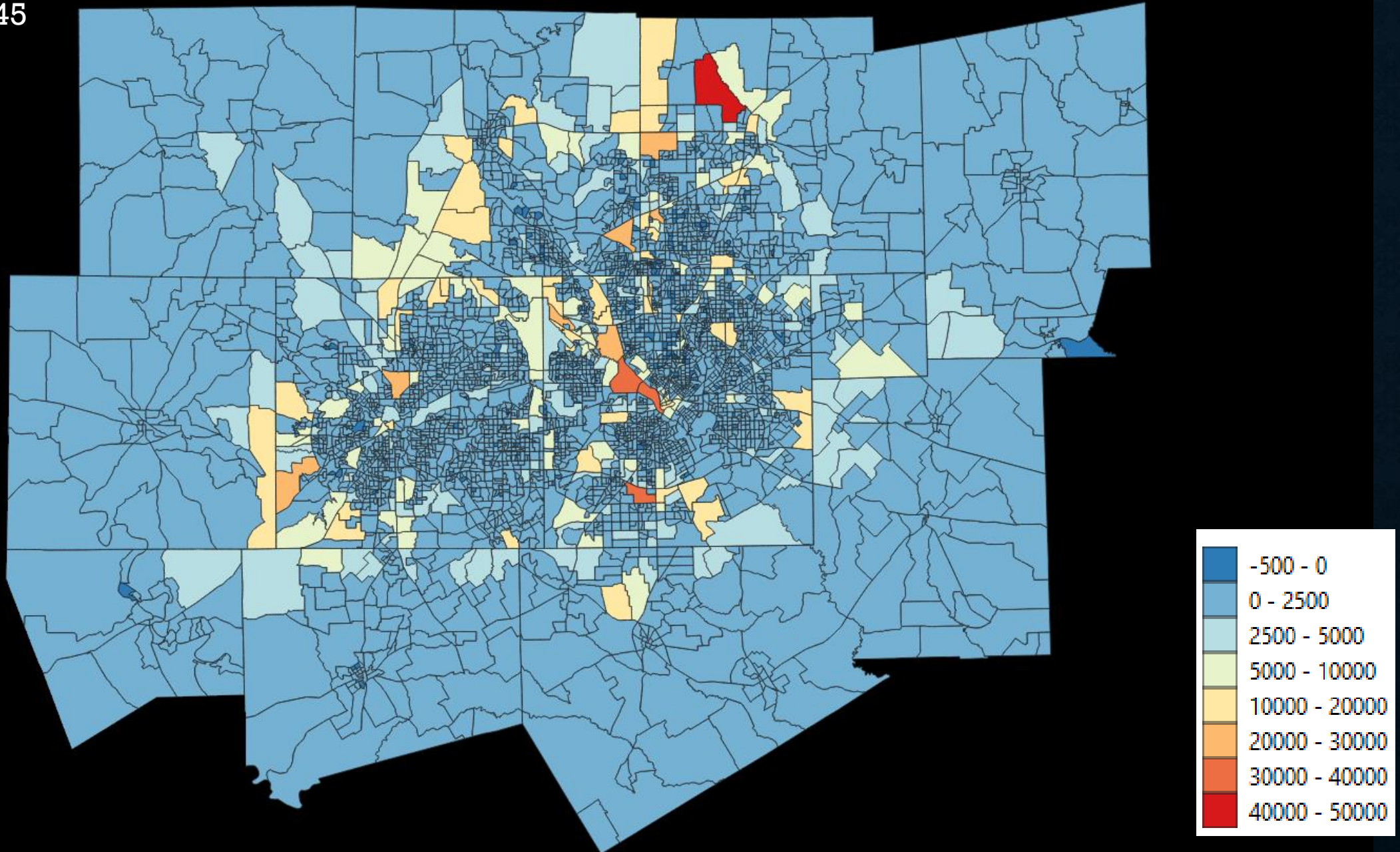
Arash Mirzaei
Senior Program Manager

Zhen Ding
Senior Transportation
System Modeler

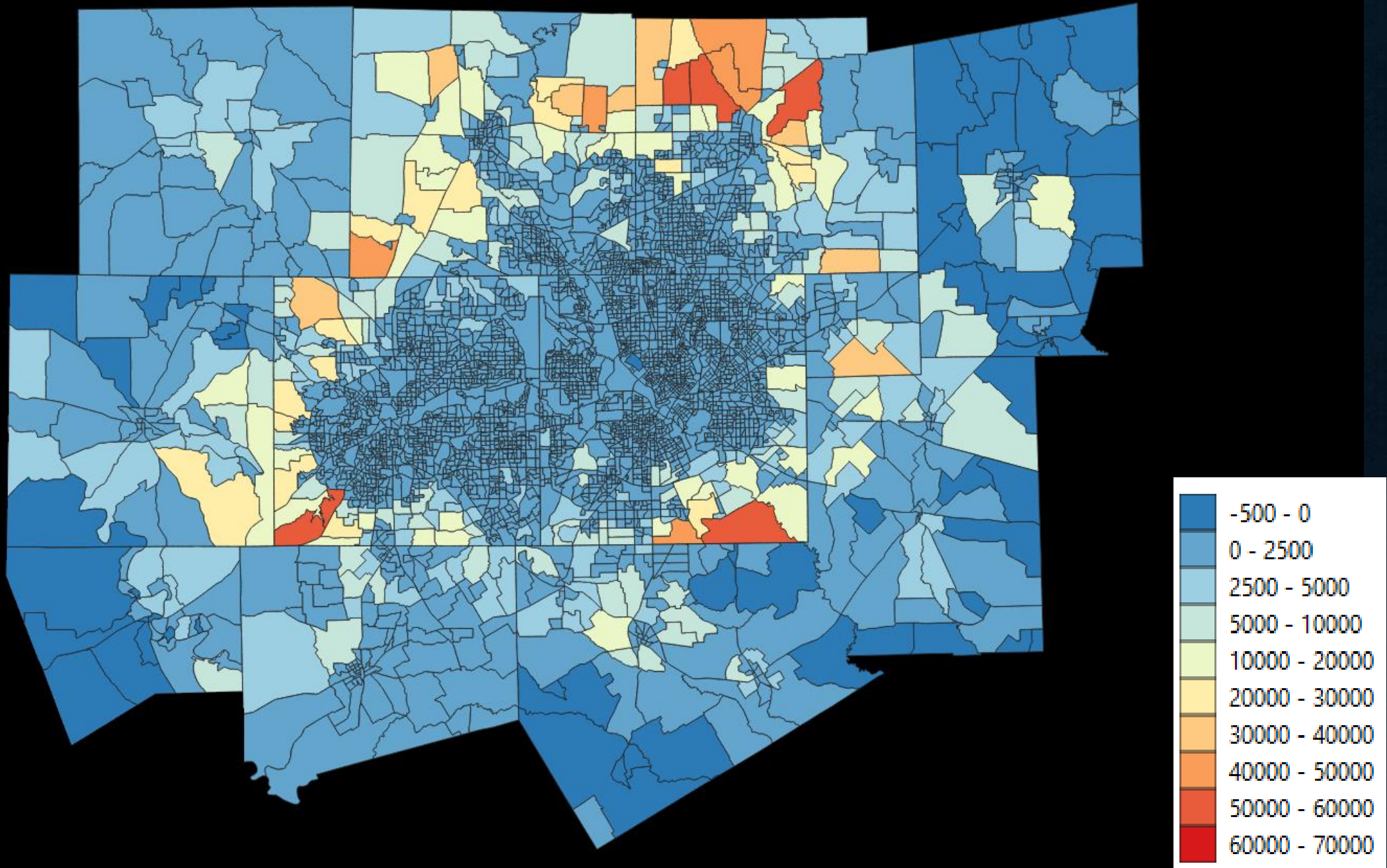
Dan Kessler
Assistant Director of
Transportation



Change in Total Employment 2015-2045



Change in HH Population 2015-2045



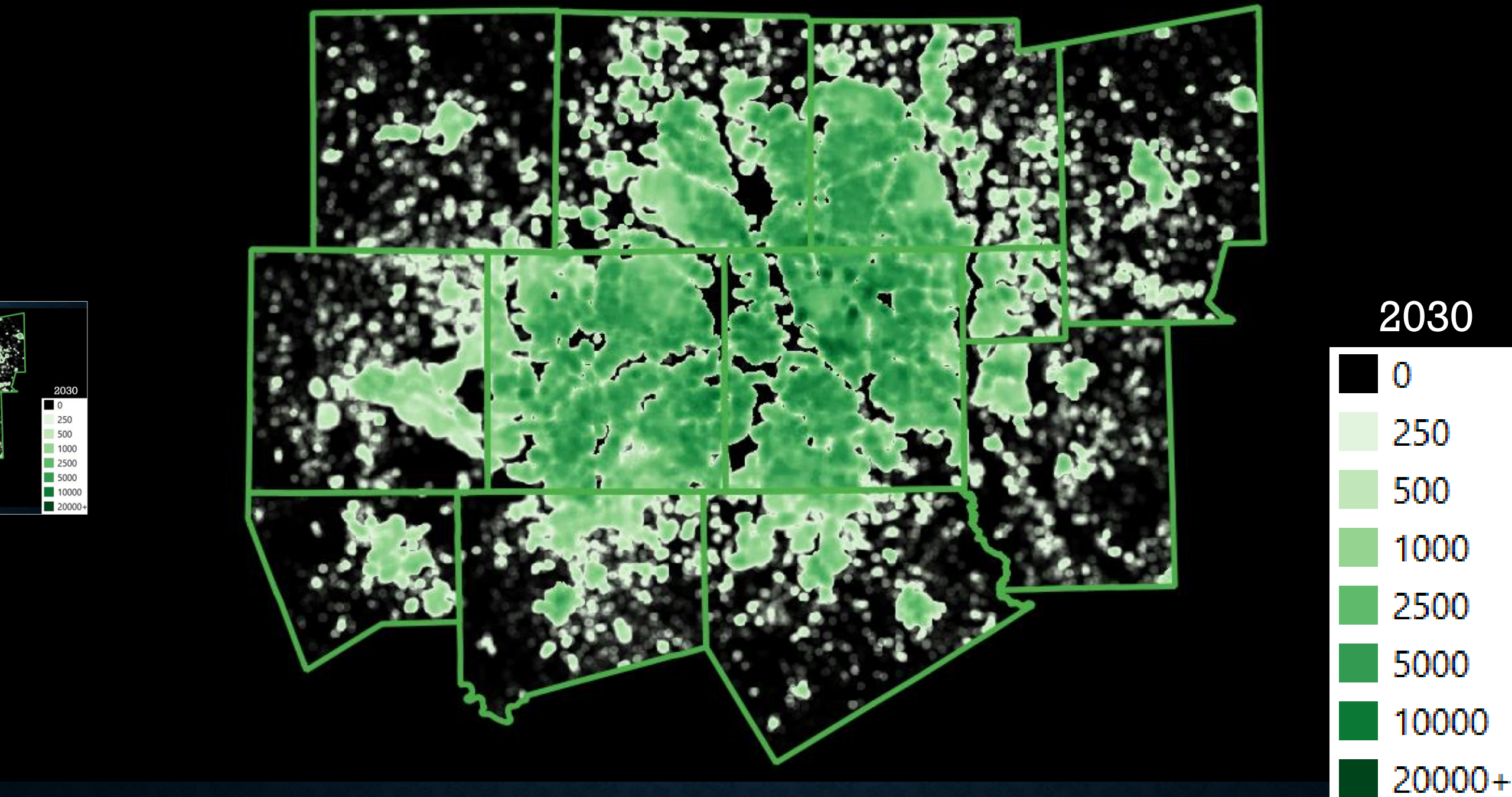
LARGEST CITIES POPULATION

Name	2020 Census Population	2045 Draft Forecast	Change	% Change	CAGR
North Richland Hills	69,649	88,638	18,989	27.3%	1.0%
Celina	16,654	83,280	66,626	400.1%	6.7%
Rowlett	62,255	82,818	20,563	33.0%	1.1%
Eules	60,942	68,893	7,951	13.0%	0.5%
Keller	45,487	67,123	21,636	47.6%	1.6%
Wylie	57,315	66,884	9,569	16.7%	0.6%
Grapevine	50,174	63,678	13,504	26.9%	1.0%
Little Elm	46,453	61,504	15,051	32.4%	1.1%
Bedford	49,570	61,041	11,471	23.1%	0.8%
Rockwall	46,862	60,836	13,974	29.8%	1.0%
Waxahachie	39,888	60,266	20,378	51.1%	1.7%
Haltom City	45,971	55,177	9,206	20.0%	0.7%
Prosper	30,174	53,314	23,140	76.7%	2.3%
Southlake	31,048	53,132	22,084	71.1%	2.2%
Midlothian	35,019	53,057	18,038	51.5%	1.7%
Burleson	47,493	51,006	3,513	7.4%	0.3%
Coppell	42,851	50,452	7,601	17.7%	0.7%
Duncanville	40,479	49,767	9,288	22.9%	0.8%
Hurst	40,202	47,812	7,610	18.9%	0.7%
The Colony	44,534	45,411	877	2.0%	0.1%

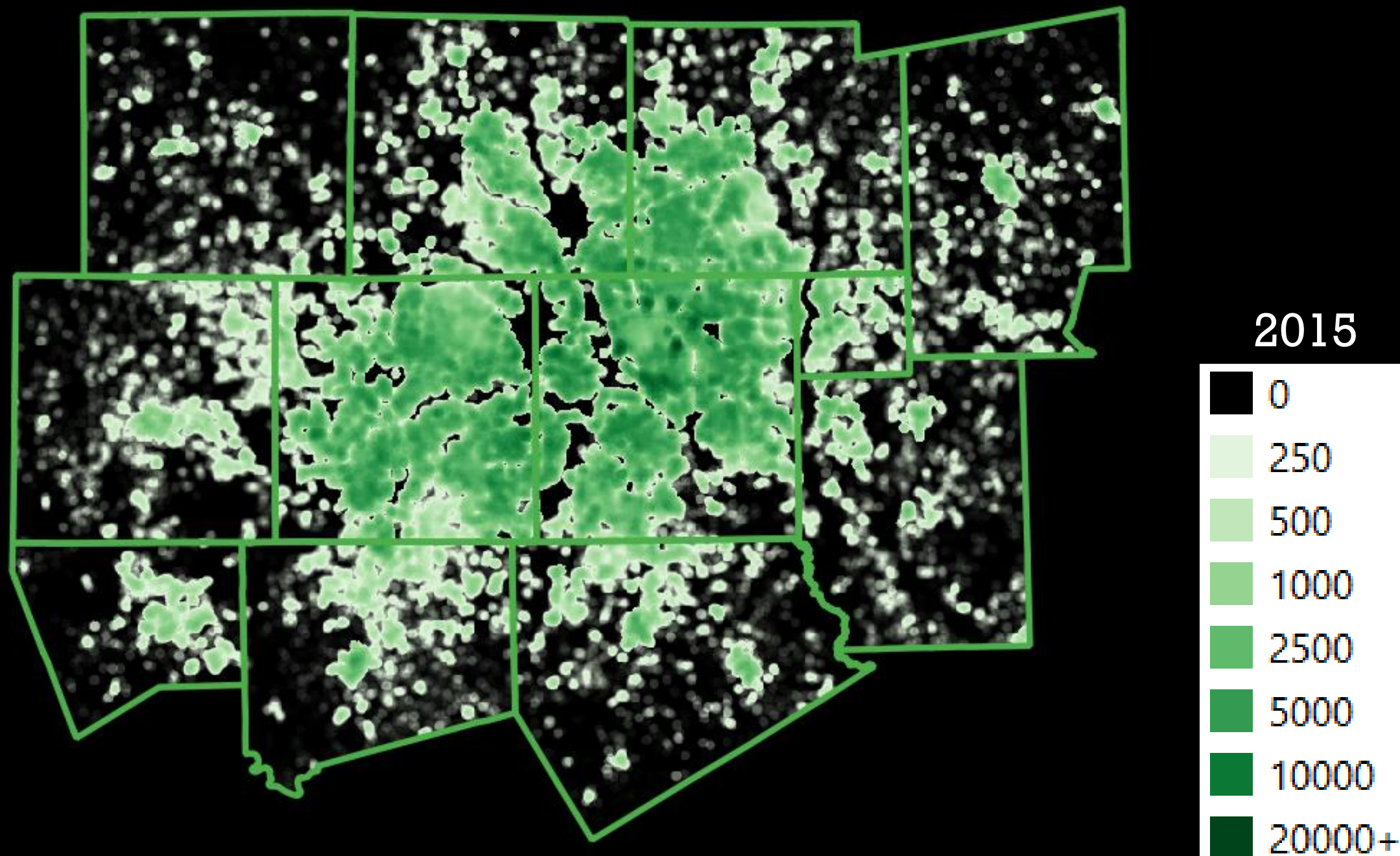
LARGEST CITIES EMPLOYMENT

Name	2015 NCTCOG Employment	2045 Draft Forecast	Change	% Change	CAGR
Flower Mound	35,942	67,490	31,548	87.8%	2.1%
Lancaster	13,682	66,433	52,751	385.5%	5.4%
DeSoto	18,643	63,368	44,725	239.9%	4.2%
Westlake	9,435	63,273	53,838	570.6%	6.5%
Southlake	33,212	57,225	24,013	72.3%	1.8%
Rockwall	32,710	56,637	23,928	73.2%	1.8%
Cedar Hill	16,903	54,433	37,530	222.0%	4.0%
North Richland Hills	30,277	45,414	15,137	50.0%	1.4%
Bedford	31,080	42,519	11,439	36.8%	1.1%
Waxahachie	27,208	41,220	14,012	51.5%	1.4%
Prosper	3,205	41,188	37,983	1185.2%	8.9%
Rowlett	12,052	36,170	24,118	200.1%	3.7%
Haltom City	20,371	35,148	14,777	72.5%	1.8%
Euless	19,275	34,252	14,977	77.7%	1.9%
Burleson	18,935	32,750	13,815	73.0%	1.8%
The Colony	11,170	30,054	18,884	169.1%	3.4%
Duncanville	15,770	29,640	13,870	87.9%	2.1%
Weatherford	24,980	29,568	4,588	18.4%	0.6%
Hurst	22,126	29,224	7,098	32.1%	0.9%
Keller	16,266	28,518	12,252	75.3%	1.9%

Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell



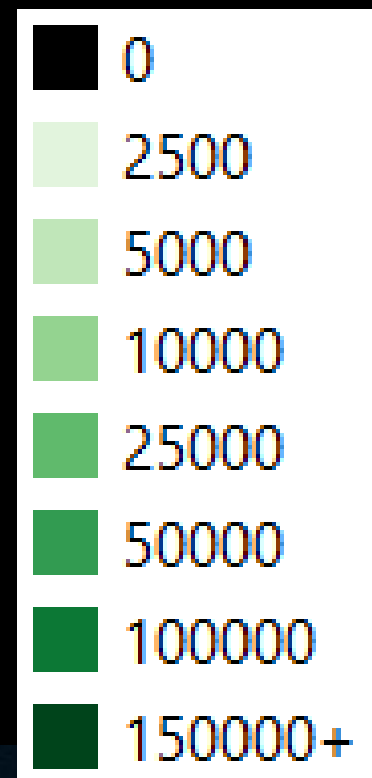
Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell



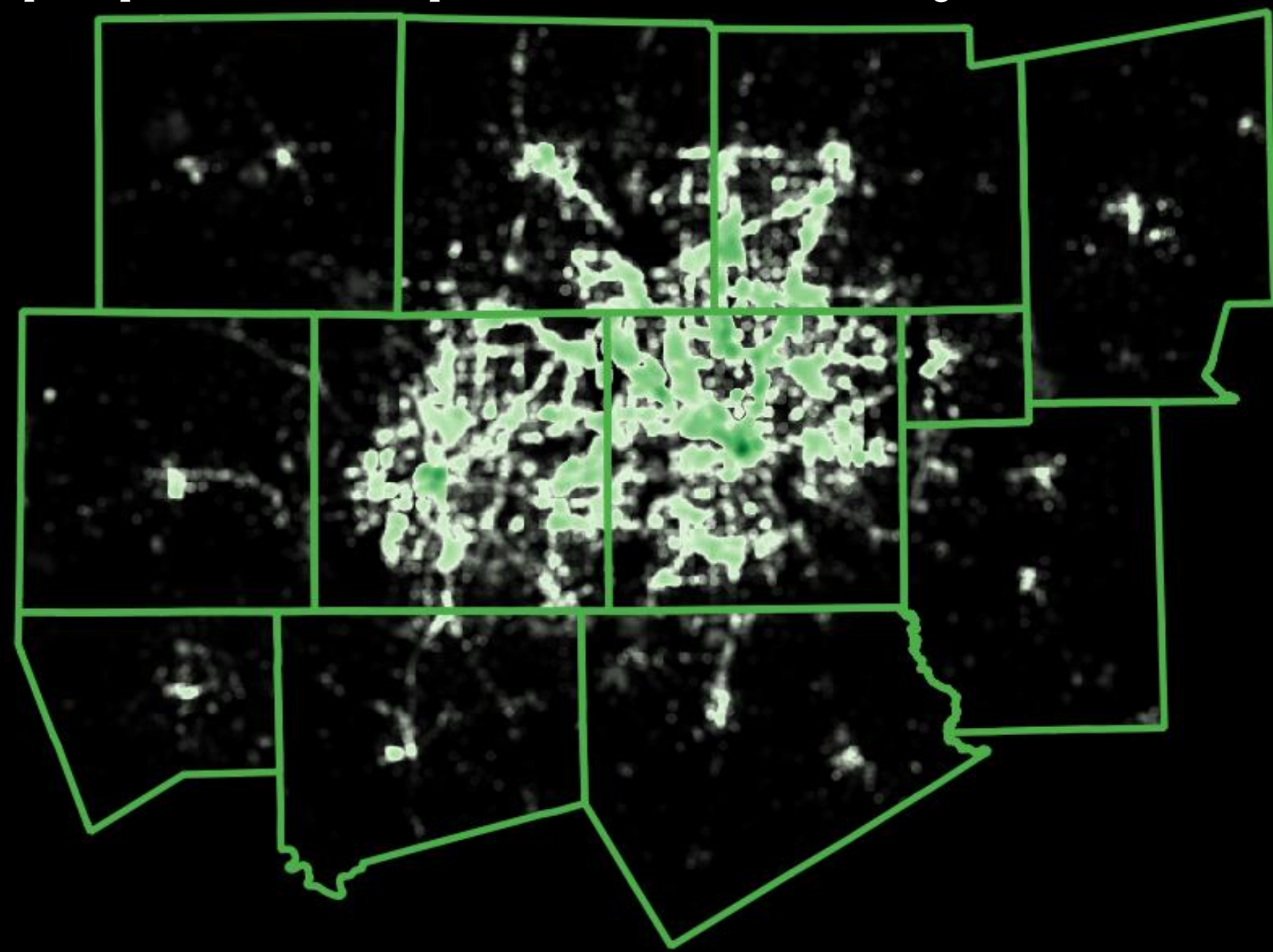
Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell



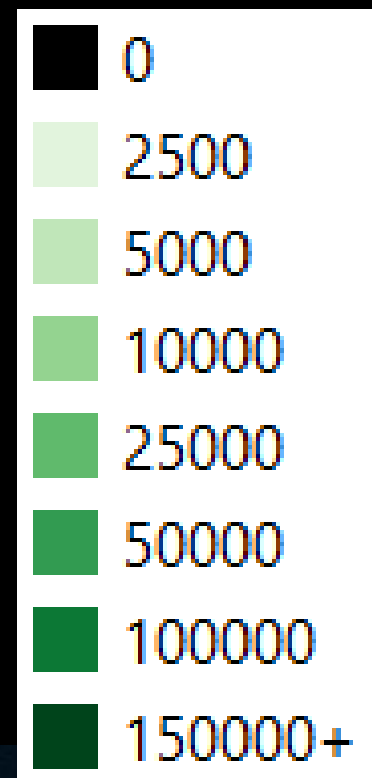
2015



Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell



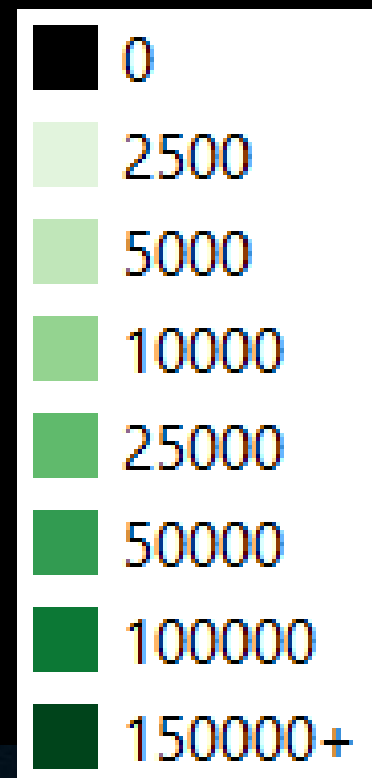
2030



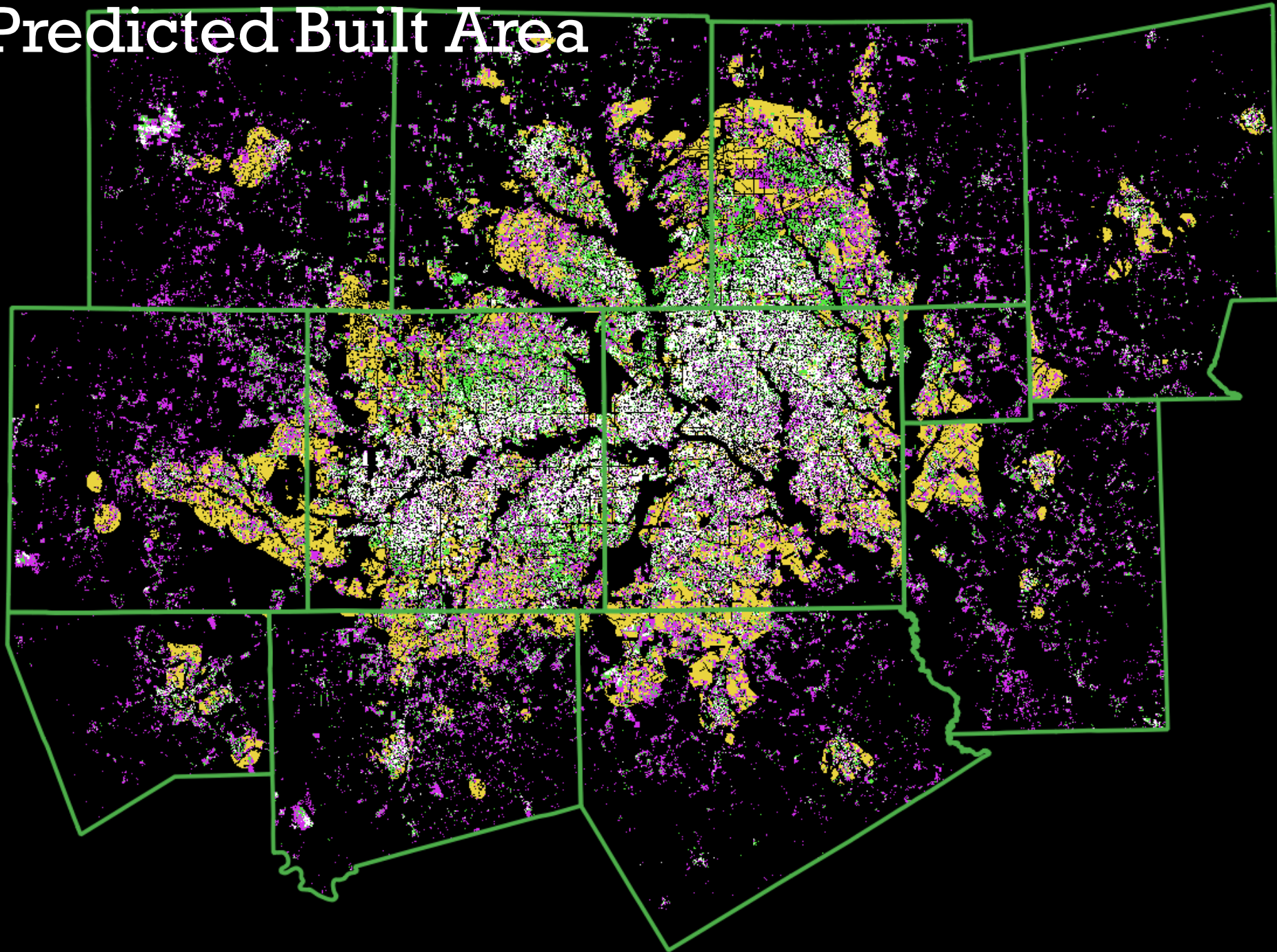
Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell



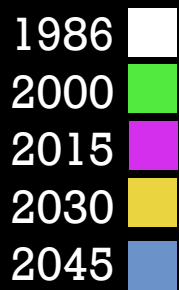
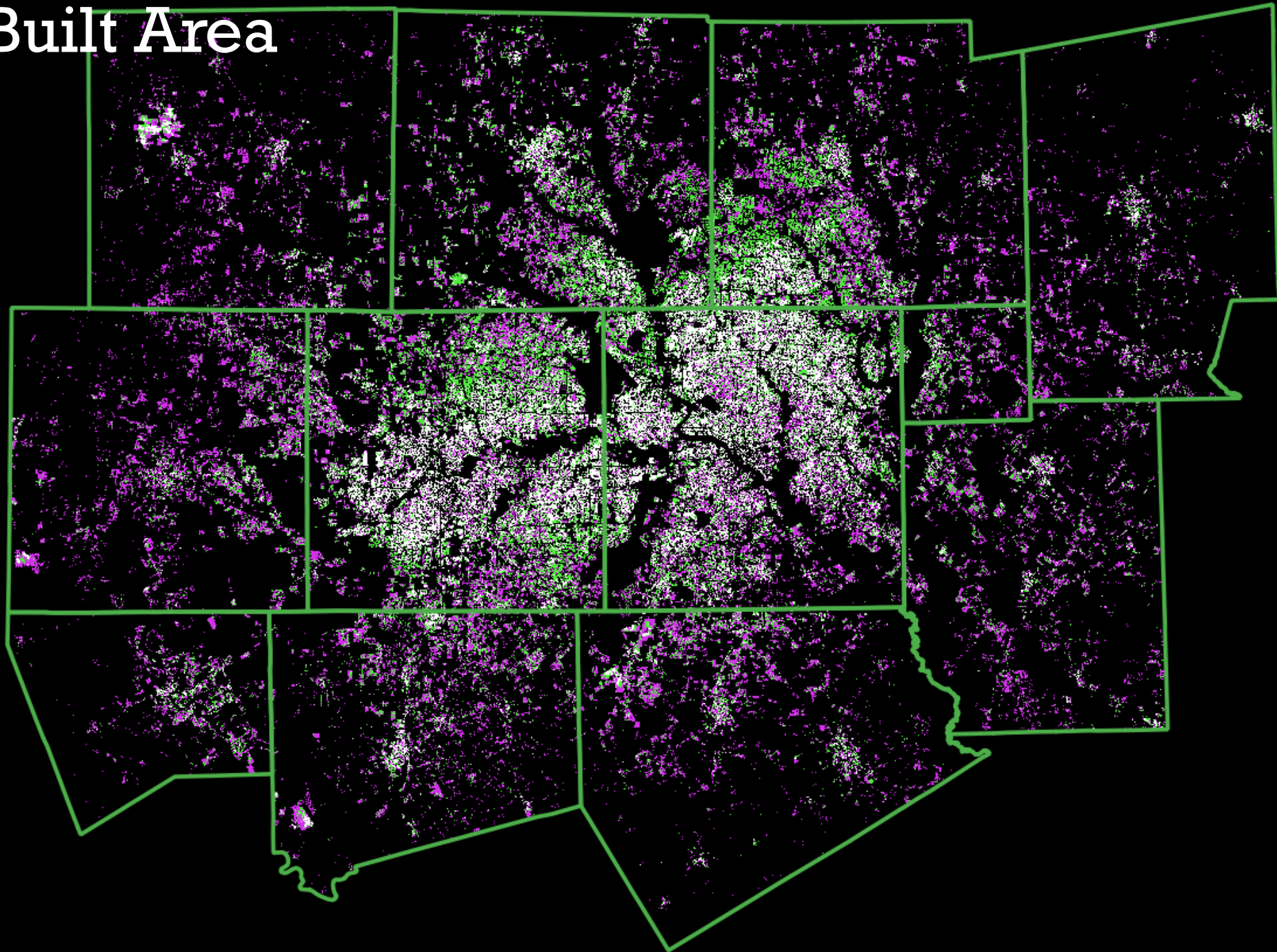
2045



2030 – Predicted Built Area



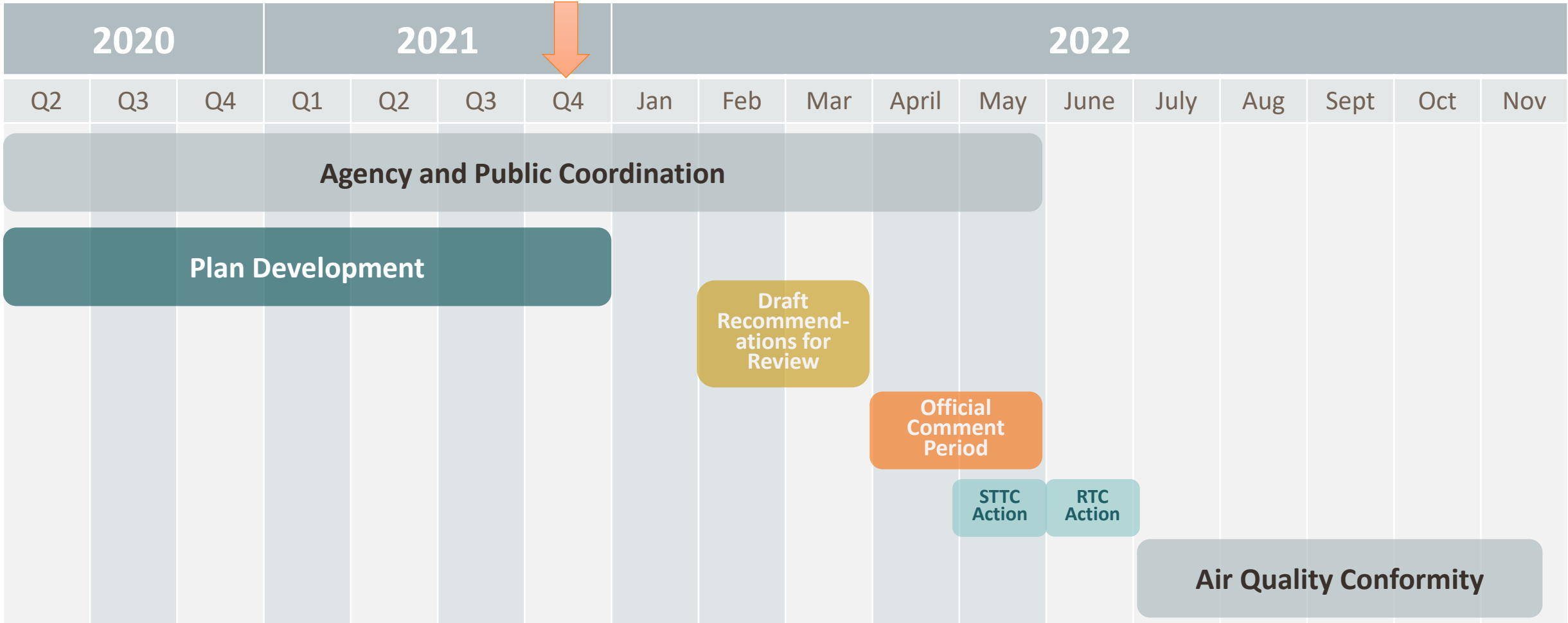
2015 – Built Area



MOBILITY 2045 UPDATE

Regional Transportation Council
December 9, 2021

MOBILITY PLAN SCHEDULE

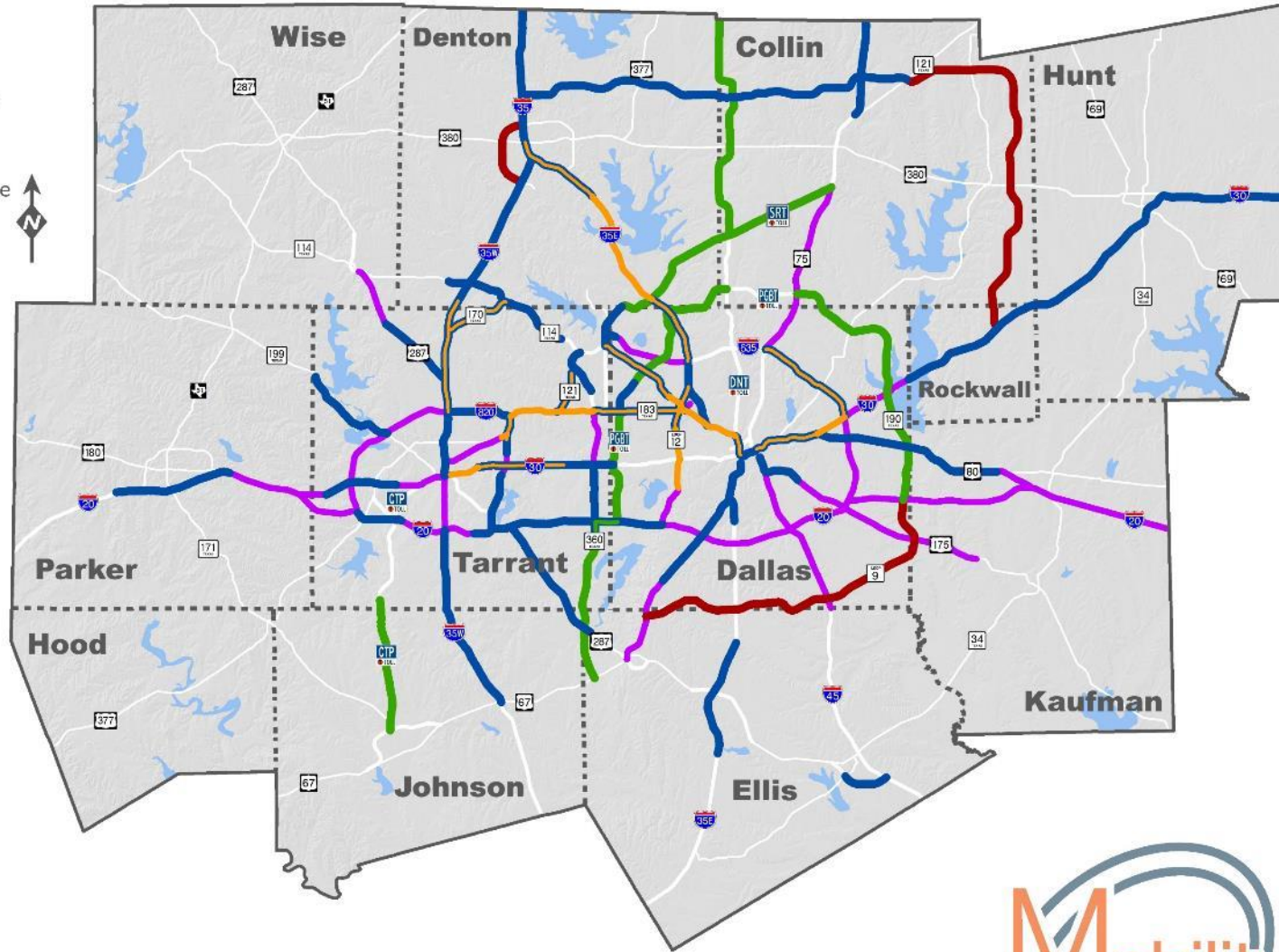


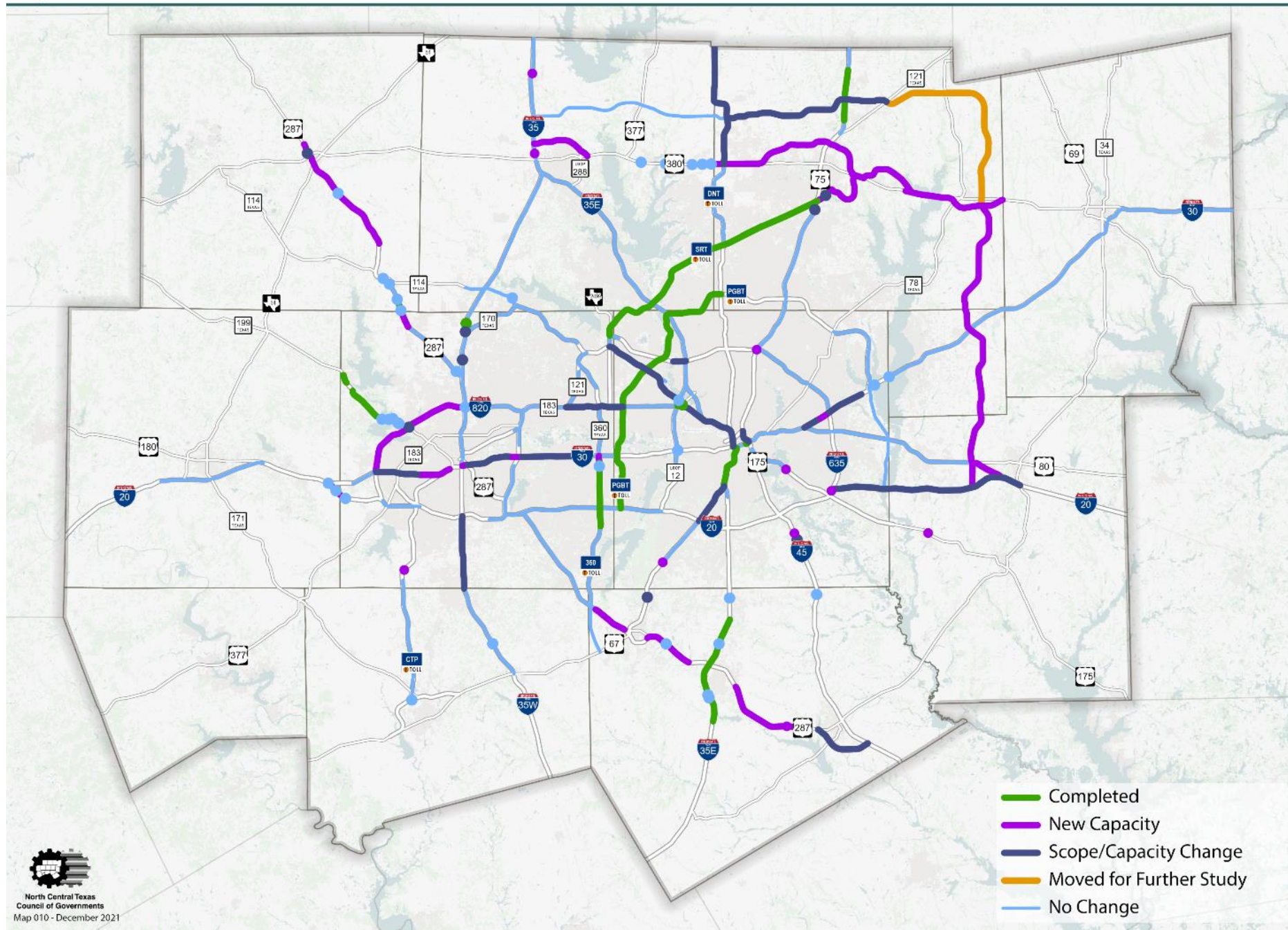
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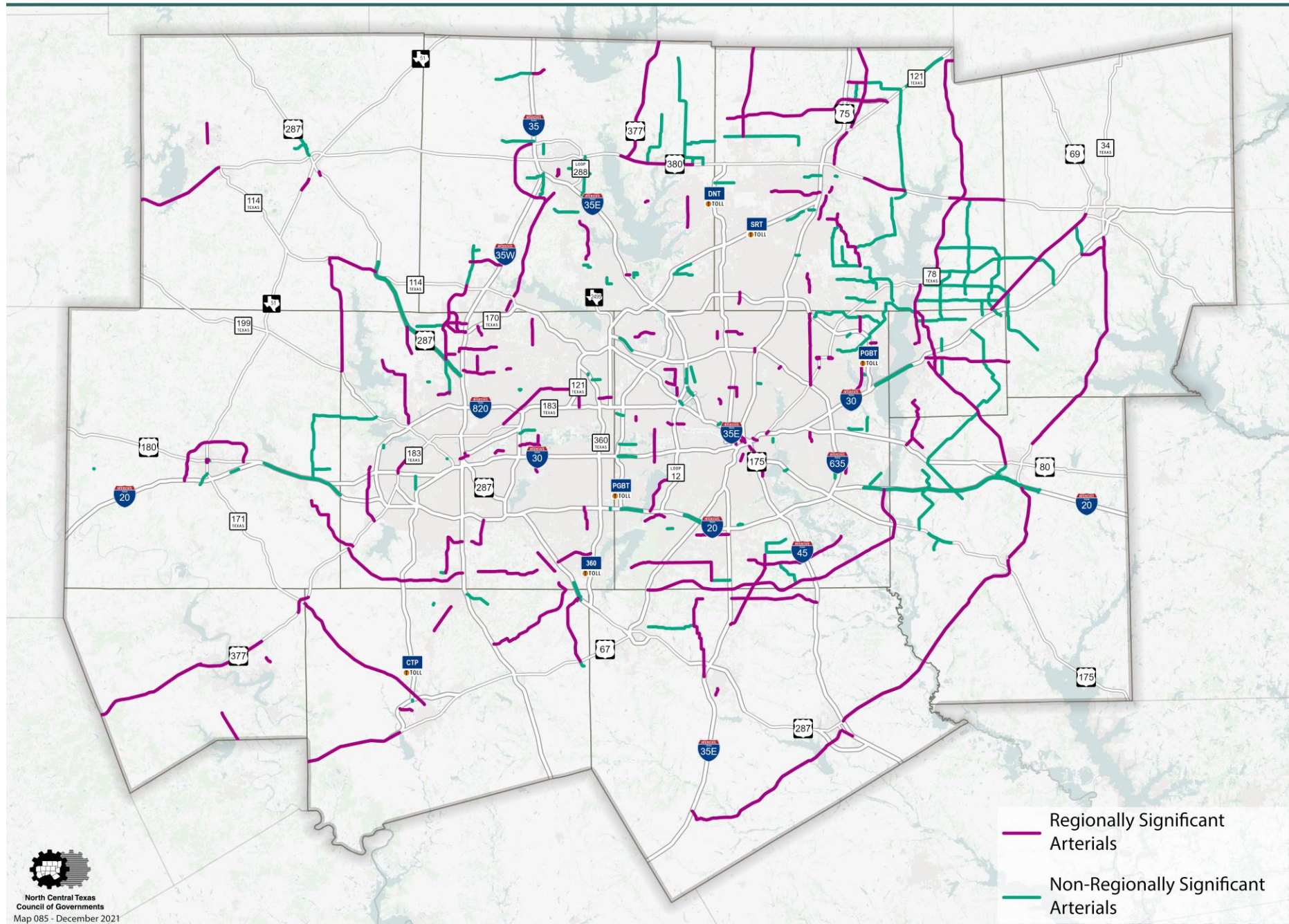
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 9, 2022.

Major Roadway Recommendations

-  New or Additional Freeway Capacity
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity
-  Staged Facility (Frontage Roads)
-  Asset Optimization

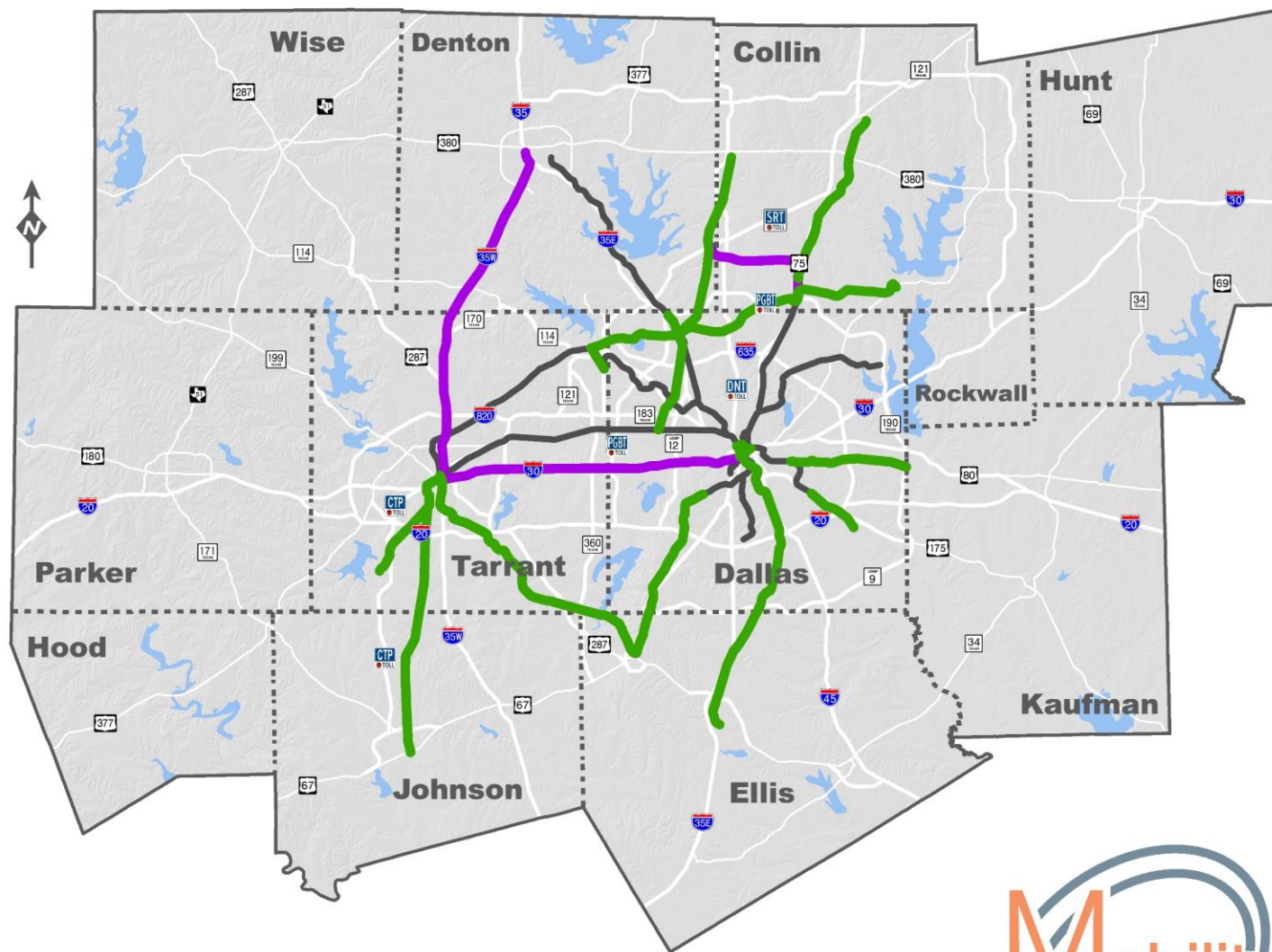


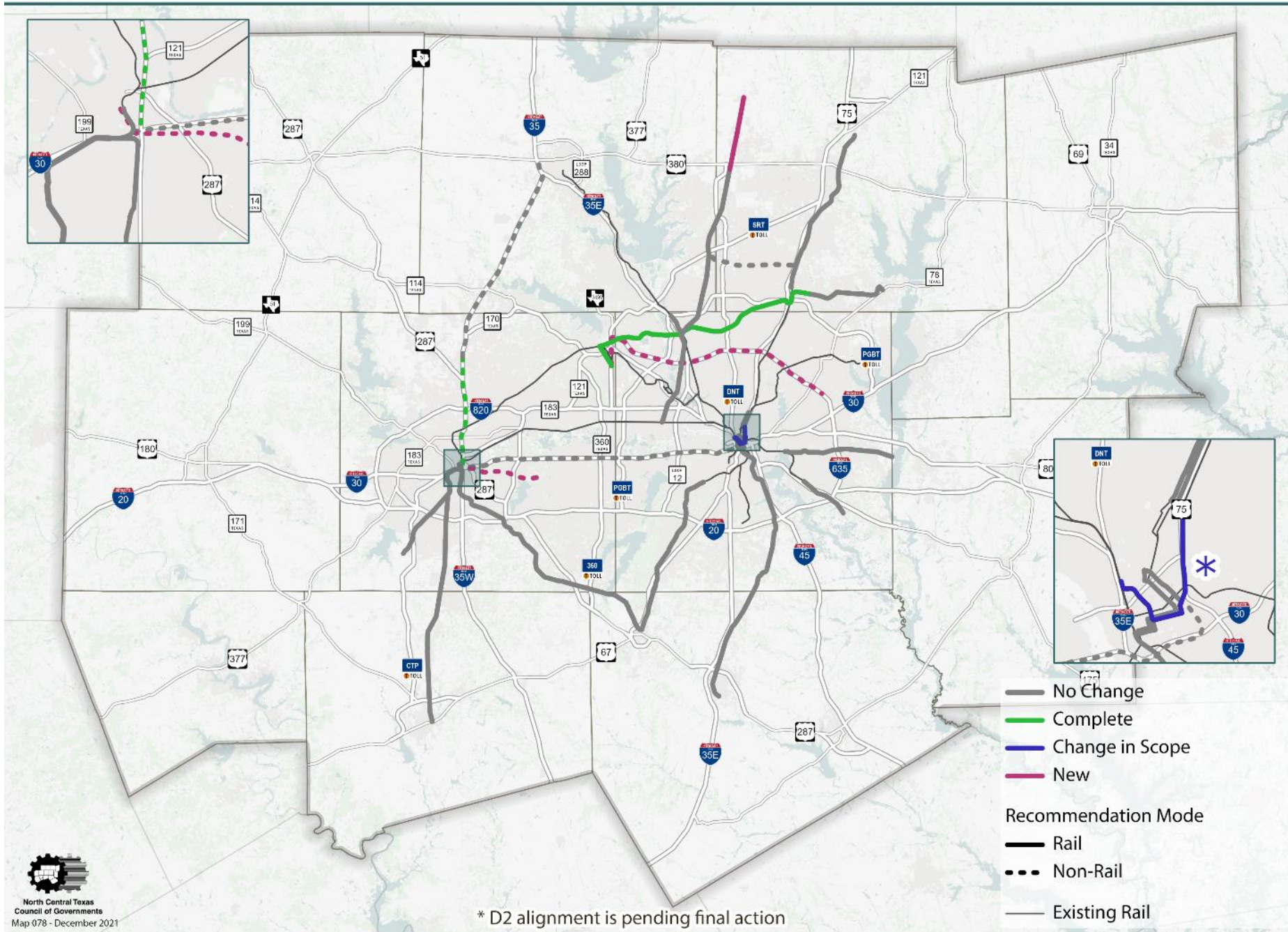




Major Transit Corridor Recommendations

-  Recommended Rail
-  Existing Rail
-  Recommended High-Intensity Bus





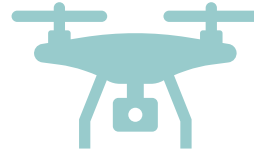
- No Change
 - Complete
 - Change in Scope
 - New
- Recommendation Mode
- Rail
 - - - Non-Rail
 - Existing Rail

* D2 alignment is pending final action

MAJOR INITIATIVES INCLUDED



Expanded safety program
discussion consistent with
State initiative



Expanded Unmanned
Aircraft System
recommendations



New Access to Internet
program discussion

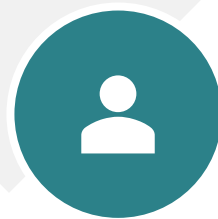
CONTACT US



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Brendon Wheeler, P.E.

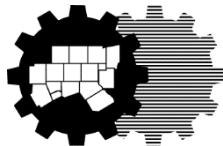
Principal Transportation Planner

bwheeler@nctcog.org

(682) 433-0478

Freight Safety Awareness Initiative

**Regional Transportation Council Meeting
December 9, 2021**



**Mike Johnson, Principal Transportation Planner
NCTCOG Transportation Department**



FREIGHT SAFETY AWARENESS INITIATIVE

In 2018, staff held the first Freight Safety Awareness campaign.

The second Freight Safety Awareness Initiative began in May and ran through September. This initiative helps create awareness for safe driving habits near large freight vehicles on the highway and at railroad crossings.



Imagery provided by NCTCOG

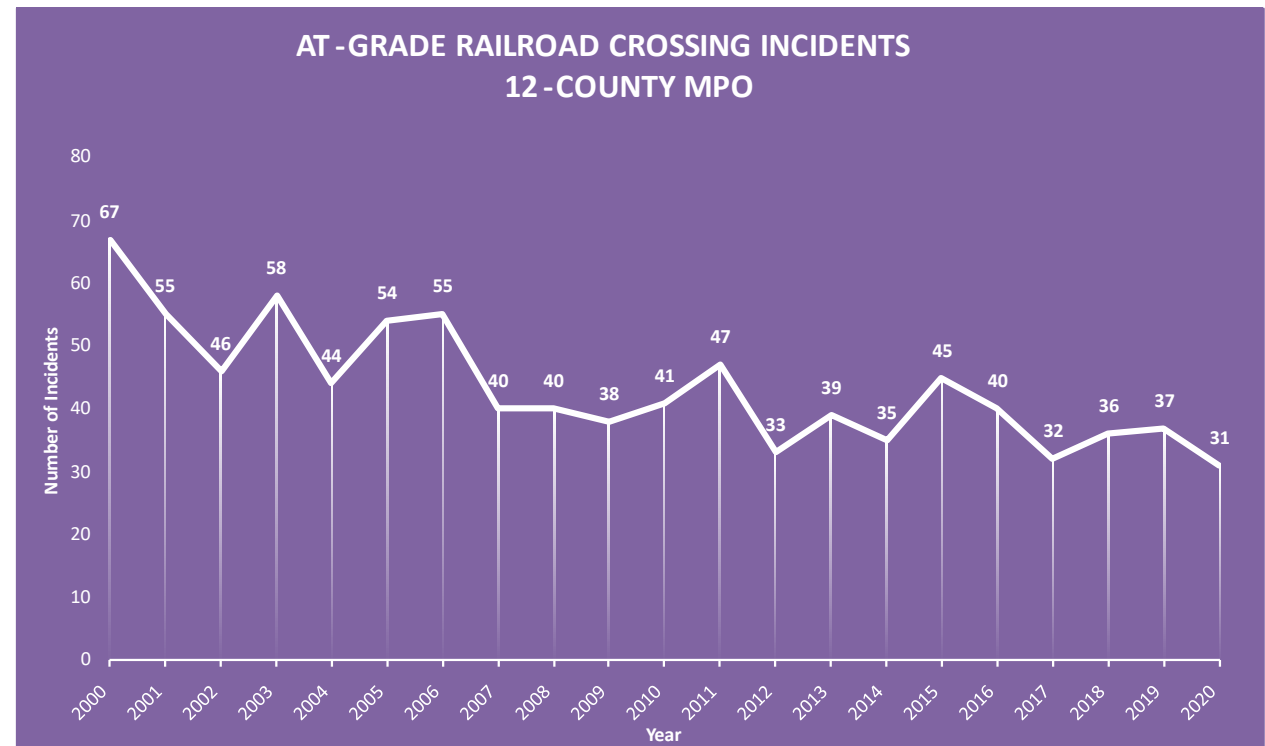
SAFETY

Truck Safety – There have been an average of 289 truck crashes per month over the last 5 years.

CMV Crashes on Limited Access Facilities

Year	Yearly	Monthly Average
2016	3,310	276
2017	3,316	276
2018	3,279	273
2019	2,996	250
2020	4,433	369

Rail Safety – There were 31 crossing incidents in 2020.



GOALS

To create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives.

To merge two campaigns (Safe Driving Campaign and Operation Lifesaver) into one larger Freight North Texas marketing campaign.

Truck Safety – To reduce freight-related accidents and inform the public about safe driving practices near large commercial motor vehicles.

Rail Safety – To reduce rail crossing and trespassing incidents by informing the public about safe rail crossing habits and practices.



Imagery provided by NCTCOG

TARGET AUDIENCE

General Public – Increased awareness about truck limitations with regard to:

- Stopping distance and sight line availability
- Strategies and simple adjustments for driving near large trucks
- The importance of freight and its role in our daily lives

The initiative will also increase awareness about safe mobility practices at rail crossings and Quiet Zones, and the importance of not trespassing on railroad land.

COVID-19 Messaging – This year, due to the pandemic, we plan on stressing the importance of truck drivers, especially during lockdowns, and the significance of keeping goods moving.

Truck Drivers – The initiative also aims to educate truck drivers about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be elements of this initiative.

OUTREACH

Outreach will be conducted through:

- Fact Sheets
- Social Media
- Search Engine Optimization
- Billboards
- Radio
- *Podcasts*
- Website

NCTCOG
FACT SHEET
September 2021

QUICK TAKE

Regional Driver Awareness is Key to Freight Safety

Highway Safety

North Texas sees an enormous volume of freight transported every day by semi-trucks and other commercial motor vehicles, supplying gasoline, medical supplies, building materials, groceries and more. If you own it, a truck probably moved it at some point.

In the past five years, there have been an average of 289 truck-involved crashes per month in North Texas. The number of crashes has increased each of those years. By understanding the importance of proper driving near and around trucks, navigating traffic will be safer, faster and more efficient. As the region's population continues to grow and freight traffic increases to supply the rising demand of consumer product deliveries, the potential for roadway incidents between automobiles and commercial motor vehicles increases. Many passenger vehicle drivers do not realize that these vehicles have "blind spots," where the truck driver cannot see passing vehicles.

Heavy-duty vehicles can be difficult to maneuver, and the length of time needed to stop is about 40% greater than cars. Truck drivers can also help make the roads safer by following the truck lane restrictions, which limit the lanes used by trucks on certain freeway corridors throughout the region.

In these areas, trucks with three or more axles are prohibited from using the inside left lane, except when passing traffic. This eases congestion and reduces the number of truck-related crashes on the freeways. Learn more at www.FreightNTX.org.

What:

Regional freight safety initiatives are developed to create a safer environment for bicyclists and pedestrians, commuters, first responders, commercial motor vehicle operators and anyone else traveling on North Texas roadways.

Significance:

Trucks and freight trains take longer to stop than passenger vehicles, making it important for motorists to use caution when encountering them.

By the Numbers:

500+

The number of truck lane restriction miles in Dallas-Fort Worth. Currently, 34 municipalities in the region have such restrictions. Following these rules can make the roads safer for all drivers.




Photo: Getty Images

RESULTS FROM INITIATIVE

Billboard Placement

9 Total Billboards

- IH 45 near the UPRR facility
- DFW Airport off IH 635 & SH 114
- South Dallas off IH 35
- Alliance Airport area off IH 35W (Fort Worth)
- Southwest FOD off IH 30/SH 360 (Arlington/Grand Prairie)
- Off IH 635 and Shiloh Road
- IH 820 area north of downtown Fort Worth
- Off IH 20 - Duncanville/DeSoto area
- North of downtown Dallas off IH 30 & IH 635



Imagery provided by NCTCOG

Total weekly impressions: 2,752,615

Total estimated monthly impressions, including added value billboards: 12,731,412

Total Campaign Impressions: 34,752,332

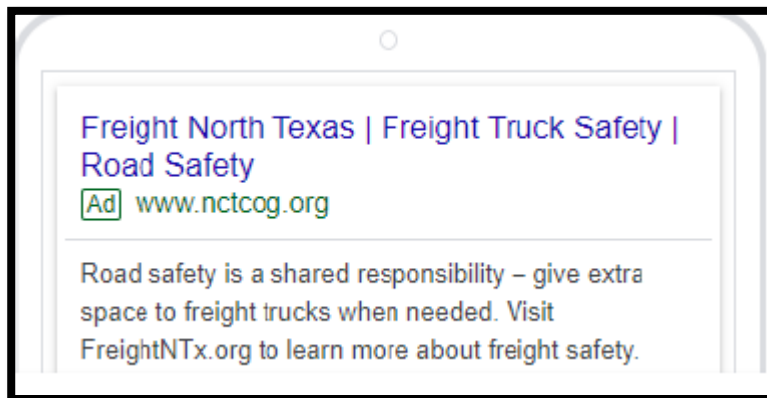
RESULTS FROM INITIATIVE

Facebook Results

- Total Clicks: 2,213
- Total Impressions: 863,689

Google Results

- Total Clicks: 1,099
- Total Impressions: 26,674



Imagery provided by NCTCOG



Imagery provided by NCTCOG

RESULTS FROM INITIATIVE

Audacy (Radio) Ads Stations:

- KRLD AM & KLUV: Traffic Report with Online Ad
- KRLD FM: Sports Updates with Online Ad
- KJKK & KVIL: Music Content with Online Ad
- KJKK FM, KRLD AM & KRLD FM Traditional Radio

Total Commercials: 2,987

Total Streaming Impressions: 335,000

Total Campaign Impressions: 15,369,900

All ads were produced at 15 seconds long and ran for 18 consecutive weeks

There were 4 ads in rotation

Spotify

Total Clicks: 580

Total Impressions: 218,438



Imagery provided by NCTCOG

WEBPAGE

www.freightntx.org

Freight Safety

Regional transportation safety initiatives are developed to create a safer environment for bicyclists and pedestrians, commuters, first responders, commercial motor vehicle operators and anyone else traveling from one place to another on our roadways. North Central Texas has an enormous volume of freight being transported every day, by semi-trucks and other Commercial Motor Vehicles. If you own it, a truck probably brought it.

As the population grows and freight traffic increases to supply the growing demand of consumer product deliveries, the potential for roadway incidents between automobiles and Commercial Motor Vehicles escalates. Many drivers do not realize that these vehicles have "blind spots" where the driver has no view of passing vehicles. They are difficult to maneuver and the length of time needed to stop is about 40% greater than cars. *Source: Federal Motor Carrier Safety Administration*

Stop. Trains Can't.



Graphics: Transportation.gov, Federal Railroad Administration and National Highway Traffic Safety Administration

Regional Planning & Projects

Congestion Management

Maps, Models & Data

Quality of Life

Funding & Business

Plans, Studies, Reports

Get Involved

About Transportation

NEXT STEPS

Work with Communication's Team to improve the next initiative.

Improvements to the Freight Safety Website.

Next Freight Safety Initiative is planned for 2023.



Imagery provided by NCTCOG

QUESTIONS?

Initiative

Safety

Goal

Target Audiences

Outreach

Results

Webpage

Next Steps

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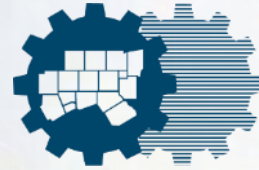
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Regional Transportation Council

Southern Dallas County and Tarrant County Transit Studies Recommendations

Shannon Stevenson | December 9, 2021

BACKGROUND

Request from partners:

- Best Southwest Partnership
- Tarrant County Mayors' Council

Develop a comprehensive approach in planning and implementing transit services in the requested areas:

- Balancing Needs
- Addressing Equity
- Member/Non-Member Cities Considerations

Study Elements	Dallas County	Tarrant County
Internal and regional connections	✓	✓
Strategic implementation	✓	✓
Near-term horizon (now to 10 years)	✓	✓
Increase transportation options and innovation	✓	✓
Funding options	✓	✓
Private sector involvement	✓	✓
People and goods	✓	



BACKGROUND: BUILDING ON EFFORTS



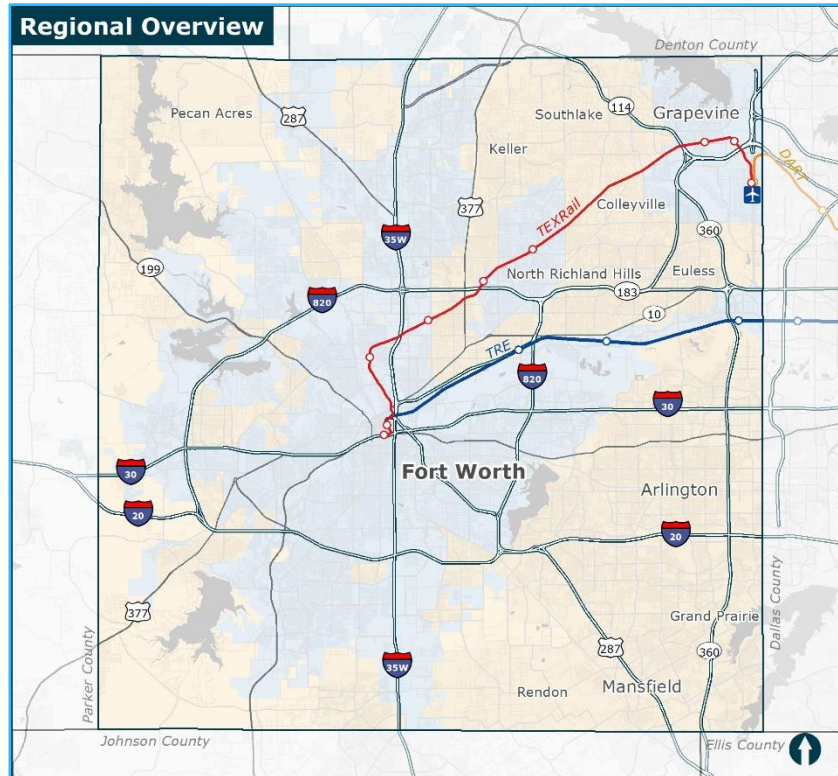
Transit Studies
Tarrant County
Southern Dallas County

Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response
Planning Horizon	Long Range	Short-Medium Range	Short-Medium Range



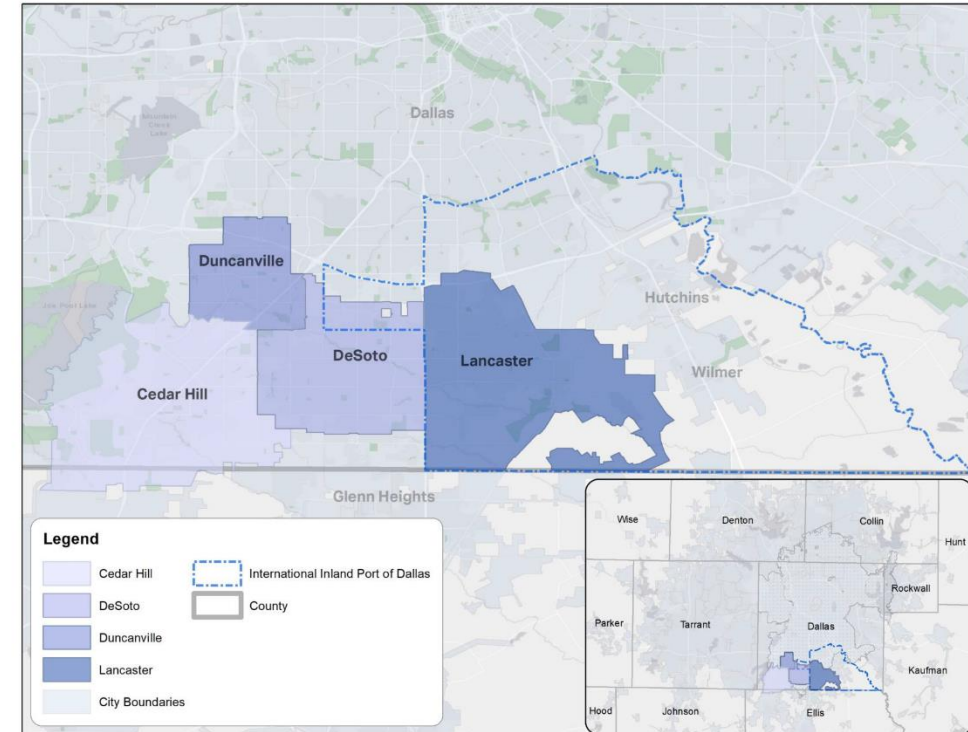
STUDY AREAS

Tarrant County



Focus Areas: Cities outside of Trinity Metro's service area

Southern Dallas County



Focus Areas: Cedar Hill, Duncanville, DeSoto, Lancaster, and the Inland Port



GOODS MOVEMENT: SOUTHERN DALLAS COUNTY

Key Takeaways

- Inland Port is **poised to more than double in size over the next 10 years** (50-100M sq. ft. of new industrial development)
- As industrial buildings grow in size, so does corresponding truck traffic
- Many local thoroughfares are experiencing high truck volumes, increased development could push these intersections to capacity

Southern Dallas Inland Port



22.4M SQ.FT

industrial distribution space
since 2010



IMPLEMENTATION STRATEGIES

Provide a framework for municipalities to establish or expand transit service based on recommended services

Designed as a flexible roadmap for municipalities to implement services that meet local/regional needs, priorities, and goals

Next Step: continued coordination with partners and local governments

Service Model	Recommended
Agreement w/Transit Provider	Yes
Contracted Service	Caution
Directly Operated by Municipality	No
The RTC and NCTCOG encourage municipalities to coordinate planning and implementation efforts with existing Transit Providers.	





INFRASTRUCTURE INVESTMENT AND JOBS ACT

Rebekah Gongora

North Central Texas Council of Governments

Regional Transportation Council | December 9, 2021

Infrastructure Investment And Jobs Act

\$1.2 Trillion Total, Fiscal Years 2022-2026

- Five-year Surface Transportation Reauthorization
 - Baseline Funding of \$293.5B + New IIJA Spending of \$274B = \$567.5B
 - Increases Funding, Expands and Creates New Programs
 - New Elements: Equity, Climate, Resiliency, Electric Vehicles
- Other Infrastructure Spending
 - \$550 Billion for Water, Broadband, Cybersecurity, Energy



IIJA Funding Overview

TOTAL GUARANTEED FUNDING BY AGENCY/MODE (Rounded)							
	2021 (FAST Act)	2022	2023	2024	2025	2026	Total IIJA
FHWA/Highways	\$49B	\$68B	\$69B	\$70B	\$72B	\$73B	\$351.3B
NHTSA/Safety	\$1B	\$1B	\$1B	\$1B	\$1B	\$1B	\$6.7B
FMCSA/Safety	\$676M	\$1B	\$1B	\$1B	\$1B	\$1B	\$5.1B
FTA/Transit	\$13B	\$18B	\$18B	\$18.8B	\$19B	\$19B	\$91.1B
Office of the Secretary (Grant Programs)		\$4B	\$4B	\$4B	\$4B	\$4B	\$19.2B
FRA/Rail	\$3B	\$13B	\$13B	\$13B	\$13B	\$13B	\$66B
FAA/Airports	NA	\$5B	\$5B	\$5B	\$5B	\$5B	\$25B
Ports/Pipeline Safety	NA	\$675M	\$650M	\$650M	\$650M	\$650M	\$3B
Total	\$67B	\$110B	\$112B	\$115B	\$115B	\$117B	\$567.5B



Infrastructure Investment And Jobs Act

APPORTIONED PROGRAMS	IIJA 5-YEAR FUNDING	% INCREASE
National Highway Performance Program	\$148B	27%
Surface Transportation Block Grant Program	\$72B	24%
Highway Safety Improvement Program	\$15.6B	34%
(New) Carbon Reduction Program	\$6.4B	n/a
(New) PROTECT Program	\$7.3B	n/a
Congestion Mitigation Air Quality (CMAQ)	\$13.2B	10%
National Freight Program	\$7.2B	13%
STBG Set-Aside (Transportation Alternatives)	\$7.2B	71%
Metropolitan Planning (Highway)	\$2.3B	32%
Metropolitan Planning (Transit)	\$0.8B	42%



Infrastructure Investment And Jobs Act

New Formula Programs

PROTECT

- Resiliency Projects \$8.7B

Carbon Reduction Program

- Projects to Reduce Transportation Emissions \$6.4B

Bridge Program

- Investment in Bridges \$40B

EV Charging

- Low- and No-Emission Buses and Facilities, Charging Infrastructure \$7.5B

Expands Existing Programs

National Highway Performance

- New Resiliency Eligibility

STBG

- Increases STBG Funding, Leaves MPO Suballocation at 55%
- Adds Wildlife Crossings, Electric Charging, Cybersecurity, Ferryboat Facilities

Transportation Alternatives

- Increases TAP Funding and MPO Suballocation
- Expands Project Eligibility

CMAQ

- Adds Micromobility, Diesel Engine Replacement, Zero Emission Vehicles, Prioritizes Minority or Low-Income Populations

Additional Funding for Safety, Transit, and Rail Programs



Infrastructure Investment And Jobs Act

New Grant and Pilot Programs

- Bridge Investment Program \$12.5B
- Congestion Relief \$250M
- Charging and Refueling \$2.5B
- PROTECT Program (Resiliency) \$1.4B
- Reduce Truck Emissions at Ports \$400M
- National Infrastructure Project \$5B
- Safe Streets Program \$5B
- SMART Grant Program \$500M
- RAISE \$7.5B (Current Program)
- INFRA \$8B (Current Program)
- Wildlife Crossings Pilot \$50M
- Reconnecting Communities Pilot \$1B
- Prioritization Pilot \$50M



Infrastructure Investment And Jobs Act

MPO POLICY CHANGES

Encourages stronger coordination with housing officials, including as a planning factor as part of optional scenario planning

May address integration of housing, transportation and economic development strategies

May develop a housing coordination plan that may be included in the Transportation Plan

MPOs may use technology and web-based tools for public participation in developing the Plan



Next Steps

Rulemakings and Guidance

Proposed Rules and Guidance Over the Next Weeks, Months, Years

Opportunities to Provide Rulemaking Comments

Grant Opportunities

Numerous Grant Opportunities To Be Announced in 2022

Apportionments

Highway Formula Funding to State DOTs, Followed by Transit Funding



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www.nctcog.org/legislative



End of 2021 Ozone Season

Regional Transportation Council • December 9, 2021






Jenny Narvaez, Program Manager



Monitor Locations with Current Design Value

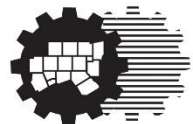
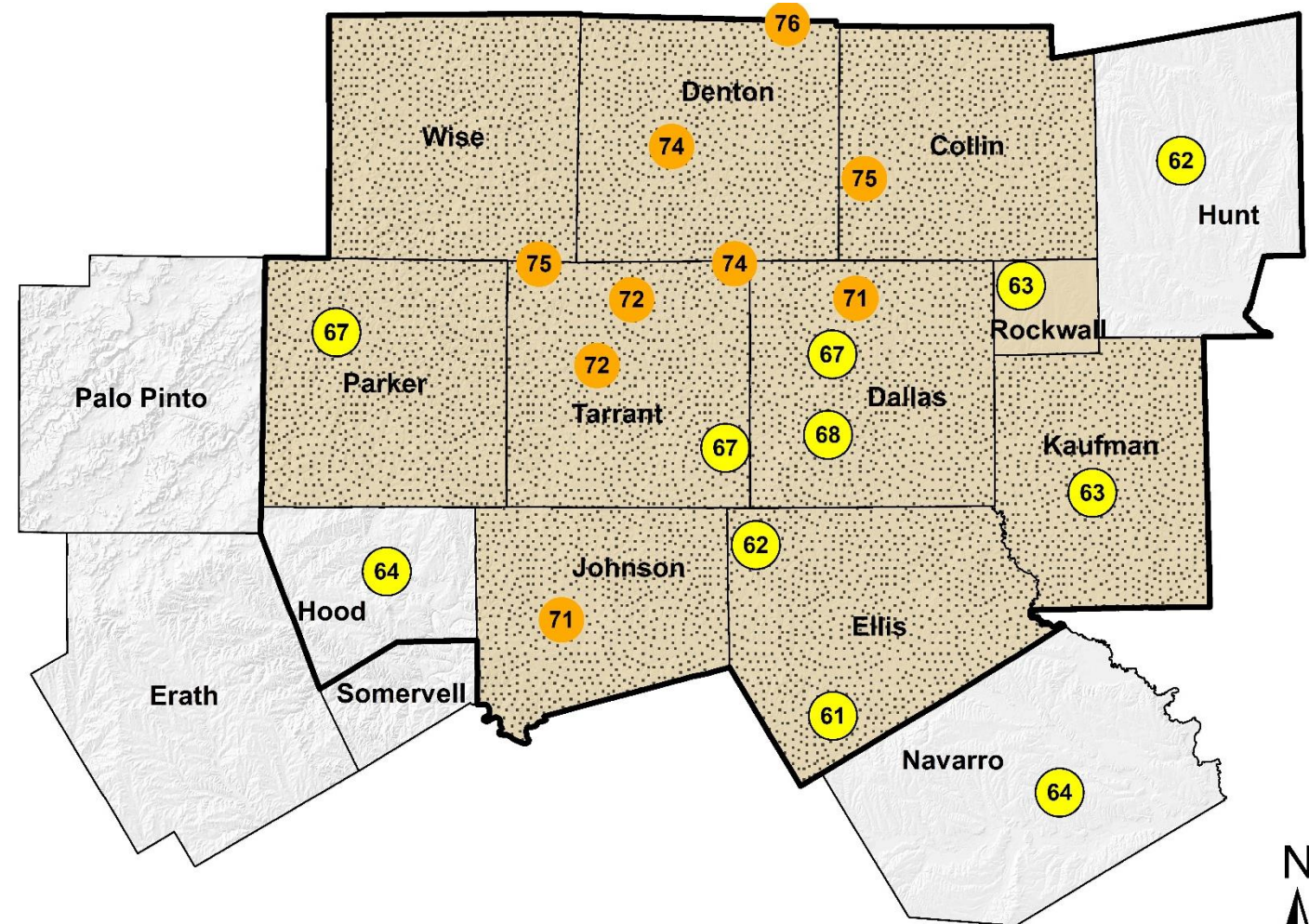
As of November 29, 2021

Legend

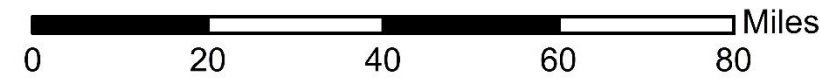
-  Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
-  Metropolitan Planning Area
-  Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS
-  Ozone Monitoring Sites: 56-70 ppb
-  Ozone Monitoring Sites: 71-85 ppb

Colors represent Air Quality Index Breakpoints

Design Value = 3-Year Average of Fourth Highest Value



North Central Texas Council of Governments



November 2021

Monitor Data for 2021 Ozone Season

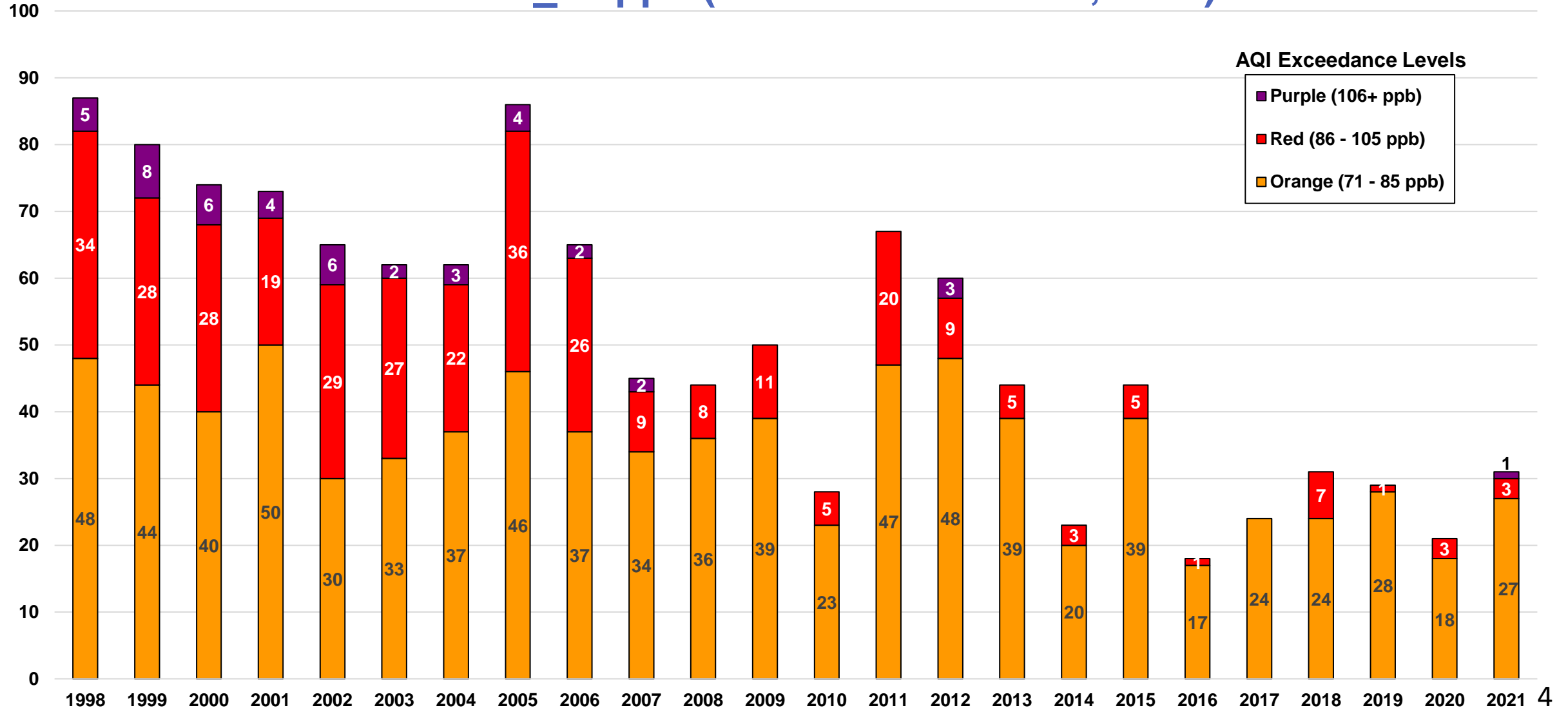
Five Highest Monitors

Five Highest Monitors	4 th Highest Value for Season			2021 Ozone Season Design Value
	2019	2020	2021	
Denton Airport South	71	71	81	74
Eagle Mountain Lake	75	76	76	75
Frisco	74	70	81	75
Grapevine Fairway	71	77	75	74
Pilot Point	73	71	85	76 ←

Design Value = 3-Year Average of Fourth Highest Value

8-Hour Ozone NAAQS Exceedance Trends

Based on ≤ 70 ppb (As of November 19, 2021)



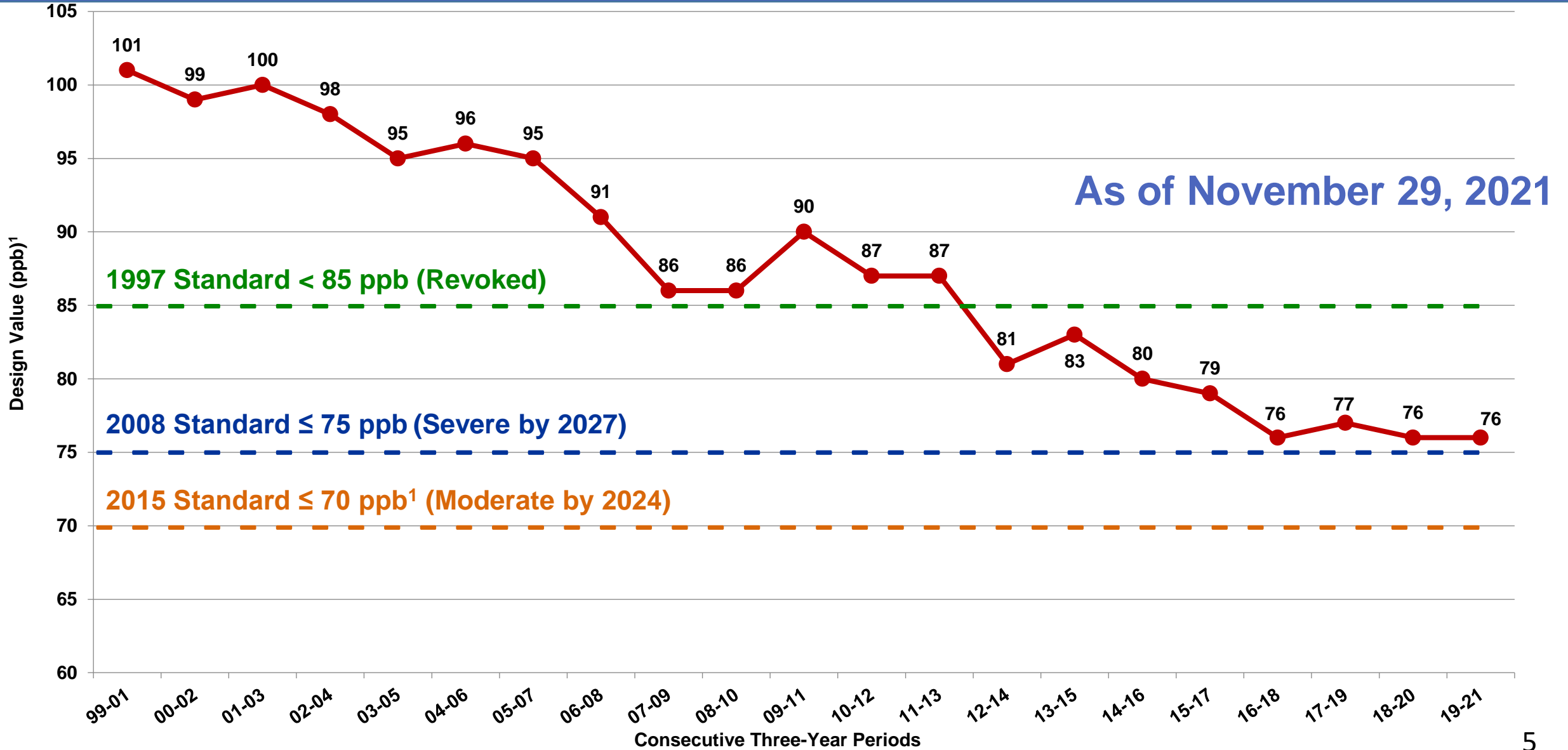
AQI Exceedance Levels

- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

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).

Timeline and Milestones

2008 Ozone Standard (<75ppb)

Attainment Date:
No later than **July 20, 2027**

*Attainment will be based on
2024-2026 Ozone Monitor Data*

EPA NAAQS Classifications

Marginal
(3 years to attain)

Moderate
(6 years to attain)

Serious
(9 years to attain)

Severe
(15/17 years to attain)

Extreme
(20 years to attain)

2015 Ozone Standard (<70ppb)

Attainment Date:
No later than **August 3, 2024**

*Attainment will be based on
2021-2023 Ozone Monitor Data*

Reclassification Due to Failure to Attain Stricter Standards

Going from Serious Classification to Severe:

**Major source threshold decreased to 25 Ton Per Year (from 50 TPY)
Impacts businesses that require CAA permitting for new/continued operations**

Penalty fee program for major sources

Per ton penalty fee increase on major sources if the area does not meet required reductions

New Source Emission Offset ratio increased to 1.3:1 (from 1.2:1)

 **Low VOC reformulated gas**

No implications, because our region has previously opted in

 **VMT growth offset required**

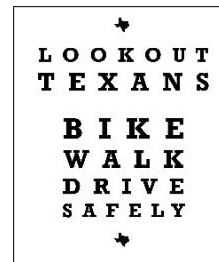
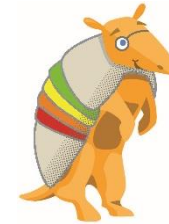
Analysis completed and no transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.

Air Quality Control Strategies and Local Programs



Rideshare. Record. Reward.



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