

“Trade Fair” Partnerships with Lubbock Metropolitan Planning Organization and Rio Grande Valley Metropolitan Planning Organization (MPO)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

APRIL 23, 2021



North Central Texas
Council of Governments
Transportation Department

Status of Surface Transportation Block Grant (STBG) Funds

- Given the large carryover balance of STBG funds, NCTCOG staff has been working on solutions to reduce the balance to a more manageable level, including:
 - The RTC Milestone Policy, Round 2
 - Quarterly project tracking
- As part of the region's 10 Year Plan this year, a proposal to advance projects currently funded with Category 2 with STBG funds will be brought forth.
- Additionally, today NCTCOG staff is proposing two "Trade Fair" partnerships to enable other regions to advance projects while our implementing agencies finish getting projects ready for construction.

Background/Historical Context

- TxDOT has a previous history of coordination among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP).
- After each region selected projects for inclusion in the UTP in years past, TxDOT Headquarters held periodic “trade fair” meetings.
- In these meetings, different regions of the state “negotiated” or “balanced” project readiness with the availability of funding and “traded” annual allocation amounts.
- This process moved funding allocations around, instead of being evenly distributed each year.
- It enabled projects to proceed in the year in which funds were needed vs. the year in which funds were individually available to any given region (so long as the total allocation was balanced statewide each year).

Policy Objectives Supporting this Proposal

- Underscores that formula allocation at the State level is necessary to ensure equitable distribution of funding across regions
 - Once each region is certain that their total allocations will not change, they are more likely to be willing to negotiate innovative programs and partnerships to expedite projects
- Continues the long-standing tradition of “Trade Fairs” with other partners in the State
- Buys down carryover balances and reduces risk within the region’s Surface Transportation Block Grant (STBG) program

AAMPO “Trade Fair” in Progress

- In early 2018, NCTCOG had discussions with the Alamo Area Metropolitan Planning Organization (AAMPO) regarding a funding partnership for a feasibility study for High-Speed Transportation from Dallas-Fort Worth to Laredo.
- Initially, it was determined that the RTC would contribute \$300,000 in federal funds, and AAMPO would provide a \$200,000 local match.
- It was later determined that moving local funds between regions is challenging.
- In the fall of 2018, the RTC agreed to program \$500,000 in RTC Local funding for a NCTCOG led feasibility study regarding High-Speed Transportation from Dallas-Fort Worth to Laredo; in return, AAMPO agreed to allocate \$200,000 in CMAQ funding to the DFW region.

Proposed Lubbock MPO “Trade Fair” Partnership

- The Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.
- Lubbock MPO receives \$6 million of STBG funding per year.
- In order to cashflow priority projects, the Lubbock MPO needs an additional \$10.5 million in FY 2023 and additional \$10.5 million in FY 2025 for two separate projects.
- Proposal:
 - The RTC will “loan” the Lubbock MPO \$21 million in STBG cashflow in the years noted above.
 - In turn, the Lubbock MPO will transfer back \$21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid

Proposed Rio Grande Valley MPO “Trade Fair” Partnership

- In addition, the Rio Grande Valley MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.
- Rio Grande Valley MPO receives \$25 million of STBG funding per year.
- In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional \$14.6 million in FY 2022
- Proposal:
 - The RTC will “loan” the Rio Grande Valley MPO \$14.6 million in STBG cashflow in the year noted above.
 - In turn, the ~~Lubbock~~ Rio Grande Valley MPO will transfer back \$14.6 million of STBG allocations in FY2026.

Overview of “Trade Fair” Partnership Plan

Fiscal Year	Lubbock MPO	NCTCOG	RGVMPO
2022	-	(\$14,578,845)	\$14,578,845
2023	\$10,500,000	(\$10,500,000)	-
2025	\$10,500,000	(\$10,500,000)	-
2026	-	\$14,578,845	(\$14,578,845)
2028	(\$6,903,818)*	\$6,903,818	-
2029	(\$6,994,465)*	\$6,994,465	-
2030	(\$7,101,717)*	\$7,101,717	-

*Amounts returned in FY2028 and FY2029 will be the full amounts Lubbock MPO receives in the UTP for those years. Any remaining amount not covered in these years will come from FY2030 (or future year) allocations.

Requested Action

- Recommend RTC Approval:
 - Of a “Trade Fair” Partnership with the Lubbock MPO of transferring:
 - \$10,500,000 in STBG cash flow/allocation in FY 2023
 - \$10,500,000 in STBG cash flow/allocation in FY 2025
 - Receiving \$6,903,818 back in FY 2028
 - Receiving \$6,994,465 back in FY 2029
 - Receiving \$7,101,717 back in FY 2030
 - Of a “Trade Fair” Partnership with the Rio Grande Valley MPO of transferring:
 - \$14,578,845 in STBG cash flow/allocation in FY 2022
 - Receiving \$14,578,845 back in FY 2026

Requested Action, cont.

- Directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outlines the terms of agreement
- Directing staff to monitor the funds transfer agreement process at TxDOT to ensure that the terms of agreements are honored over time

CONTACT/QUESTIONS?

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AMERICAN RESCUE PLAN ACT TRANSIT FUNDING ALLOCATIONS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

APRIL 23, 2021

**EDGAR HERNANDEZ, SENIOR TRANSPORTATION PLANNER,
TRANSIT MANAGEMENT & PLANNING**

AMERICAN RESCUE PLAN ACT OF 2021

- The American Rescue Plan (ARP) Act of 2021 was signed by President Biden on March 11, 2021 and provides \$30.5 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the nation's public transportation systems due to the COVID-19 public health emergency. Also provides a small amount of funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (i.e., Section 5310)
- This is the third round of emergency relief funding provided to the transit industry following the [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#) and [Coronavirus Response and Relief Supplemental Appropriations Act \(CRRSAA\)](#), which provided \$39 billion to the industry
- Seeking RTC action as soon as possible; ARP funding is not required to be included in the Transportation Improvement Program (TIP), but will be added later for informational purposes
- Projects awarded under the Section 5310 Program must be included or be consistent with the coordinated public transit-human services transportation plan ([Access North Texas](#))

AMERICAN RESCUE PLAN ACT OF 2021

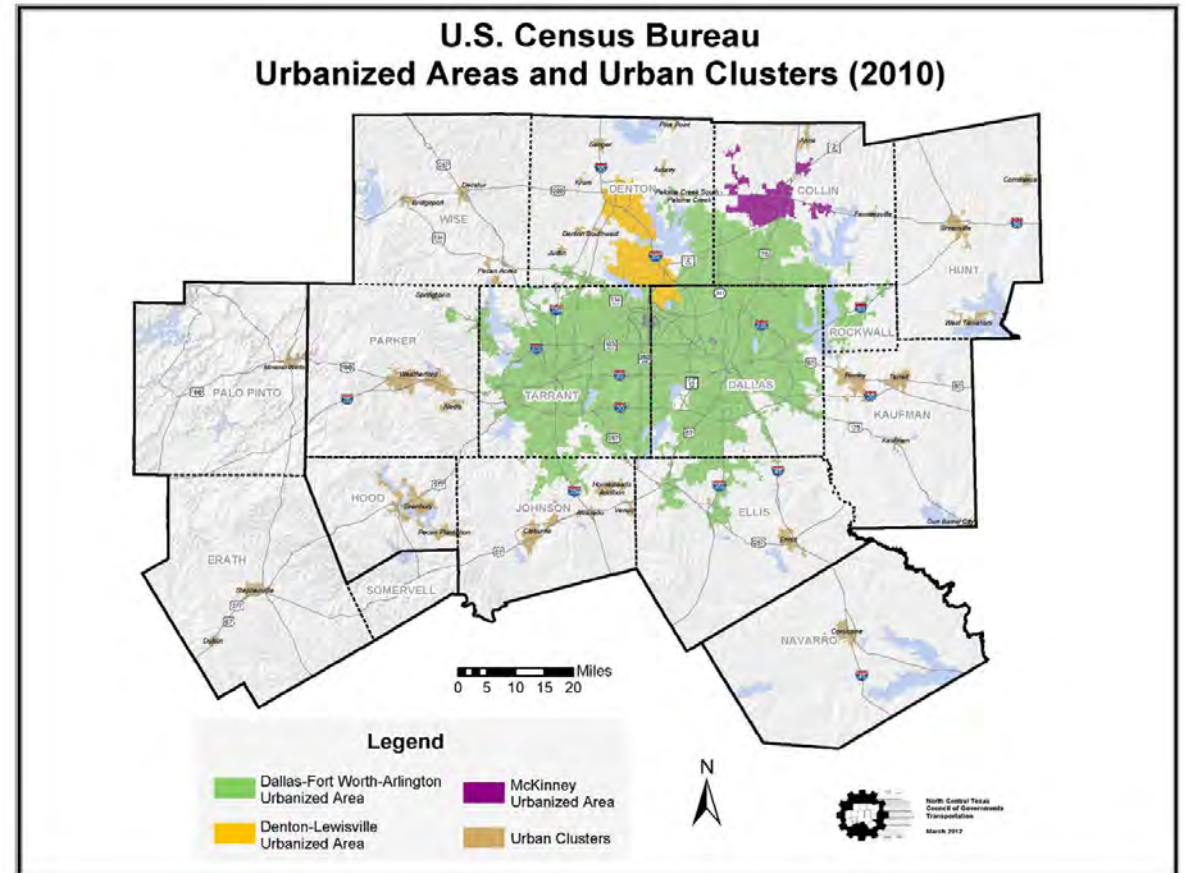
- Funding is being provided at 100-percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs but also supports expenses traditionally eligible under the funding programs to prevent, prepare for, and respond to COVID-19. Expenses incurred on or after January 20, 2020 are eligible for reimbursement. Funding must be obligated by 9/30/2024 and disbursed by 9/30/2029.
- Primary objective is to ensure that public transit agencies receive sufficient funding; under this bill, when combined with their CARES Act & CRRSAA apportionments, to equal at least 132 percent of urbanized areas' public transit operating costs
- NCTCOG will not be retaining any funds for administrative purposes to direct the maximum amount available to the transit providers
- For North Texas, this impacts only five (5) transit providers in the region

AMERICAN RESCUE PLAN FUNDING

NCTCOG: Designated Recipient of FTA Urbanized Area (UZA) Formula funds for North Texas

Available Funding for North Texas¹

UZA	Section 5307	Section 5310	TOTAL
DFW-Arlington	\$339,826,672	\$661,260	\$340,487,932
Denton-Lewisville	\$14,073,192	\$41,939	\$14,115,131



¹ FTA funding for the McKinney UZA is administered through TxDOT

ALLOCATION METHODOLOGY

- Qualifying recipients will receive Section 5307 funding based on their 2018 Operating Expenses
 - Section 5307 Emergency Assistance¹ funding for urbanized areas may not exceed 132% of total 2018 Operating Expenses
 - DART, DCTA, Trinity Metro, PTS, and STAR are the transit providers that fall below the 132% threshold
 - All other transit providers exceed 132% of 2018 operating expenses due to CARES Act Funding
- Qualifying recipients will receive Section 5310 funding based on eligibility and overall need
 - Projects must be included or be consistent with Access North Texas
 - Project selection to be determined and will follow normal TIP process
- Apportionment Data
 - 2018 National Transit Database (NTD) Operating Expenses
 - CARES Act & CRRSAA sub-allocation tables

¹Emergency Assistance funding includes both CARES Act and CRRSAA apportionments

METHODICAL REVIEW OF FORMULA ALLOCATIONS

- Did the RTC correctly allocate CARES Act and CRRSAA funding and account for TRE?
 - **Yes**
- Did Congress allocate any ARP funding to North Texas because any agencies were below the 132% threshold?
 - **Yes**
- Were DART, Trinity Metro, PTS, STAR, and DCTA below the 132% threshold?
 - **Yes**
- Does the RTC have discretion on how to distribute ARP funds?
 - **Yes**

5307 ALLOCATION METHODOLOGY CONT.

DFW-Arlington UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	CARES Act + CRRSAA Allocation	Recommended for ARP Funding?
City of Arlington	\$3,291,878	\$4,345,279	\$10,955,694	No
City of Grand Prairie	\$801,084	\$1,057,431	\$3,852,375	No
City of Mesquite	Reported to NTD by STAR Transit	N/A	\$3,442,401	No
City/County Transportation	\$310,255	\$409,537	\$899,600	No
Community Transit Services	\$193,513	\$255,438	\$1,781,036	No
Dallas Area Rapid Transit	\$510,268,560*	\$673,554,500	\$358,138,748	Yes
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$71,452,030*	\$94,316,680	\$55,161,034	Yes
North Central Texas Council of Governments	N/A	N/A	\$796,572	No
Northeast Transportation Services	Reported to NTD by FWTA	N/A	\$4,813,723	No
Public Transit Services	\$472,239	\$623,356	\$396,081	Yes
Span, Inc.	\$1,026,700	\$770,025	\$2,204,136	No
STAR Transit	\$3,869,114	\$5,107,231	\$4,698,957	Yes
Denton-Lewisville UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	CARES Act + CRRSAA Allocation	Recommended for ARP Funding?
Denton County Transportation Authority	\$28,350,849	\$37,423,121	\$23,461,867	Yes

*Accounts for TRE operating expenses, which are reported by DART to NTD
 NTD: National Transit Database

5307 ALLOCATION METHODOLOGY CONT.

DFW-Arlington UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	Recommended ARP Allocation	Total Recommended COVID Relief¹	Percent of 2018 Operating Expenses (Total COVID Relief)
Dallas Area Rapid Transit	\$510,268,560	\$673,554,500	\$300,035,477	\$658,174,225	129%
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$71,452,030	\$94,316,680	\$39,155,646	\$94,316,680	132%
Public Transit Services	\$472,239	\$623,356	\$227,275	\$623,356	132%
STAR Transit	\$3,869,114	\$5,107,231	\$408,274	\$5,107,231	132%
Denton-Lewisville UZA	2018 Operating Expenses	132% of 2018 Operating Expenses	Recommended ARP Allocation	Total Recommended COVID Relief¹	Percent of 2018 Operating Expenses (Total COVID Relief)
Denton County Transportation Authority	\$28,350,849	\$37,423,121	\$14,073,192	\$37,534,988	132%

¹Total COVID Relief includes the aggregate of CARES Act, CRRSAA, and ARP Funding Allocations

SCHEDULE

ACTION	DATE
ARP Act Signed into Law	March 11, 2021
FTA Released Funding Allocations	March 29, 2021
STTC Action	April 23, 2021
RTC Action	May 13, 2021
NCTCOG Executive Board Action for Subrecipients	May 27, 2021
Subrecipient Agreement Execution	June 2021

ACTION REQUESTED

STTC Approval:

- Recommendation for RTC approval of funding allocation
- To revise administrative documents as appropriate to incorporate additional funds

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
April 2021

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-17%, February)

Toll Road (-20%, January)

Airport Passengers (-48%, January)

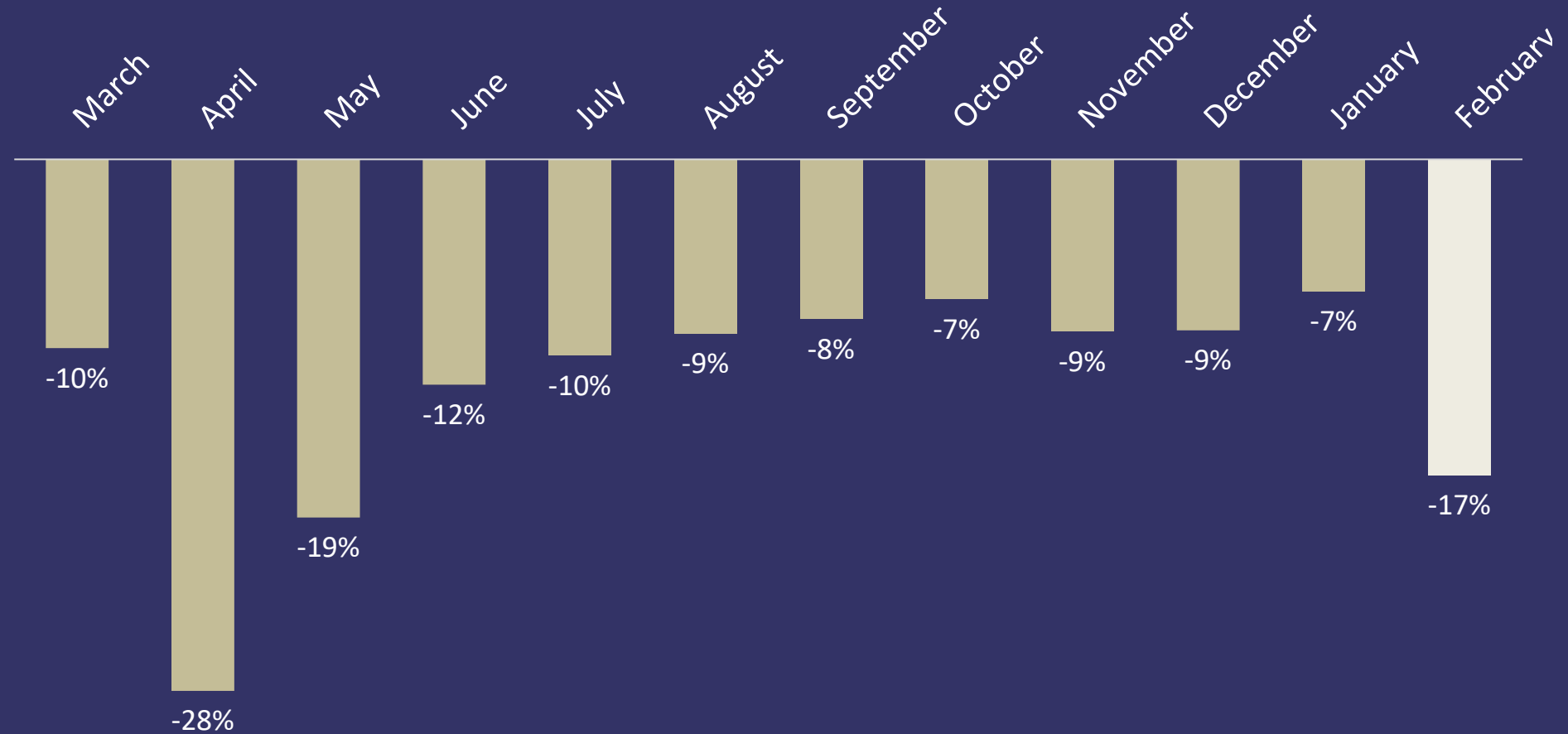
Transit Ridership (-51%, January)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs 2019



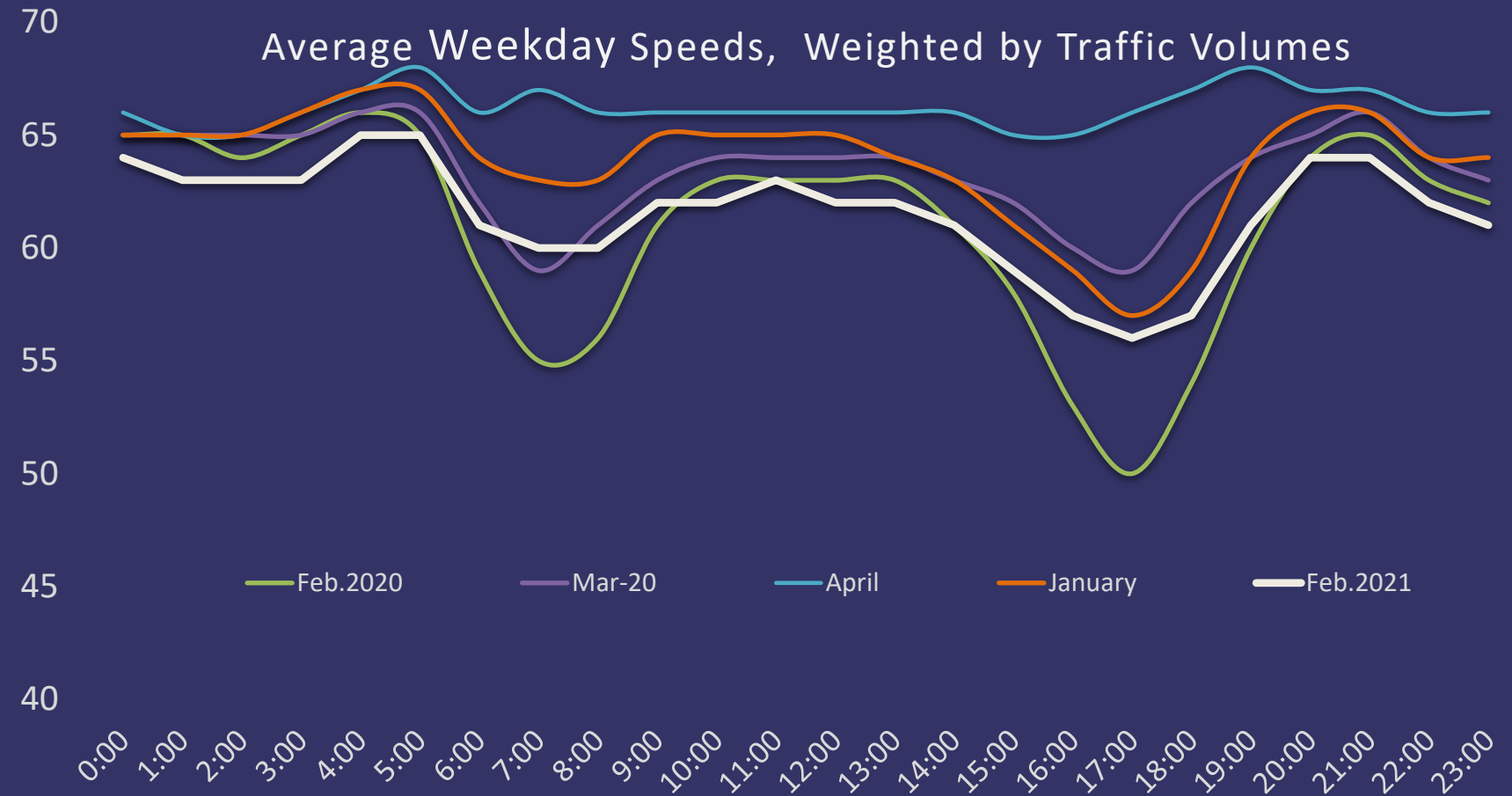
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters.

As of October 2020 growth calculations are based on Fort Worth locations.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

ROADWAY TRENDS

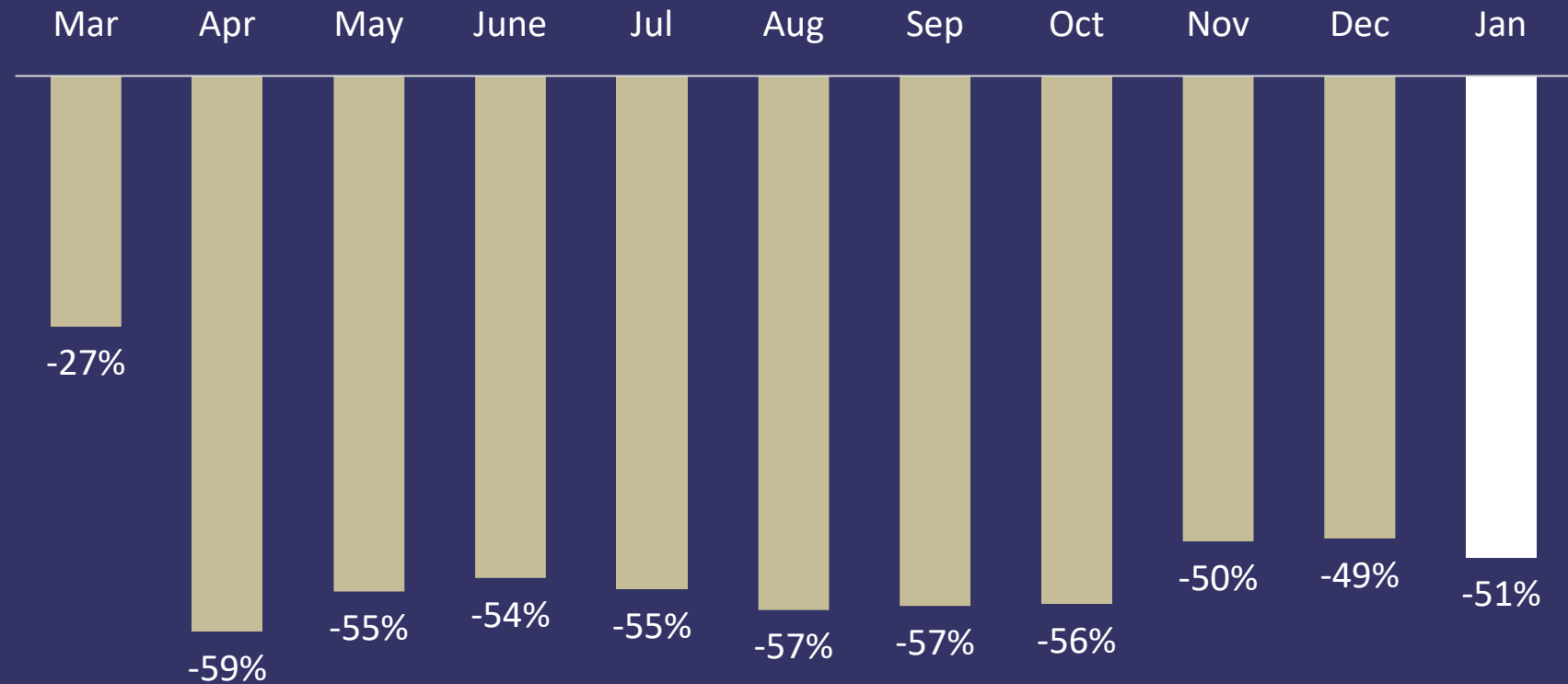
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FINANCIAL IMPLICATIONS



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Transit Sales Tax Allocations (-2%, December)

Motor Fuel Tax (-5.2%, February)

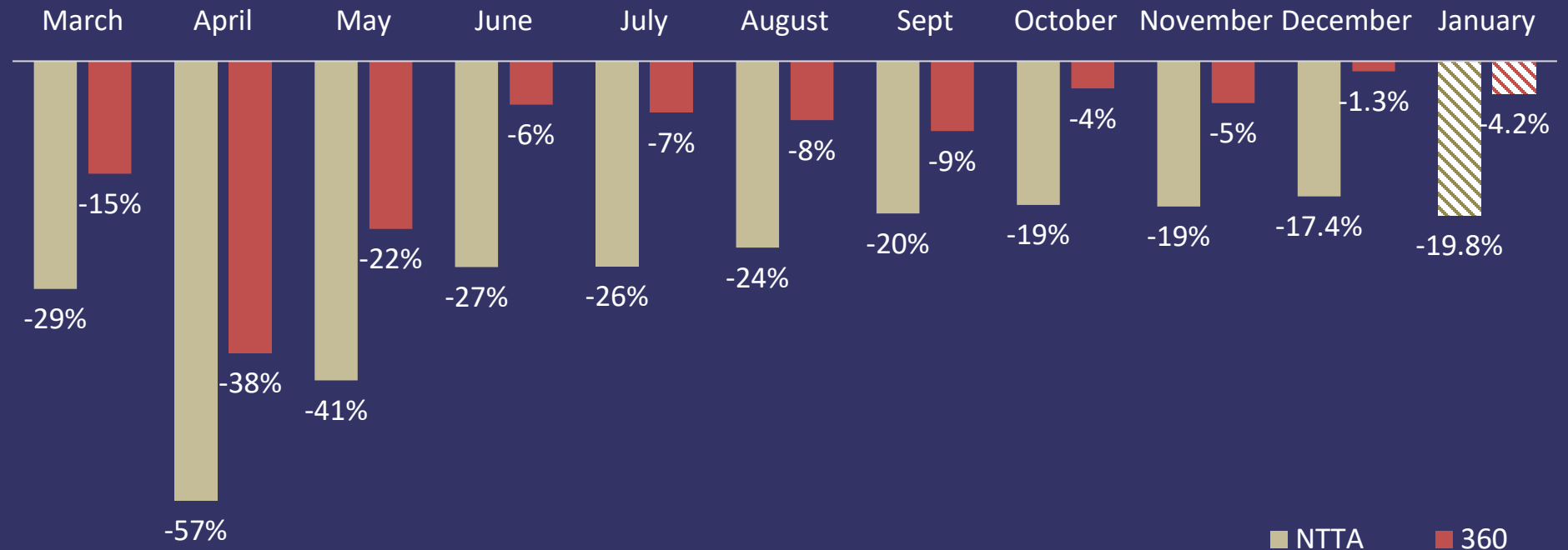
Sales Tax (-13.3%, February)

Motor Vehicle Sales and Rental Tax (-13.8%, February)

FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

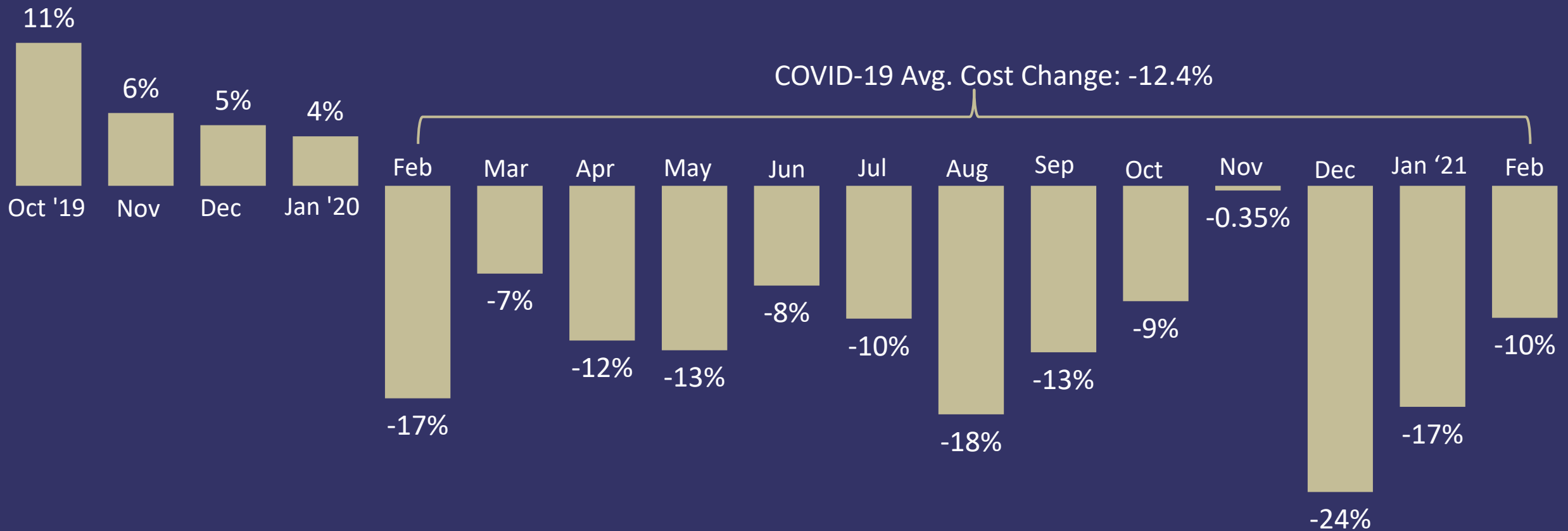
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

Construction Cost Changes

October 2019 to February 2021

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



**ELEMENTS OF PROPOSED RTC RESOLUTION
REGARDING SH 360 NTTA LOAN
REPAYMENT TO TXDOT**

Surface Transportation Technical Committee
April 23, 2021

Elements of Proposed RTC Resolution Regarding SH 360 NTTA Loan Repayment to TxDOT (Approximately from Green Oaks to US 287)

- 1) Context: Urgency is due to increasing interest rates (currently 4.25% to \approx 3.25%) = \$50M savings)
Part of a larger re-financing
- 2) Agreements (i.e., Two of Them)
 - Project agreement (NTTA and TxDOT)
 - \$300M loan/today's payment is \$330M
 - Backstop agreement (TxDOT, NTTA and RTC)
- 3) Benefits:
 - Relieves the requirement of the RTC financial backstop
 - Releases \$15M in RTC contingency funds for project selection (i.e., STBG federal funds)
 - Elimination of possibility of SH 360 toll rate increases due to RTC step-in
 - Possibility of next stage SH 360 improvement happening sooner
 - Some portion of \$330M selected by the Commission for the DFW region
 - **Advance system landscaping**

Elements of Proposed RTC Resolution Regarding SH 360 NTTA Loan Repayment to TxDOT (Approximately from Green Oaks to US 287)

4) Remaining Items Being Negotiated/Discussed


- Extending wayfinding signing pilot program from 5 to 10 years (local government meeting scheduled for April 19, 2021)
- Advancing a partnership program that memorializes the advancement of certain transportation improvements in the SH 360 corridor, (specifically SH 360 T Elbow, widening, interchange at US 287, and SH 360 T Section 2) while solidifying revenue sharing to begin no later than 2053

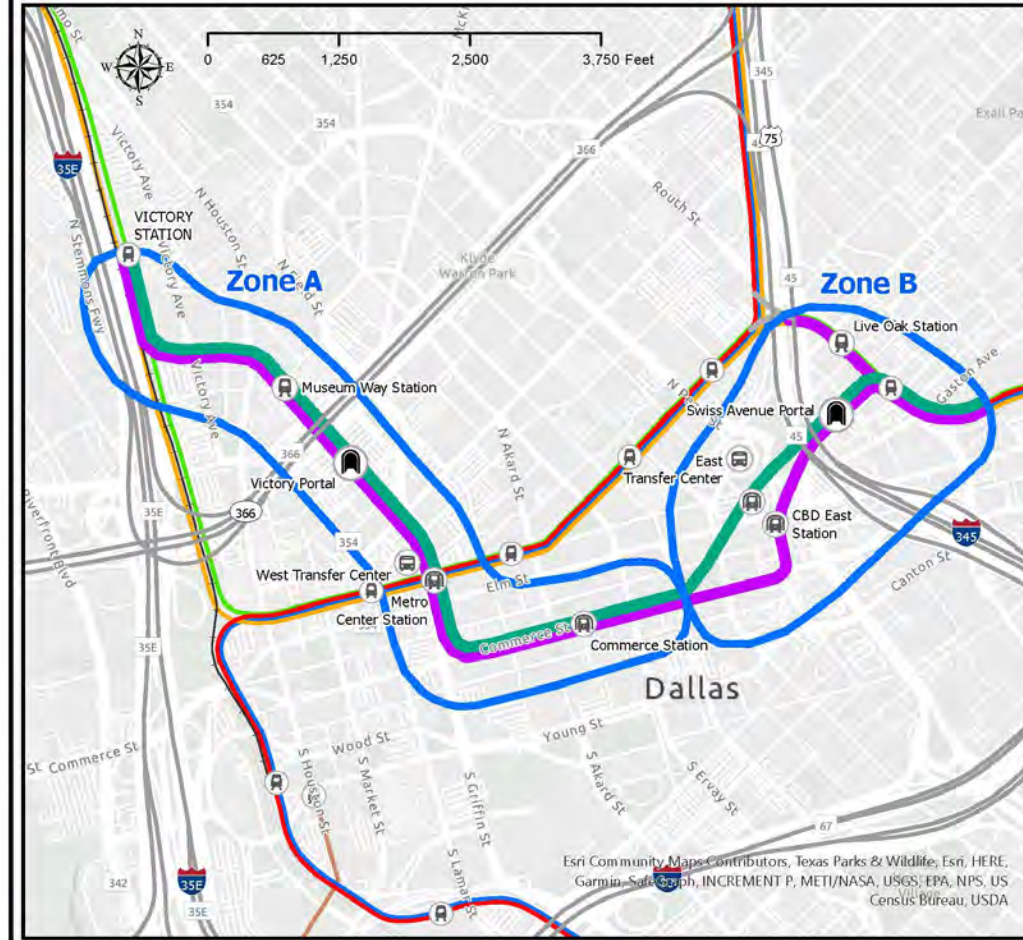
5) Next Steps:

- Local government meeting April 19 (Tarrant County, Grand Prairie, Arlington and Mansfield)
- TxDOT Action
- NTTA Action
- STTC Action in April/RTC Action in May

Attachment 1 DART D2 Project Council District 2, 14

- █ Locally Preferred Alternative - City Council Resolution September 2017
- █ DART's Current Proposed Alternative

- | | | |
|---|---|---|
| █ BLUE LINE | █ RED LINE |  TRINITY RAILWAY |
| █ GREEN LINE | █ MCKINNEY AVENUE TROLLEY | |
| █ ORANGE LINE | █ DALLAS STREETCAR | |



MAP YOUR EXPERIENCE PUBLIC COMMENT TOOL

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

APRIL 23, 2021



WHAT IS MAP YOUR EXPERIENCE?

- Online mapping tool to gather public comments
- Users click on a point and describe an issue they experience as users of the region's transportation system at that location
- Focus on specific issues, not projects
 - Desire to quantify needs holistically
- Fits into data-driven planning initiatives

WHAT IS MAP YOUR EXPERIENCE?

Map Your Experience!

Map Features:

- Zoom in (+)
- Home
- Zoom out (-)
- Location
- Search
- Layers

Reporting Categories:

- Comment on Roadway Issues
- Comment on Transit, Microtransit, and Other Modes
- Comment on Pedestrian/Bicycle Issues

Map Labels: Mineral Wells, Weatherford, Fort Worth, Arlington, Cedar Hill, Cleburne, Waxahachie, Corsicana, Stephenville, Denton, Lewisville, Flower Mound, McKinney, Plano, Garland, Mesquite, Dallas, Terrell, Greenville, Athens.

POWERED BY **esri**
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CATEGORIES



Roadway

- Traffic
- Signal Timing
- Parking
- Freight/Delivery
- Road Condition
- Safety
- Noise Pollution
- Air Pollution
- Other



Transit

- Stops/Stations
- Shelters
- Connections
- Service Frequency
- Travel Time
- Facility Condition
- Safety
- Lighting
- Other



Bicycle/Pedestrian

- Lanes, Stripes, Markings
- Sidewalk/Trail Availability
- Sidewalk/Trail Condition
- Traffic Signals
- Crosswalks
- Safety
- Lighting
- Other



LAUNCH

- Initially created to engage the public at in-person community events
- Beta tested from March to August 2020
- Became important online strategy as in-person events were cancelled
- Publicized through public involvement channels:
 - Department's monthly online input opportunities
 - Social media (Facebook & Twitter accounts)
 - Newsletter articles
 - Press release

RECENT DEVELOPMENTS AND NEXT STEPS

- Continuous processing of incoming comments through existing public comment framework
- Spanish translation
- Dashboards and other summary tools
- Tweaks and adjustments to interface as needed
- Additional promotion of tool through Mobility 2045 Update public involvement processes



OVERCOMING POTENTIAL ISSUES

- Additional exposure will move comments closer to being a representative sample
- Upcoming Mobility Plan campaign seeking diverse participation with focus on EJ groups
- Tools like this have proven to be popular engagement strategies during the pandemic
 - Looking for future opportunities and in-person variations while avoiding duplication

APPLYING RECEIVED COMMENTS

HOW COMMENTS ARE VALUABLE TO US

Holistically evaluating policy, program, and project recommendations in our plans

- Are draft recommendations meeting needs?
- If not, how (and where) can they be adjusted?
- Do we need additional programs to address recurring issues?

HOW COMMENTS ARE VALUABLE TO YOU

Directly assessing and addressing transportation needs in communities

- Where are issues occurring in your jurisdictions?
- Which specific issues are most important for the public?



HOW WE CAN CONNECT YOU WITH COMMENTS

- Online dashboards (upcoming)
- Maps
- Customized reports
- Exported comment data
- Direct connections to comment data feed
- Analyses and reports from other teams

CONTACT US



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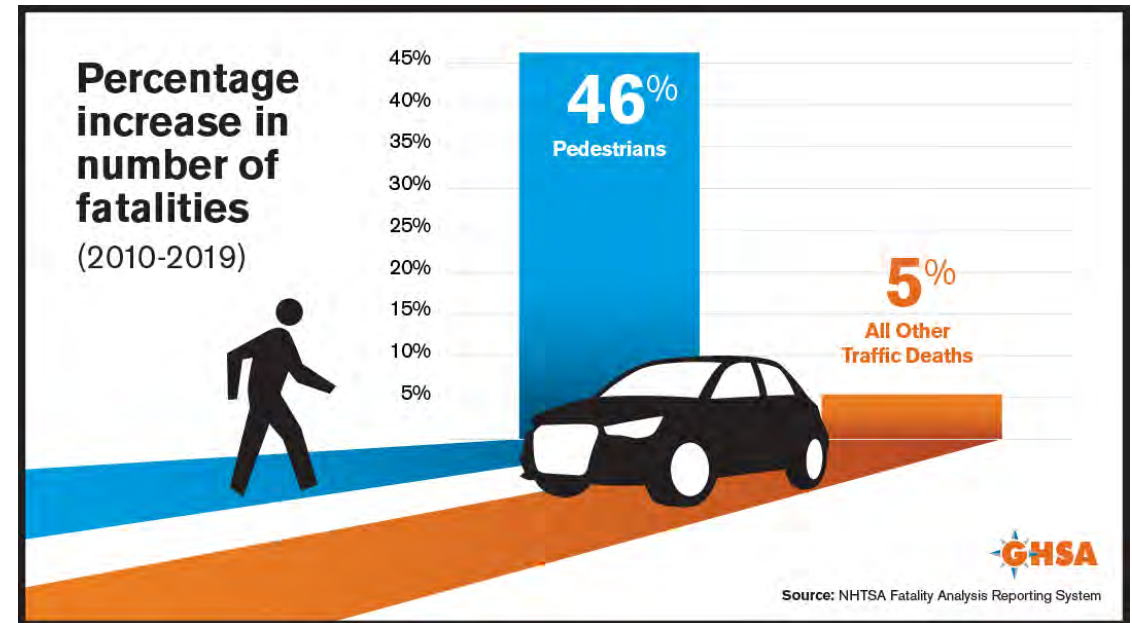
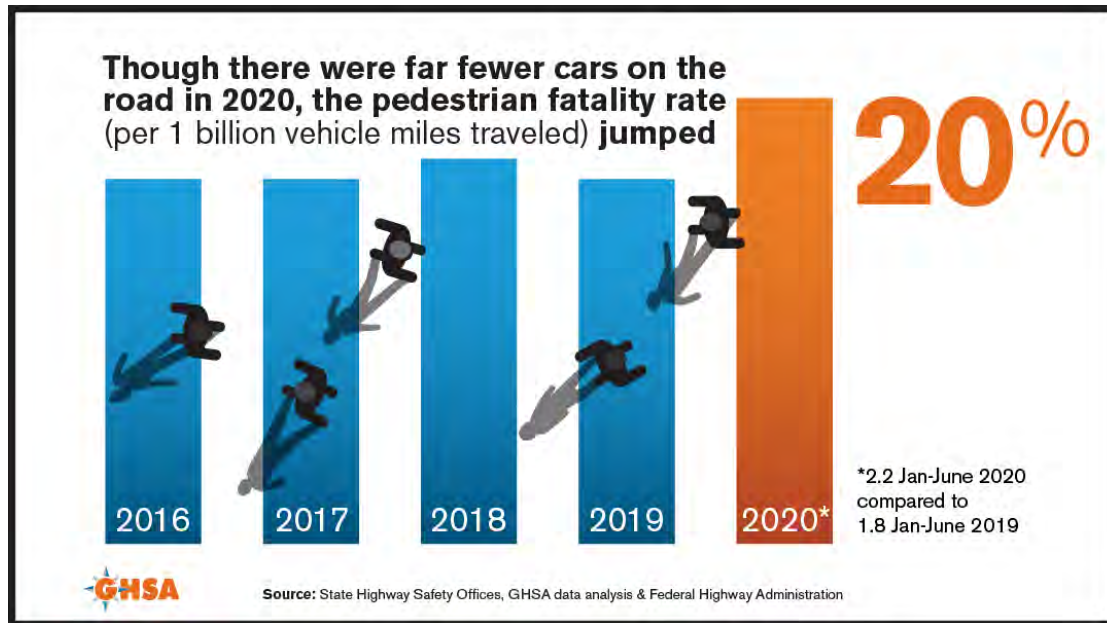
REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Surface Transportation Technical Committee

April 23, 2021



Pedestrian Traffic Fatalities: 2020 U.S. Preliminary Data



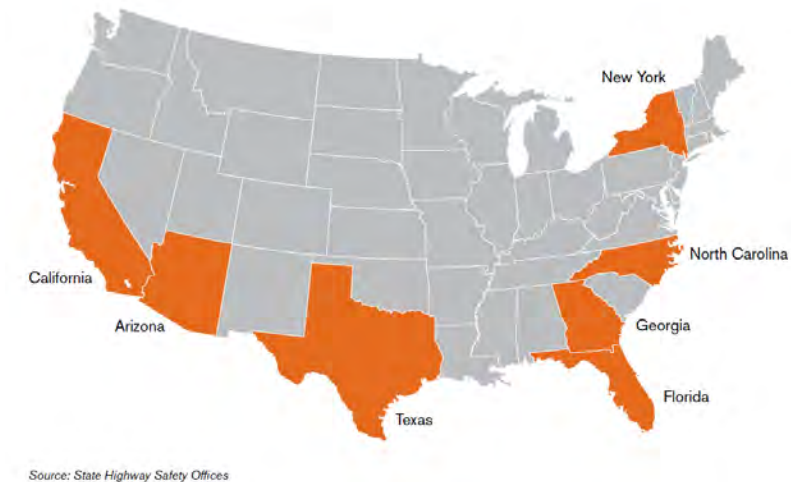
Regional Pedestrian Safety Action Plan

- **Dallas and Fort Worth** are designated by FHWA as Pedestrian Safety Focus Cities
- NCTCOG initiated the regional Pedestrian Safety Action Plan (PSAP) in response to a decade of increasing numbers of reported pedestrian-involved crashes and fatalities

BENEFITS OF THE PLAN

- Complements Mobility 2045
- Enhances Mobility 2045 goals and policies with a more targeted focus on pedestrian safety
- Creates a specific roadmap for activities, investments, and improvements in the region
- Creates a guide/template for partners to develop detailed local plans

7 States Account for 54% of Pedestrian Deaths, Jan-June 2020



Key Elements of the Regional Plan



1. **Demographics and contributing factors** based on reported crashes
2. **Crash density maps** as a visual aid in identifying crashes per square mile
3. **Priority Pedestrian safety corridors**: based on density of highest reported crash history
4. **Goals and Policies** in support of RTC safety position and regional coordination:
 - *RTC “encourages the implementation of all reasonable pedestrian safety countermeasures that enable the region to achieve adopted safety performance targets” [From PSAP: RTC action item to come]*
5. **Action Plan** to guide projects and programs that will address pedestrian safety issues

7,072

TOTAL PEDESTRIAN
CRASHES IN MPA from
2014-2018

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

672

TOTAL PEDESTRIAN
FATALITIES
REGIONWIDE from
2014-2018

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

Pedestrian Crashes and Fatalities 12-County MPA



1 in 5

of ALL FATALITIES
for all modes of travel
is a



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

AGE RANGE with the
highest number of FATAL
AND SERIOUS INJURY
PEDESTRIAN CRASHES is

23-29
for **MALES** 
and
25-33
for **FEMALES** 

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

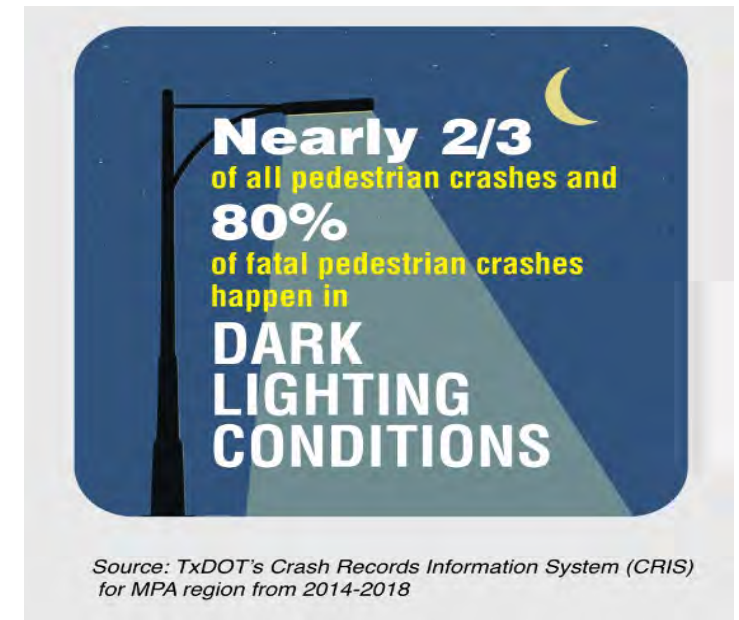
70%

of All Fatal &
Serious Injury
Pedestrian Crashes involve
MALES 

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

Pedestrian Crashes and Fatalities

12-County MPA



Pedestrian Safety Opinion Survey

Online MetroQuest survey facilitated by TxDOT was conducted during:

May – July 2019

Five sections to complete: **5-7 minutes**

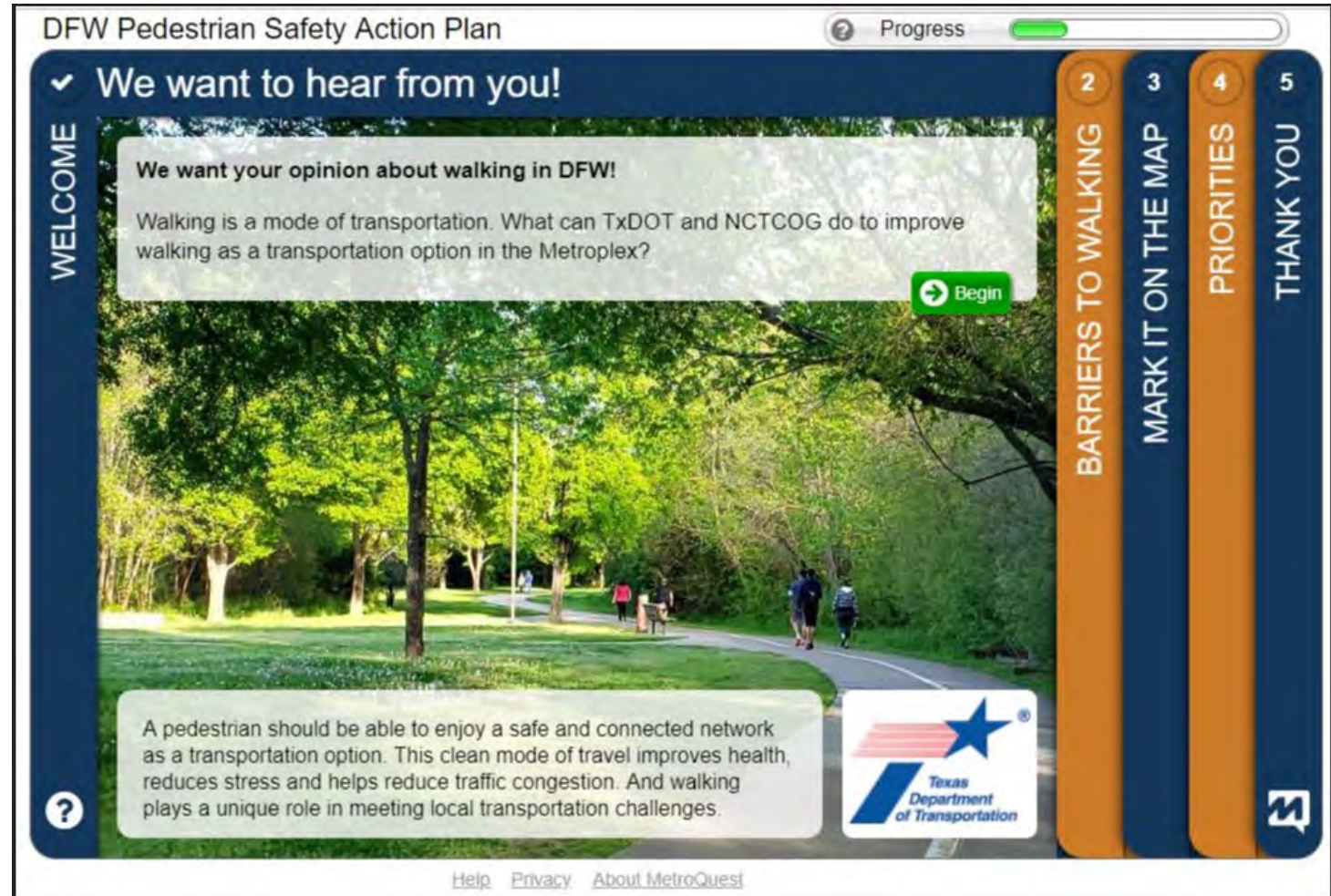
Number of Participants: **1,045**

Gender of respondents:

56% Female, 44% Male

Age of Respondents evenly distributed

between **25-64**



Opinion Survey: Key Results

Respondents noted:

...they would like to **TRAVEL MORE ON FOOT**

...they would walk more if there were **MORE SIDEWALKS AND TRAILS**

...the **ABSENCE** of sidewalks and trails is the most significant **BARRIER** to walking more often

...they are **NOT COMFORTABLE** using paved shoulders (prefer **WIDE SIDEWALKS** and **SHARED-USE PATHS**)

... all **SAFETY MEASURES** are **HIGHLY PREFERRED**

(crosswalk striping, midblock pedestrian signals, pedestrian lighting & vertical separations from traffic)

...**EDUCATIONAL OUTREACH** should be aimed at **ALL** roadway users (pedestrians, bicyclists, drivers)



**North Texas Bicycle and
Pedestrian Crash Analysis**

Research Report (R1)

Project 0-6983

**Conducted for
Texas Department of Transportation
P.O. Box 5080
Austin, Texas 78763**

August 2020

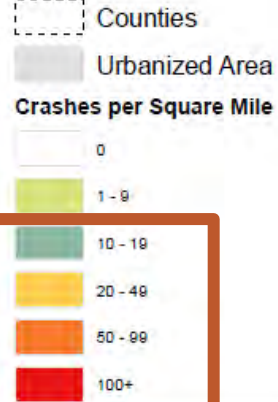
Center for Transportation Infrastructure Systems
The University of Texas at El Paso
El Paso, TX 79968
(915) 747-6925

TxDOT Research Project: NORTH TEXAS BICYCLE AND PEDESTRIAN CRASH ANALYSIS (R1-6983)

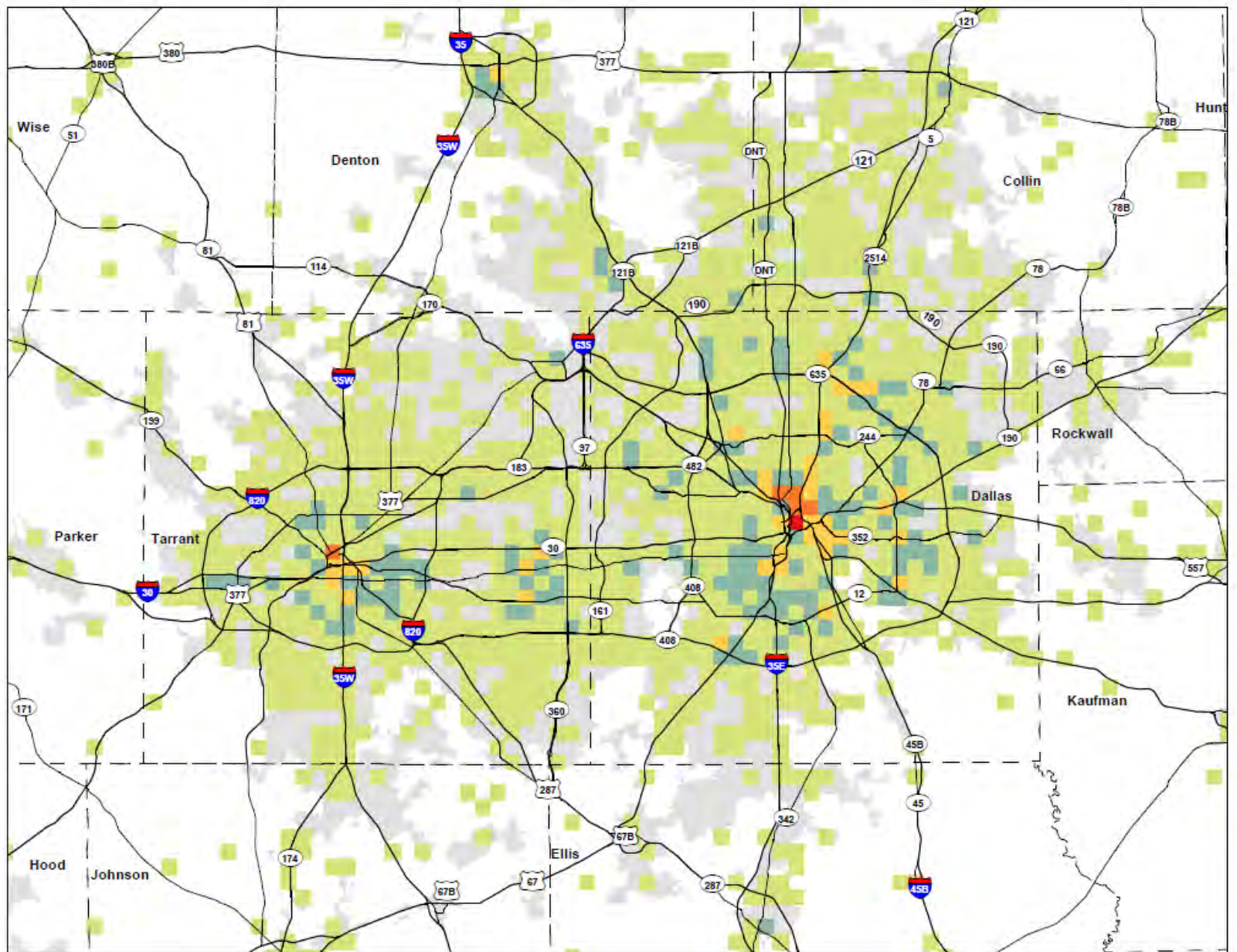
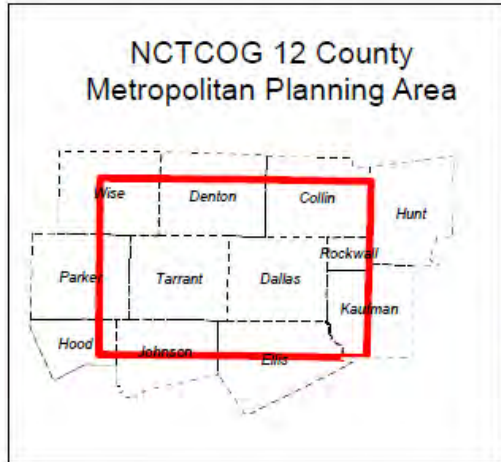
- Led by TxDOT's Research and Technology Implementation Division
- Manually coded five years of crash records from TxDOT's Crash Records Information System using ***FHWA's Pedestrian and Bicycle Crash Analysis Tool***
- Identified the most common crash types, locations, contributing factors, and demographics of individuals involved in crashes
- Methodology to identify "High-Risk Incidence Crash Corridors"
- Identified a list of possible countermeasures for each corridor, based on the identified crash types/attributes

Urbanized Area Pedestrian Crashes per Square Mile (2014 - 2018)

Legend

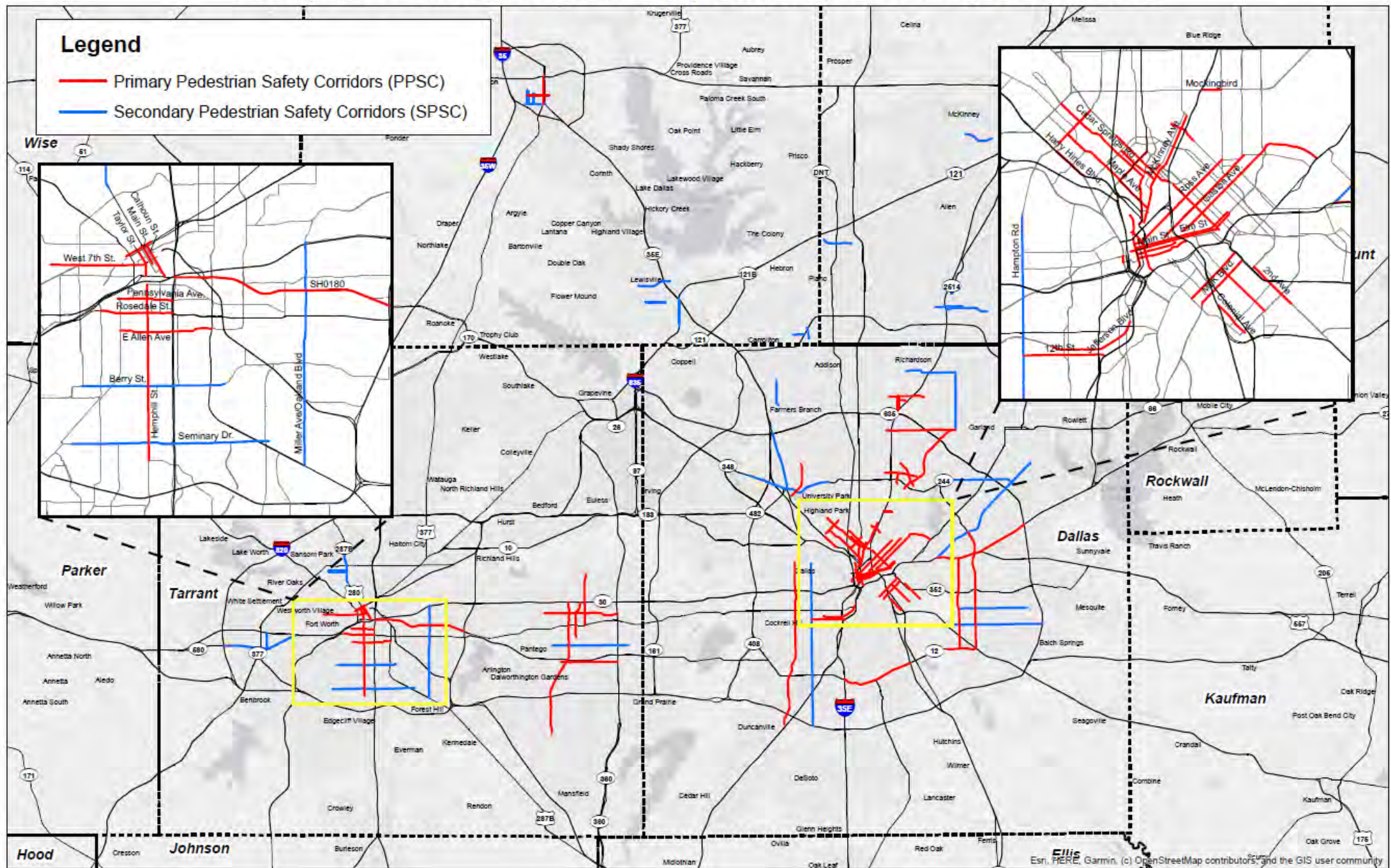


Areas examined for high-risk crash corridors



1.) Source: TxDOT's Crash Records Information System - 2014 - 2018 data is current as of January 2019. All TxDOT disclaimers apply.
 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
 3.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.

Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area



Plan Goals:



1. **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050
(Supports RTC and the TxDOT/TTC safety goals)
2. **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users
3. **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities
4. **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements
5. **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/Evaluation/ Encouragement	Collaborate to implement the Plan
2	Education/Evaluation/ Encouragement	Develop educational programs and resources
3	Engineering	Integrate proven safety countermeasures as part of all future roadway projects
4	Engineering	Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors
5	Engineering	Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process
6	Enforcement	Provide law enforcement information and training of the laws concerning the most vulnerable roadway users
7	Enforcement	Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)

Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)


1	Education/ Evaluation/ Encouragement	Develop performance measures
2	Education/ Evaluation/ Encouragement	Coordinate/support educational programs/campaigns
3	Education/ Evaluation/ Encouragement	Coordinate/support policies, programs and marketing campaigns aimed at students
4	Education/ Evaluation/ Encouragement	Update the PSAP at least every five years
5	Education/ Evaluation/ Encouragement	Conduct annual monitoring
6	Engineering	Facilitate projects and programs that improve pedestrian safety
7	Engineering	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors
8	Engineering	Implement safety improvements in the pedestrian safety corridors
9	Enforcement	RTC legislative program related to safety
10	Enforcement	Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)

Top 5 Takeaways:



- Residents desire to walk more. They want a more connected, safe, and comfortable pedestrian network.
- Target projects based on common conditions in crashes, and programs towards demographics frequently involved in crashes (findings from crash data analysis).
- Pedestrian Level of Service should be considered and prioritized within future roadway design.
- Regionally significant (high-risk) corridors should be prioritized in project selection.
- Local Governments are encouraged to develop local PSAPs.

Project Schedule

April 2019:	PSAP Stakeholder Committee Meeting #1
May 6 – July 5, 2019:	Online public opinion safety survey
May 2020:	PSAP Stakeholder Committee Meeting #2
January 2021:	PSAP Stakeholder Committee Meeting #3 (Final)
February 24, 2021:	BPAC Briefing
 April 23, 2021:	STTC Information
May 13, 2021:	RTC Information
May 28, 2021:	STTC Action
June 10, 2021:	RTC Action
2021-2022:	Road Safety Audits for Select Corridors
2022:	Integration into Mobility Plan (2045 Update)

Thank You!



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Bobby Kozub

Transportation Planner

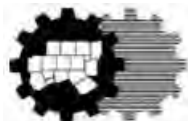
rkozub@nctcog.org

DEVELOPMENT OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Information and Upcoming Schedule

Surface Transportation Technical Committee

April 23, 2021



North Central Texas
Council of Governments
Transportation Department

TIP DEVELOPMENT PROCESS

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

MEETING EXPECTATIONS

- **Meetings to Discuss Individual Projects will be:**
 - In-Person (pending COVID restrictions) or Microsoft Teams Calls
 - “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 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 if phase has not been started/completed
 - Actual dates if phase has been started/completed
 - Dates provided must be realistic given the realities of project implementation steps
 - Please be prepared to provide a month and year of implementation for each phase
- **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 lapses)
- Requests for projects to be placed in the first year of the new TIP (FY 2023)
- Closing out completed projects with RTR Funds

TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-January 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Public Meetings - Draft Listings	March 2022
Final Listings - STTC Action	April 2022
Final Listings - RTC Action	May 2022
Submit Final Document to TxDOT	Summer 2022
Anticipate TxDOT Commission Approval (for STIP)	August/September 2022
Anticipate Federal/State Approval (STIP)	October/November 2022

QUESTIONS/COMMENTS?

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LEGISLATIVE UPDATE



Nicholas Allen, NCTCOG
Surface Transportation Technical Committee
April 23, 2021

FEDERAL UPDATE

- Biden Administration's infrastructure plan
- \$2.3T over 8 years—\$571B for transportation
- Funded mainly by corporate tax rate hike
- Expansive definition of “infrastructure”
- Republicans want smaller amount, narrower focus
- Democrats may pass plan with party-line vote

American Jobs Plan Act

[Zoom Video](#)

Proposed Transportation Funding Allocations

Nationwide investment in electric vehicles and charging infrastructure	\$160B
Fix-it-first spending for 20,000 miles of highways and roads & 10,000 bridges	\$115B
Public transit support (includes new capacity and electric buses)	\$110B
Amtrak, intercity passenger rail, HSR	\$80B
Mega projects (regional or national scale)	\$44B
Projects to redress historic inequities (includes reconnecting neighborhoods)	\$25B
Road safety (includes safe streets & vision zero)	\$20B
Ports (includes land ports of entry)	\$17B

FEDERAL UPDATE

President's FY 2022 Budget Proposal

Budget request is separate from the American Jobs Plan Act

Covers discretionary spending, which is only one-third of the federal budget

\$1.5T in total discretionary spending—\$769B for non-defense programs

Transportation Highlights:

- \$317M increase (or 1.3%) in overall funding for USDOT
- Increased support for transit and passenger rail programs

Surface transportation reauthorization bill needed by Sept. 30

STATE BUDGET

	Senate SB I 2022-2023	House CSSB I 2022-2023
TCEQ Budget	\$642.3M	\$644.9M
TxDOT Budget	\$30.1B	\$30.1B
Total Budget	\$250.9B	\$246.6B

- Senate approved SB I on April 6
- House approved their version of CSSB I on April 22
- Expected to head back to Senate, go to conference committee, then full House and Senate to approve before May 31



TEXAS
LEGISLATURE

Bills of Interest

Transportation Funding

- \$200 Alternative Fuel Vehicle Fee and Fee by Vehicle Class, **CSSB 1728** (Schwertner/Nichols/Powell), Approved by Senate Transportation
- \$200 EV Fee, **HB 427** (King), Pending in House Transportation – 4/20
- Texas Mobility Fund, **CSHB 2219** (Canales), Reported Favorably House Transportation - 4/16



TEXAS
LEGISLATURE

Bills of Interest

High-Speed Transportation

- High-Speed Rail Legislative Review Committee, **SB 726** (Schwertner)
Approved by Senate – 4/21
- Property for High-Speed Rail, Eminent Domain, **HB 901** (Burns), **HB 2044** (Leman), **HB 3312** (Harris)
- High-Speed Rail Legislative Review Committee, **HB 3633** (Leman)

All left pending in House

Land and Resource Management – 4/1

Bills of Interest Safety

Reducing Speed Limits

- **SB 1274** (Nichols), Approved by Senate – 4/20

Pedestrian & Bicycle Safety

- **HB 3319** (Meyer), Pending House Transportation – 4/20
- **HB 554** (Lopez), Pending House Transportation – 4/20
- **SB 1055** (Huffman), Approved by Senate – 4/20
- **HB 3925** (Collier), Voted Favorably from House Transportation – 4/20



TEXAS
LEGISLATURE

Bill of Interest

Air Quality

- Electric Vehicle Charging Infrastructure & includes \$100 EV Fee, **CSHB 2221** (Canales), Voted Favorably from House State Affairs – 4/20
- Preemption of local regulations on greenhouse gas emissions, **CSSB 1261** (Birdwell), Approved by Senate – 4/21
- LIRAP Funds, **HB 2539** (Turner), Pending in House Environmental Regulations – 4/12

A circular logo with a teal background and a white border, containing the text "TEXAS LEGISLATURE" in white, uppercase letters.

TEXAS
LEGISLATURE

Bill of Interest

Unmanned Aircraft

- Military installations/airports added to list of critical infrastructure, **CSSB 149** (Powell), Voted Favorably from Senate Veteran Affairs and Border Security – 4/21
- Prohibits arming unmanned aircraft, **CSHB 1758** (Krause), Voted Favorably from House Homeland Security and Public Safety – 4/15
- Defines ‘surveillance’ and ‘image’, **CSHB 3251** (Thompson), Pending Homeland Security and Public Safety – 4/15

CONTACT INFORMATION

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HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

04.23.2021 – Surface Transportation Technical Committee



Study Objective

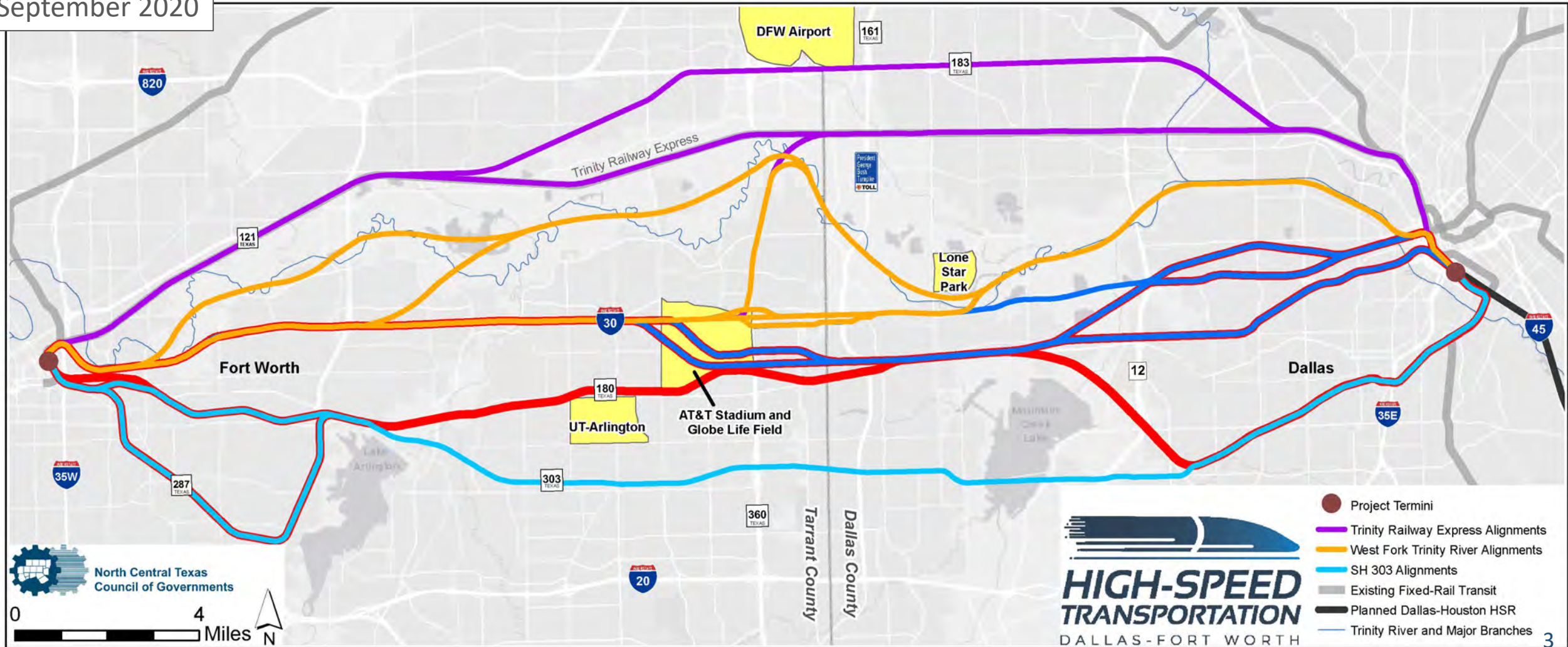
Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative

Initial Set of Alignments/ Corridors

September 2020



Initial Modes of Transportation

● Conventional



● Higher-Speed



● High-Speed



● Maglev



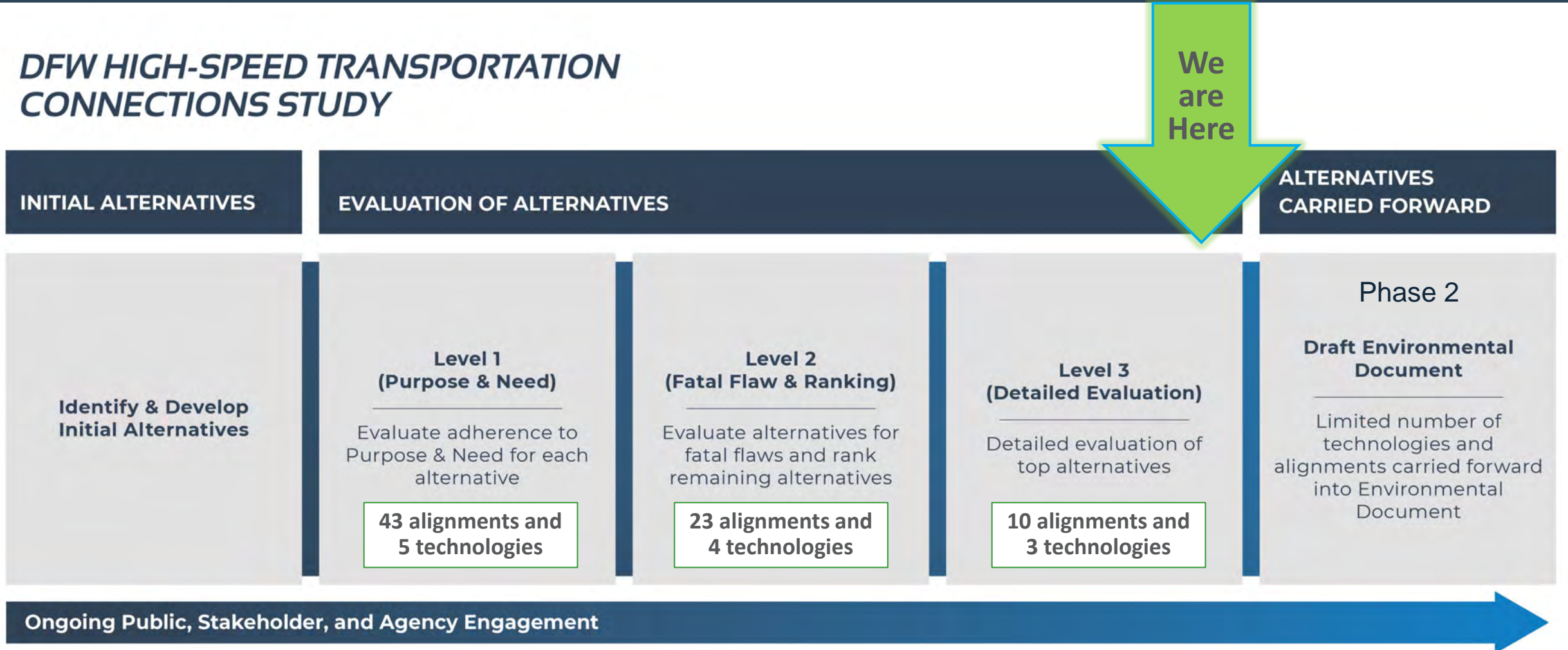
● Hyperloop



● Emerging Technologies

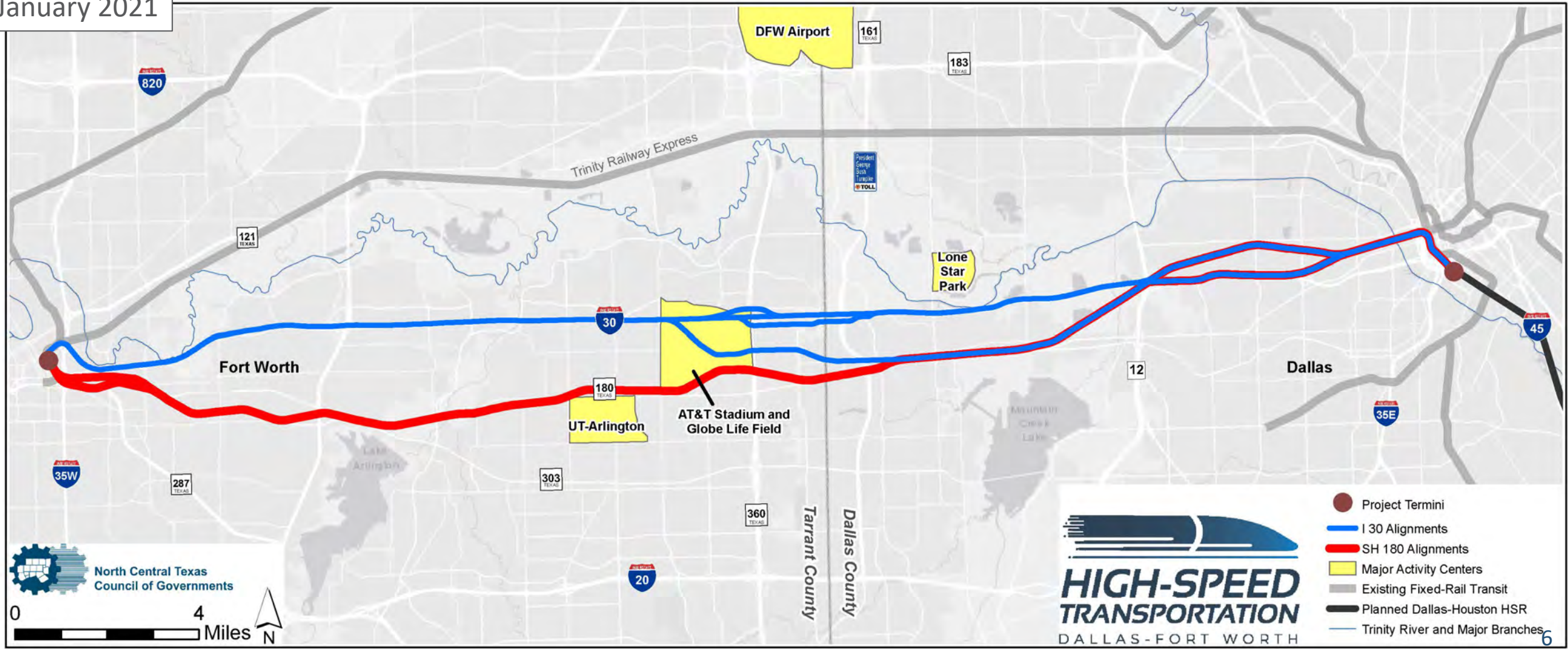
Evaluation Methodology

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY



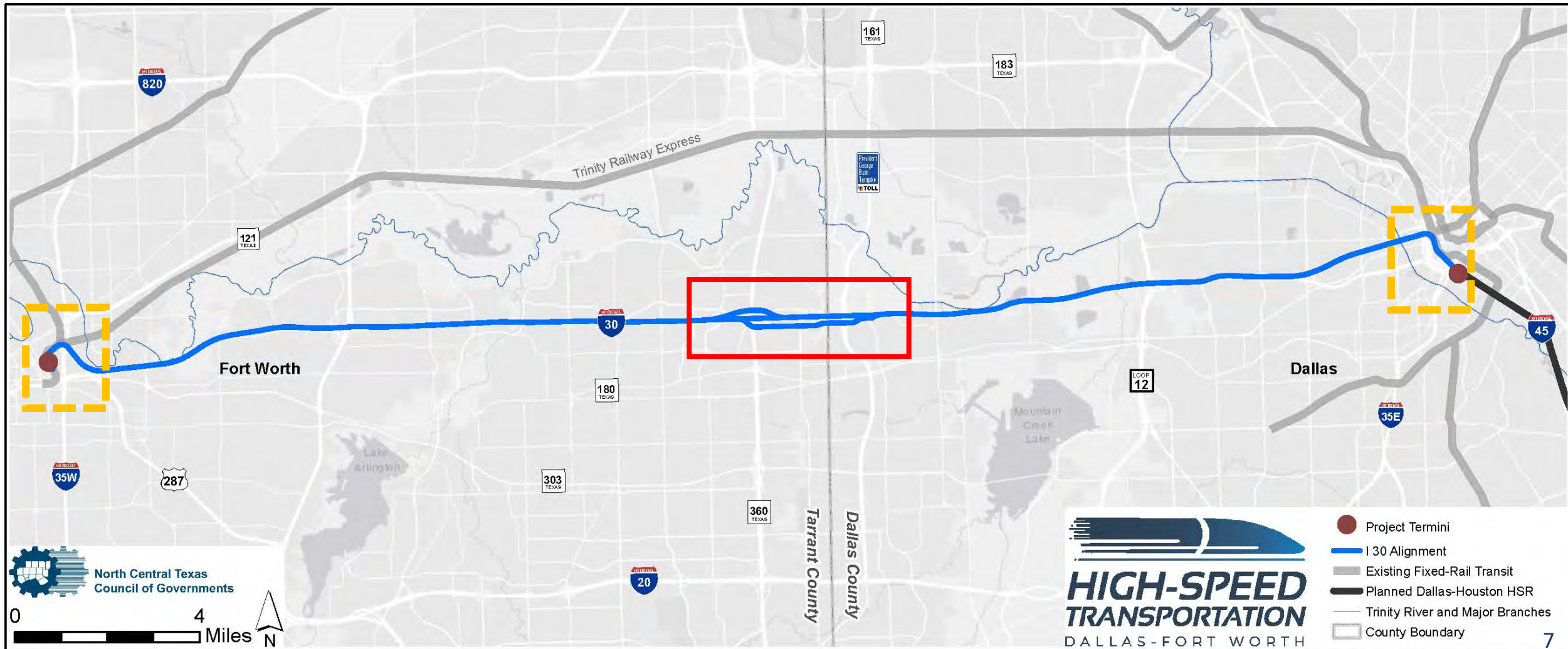
Alignment/Corridor Recommendations Based on Level 2 Screening

January 2021



North Central Texas Council of Governments

Alignments Recommended to be Carried Forward into Phase 2



Level 3 Screening Results & Recommendations (Alignments)

Alignments

Highest rated: Three IH 30 Alignments

- Fewest existing structures and parks/open spaces within proposed right-of-way
- Lowest potential noise & vibration impacts
- Least amount of non-public right-of-way required
- Lowest potential adverse impact to existing transportation infrastructure

Recommend to carry these three alignments into Phase 2

Alignment Options Along IH 30

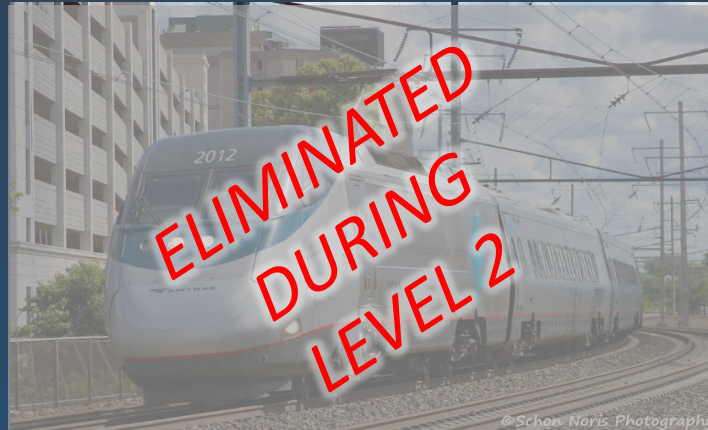
- Coordinate alignment concepts with TxDOT
- IH 30 from IH 35W to west of Cooper Street
 - TxDOT will be starting a study to improve/reconstruct the freeway
 - High-speed transportation could be constructed along the periphery of existing IH 30 corridor OR there is an opportunity to accommodate/incorporate high-speed transportation within redesign as one integrated multimodal corridor
- IH 30 from east of Cooper Street to IH 35E
 - No major improvements planned; freeway has been reconstructed
 - High-speed transportation could be constructed along the periphery of existing IH 30 corridor OR within the existing managed lane footprint

Mode Recommendations Based on All Screening Levels

Conventional



Higher-Speed



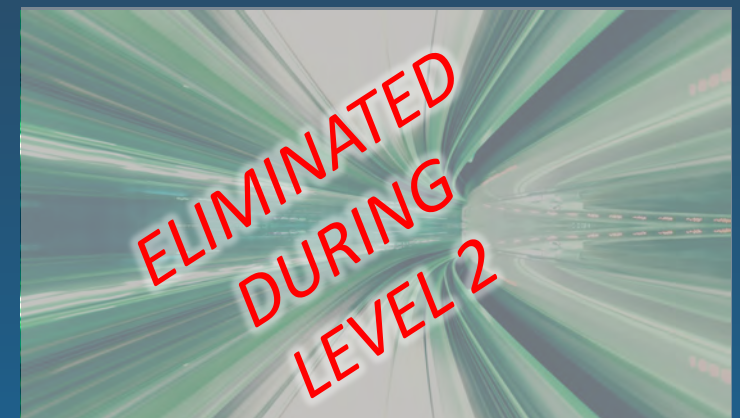
High-Speed



Maglev



Hyperloop



Emerging Technologies



Level 3 Screening Results & Recommendations (Modes)

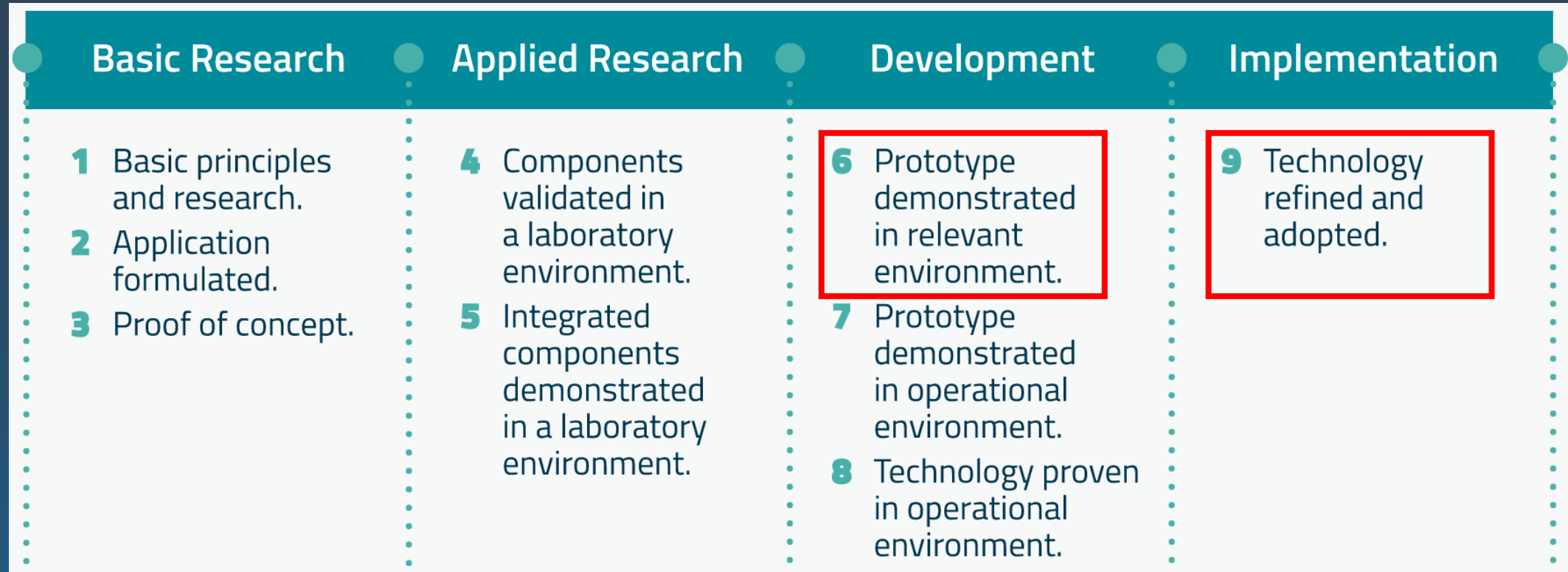
Modes

Highest rated: High-Speed Rail and Hyperloop

- High-Speed Rail scores high across all technology maturity criteria
- Hyperloop scores high in travel time, vertical profile, and max curve speed, and has the lowest potential adverse impact to existing transportation systems from operations and maintenance activities
- Maglev capital cost is cost-prohibitive

Recommend to carry only High-Speed Rail and Hyperloop into Phase 2

Technology Readiness Levels



Hyperloop

High-Speed Rail



Public and Agency Engagement

- Elected Officials Meetings
- Federal Transit Administration/Federal Railroad Administration Progress Meetings
- Technical Work Group Meetings
- Technology Forum
- Resource Agency Meeting
- TxDOT Districts
- NTTA
- DART/TRE
- Railroads
- Public Meetings
 - September 23 and 24, 2020
 - January 27 and 28, 2021
- Local Stakeholder Meetings

Project Team has hosted 60+ Presentations, Briefings, and Meetings over the last year

- Transportation Partner Meetings

New Engagement Activities

- [PIMA link](#)
- Will allow public to review Level 3 alignments directly
- Asking for feedback on areas of significance and concern
- Goes live April 29, 2021

Map layer testing
Project for test map layer functionality. **Change screen shot (Nicole)**

Open Project Documents

1) Tell us about yourself and stay up to date with the project

Zip Code *** Required** Last Name *** Required**

Zip Code Last Name

2) Select any of the following topics that apply to your comment: (Select up to 3)

Alignment Mode Historical Noise Environmental Other


3) Do you have any concerns about any of these ten alignments? Please explain in detail. *** Required**

Please do not place any personally identifiable information (name, phone, or email) within your comment.

4) Would you like a response to your question or concern?

Send me a response

5) Please drop a pin on the specific location of your concern.
Tap another location to move your pin. Use arrow keys to pan around. Use + or - keys to zoom in and out.



Upcoming Public Meetings

Meeting Dates

Wednesday, May 19, 2021 at noon
&
Thursday, May 20, 2021 at 6:00 pm



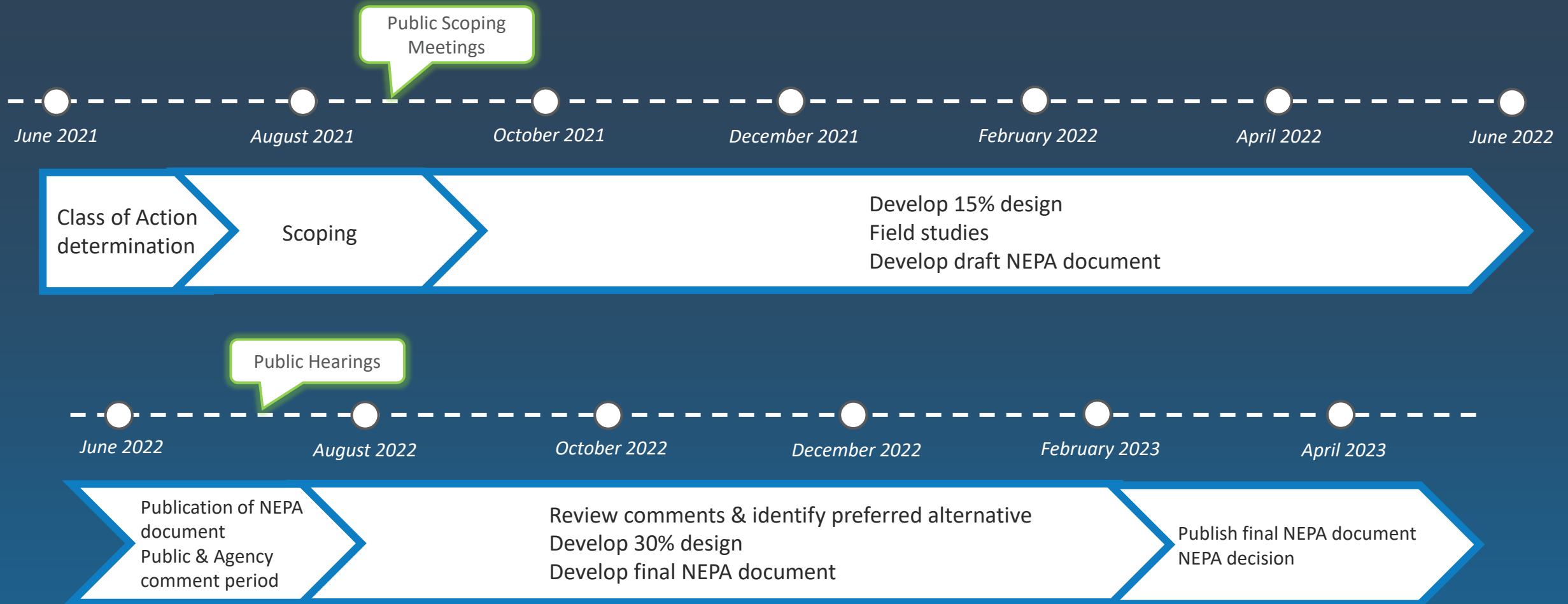
Virtual Format

- A narrated pre-recorded presentation will be posted to project website on Friday, May 14
- The meetings will include a brief online presentation and will include time for comments or questions
- The online portion allows participants to type in questions or comments
- Meetings will include a call-in number to ask questions or comment
- The audio of each meeting will be recorded

Upcoming Schedule

- April 23 – STTC Briefing
- April 29 – Trinity Conservancy Meeting
- May 6 – FTA/FRA Progress Meeting
- May 13 – RTC Briefing
- May 14 – Elected Officials Briefing
- May 19 – Public Meeting, 12:00 noon
- May 20 – Public Meeting, 6:00pm
- May 24 – UPRR Coordination
- May 27 – Resource Agency Meeting
- June 3 – FTA/FRA Progress Meeting
- June 4 – Technical Work Group #8
- June 25 – STTC Action
- July 1 – FTA/FRA Progress Meeting
- July 8 – RTC Action
- July 30 – WTS Meeting
- August 5 – FTA/FRA Progress Meeting
- August 2021 – Complete Phase 1

Phase 2 Schedule – 24 Months





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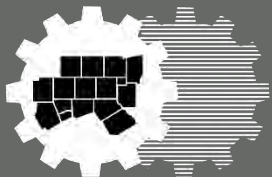
www.nctcog.org/dfw-hstcs

Status Report on Engine Off North Texas

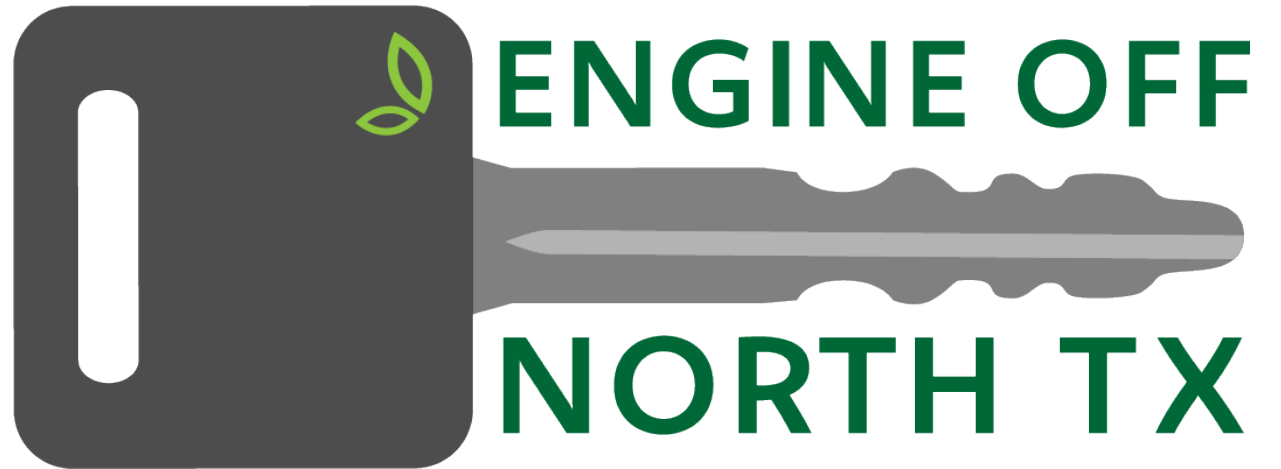
Surface Transportation
Technical Committee

April 23, 2021

Huong Duong
Air Quality Planner



North Central Texas
Council of Governments



Regional Transportation Council

Relevance to Regional Planning

Air Quality Emphasis Areas:

High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel

Energy and Fuel Use

Performance Measure:

Air Quality

Mobility 2045:

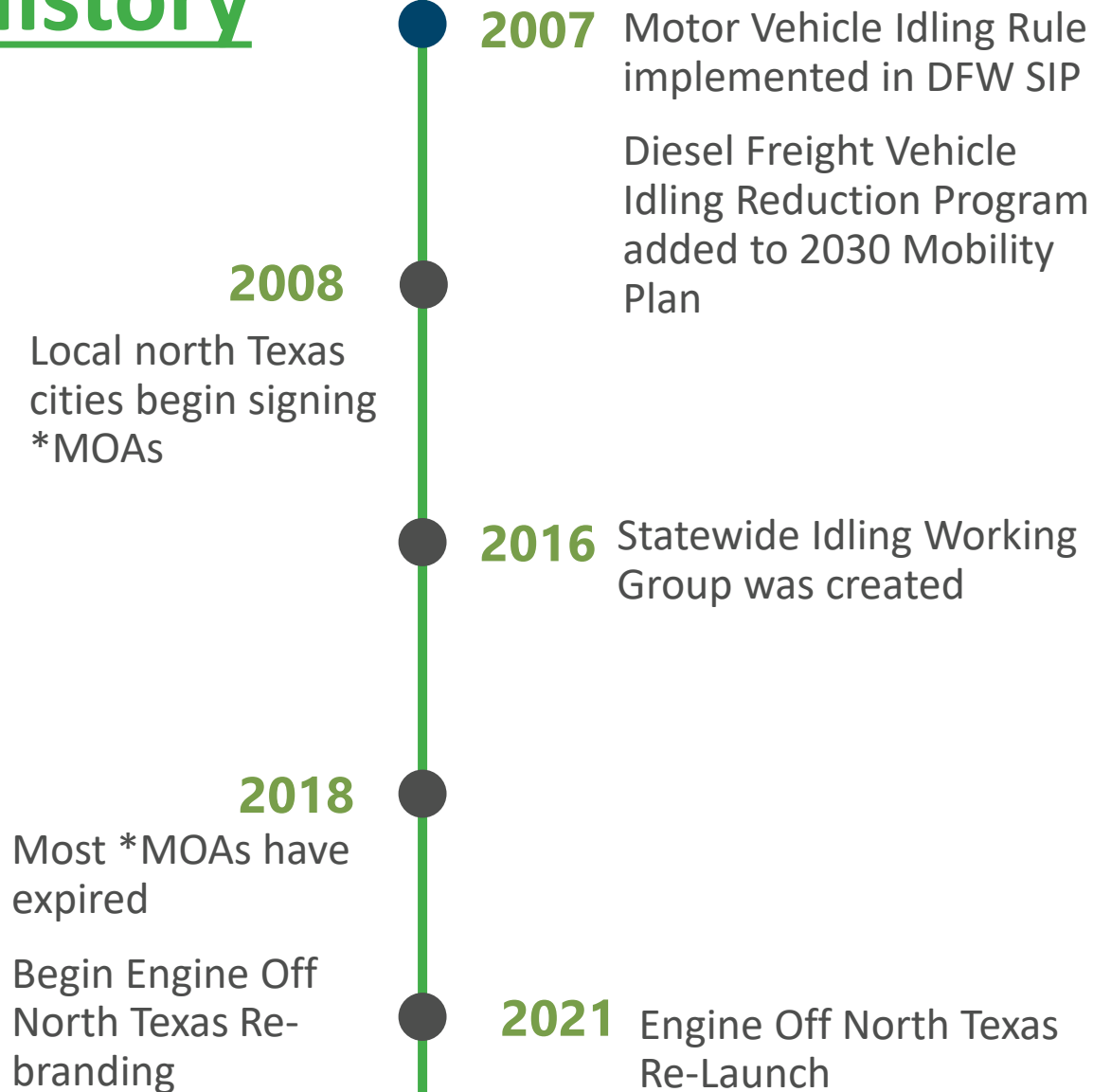
Air Quality Policy AQ2-005:

Efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors.

Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations

History



Purpose

- Improve air quality by decreasing emissions associated with unnecessary idling

Strategy

- Outreach to local government to encourage and help facilitate adopting an ordinance or resolution and/or signing agreement with the Texas Commission on Environmental Quality (TCEQ).
- Encourage the general public to report idling heavy-duty vehicles
- Educate drivers and fleets on local idling restrictions and idle reduction strategies

*MOA-Memorandum Of Agreement with the TCEQ for the local enforcement of the state's motor vehicle idling limitations

NORTH TEXAS

HEAVY-DUTY VEHICLE IDLING RESTRICTIONS

LOCAL GOVERNMENT GUIDE

Local Government Guide

**Updated information and
data statistics**

**Offer multiple options for
implementing an idle
restriction policy and
enforcement strategies**



Brochure

Redesign of layout
Easier to read

Poster

More streamlined messaging
Focus on steps to report an idling
complaint

WARNING

NO IDLING



PER CITY ORDINANCE

**Report Violations at 1-877-689-4353
or EngineOffNorthTexas.org**

Regulatory Sign

Removed state idling rule

Added reference to city ordinance

[Home](#) > [Transportation](#)

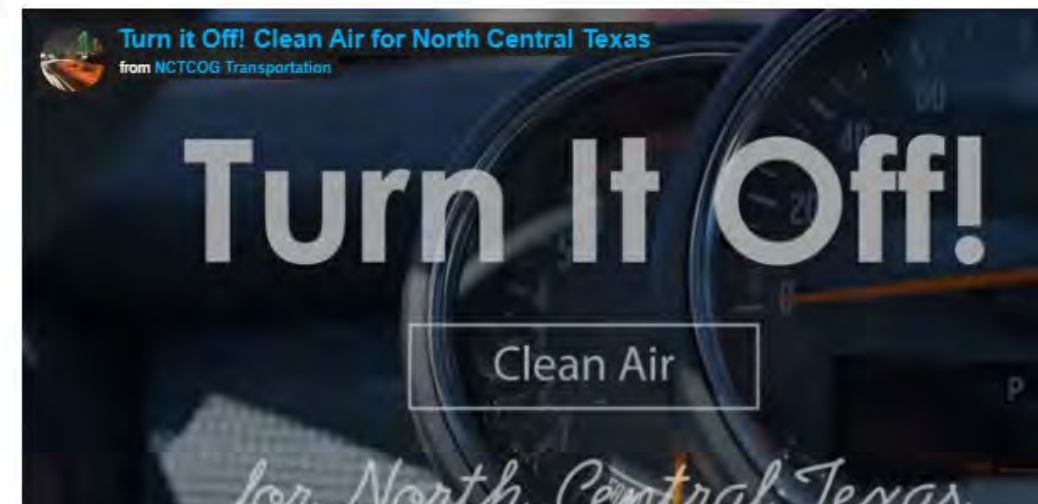
Engine Off North Texas



Engine Off North Texas (EONT) is a regional initiative dedicated to reducing the impacts associated with the unnecessary idling of vehicles. EONT is focused on expanding the adoption of anti-idling ordinances and implementing policies for fleets, providing idle reduction technology options, and promoting various idle reduction strategies across the region.

Website

Updated content
User-friendly layout



Resource	Audience	Purpose
Regulatory Signs	Truck Drivers	Deter truck drivers from idling in high idling areas
Brochures	Truck Drivers	Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies
Posters	General Public	Provide information about idling complaint hotline, can be posted at truck stops and public buildings
Local Government Guide	Local Government	Provide guidance regarding implementation of an idling policy in local jurisdiction
Infographic	Truck Drivers, General Public, Local Government	Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government
Complaint Hotline 877-689-4353	General Public	Submit idling complaint to NCTCOG
Engine Off North Texas Website www.EngineOffNorthTexas.org	Everyone	Access to all resource and provides information to all audiences

Engine Off North Texas Toolkit

Request Form can be found at www.engineoffnorthtexas.org

Email form to engineoffnorthtexas@nctcog.org

NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.

Cities and Counties with Idling Restrictions

North Texas Idling Restrictions and Electrified Truck Stops

Legend

Electrified Parking Spaces

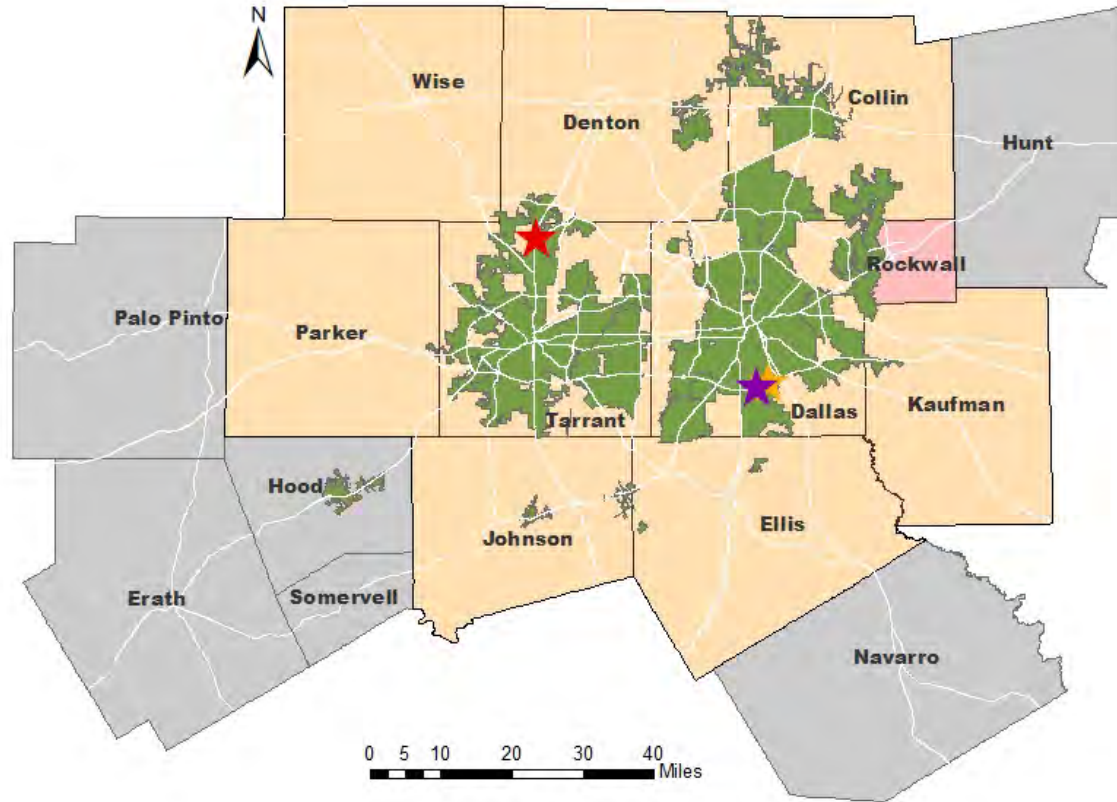
- ★ Pilot Travel Center #434
2400 Alliance Gateway
Fort Worth, TX, 76177
I-35 Exit 65
- ★ Flying J Travel Center #726
7425 Bonnie View Road
Dallas, TX, 75241
I-20/I-35 Exit 472
- ★ Payless Fuel Travel Center
8181 S. Lancaster Road
Dallas, TX, 75241
I-20/I-35 Exit 470

■ Cities With Idling Restrictions

- | | |
|-------------|----------------------|
| Arlington | Lancaster |
| Benbrook | Little Elm |
| Cedar Hill | McKinney |
| Celina | Mesquite |
| Dallas | North Richland Hills |
| Duncanville | Pecan Hill |
| Eufless | Plano |
| Fort Worth | Richardson |
| Granbury | Rowlett |
| Hurst | University Park |
| Keene | Venus |
| Lake Worth | Westlake |
| | Wylie |

Counties Designated Nonattainment Under 8-Hour Ozone NAAQS

- 2008 and 2015
- 2008 only



Next Steps:

1. Partner with local governments and businesses
2. Share resources and information about Engine Off North Texas
3. Encourage implementing and enforcing an idling restriction policy

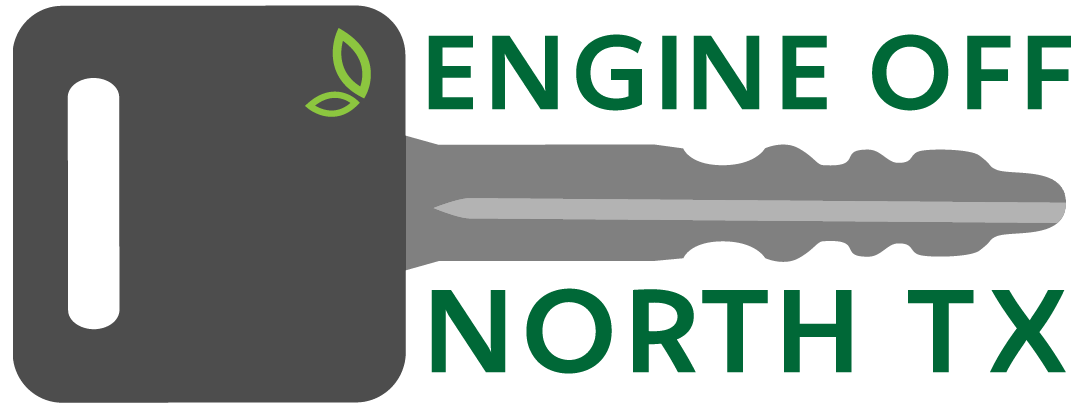
We request Committee Members help provide appropriate contacts within member cities or counties.



North Central Texas
Council of Governments

December 2020

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North Central Texas
Council of Governments





North Texas Regional Integration of Sustainability Efforts (RISE) Coalition

Surface Transportation Technical Committee

April 23, 2021

Purpose

To engage interested local governments in peer-exchange opportunities to support sustainability and environmental initiatives.

**Align regional
partner initiatives**

**Leverage regional
resources and share
best practices**

**Provide networking
and capacity
building
opportunities**

**Identify funding
opportunities for
projects**

Provide mentorship

**Collaborate as a
group on regional
sustainability
projects and
initiatives**

Current Focus Topics

RISE Coalition is guided by a Work Program that is adopted annually

Current RISE Voting Members

- Cedar Hill
- Dallas
- Denton
- Farmers Branch
- Fort Worth
- Lewisville
- Plano
- Tarrant Regional Water District

Key topics for FY2021 and beyond, include, but are not limited to:

- Regional Emissions Assessment
- Emissions Impact Analysis and Mitigation/Adaptation Strategy Development
- Urban Heat Island Reduction Strategy Analysis
- Food Diversion and Waste Reduction Programs

Membership

Local government members in North Central Texas are invited to join the RISE Coalition.

Quarterly in-person meetings are posted on the NCTCOG Events Calendar and on the RISE Coalition website.

The Coalition is guided by Bylaws.

A **Frequently Asked Questions** (FAQ) has been developed to clarify membership options and participation opportunities.

Please visit the **RISE Membership** page to learn more.

<https://www.nctcog.org/envir/development-excellence/rise-coalition/rise-membership>

Get Involved

RISE Public Meeting

Friday, April 26, 2021

10:30 – 11:30 a.m.

Virtual Meeting – Posted at

<https://www.nctcog.org/envir/committees/regional-integration-of-sustainability-efforts-ris>

NCTCOG's Free E-Mail Lists and Committee Updates

<https://www.nctcog.org/stay-informed?ext=>

<https://www.nctcog.org/envir/mail>

RISE Website:

<https://www.nctcog.org/envir/development-excellence/rise-coalition>



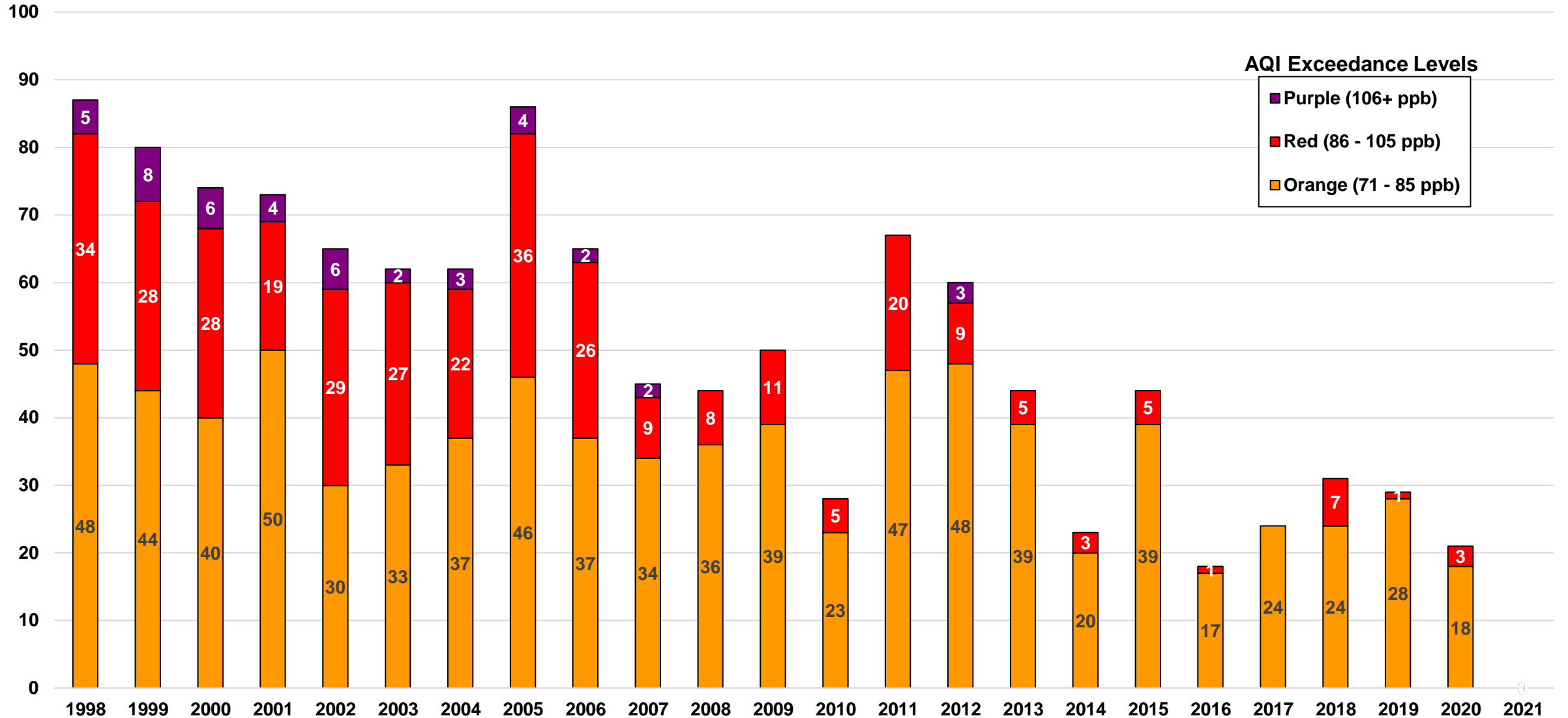
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8-HOUR OZONE NAAQS HISTORICAL TRENDS

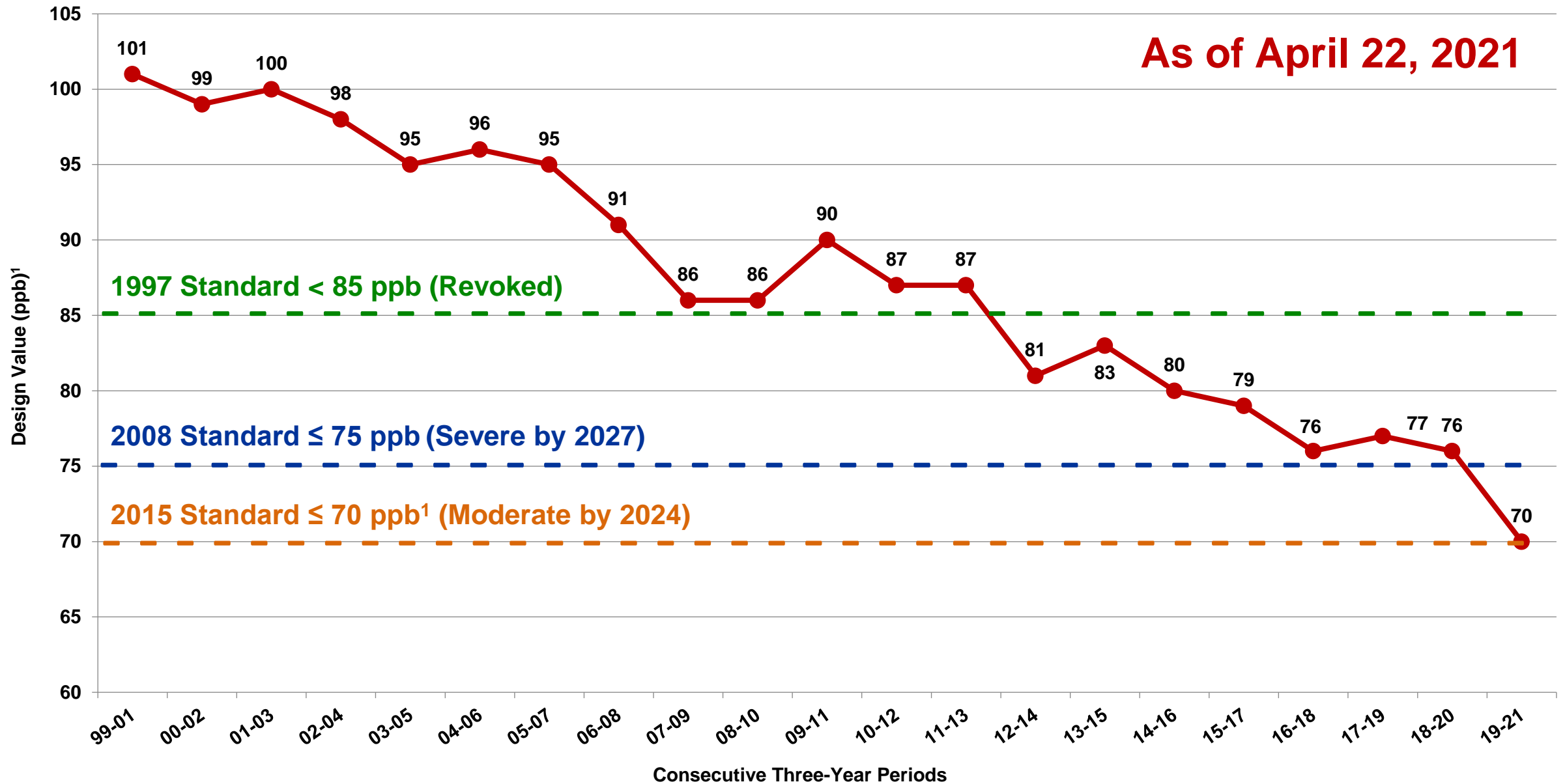
Based on ≤ 70 ppb (As of April 22, 2021)



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

8-HOUR OZONE NAAQS HISTORICAL 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).

FOR MORE INFORMATION

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