ENVIRONMENTAL COORDINATION

Between NCTCOG, Resource and Regulatory Agencies, and Local Governments

October 27, 2021

plan in progress
MOBILITY 2045
2022 UPDATE

AGENDA

Welcome and Introductions – Dan Lamers

Mobility 2045 Update Overview – Brendon Wheeler

MPO Environmental Coordination Background – Tim O'Leary

Preliminary Environmental Screening Results – Kate Zielke

Resiliency – Jeff Neal

Environmental Programs – Staff

WELCOME AND INTRODUCTIONS

WELCOME AND INTRODUCTIONS

- NCTCOG
- Resource and Regulatory Agencies
- Local Governments

MOBILITY 2045 UPDATE OVERVIEW

WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?

Represents a Blueprint for the Region's Multimodal Transportation System

Covers at Least a 20-Year Timeframe

Responds to Goals

Identifies Policies, Programs, and Projects for Continued Development

Guides the Expenditure of Federal and State Funds

MOBILITY PLAN VISION

To improve the region's mobility today and tomorrow by embracing technology and innovation.

MOBILITY PLAN GOALS

Four goal themes

Nine goals

Mobility

- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

Quality of Life

- Enhance Environment and Lifestyles
- Encourage Sustainable Development

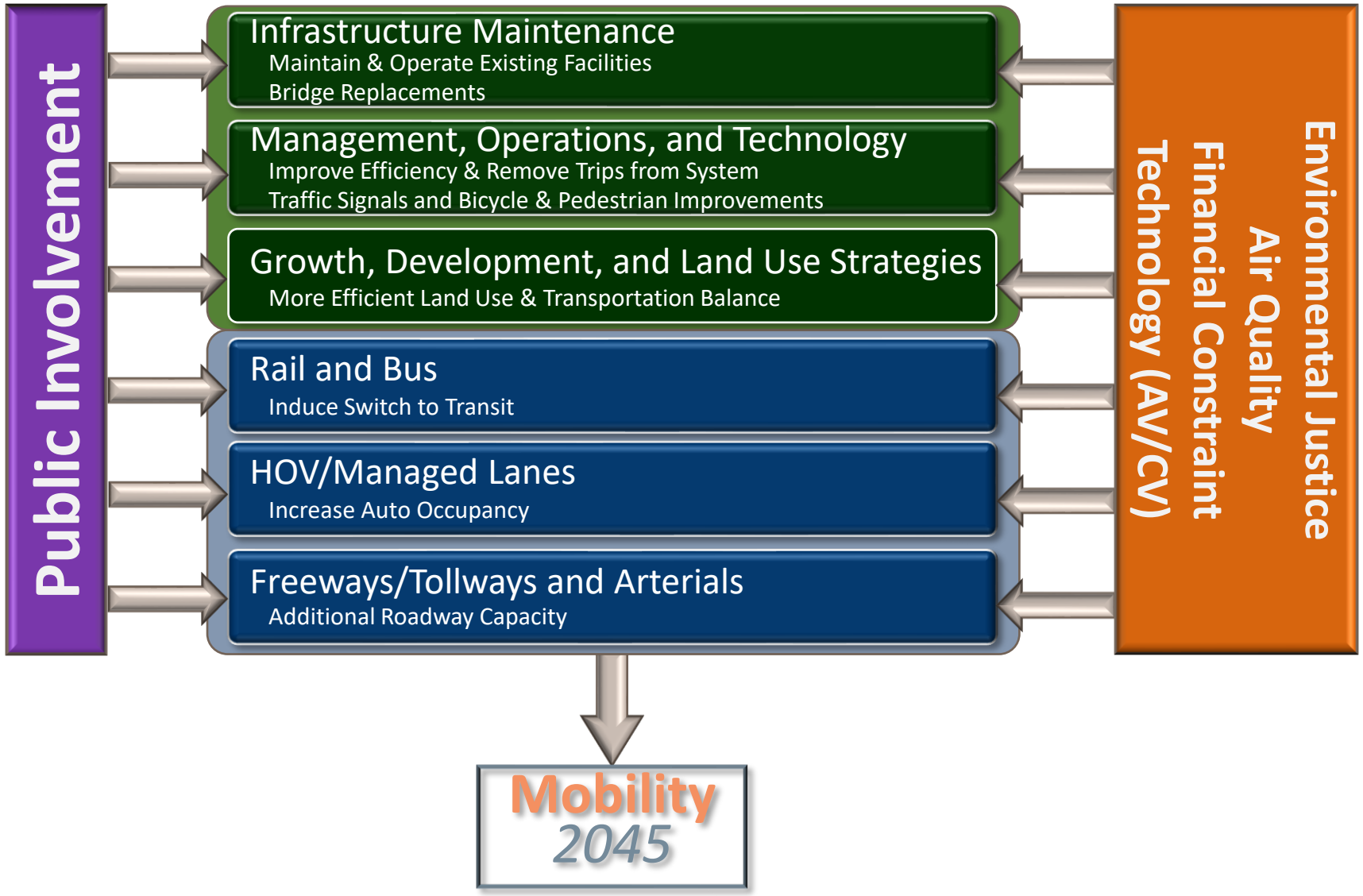
System Sustainability

- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long Term, Sustainable Financial Resources

Implementation

- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs

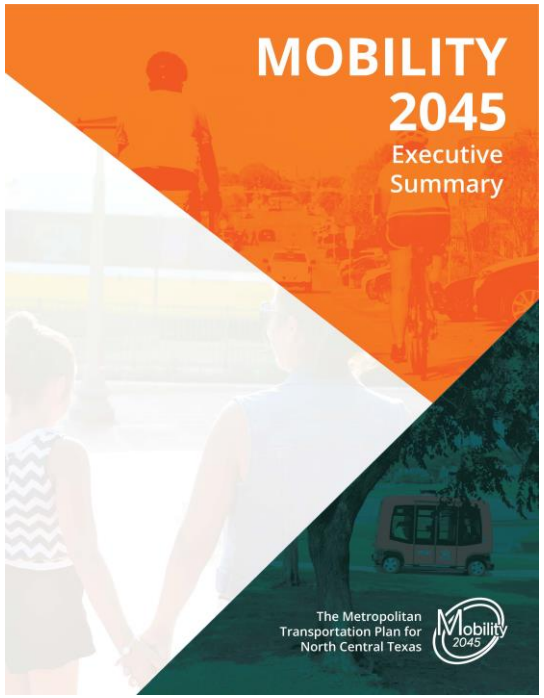
MOBILITY PLAN PROCESS



MOBILITY 2045: FOCUS ON CONNECTIONS

- Emerging Technologies
- Non-Motorized Connections
- Regional Passenger Rail
- Toll Managed Lane System
- High-Speed Rail
- Freight

ABOUT MOBILITY 2045



Mobility 2045

RTC Adopted
June 2018

Air Quality Conformity
November 21, 2018

Mobility 2045

Air Quality Conformity Expires
(4 Years)

November 21, 2022

Mobility 2045 Update

RTC Adoption
June 2022

Air Quality Conformity Determination
November 2022 or sooner

MAJOR PLAN UPDATE EMPHASIS

Updated travel and demographic data

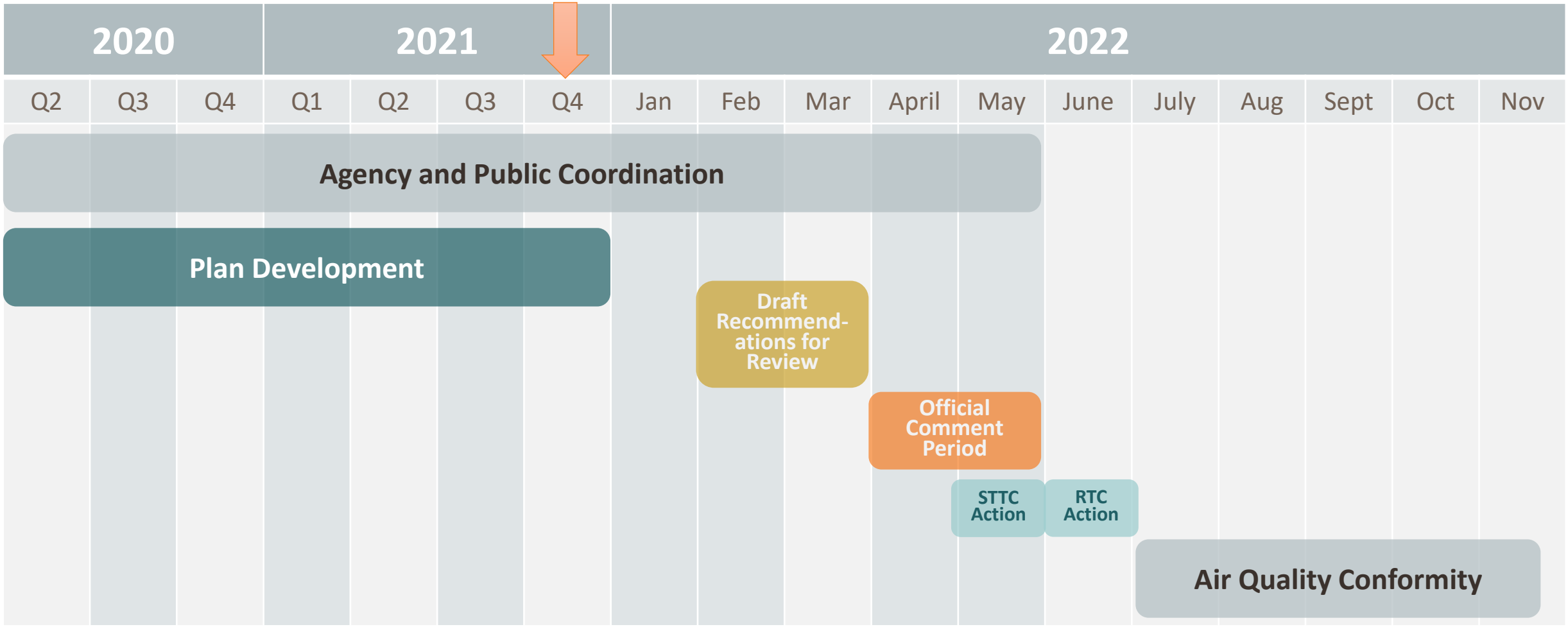
Updated financial forecast

Project, Program, and Policy refinements

Updated performance-based planning framework

Updated Policy Bundle

MOBILITY PLAN SCHEDULE



Notes:

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

MPO ENVIRONMENTAL COORDINATION BACKGROUND

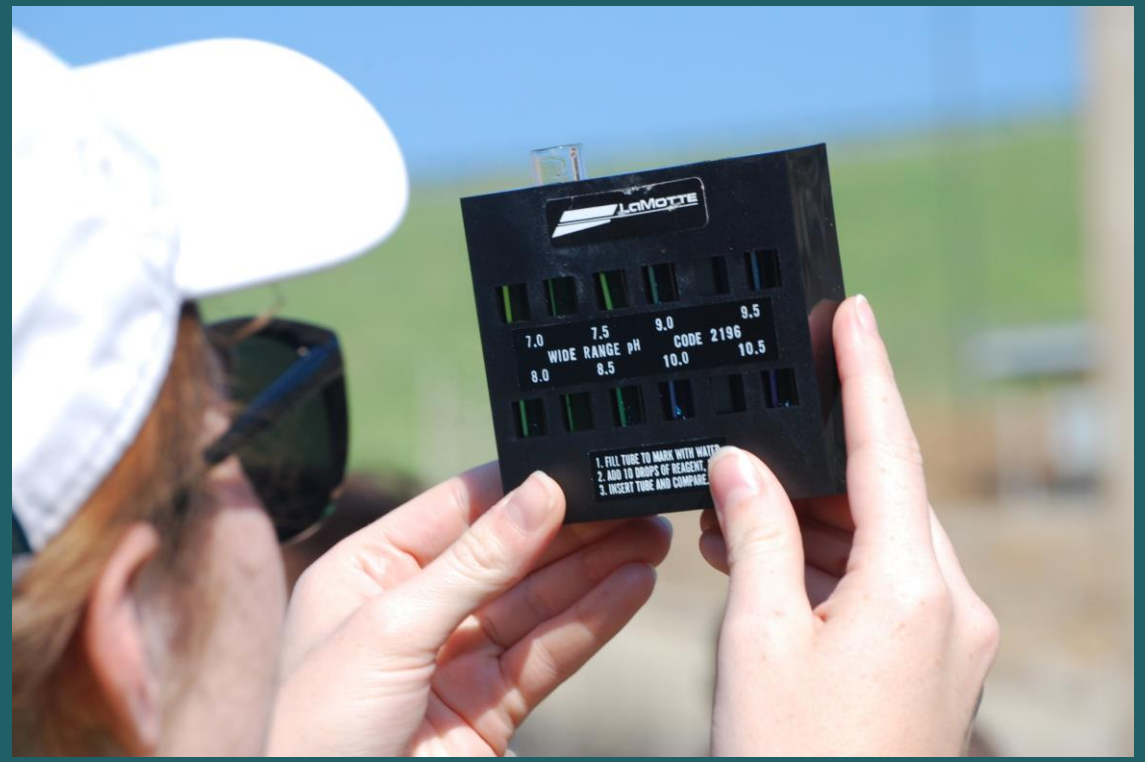
METROPOLITAN TRANSPORTATION PLANNING

Goals identified by federal transportation bills

- “Protect and enhance the environment, promote energy conservation, improve the quality of life…”
- “Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.”

METROPOLITAN TRANSPORTATION PLAN DEVELOPMENT

- Consult with state and local agencies for land use management, natural resources, environmental protection, conservation, and historic preservation.
- Discuss types of potential mitigation activities and locations, including those that have the greatest potential to restore and maintain environmental functions affected by the plan.
- Compare plan to state conservation plans or maps and inventories of natural or historic resources.



TRANSPORTATION PLANNING STUDIES

Preliminary identification of environmental impacts and environmental mitigation

- Feasibility study in the Denton Greenbelt

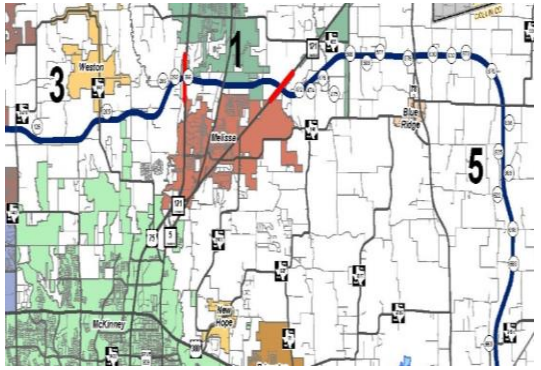
ENVIRONMENTAL PROGRAMS

ENVIRONMENTAL PROGRAMS

Equity and Environmental Justice

Planning in the Denton Greenbelt

Section 214 – Water Resource Development Act



Collin County Outer Loop

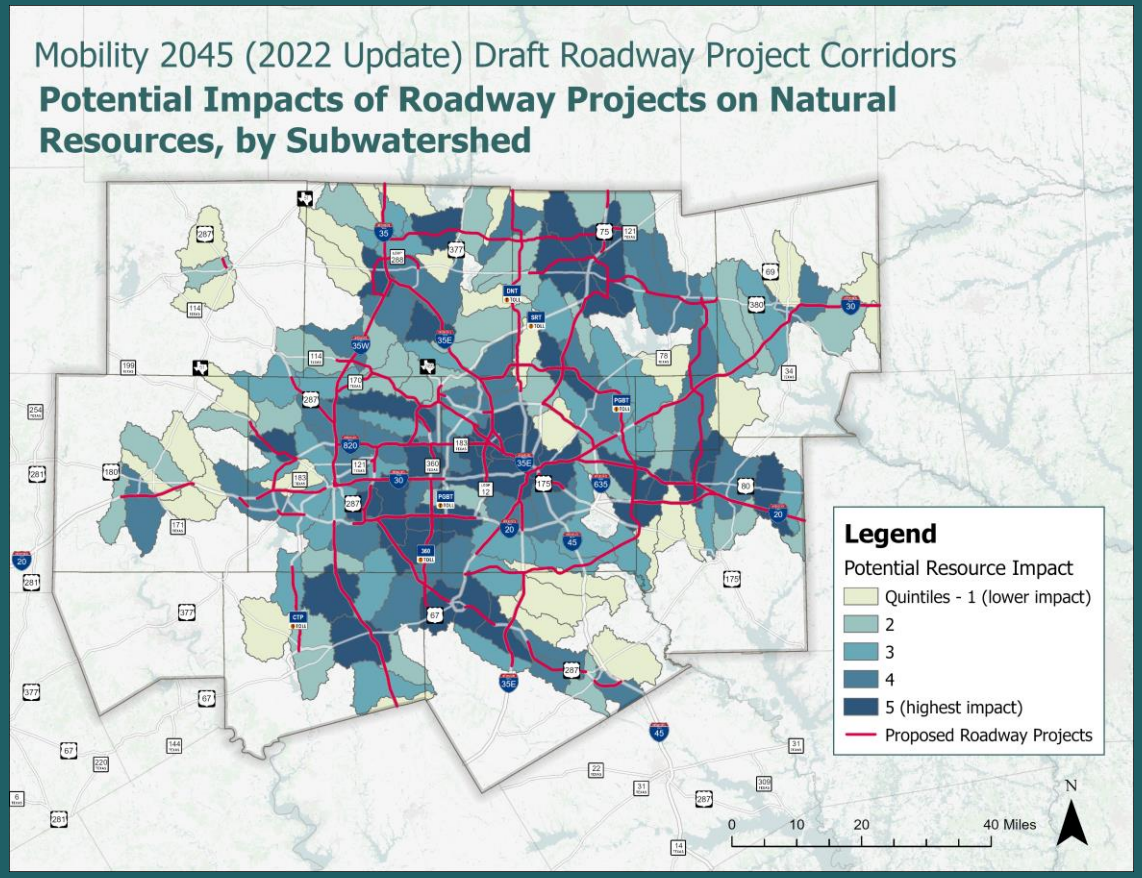
Environmental Stewardship Program

Permittee Responsible Mitigation Database

Economic & Environmental Benefits of Stewardship Tool

Air Quality Initiatives

PRELIMINARY ENVIRONMENTAL SCREENING RESULTS



PURPOSE OF NATURAL ENVIRONMENT SCREENING

"NatScreen"

Preliminary screening tool

Desktop, GIS analysis of projects in Metropolitan Transportation Plan

Three dimensions of analysis:

1. Subwatersheds
2. Natural resources
3. Corridors

NATSCREEN METHOD

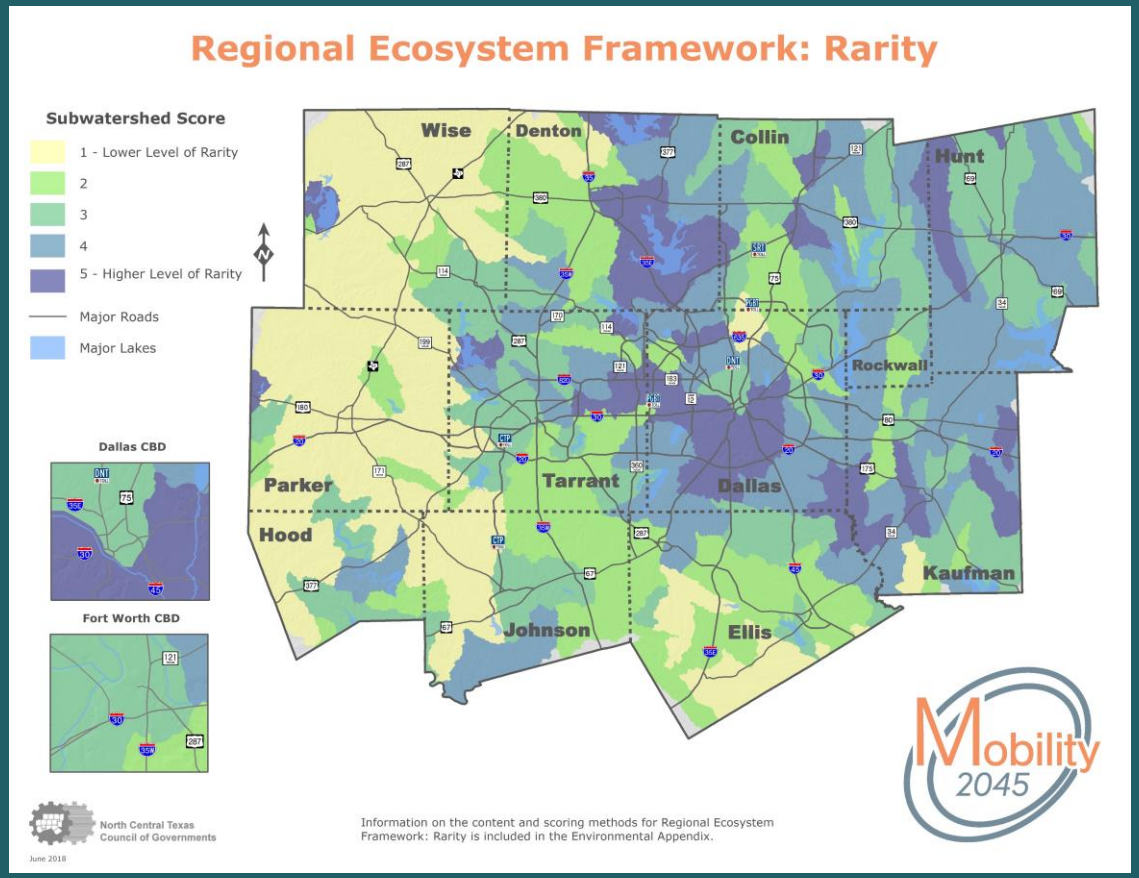
Natural Environment Screening Resource	Data Source
REF* Diversity	Environmental Protection Agency Region 6 Regional Ecosystem Assessment Protocol (REAP), including contiguous undeveloped land, Shannon Land Cover Diversity
Ecologically Significant Stream Segments	Texas Parks and Wildlife
REF Flood Zones	Federal Emergency Management Agency, Digital Flood Insurance Maps
Impaired Water Segments	Texas Commission on Environmental Quality Index of Water Quality Impairments and Watershed Protection Plans
REF Rarity	EPA Region 6 REAP, including vegetation rarity, natural heritage rank, taxonomic richness, rare species richness

* NCTCOG's Regional Ecosystem Framework (REF) identifies areas of relative ecological importance in the Dallas-Fort Worth region. The REF uses a watershed approach to define areas of ecological importance because ecosystems do not follow city, county, or other political boundaries.

NATSCREEN METHOD (CONTINUED)

Natural Environment Screening Resource	Data Source
REF Surface Water Density	US Geological Survey National Hydrological Dataset,
Threatened and Endangered Species*	US Fish & Wildlife Service (USFWS) Information for Planning and Consultation
Wetlands	National Land Cover Database (NLCD), USFWS National Wetlands Inventory, and TPWD Ecological Mapping Systems of Texas
Wildlife Habitat	NLCD, TPWD Wildlife Management Areas, EPA National Ecological Framework, and USGS Protected Area Database

* Not conducted for preliminary analysis



LIMITATIONS

Different agencies may have different priorities

Measures quantity of environmental resource, not quality

Some data from EPA is up to 20 years old (Diversity, Rarity)

A preliminary screening tool to launch discussion – not a substitute for delineation or "boots on the ground"

DISCUSSION PREVIEW

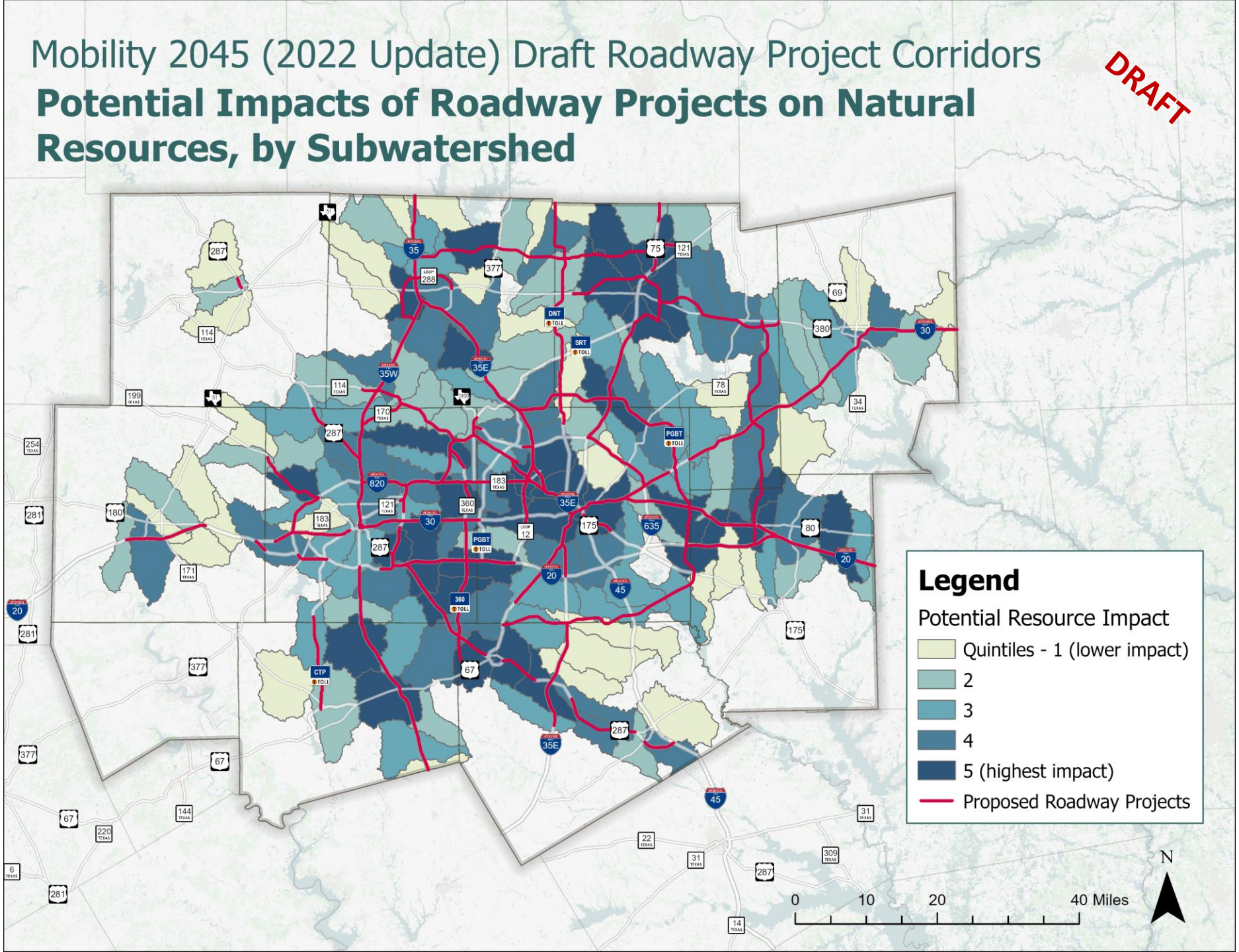
Note: The slate of projects in the plan is not finalized. Projects presented today may be removed or modified, and new projects may be added, before the plan is adopted in June 2022. A final draft of the plan will be available for review 60 days before adoption.

- Discuss types of potential mitigation activities and locations, including those that have the greatest potential to restore and maintain environmental functions affected by the plan
- Compare plan to state conservation plans or maps and inventories of natural or historic resources
- Launch more detailed look at individual corridors

Mobility 2045 (2022 Update) Draft Roadway Project Corridors

Potential Impacts of Roadway Projects on Natural Resources, by Subwatershed

DRAFT



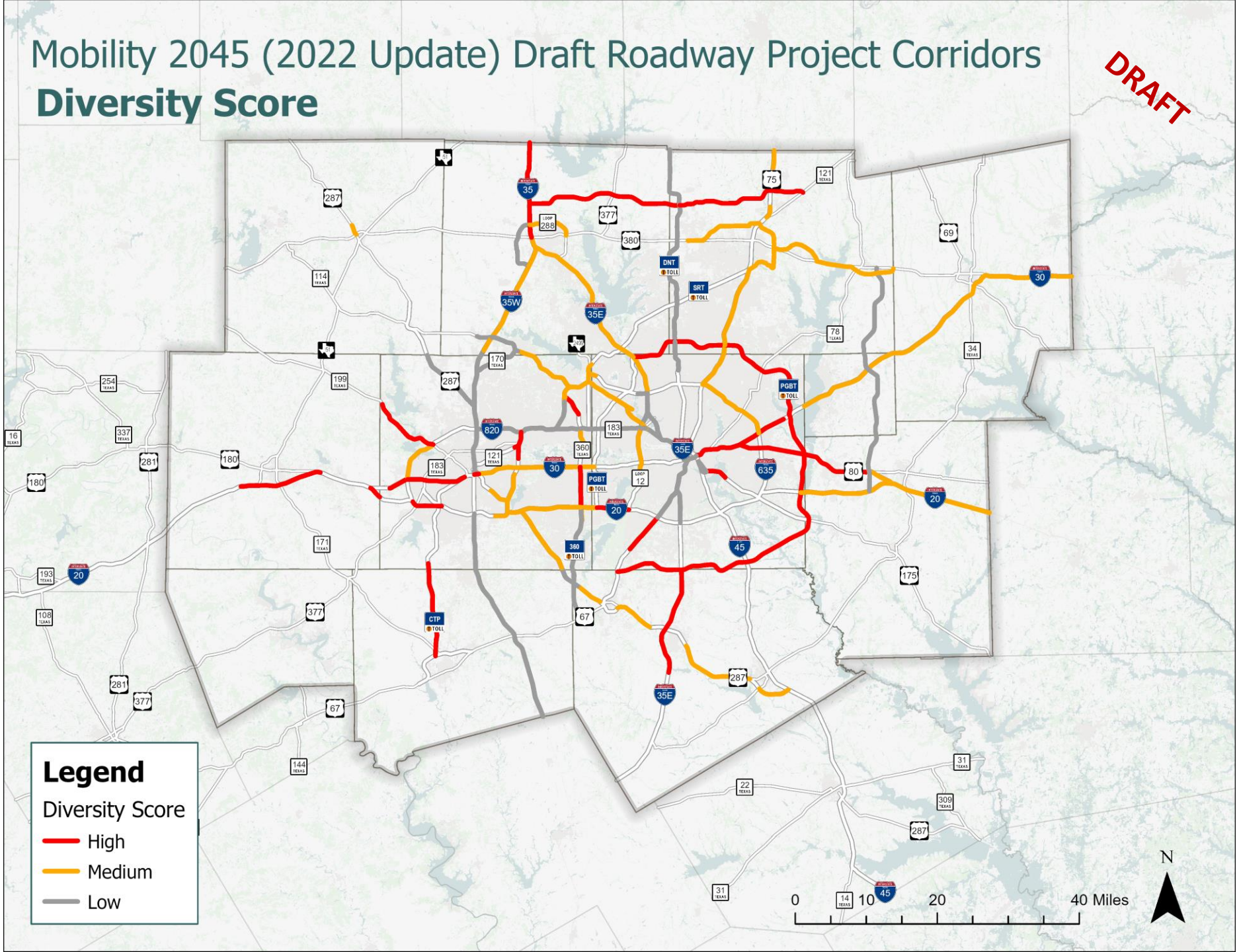
NATURAL ENVIRONMENT RESOURCES

Whole Plan Impact of Roadway Projects (DRAFT)	
Environmental Resource	Number of High-Scoring Cells
Impaired Water Segments	18,348
Rarity	7,493
Flood Zones	7,422
Surface Water Density	5,414
Wildlife Habitat	2,974
Wetlands	1,107
Diversity	484
Ecologically Significant Stream Segments	46

Whole Plan Impact of Transit Projects (DRAFT)	
Environmental Resource	Number of High-Scoring Cells
Impaired Water Segments	5,505
Rarity	2,254
Flood Zones	1,887
Surface Water Density	1,559
Wildlife Habitat	484
Wetlands	169
Diversity	67
Ecologically Significant Stream Segments	0

Mobility 2045 (2022 Update) Draft Roadway Project Corridors

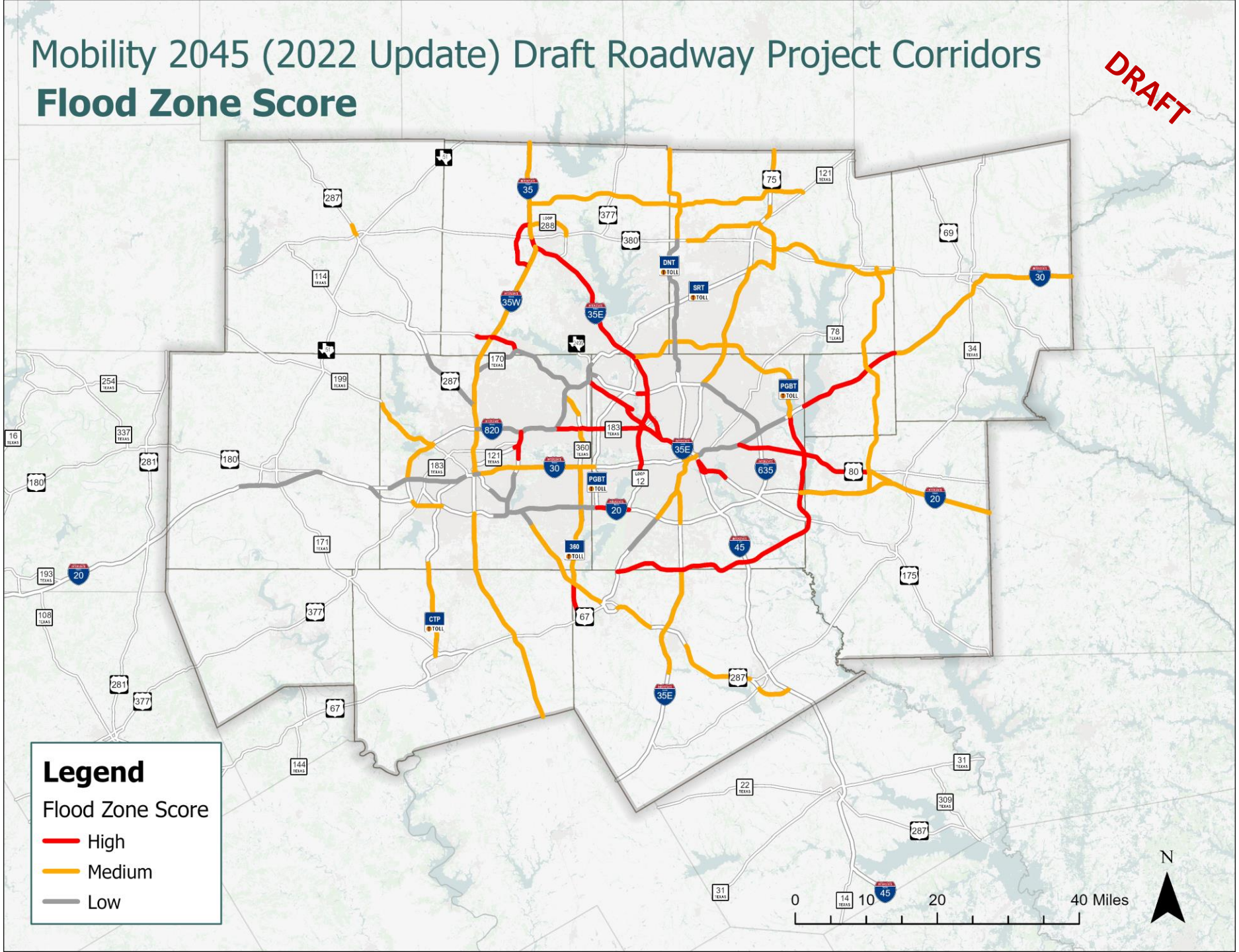
Diversity Score



Mobility 2045 (2022 Update) Draft Roadway Project Corridors

Flood Zone Score

DRAFT



Mobility 2045 (2022 Update) Draft Roadway Project Corridors

Impaired Water Segments Score

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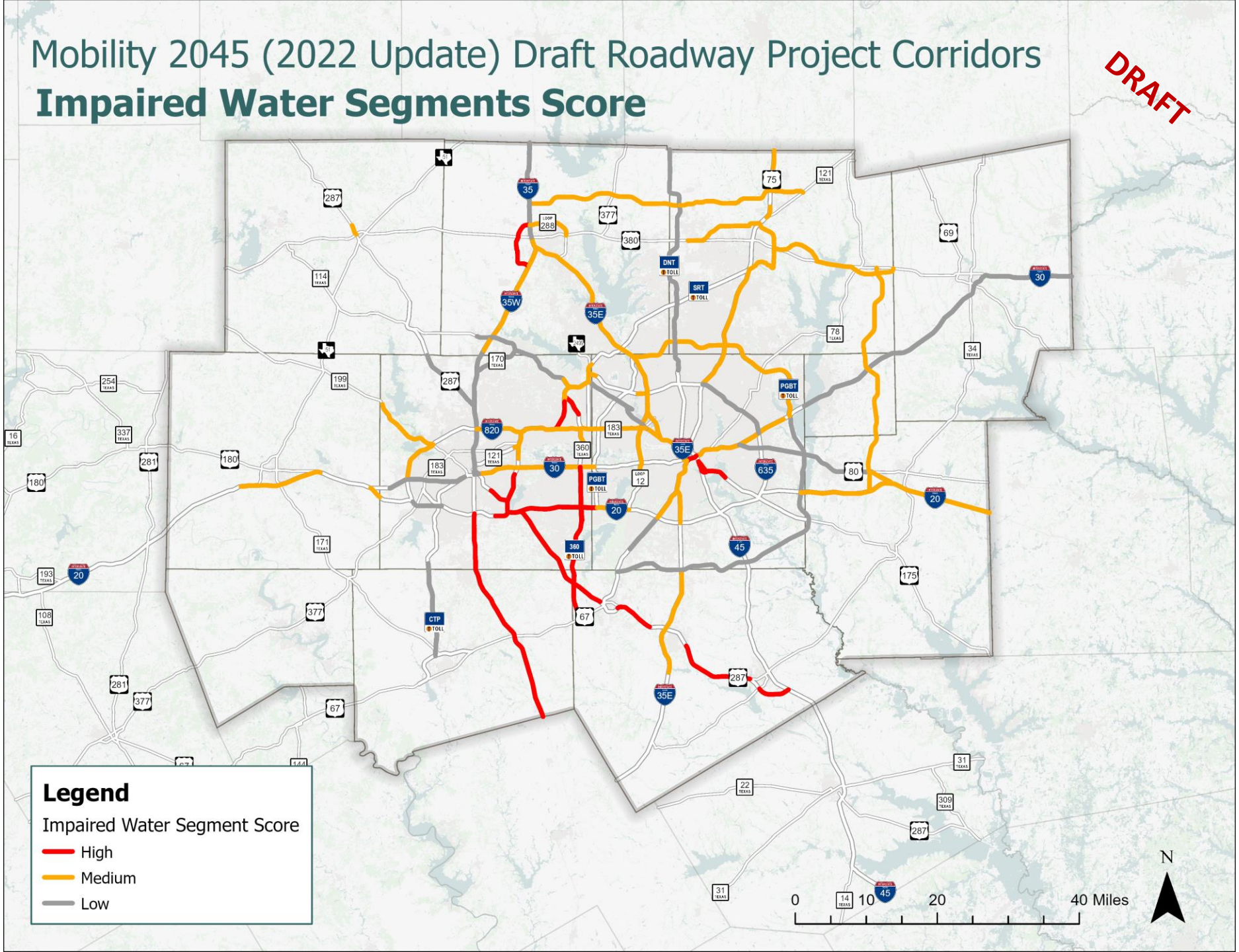
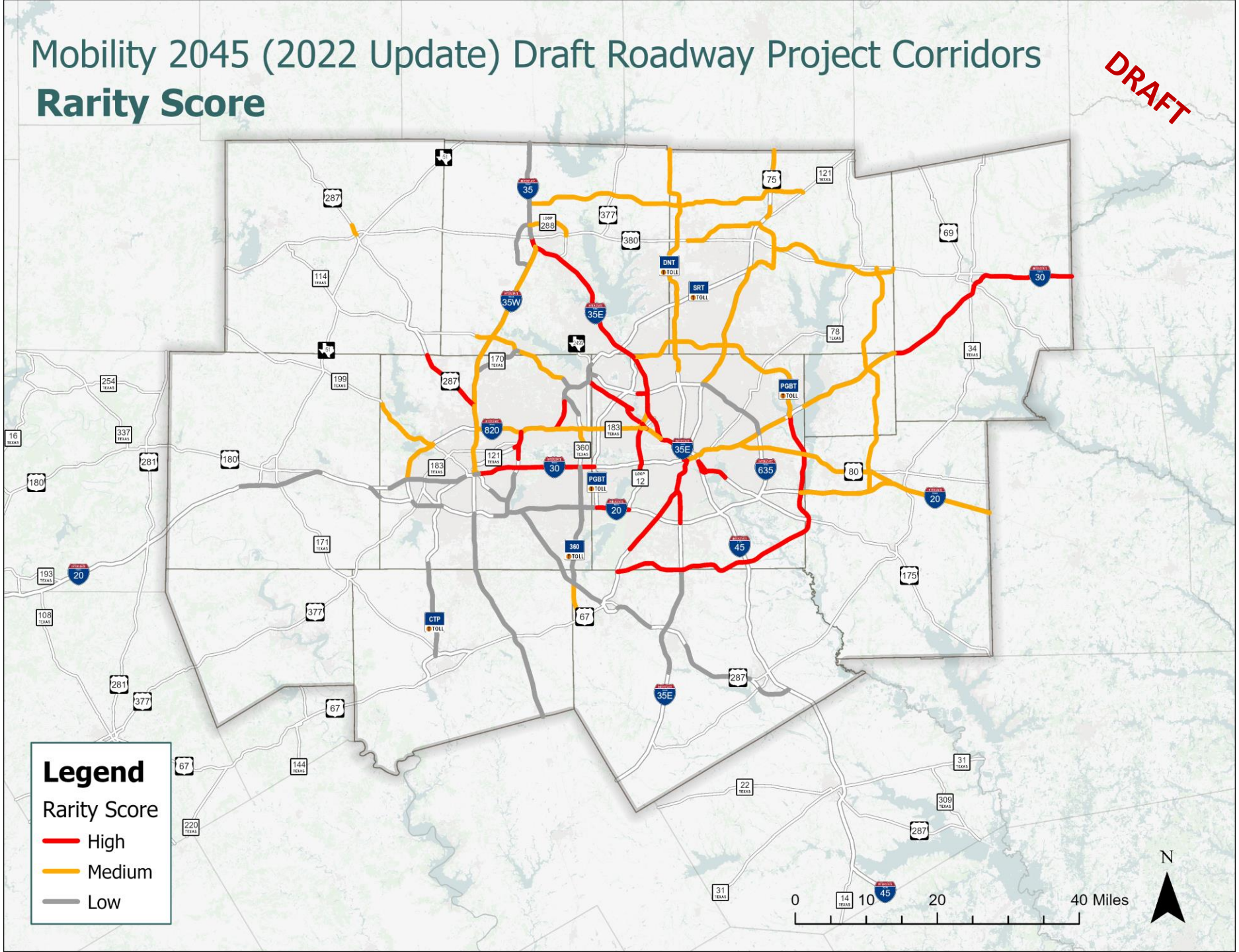


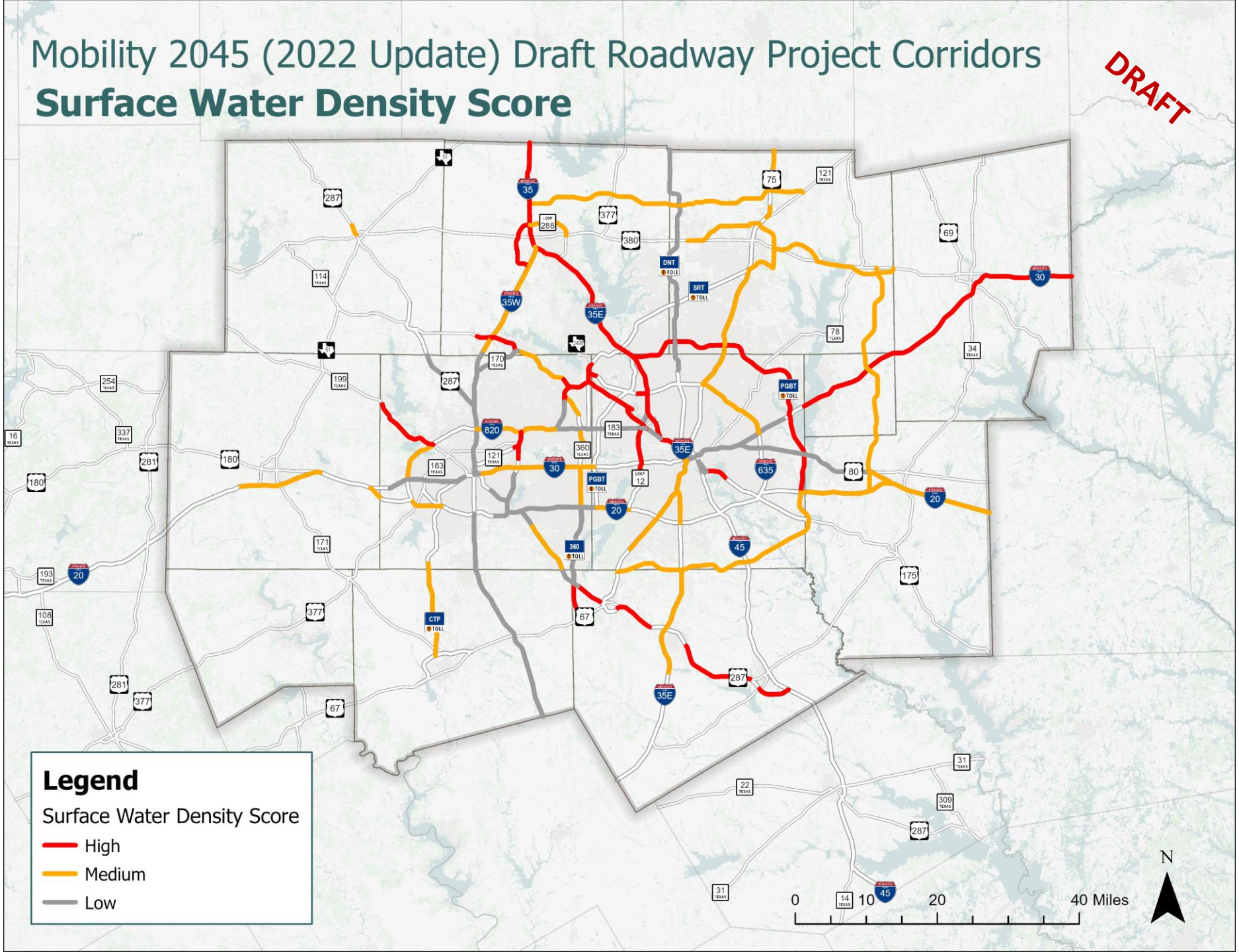
Mobility 2045 (2022 Update) Draft Roadway Project Corridors

Rarity Score



Mobility 2045 (2022 Update) Draft Roadway Project Corridors

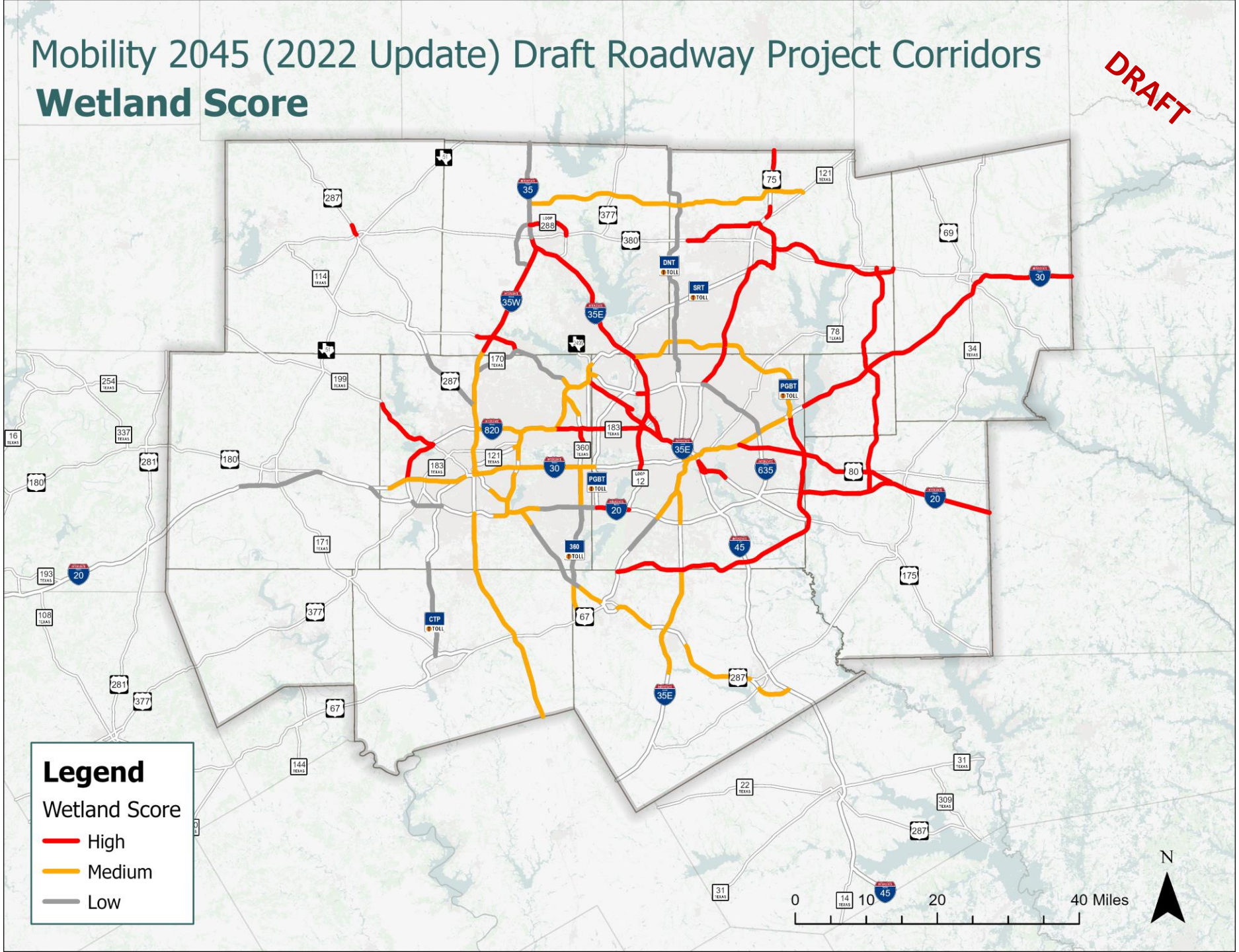
Surface Water Density Score



Mobility 2045 (2022 Update) Draft Roadway Project Corridors

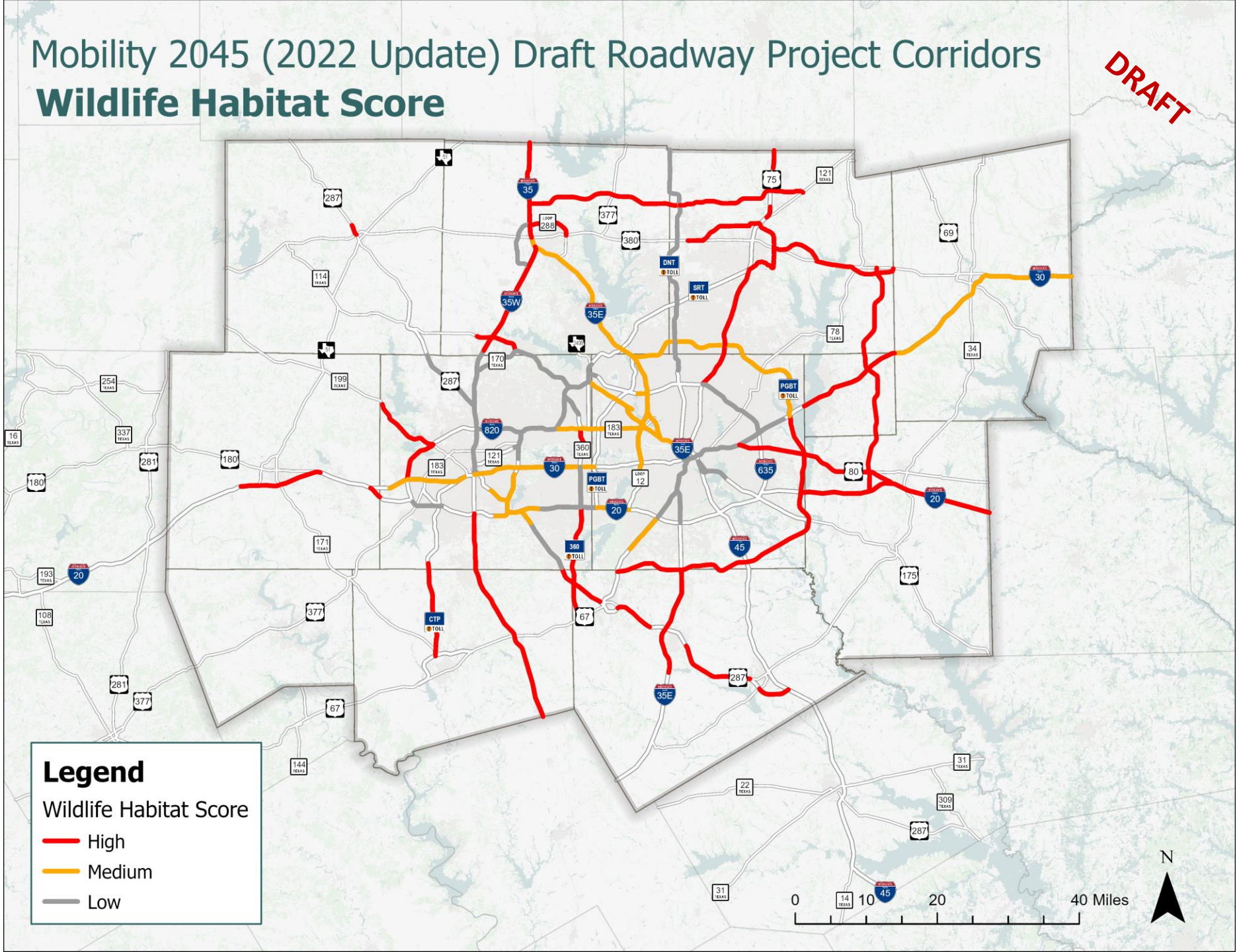
Wetland Score

DRAFT



Mobility 2045 (2022 Update) Draft Roadway Project Corridors

Wildlife Habitat Score



Mobility 2045 (2022 Update) Draft Roadway Project Corridors

Ecologically Significant Stream Segment Score

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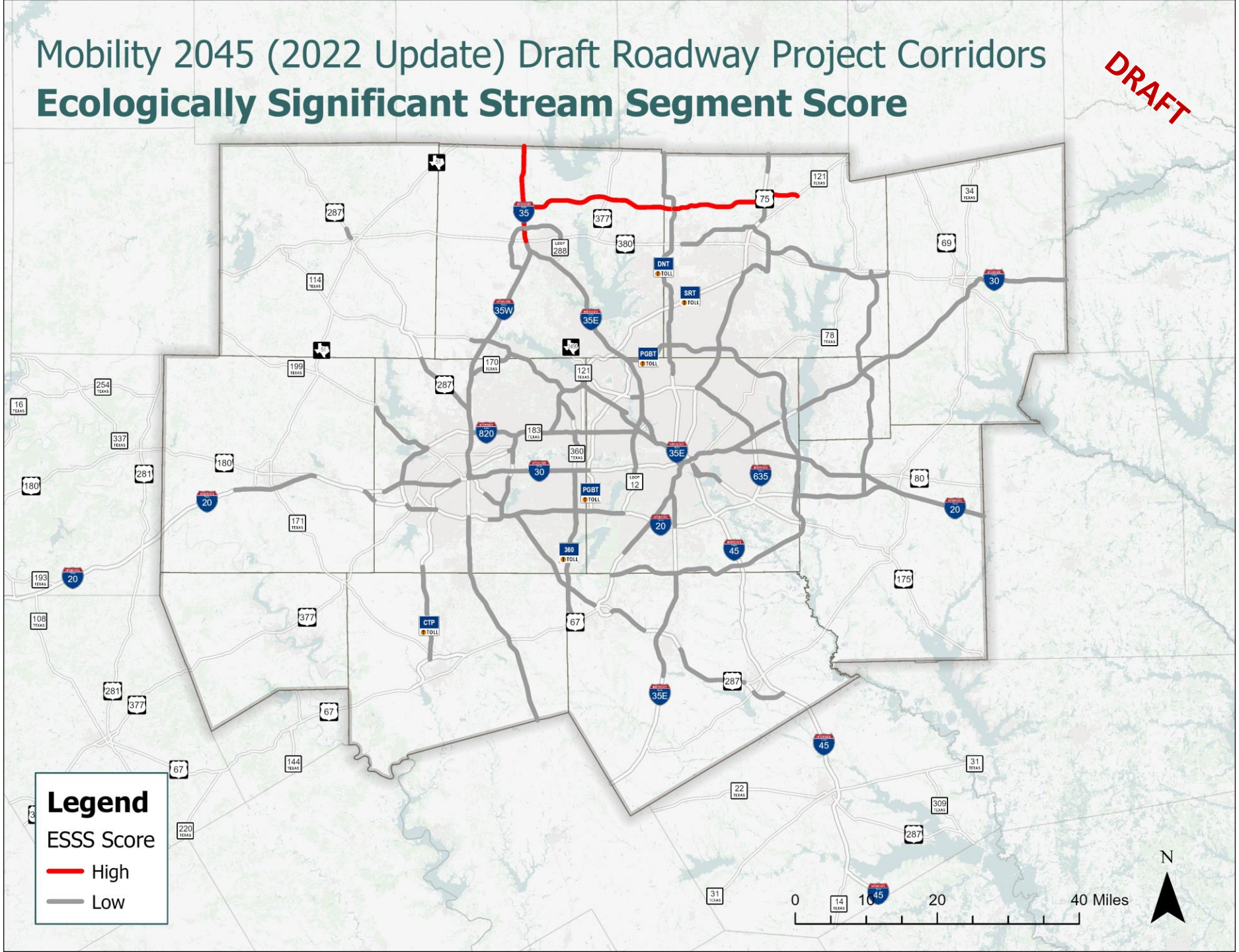
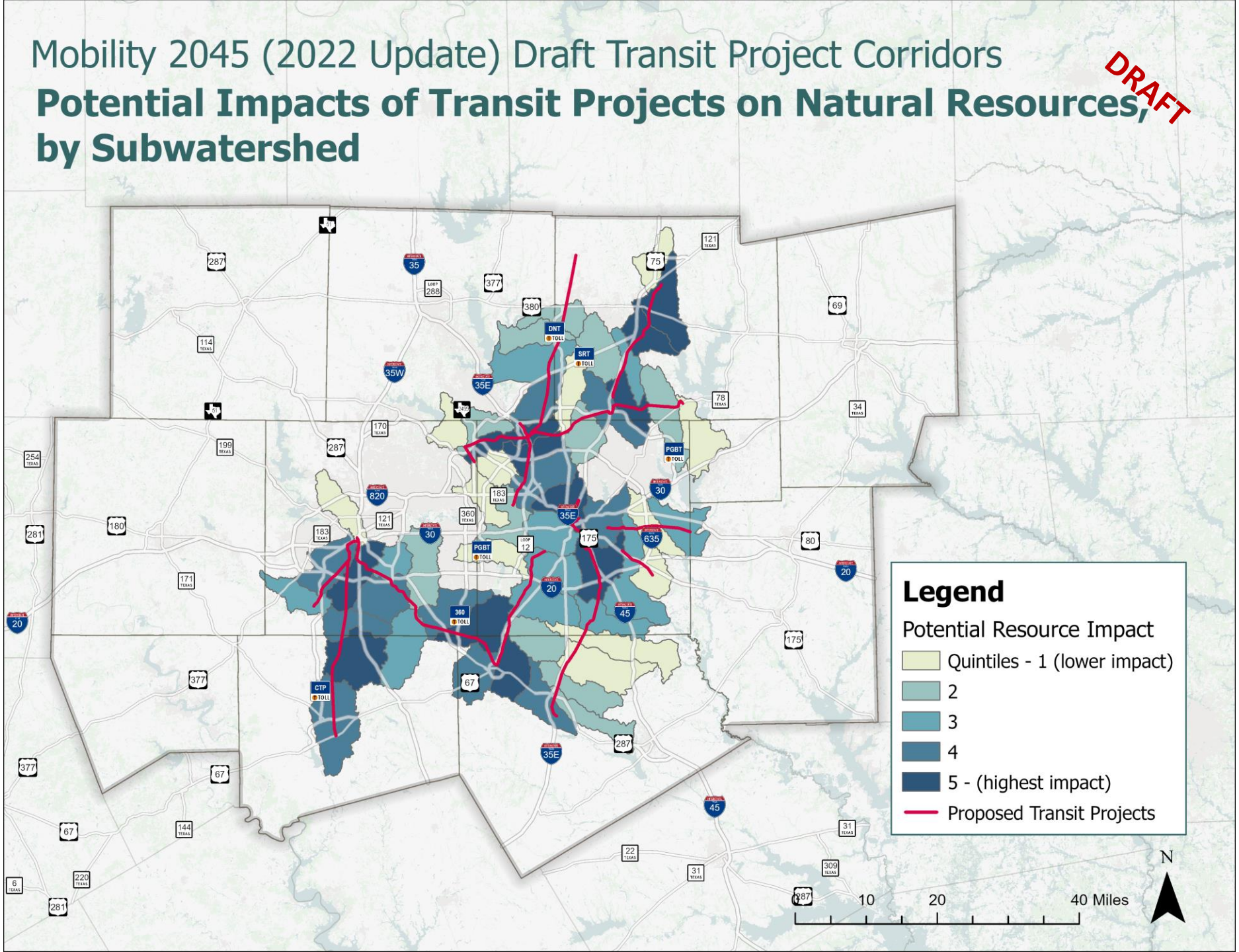


Mobility 2045 (2022 Update) Draft Transit Project Corridors

DRAFT

Potential Impacts of Transit Projects on Natural Resources, by Subwatershed



Mobility 2045 (2022 Update) Draft Transit Project Corridors

Diversity Score

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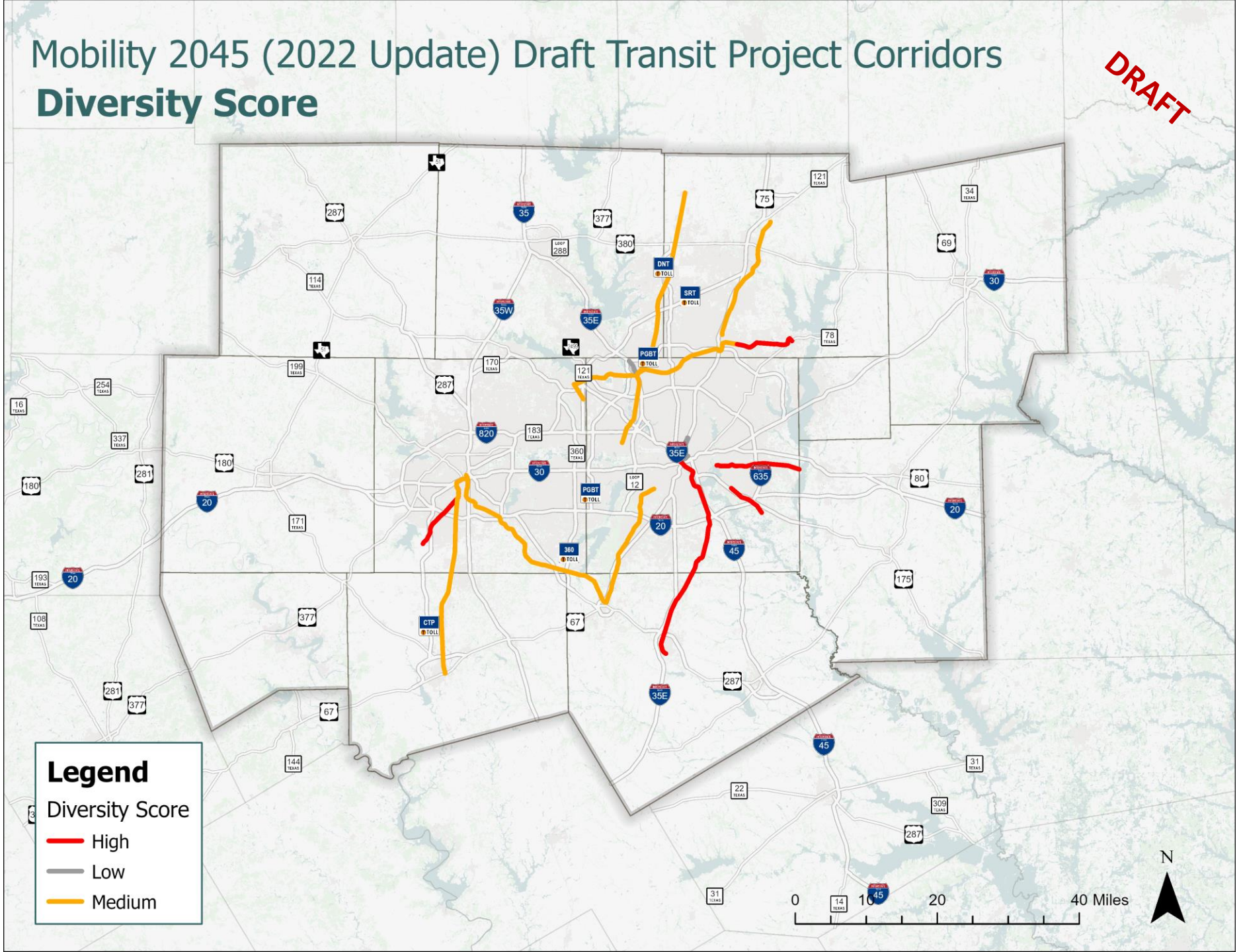
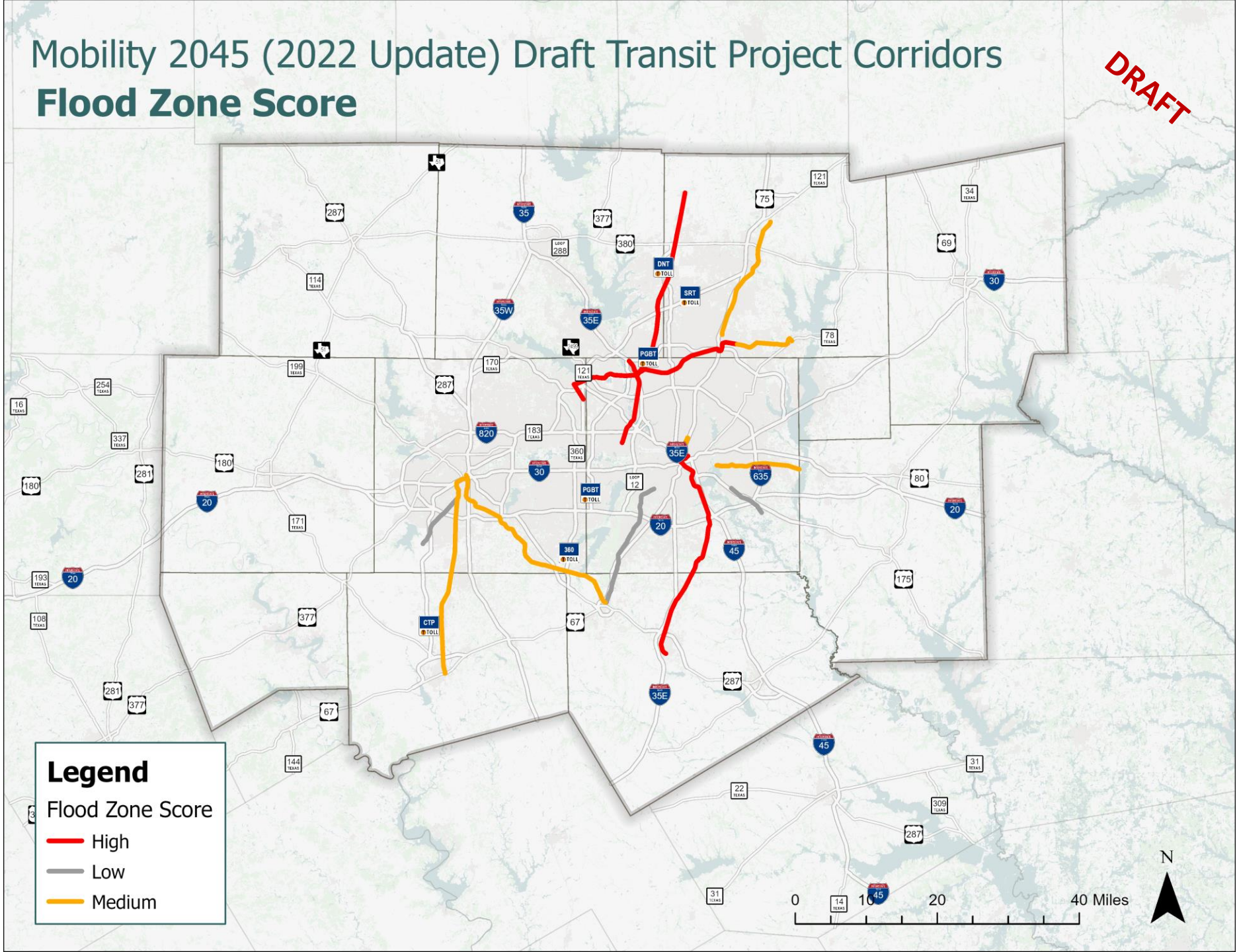


Mobility 2045 (2022 Update) Draft Transit Project Corridors

Flood Zone Score

DRAFT



Mobility 2045 (2022 Update) Draft Transit Project Corridors

Impaired Water Segments Score

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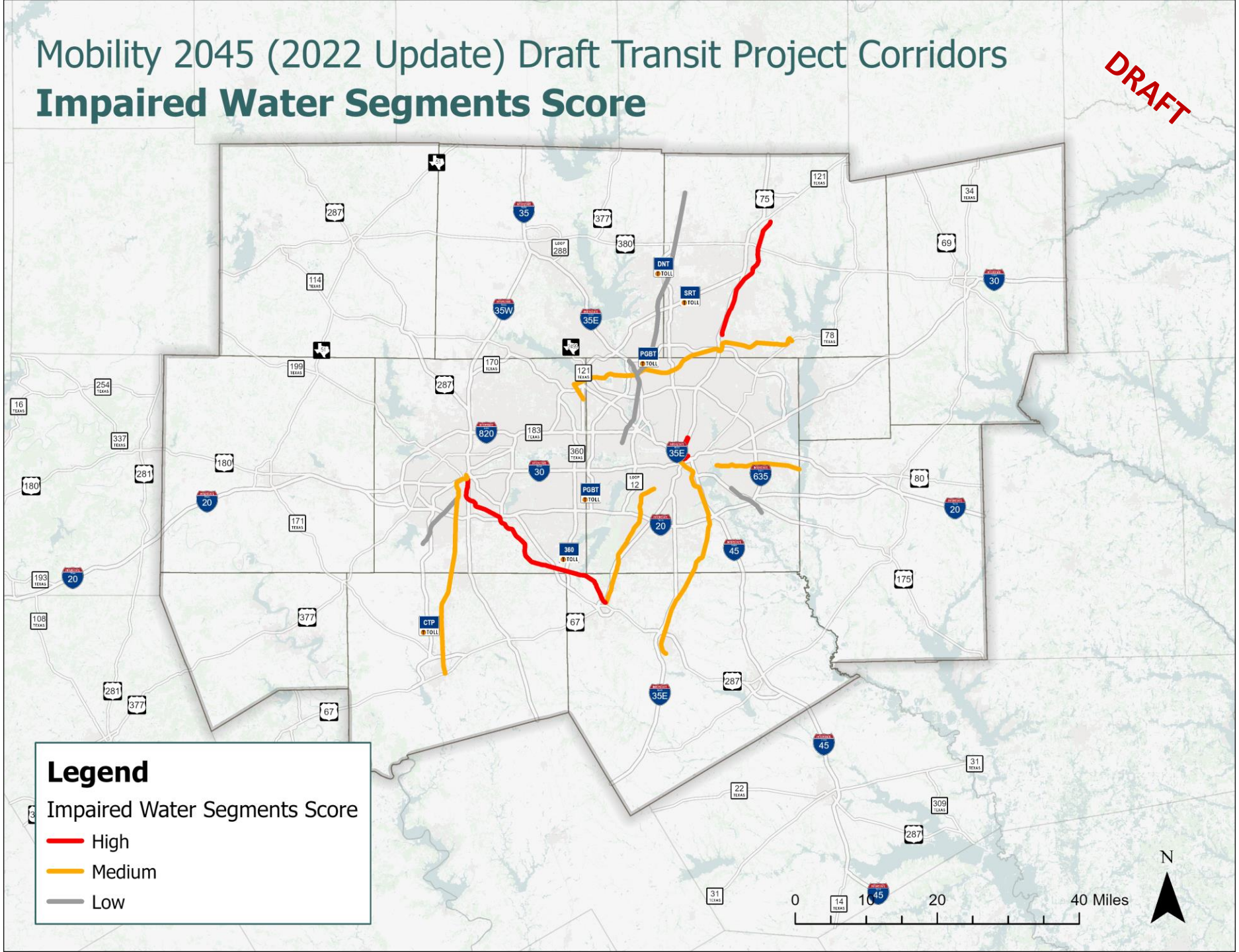

Mobility 2045 (2022 Update) Draft Transit Project Corridors

Rarity Score

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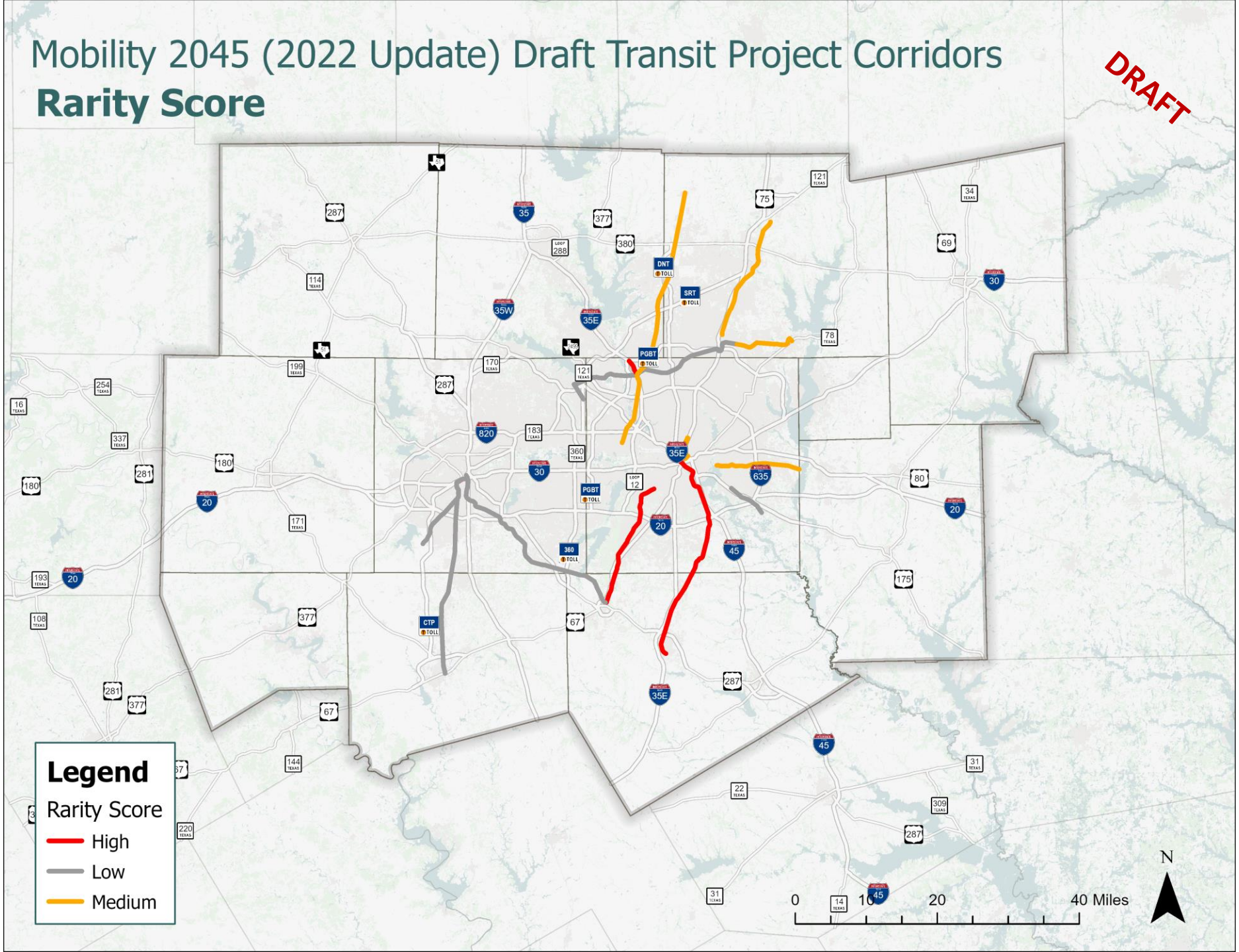

Mobility 2045 (2022 Update) Draft Transit Project Corridors

Surface Water Density Score

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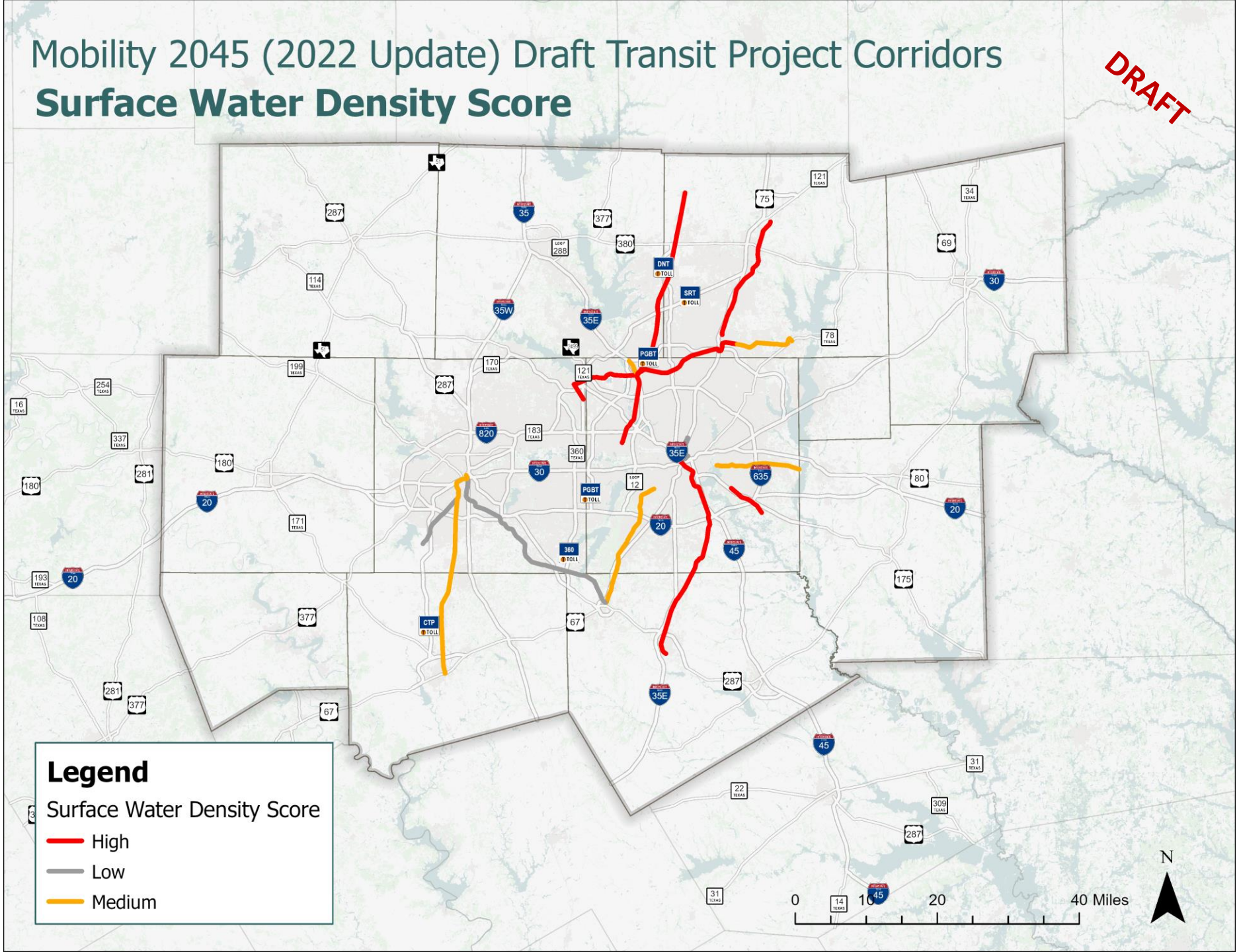

Mobility 2045 (2022 Update) Draft Transit Project Corridors

Wetland Score

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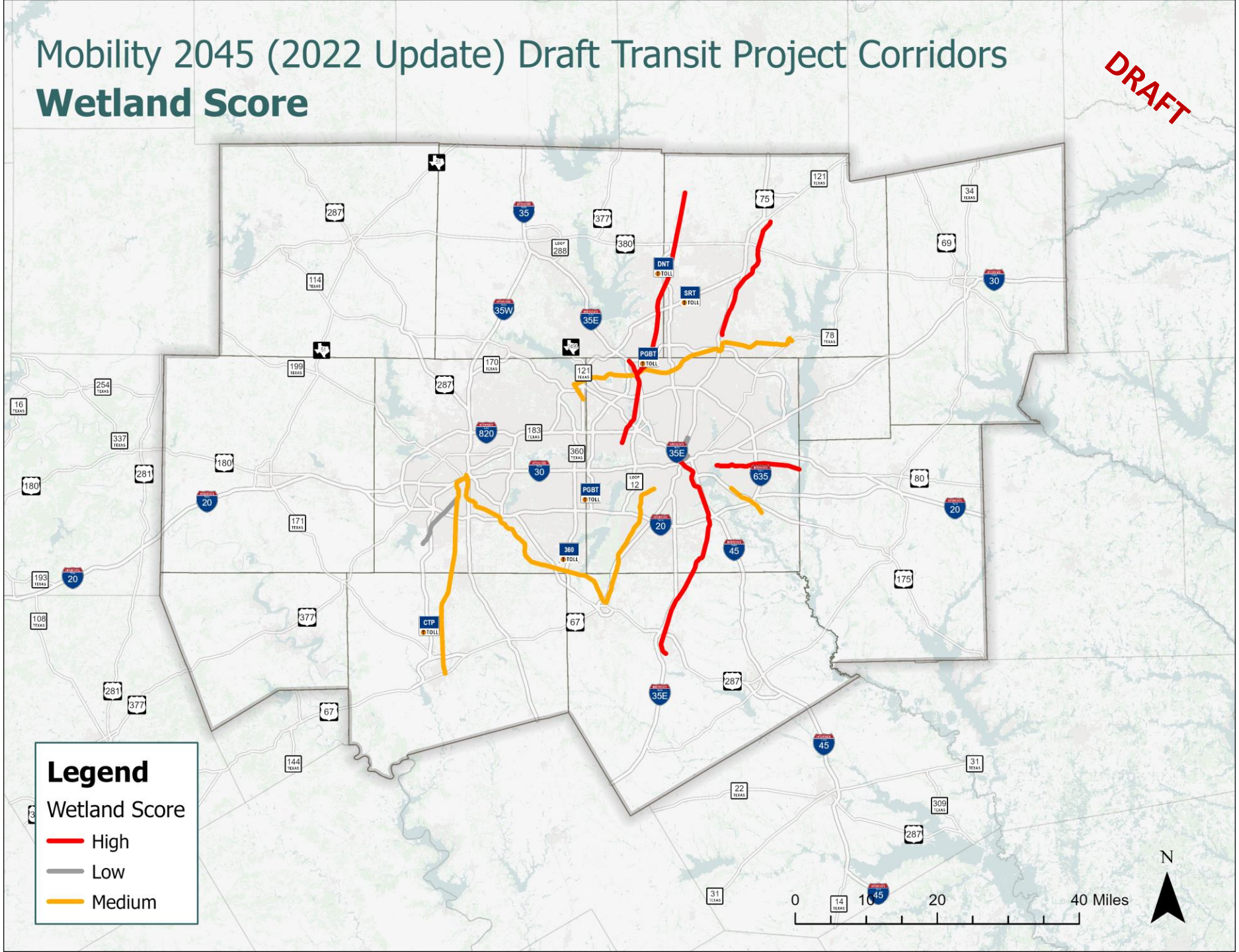

Mobility 2045 (2022 Update) Draft Transit Project Corridors

Wildlife Habitat Score

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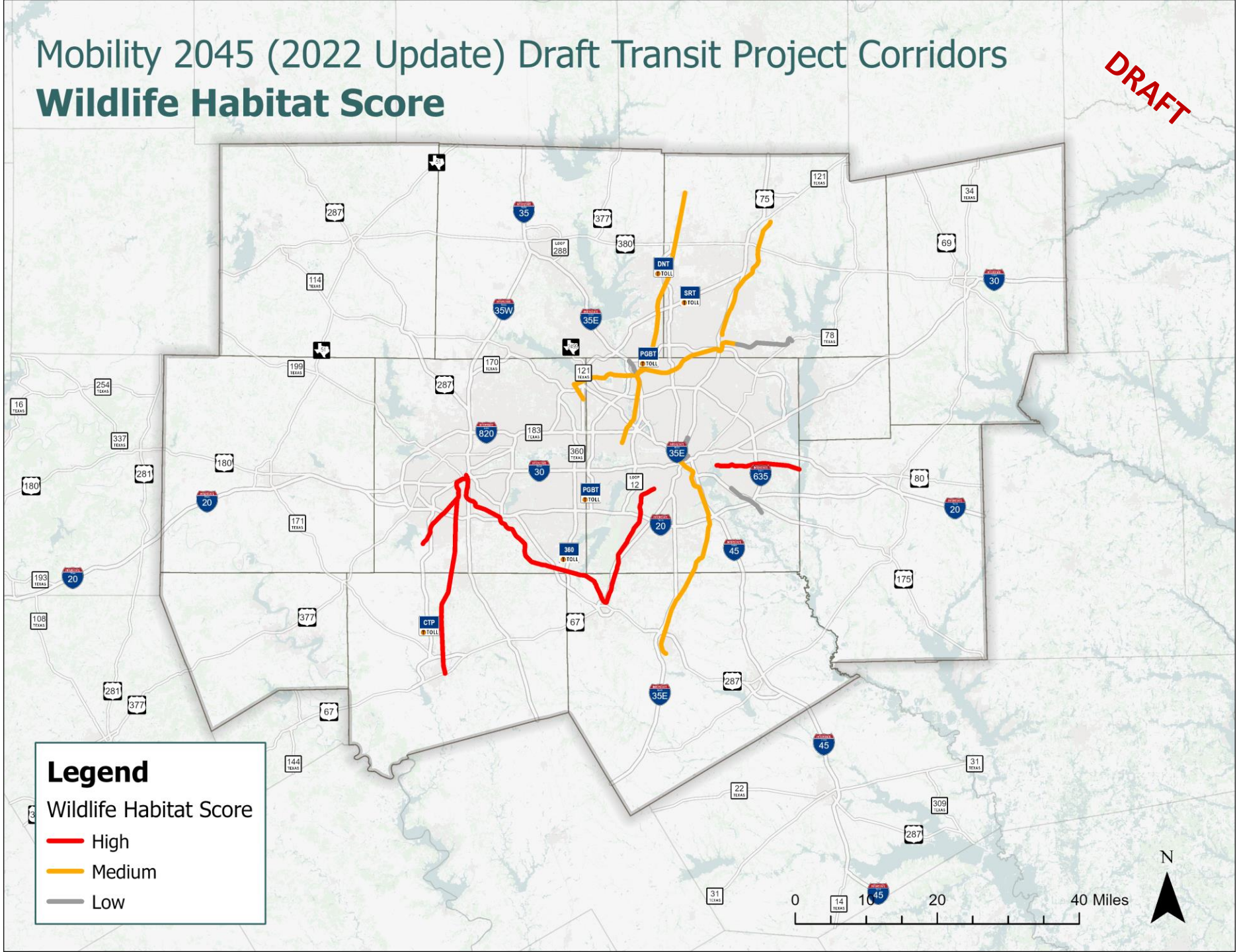

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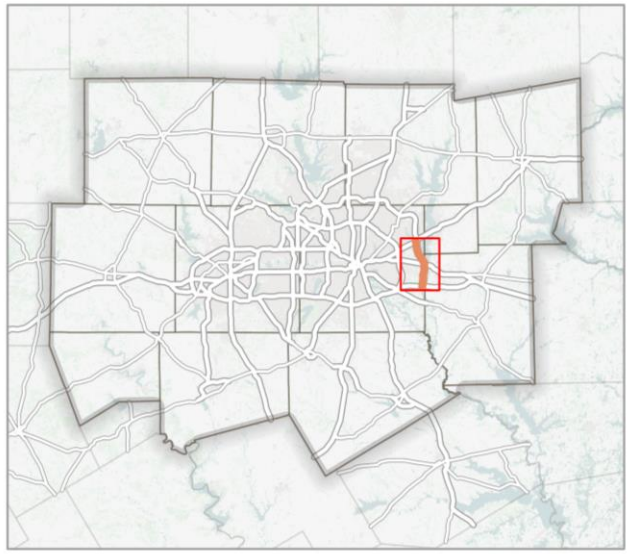
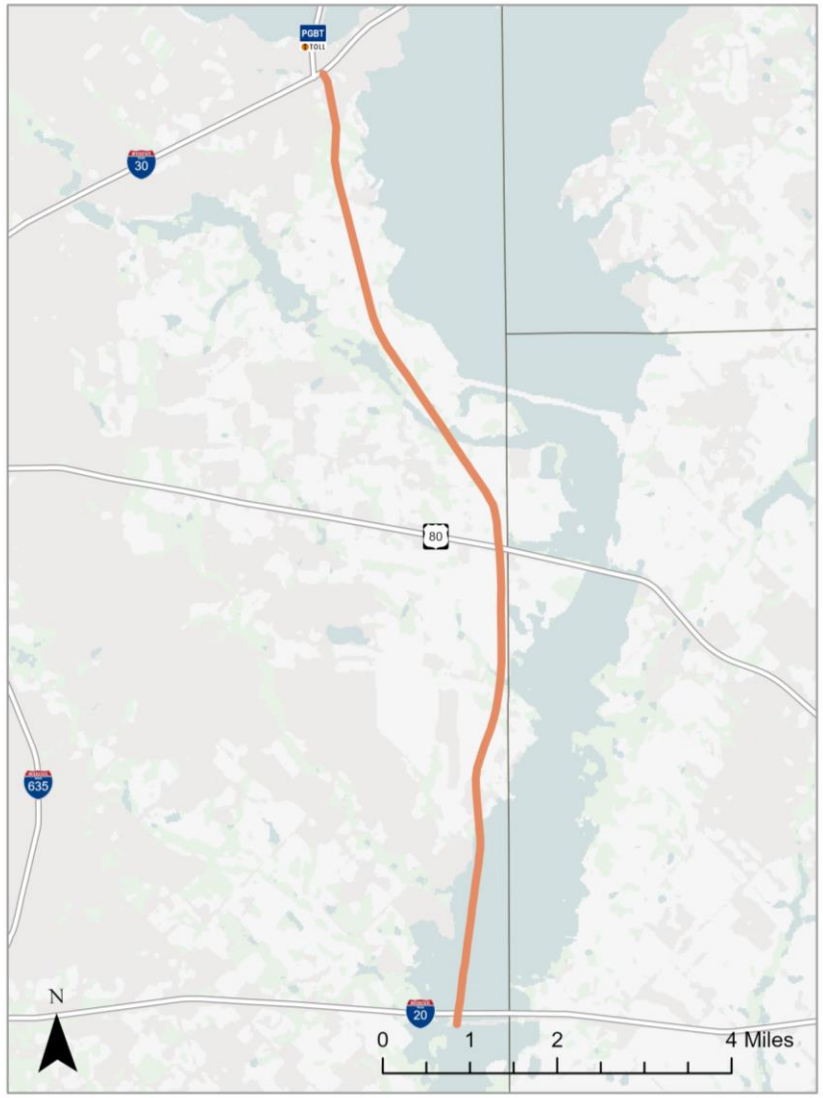
PGBT EAST BRANCH

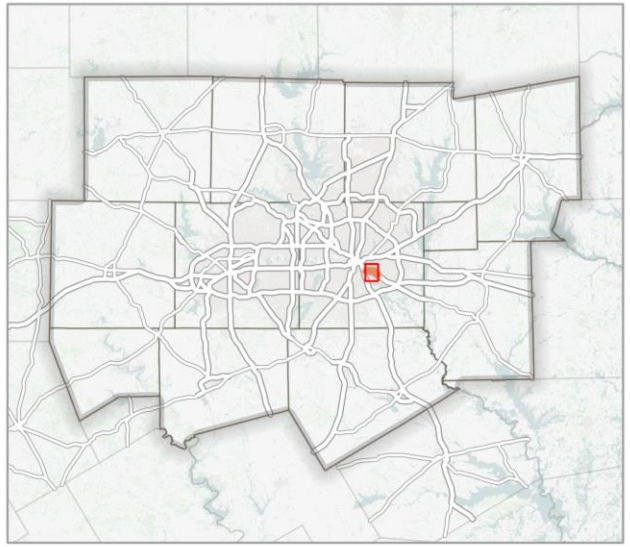




Project 5: East Branch	
Resource	**Prevalence**
Diversity	High
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	Low
Rarity	High
Surface Water Density	High
Wetlands	High
Wildlife Habitat	High

DRAFT

US 175



Project 51: US 175	
Resource	**Prevalence**
Diversity	High
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	High
Rarity	High
Surface Water Density	High
Wetlands	High
Wildlife Habitat	Low

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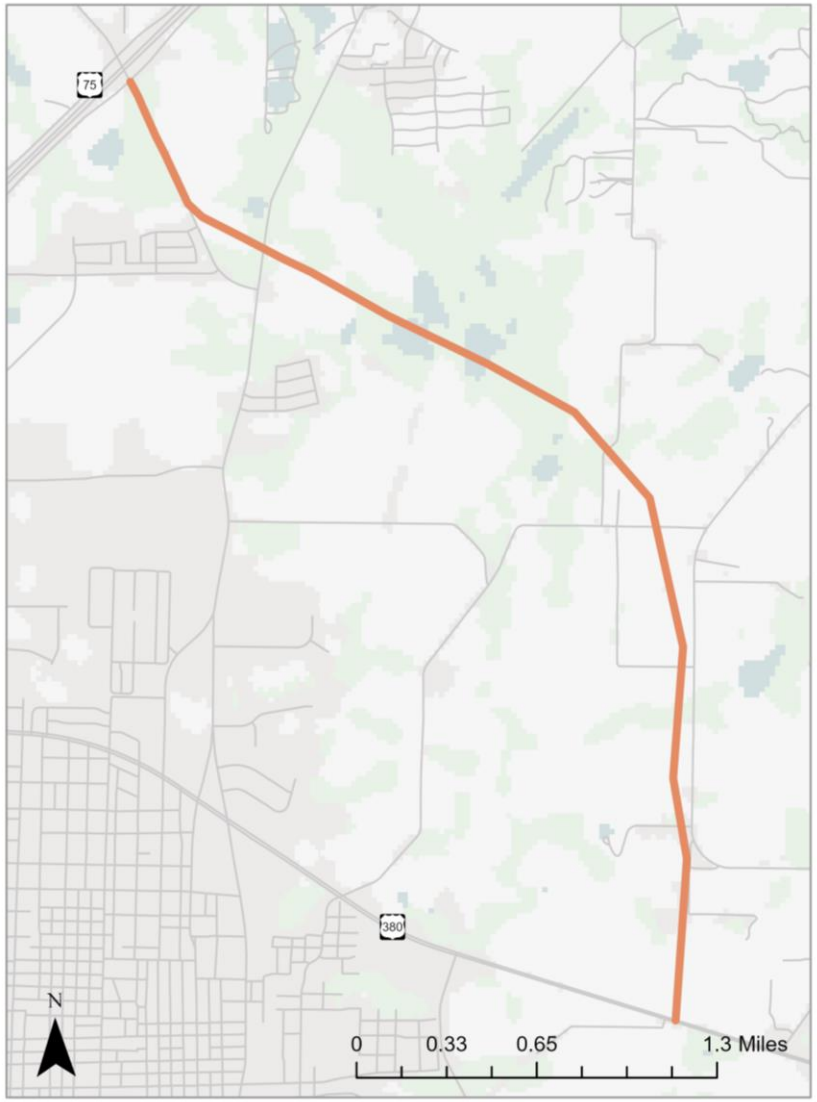
US 380 MCKINNEY BYPASS



Project: US 380 McKinney Bypass	
Resource	**Prevalence**
Diversity	Medium
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	High
Rarity	High
Surface Water Density	High
Wetlands	High
Wildlife Habitat	Low

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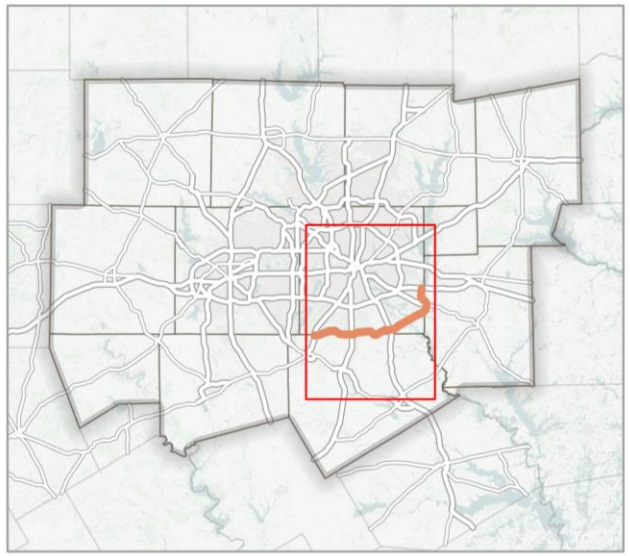
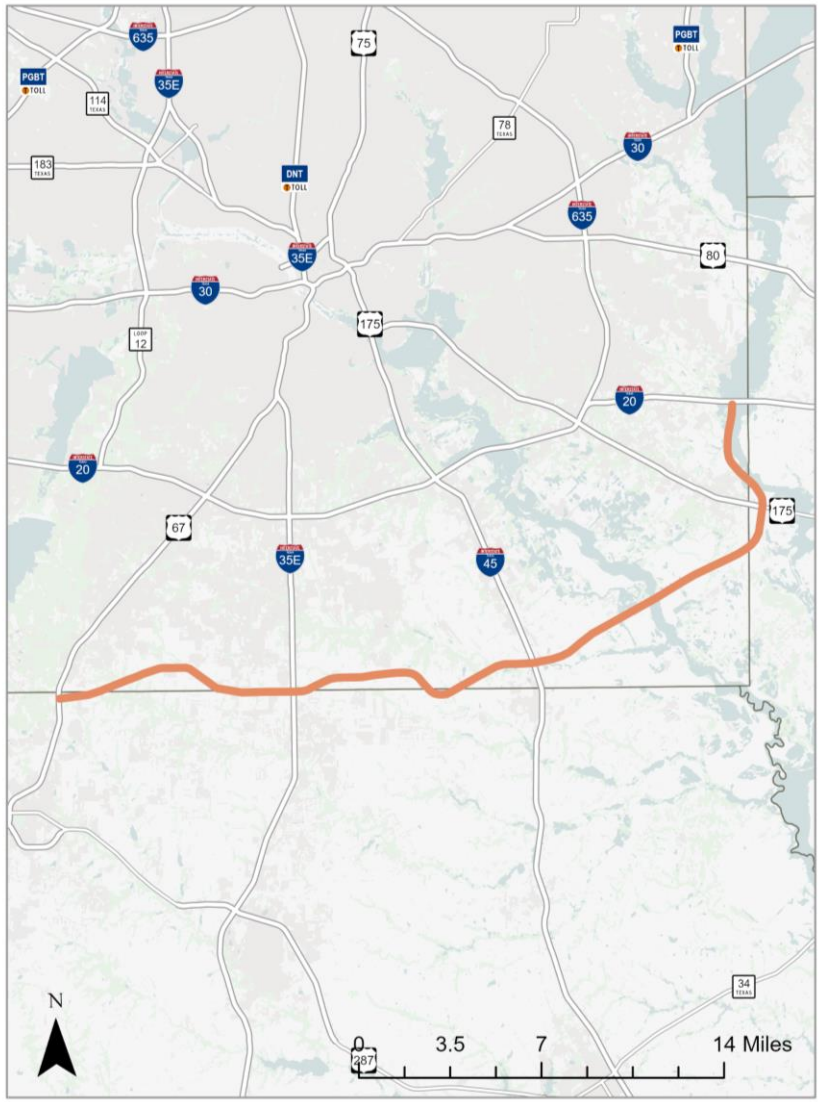
STATE LOOP 9





Project 50: State Loop 9	
Resource	**Prevalence**
Diversity	High
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	Low
Rarity	High
Surface Water Density	Medium
Wetlands	High
Wildlife Habitat	High

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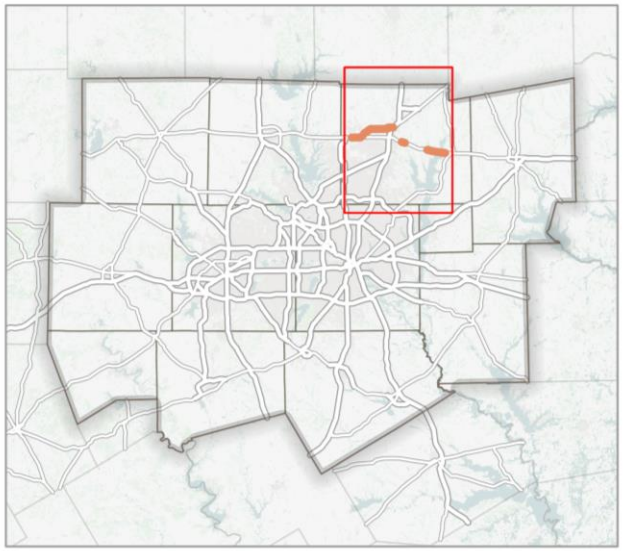
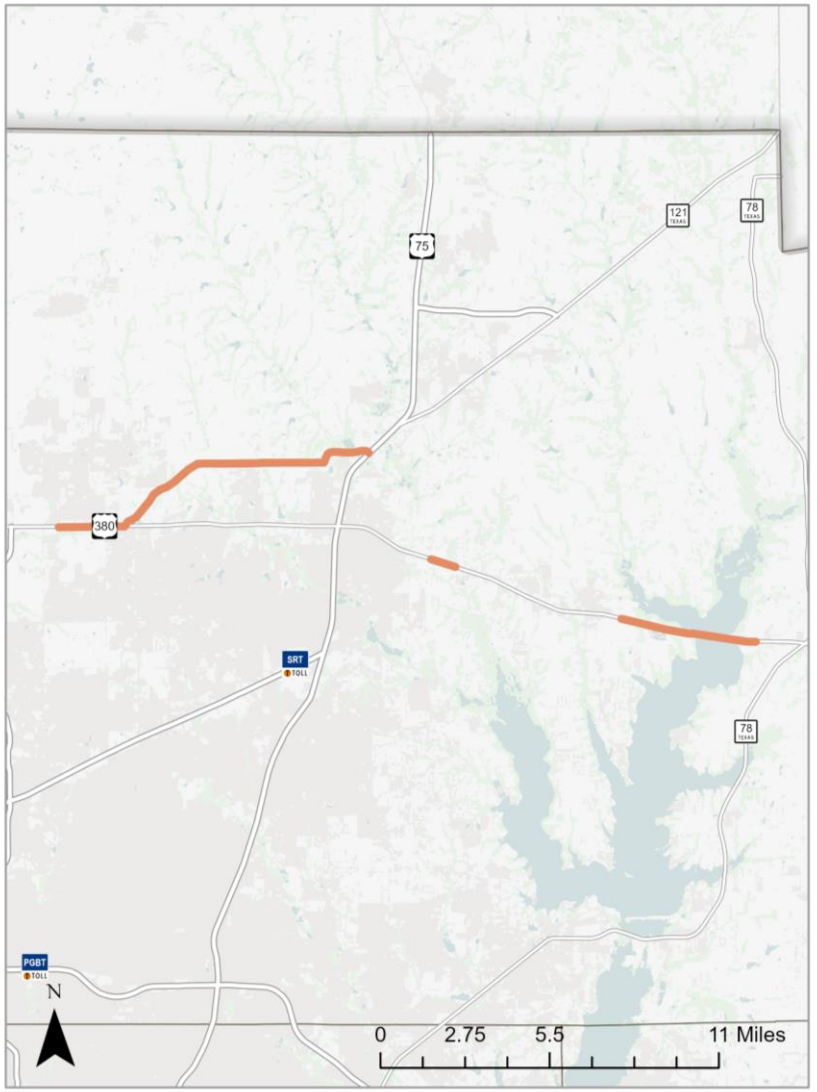
US 380 FREEWAY





Project: US 380 Freeway	
Resource	**Prevalence**
Diversity	Medium
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	Medium
Rarity	Medium
Surface Water Density	High
Wetlands	High
Wildlife Habitat	High

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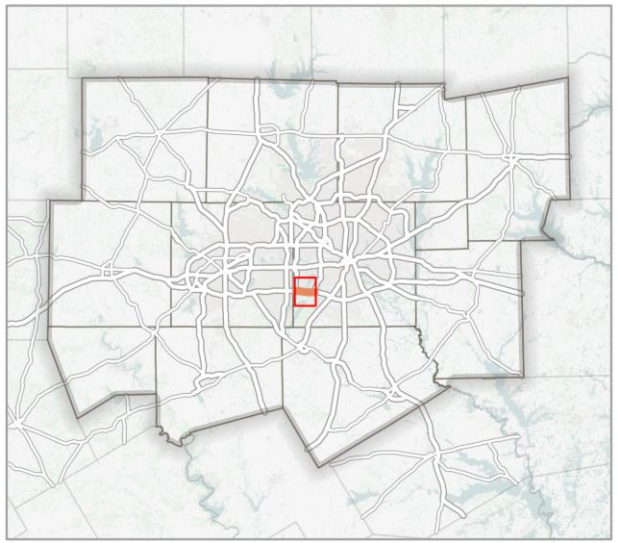
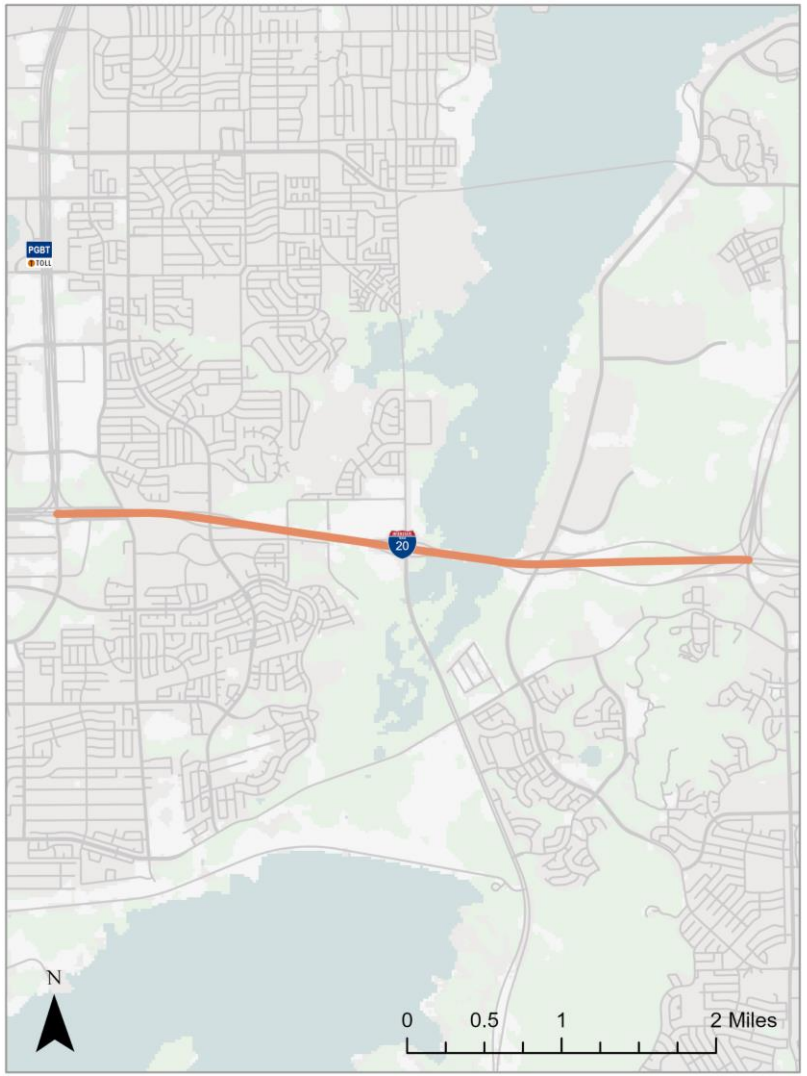
IH 20 (DALLAS COUNTY)





Project 7: IH 20 (Dallas County)	
Resource	**Prevalence**
Diversity	High
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	Medium
Rarity	High
Surface Water Density	Medium
Wetlands	High
Wildlife Habitat	Medium

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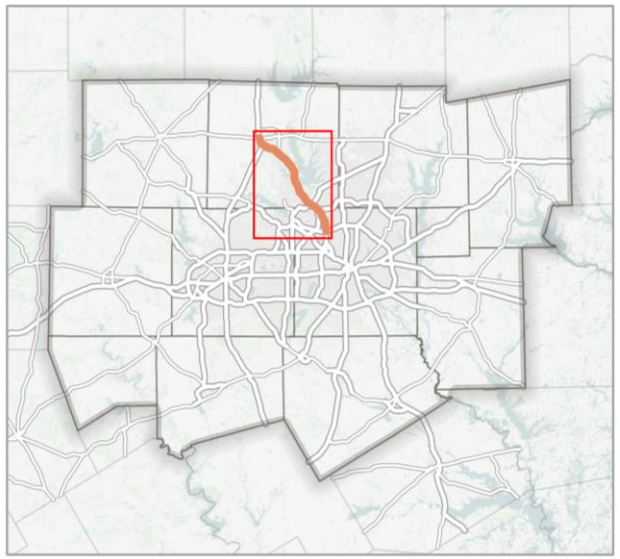
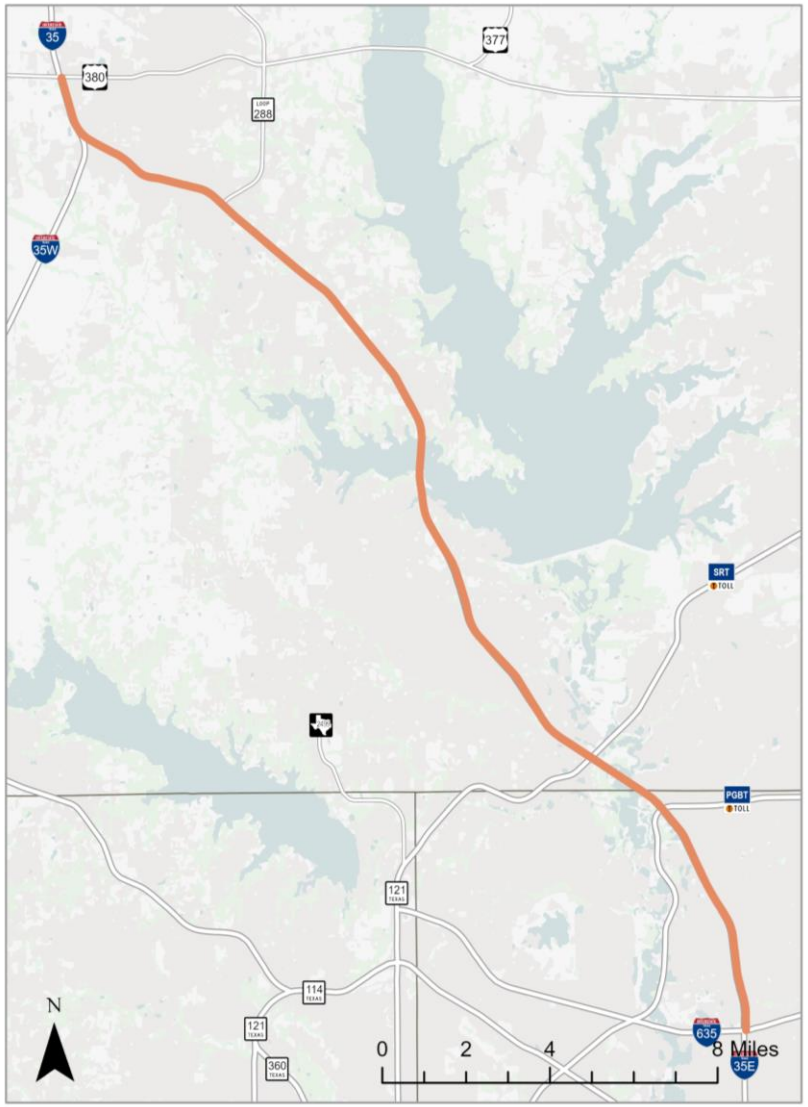
IH 35E (NORTH)





Project 20: IH 35E (North)	
Resource	**Prevalence**
Diversity	Medium
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	Medium
Rarity	High
Surface Water Density	High
Wetlands	High
Wildlife Habitat	Medium

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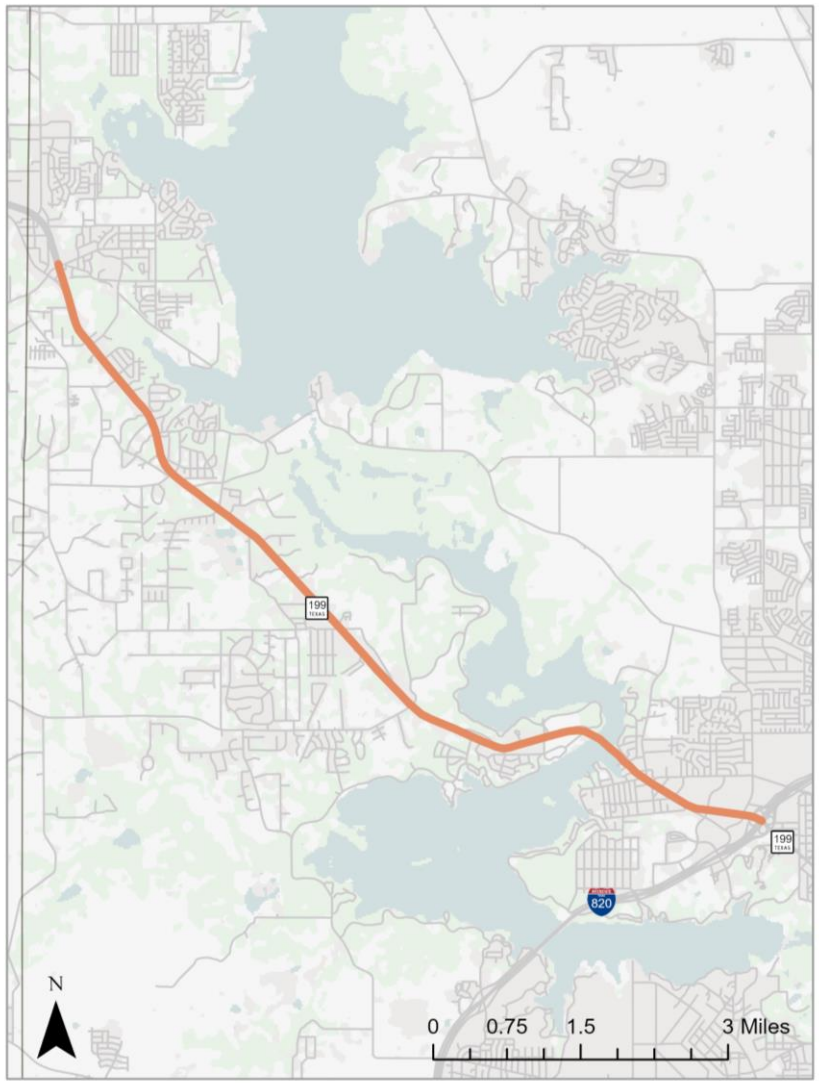
SH 199



Project 42: SH 199	
Resource	**Prevalence**
Diversity	High
Ecologically Significant Stream Segments	Low
Flood Zones	Medium
Impaired Water Segments	Medium
Rarity	Medium
Surface Water Density	High
Wetlands	High
Wildlife Habitat	High

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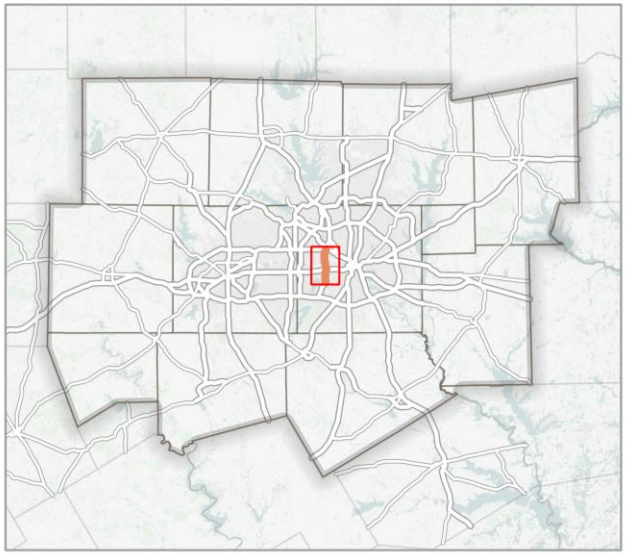
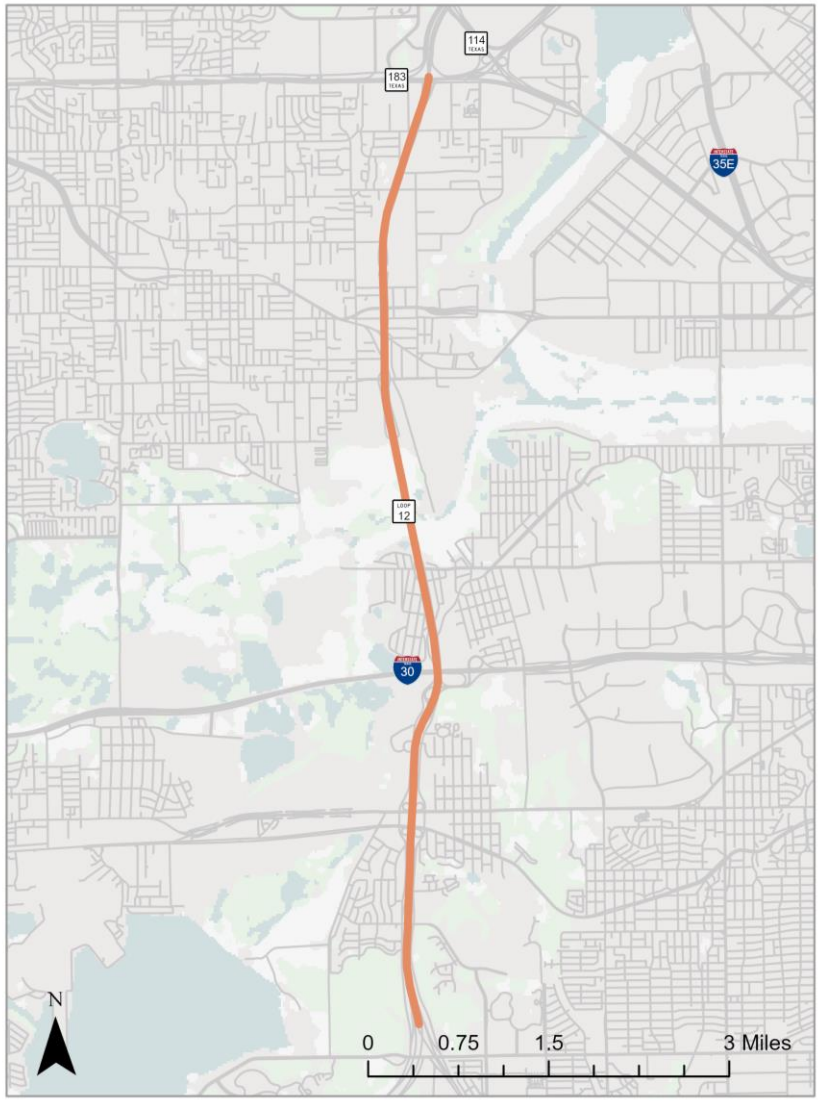
STATE LOOP 12

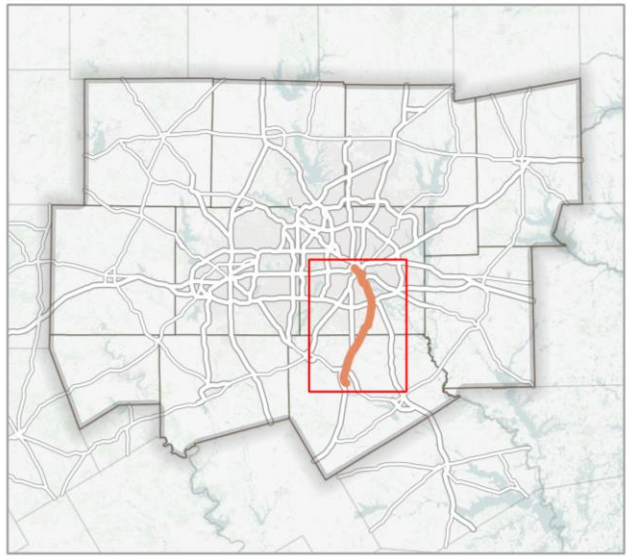


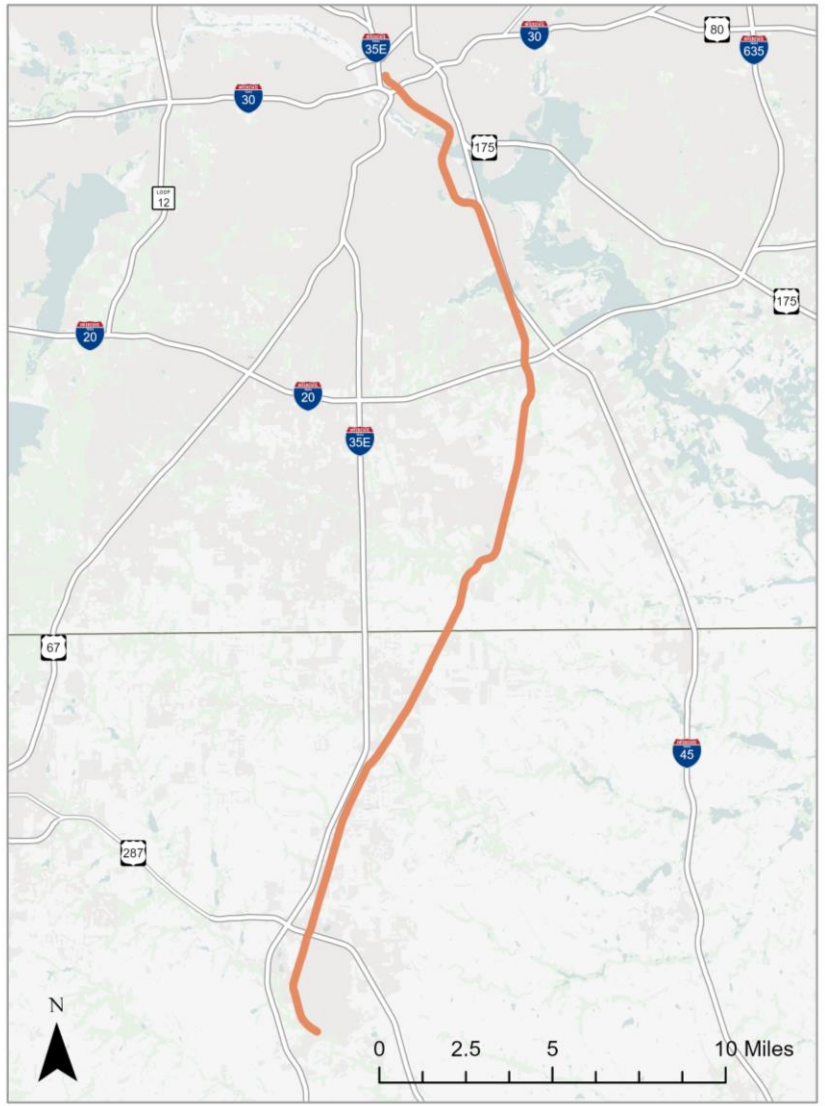


Project 48: State Loop 12	
Resource	**Prevalence**
Diversity	Medium
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	Medium
Rarity	High
Surface Water Density	High
Wetlands	High
Wildlife Habitat	Medium

DRAFT

WAXAHACHIE LINE





Project 16: Waxahachie Line	
Resource	**Prevalence**
Diversity	High
Ecologically Significant Stream Segments	Low
Flood Zones	High
Impaired Water Segments	Medium
Rarity	High
Surface Water Density	High
Wetlands	High
Wildlife Habitat	Medium

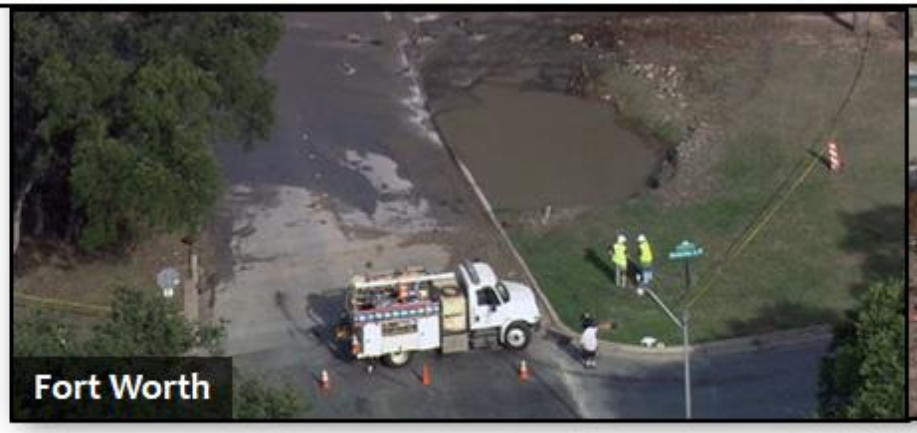
DISCUSSION TOPICS

- Discuss types of potential mitigation activities and locations, including those that have the greatest potential to restore and maintain environmental functions affected by the plan
- Compare plan to state conservation plans or maps and inventories of natural or historic resources
- Launch more detailed look at individual corridors

RESILIENCY

WHAT DOES RESILIENCY MEAN?

"Ability to anticipate, prepare for, and adapt to changing conditions, and to withstand, respond to, and recover quickly from disruptions."



JUSTIFICATION FOR RESILIENCY

FHWA Order 5520 – 2014:

- Identify climate change/extreme weather risks to current and planned transportation systems
- Integrate risk considerations into planning, operations, policies, and programs aimed to promote preparedness, asset management, and continued network safety and reliability

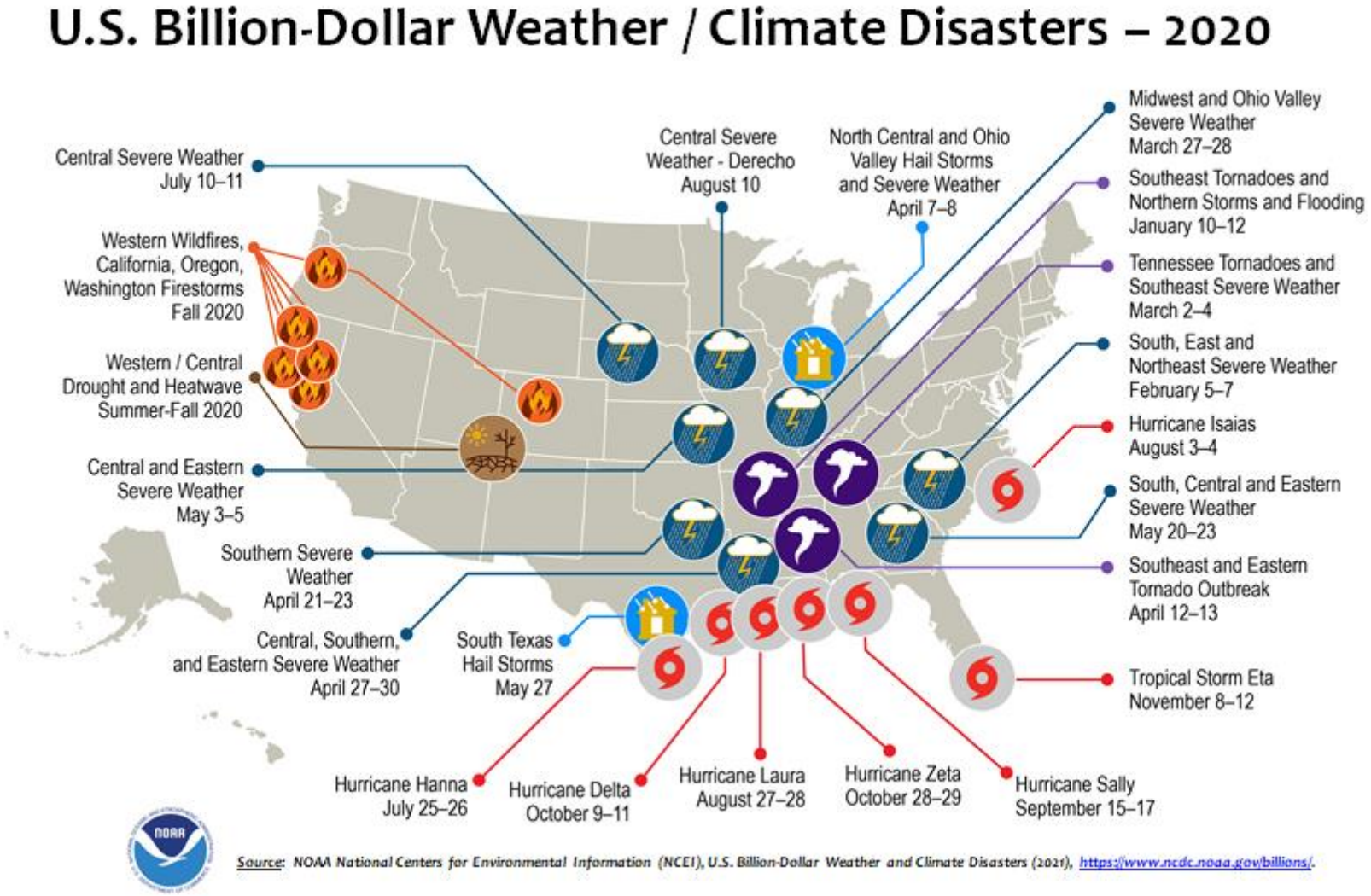
Fixing America's Surface Transportation (FAST) Act – 2015:

- Metropolitan planning process should consider resiliency needs as a planning factor, with consideration of projects/strategies to improve system resiliency/reliability as part of its scope
- MTPs should contain capital investment and other strategies to preserve transportation infrastructure, which may be done in part by reducing vulnerability to natural disasters
- Resiliency should be integrated among environmental mitigation activities with the greatest likelihood to restore, maintain, and enhance environmental functions affected by the MTP

Executive Order 13990 – 2021 (reinstates Executive Order 13653 – 2013):

- Agencies must comprehensively account for the monetized social costs and benefits associated with potential incremental changes in various greenhouse gas emissions
- Include relevant data, tools, and cost-benefit analysis (CBA) calculations supporting targeted reforms, opportunities, and removal of barriers to incentivize climate-resilient infrastructure investments

JUSTIFICATION FOR RESILIENCY (CONTINUED)



By the numbers…

- **285** U.S. billion-dollar disasters between 1980-2020
- Total cost = **$1.875 trillion**
- In 2020, **22** events occurred (new annual record)
- State of Texas:
  - **128** billion-dollar disasters (1st) between 1980-2020
  - Total cost = **$290 billion**
  - Nearly half (**59**) occurred in the past decade (last year alone – **11**)

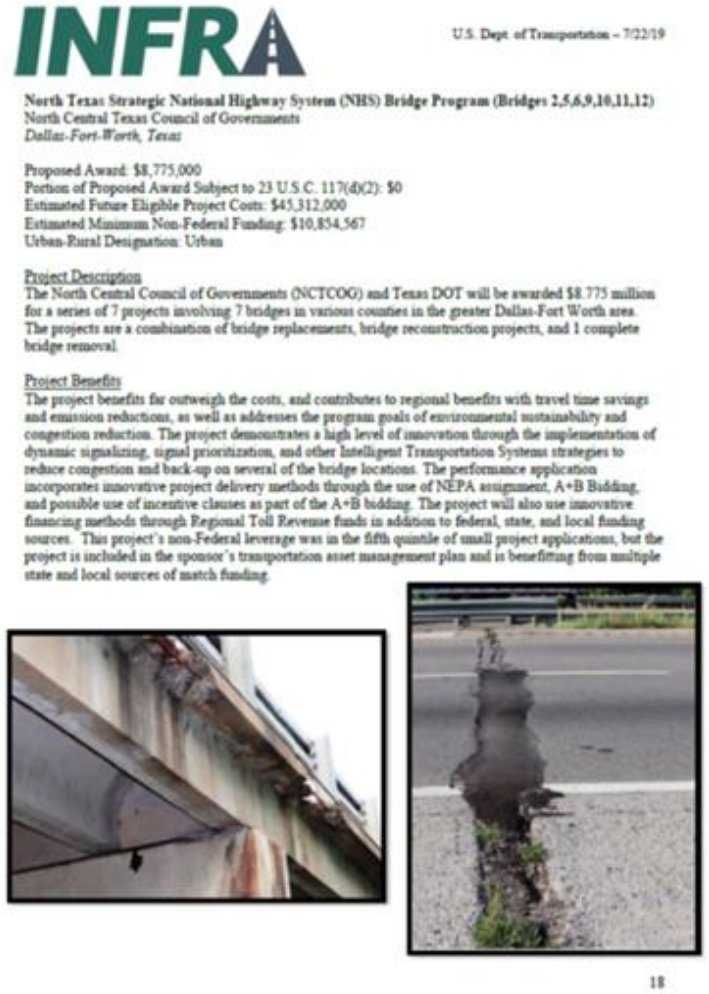
JUSTIFICATION FOR RESILIENCY (CONTINUED)

Good

- NCTCOG **supports** TxDOT statewide 2022 "Good Condition" NHS pavement and bridge targets
- Analysis of TxDOT data for NCTCOG region indicates general compatibility across all NHS roadway categories

Poor

- NCTCOG **supports** TxDOT statewide 2022 "Poor Condition" NHS pavement and bridge targets
- Collaboration to plan/program projects contributing toward accomplishment of pavement and bridge goals will also include the following actions:
  - **NCTCOG / local governments to expedite improvements for NHS Off-System Arterials in "Poor Condition" (COVID-19 #00X Regional Infrastructure Program)**
  - **NCTCOG / TxDOT to expedite improvements for NHS Bridges in "Poor Condition" (North Texas Strategic NHS Bridge Program – INFRA)**



INFRA

U.S. Dept. of Transportation – 7/22/19

North Texas Strategic National Highway System (NHS) Bridge Program (Bridges 2,5,6,9,10,11,12)
North Central Texas Council of Governments
Dallas-Fort Worth, Texas

Proposed Award: $8,775,000
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): $0
Estimated Future Eligible Project Costs: $45,312,000
Estimated Minimum Non-Federal Funding: $10,854,567
Urban-Rural Designation: Urban

Project Description
The North Central Council of Governments (NCTCOG) and Texas DOT will be awarded $8.775 million for a series of 7 projects involving 7 bridges in various counties in the greater Dallas-Fort Worth area. The projects are a combination of bridge replacements, bridge reconstruction projects, and 1 complete bridge removal.

Project Benefits
The project benefits far outweigh the costs, and contributes to regional benefits with travel time savings and emission reductions, as well as addresses the program goals of environmental sustainability and congestion reduction. The project demonstrates a high level of innovation through the implementation of dynamic signalizing, signal prioritization, and other Intelligent Transportation Systems strategies to reduce congestion and back-up on several of the bridge locations. The performance application incorporates innovative project delivery methods through the use of NEPA assignment, A+B Bidding, and possible use of incentive clauses as part of the A+B bidding. The project will also use innovative financing methods through Regional Toll Revenue funds in addition to federal, state, and local funding sources. This project's non-Federal leverage was in the fifth quintile of small project applications, but the project is included in the sponsor's transportation asset management plan and is benefitting from multiple state and local sources of match funding.

TEXAS RESILIENCY TECHNICAL WORK GROUP

Response from comprehensive April 2019 survey conducted among 57 nationwide MPOs:

- 44% - Identified/characterized extreme weather factors affecting regional transportation vulnerability
- 33% - Explicitly defined resiliency in terms of their specific regional characteristics
- 20% - Defined resiliency goals outlined in authorized transportation plans/programs
- 12% - Set project selection/prioritization methodologies & measured progress toward resiliency goals

Created as outcome from "Developing a Resilient Texas Metropolitan Transportation System", this technical liaison group between TTI, FHWA Texas Division, TxDOT, and TEMPO, was initiated in December 2020

Proposed preliminary products and objectives:

- Provide stakeholder forum to address blended resiliency & asset management needs/concerns
- Identify phased approach/framework for resilience incorporation regardless of MPO size & stressors
- Establish web portal to share resiliency data, literature, tools, best practices, & local applications
- Enhance collective efforts to identify, quantify, & prioritize adaptation, mitigation, & recovery strategies
- Prepare resiliency briefing materials & conduct training opportunities to assist with education, communication, onboarding, consensus building, & policy development

TEXAS RESILIENCY TECHNICAL WORK GROUP (CONTINUED)

Designed to address the following basic resiliency framework steps:

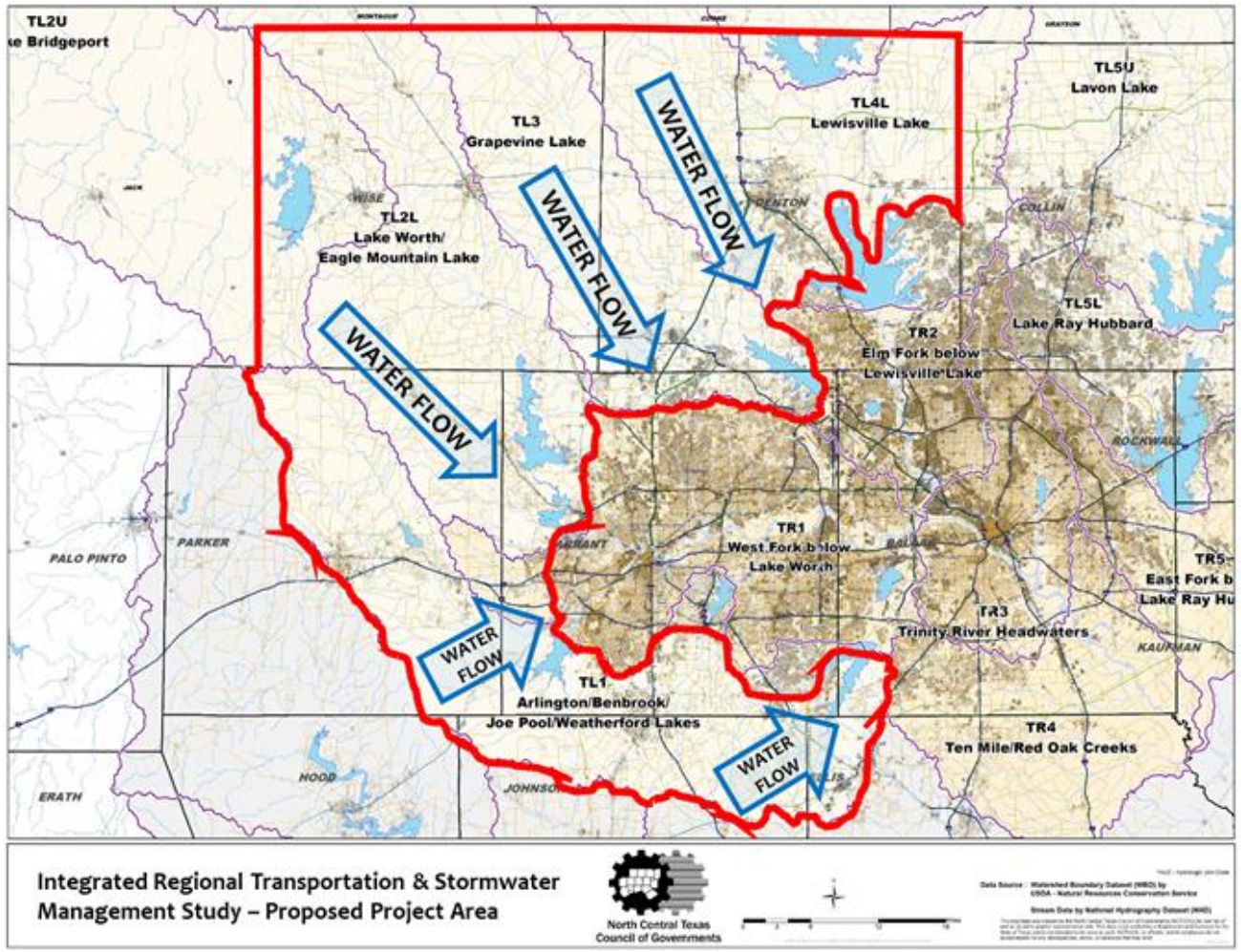
1. Identify regional resiliency goals & define as part of the MTP
2. Assess infrastructure vulnerability to natural/anthropogenic stressors based on risk exposure & sensitivity
3. Determine mitigation strategies to improve longevity, durability, & adaptability, as well as address facilities critical to emergency responses, essential services, & economic functionality
4. Incorporate resiliency metric(s) to inform & amend the project selection/prioritization process
5. Document resiliency measures, plans, efforts, & goal progress/attainment as part of MTP/TIP programming initiatives

Specific planned attributes:

- Framework site map & navigation aids including related project case studies, regulatory requirements, & tips on information to be made available & responses to frequently asked questions
- Self-assessment tool for MPOs & member local governments to right-size resiliency planning efforts
- Data catalog with sample actionable data sets & reference data refresh links readily updated based on MPO resiliency efforts across Texas & other states
- Resource guide to serve as a delivery mechanism for case studies, tools, lessons learned, & specific plans/programs connected or related to the data catalog

INTEGRATED TRANSPORTATION, DEVELOPMENT, AND STORMWATER MANAGEMENT STUDY

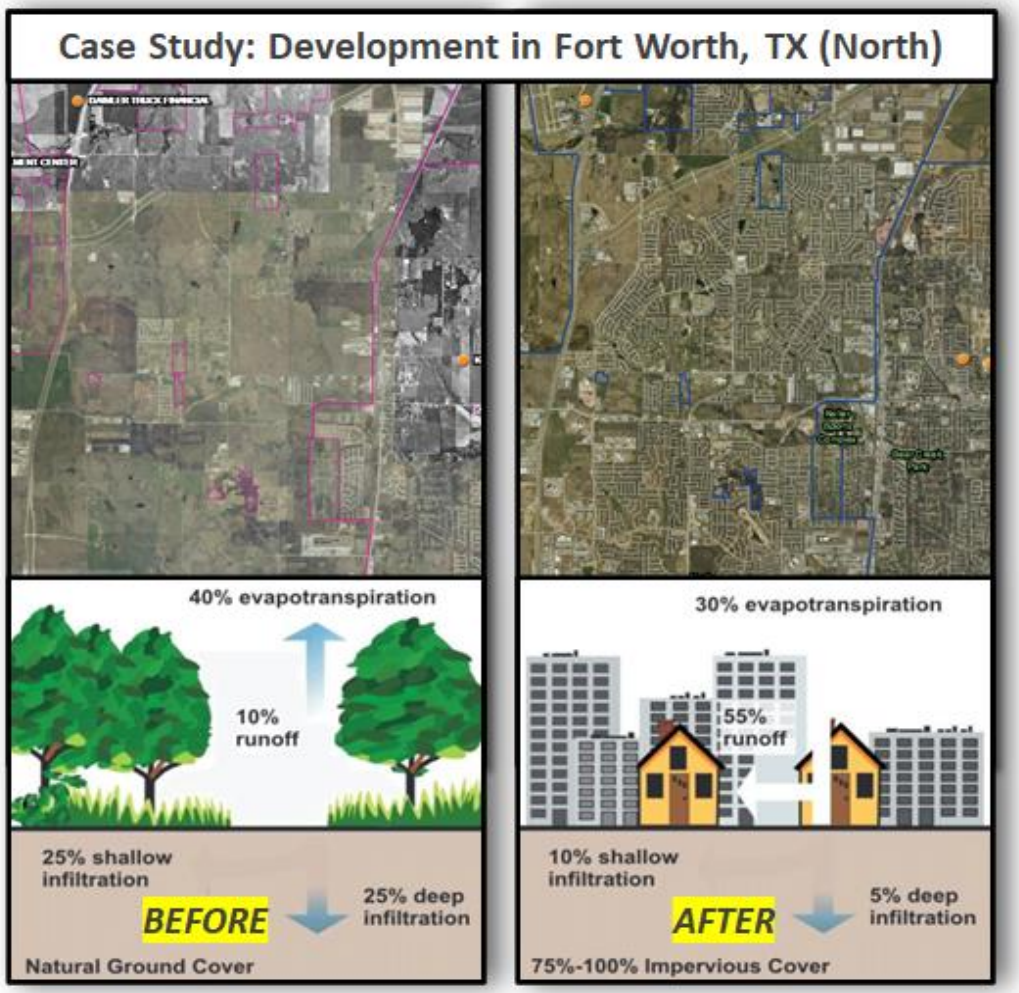
WHAT: Silo-busting, comprehensive, collaborative planning to assess vulnerabilities and improve delivery of consolidated, adaptive infrastructure ***before*** expected population growth, development distribution / intensity, and expected levels of service make addressing these issues more difficult and costly.



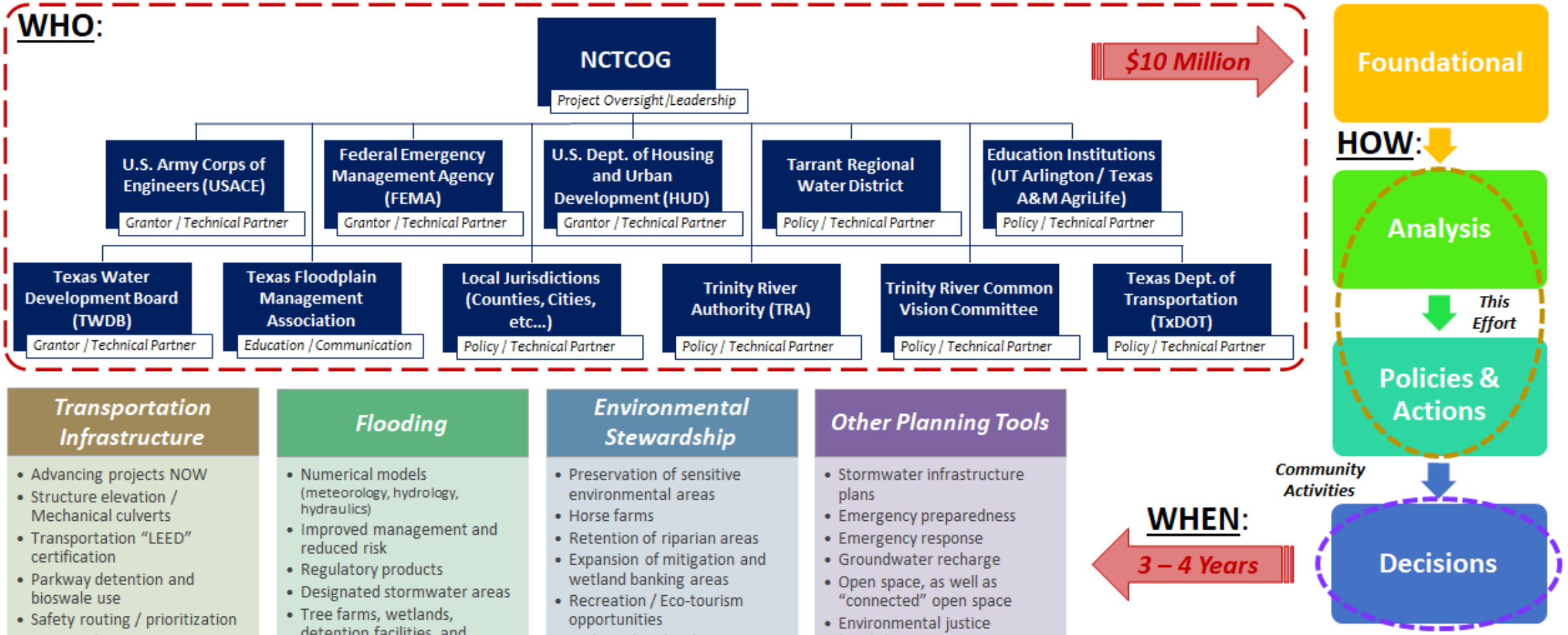
INTEGRATED TRANSPORTATION, DEVELOPMENT, AND STORMWATER MANAGEMENT STUDY (CONTINUED)

WHY:

- As development occurs, planning is conducted for supportive infrastructure, but not always concurrently and comprehensively (transportation, water, solid waste, etc.)
- **What about stormwater infrastructure?**
  - Minimal / spotty requirements to mitigate new impervious surfaces and resulting increases to runoff and water storage loss
  - Minimal requirements to evaluate accumulated watershed scale impacts due to increased urbanization
  - Questionable hydrological standards (e.g., "100-year flood") due to variability, non-stationarity, and insufficient observation periods for flood flow and rainfall frequency estimates
- **What about environmental infrastructure?**
  - Negotiated impact by impact leading to inequitable outcomes and inconsistent performance
  - Piece-meal analyses leading to suboptimal uses of nature-based solutions and lack of consolidated or adaptive strategies



INTEGRATED TRANSPORTATION, DEVELOPMENT, AND STORMWATER MANAGEMENT STUDY (CONTINUED)



Transportation Infrastructure

- Advancing projects NOW
- Structure elevation / Mechanical culverts
- Transportation "LEED" certification
- Parkway detention and bioswale use
- Safety routing / prioritization
- Improved asset management

Flooding

- Numerical models (meteorology, hydrology, hydraulics)
- Improved management and reduced risk
- Regulatory products
- Designated stormwater areas
- Tree farms, wetlands, detention facilities, and mitigation resources

Environmental Stewardship

- Preservation of sensitive environmental areas
- Horse farms
- Retention of riparian areas
- Expansion of mitigation and wetland banking areas
- Recreation / Eco-tourism opportunities
- High-quality development (all markets)

Other Planning Tools

- Stormwater infrastructure plans
- Emergency preparedness
- Emergency response
- Groundwater recharge
- Open space, as well as "connected" open space
- Environmental justice (equity)

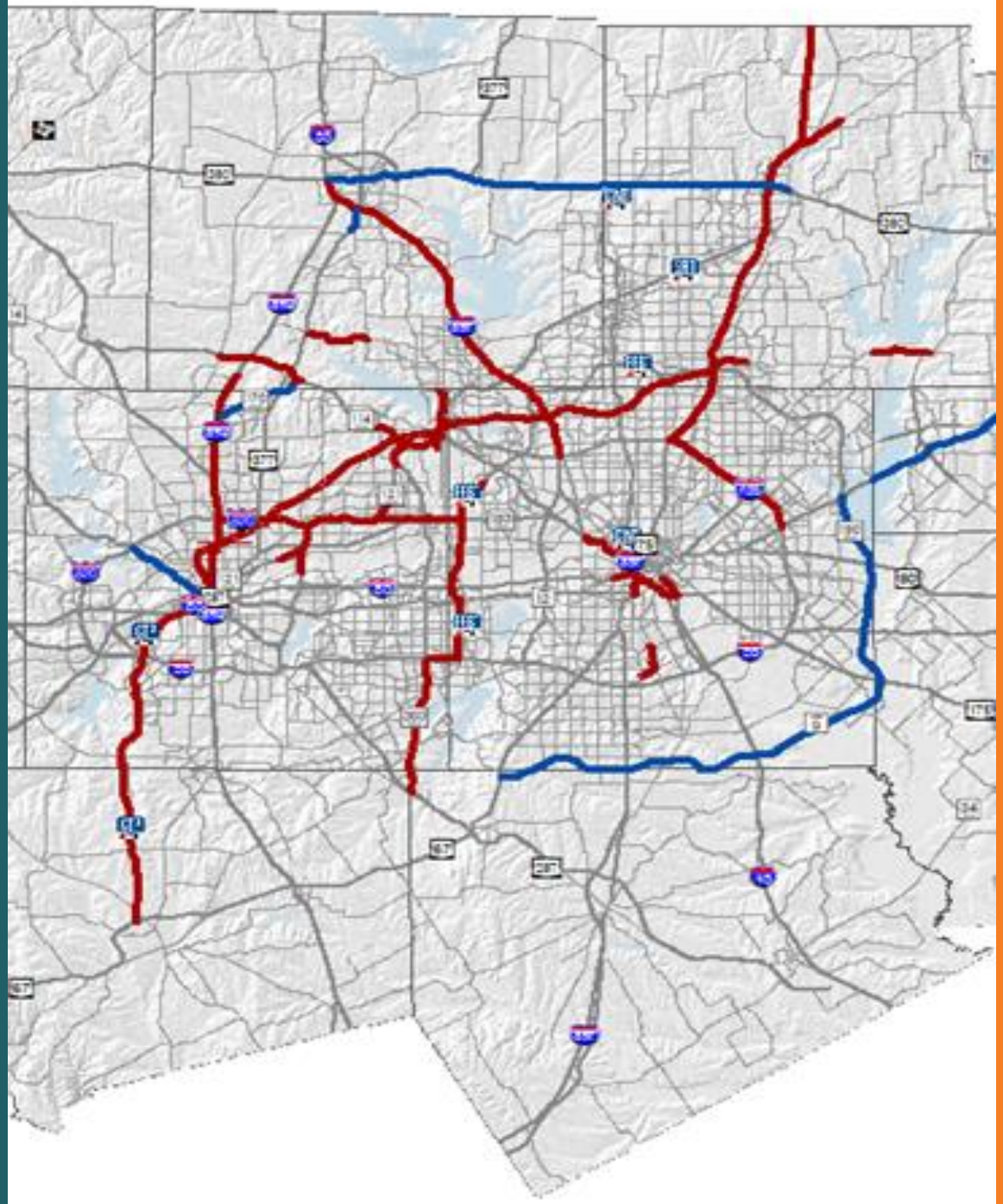
ENVIRONMENTAL PROGRAMS

SOCIAL EQUITY/ ENVIRONMENTAL JUSTICE

- Long-range plan equity analysis
- Development of Equity/EJ tools
  - Environmental Justice Index (EJI)
  - Transit Accessibility Improvement Tool (TAIT)
- Needs assessment and best practices guide
  - Transportation impacts on health, safety, access, and quality of life
  - Equity planning guide for planners in our department
- ADA transition plan
- Food deserts
- Find out more: https://www.nctcog.org/ej

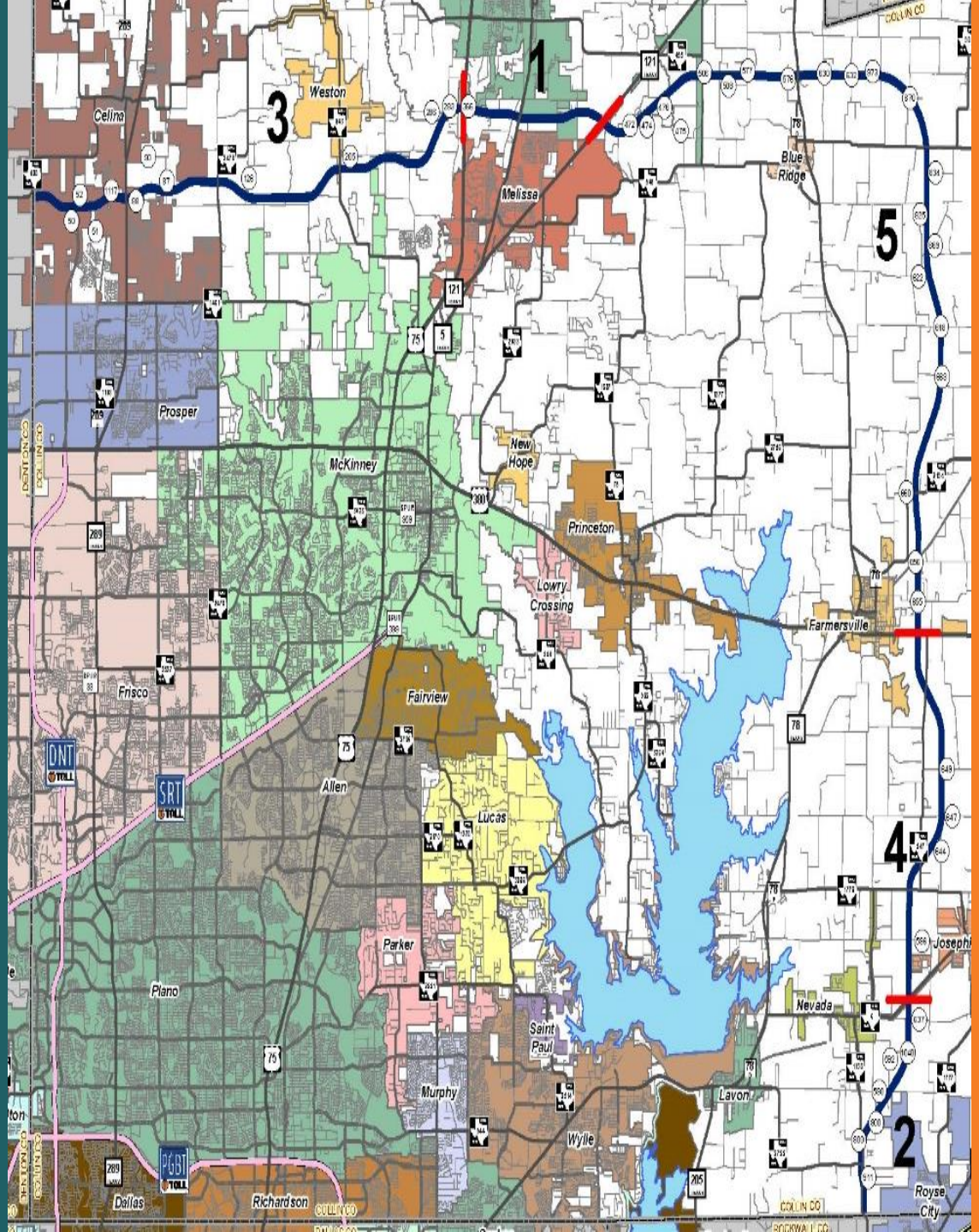
PLANNING IN THE DENTON GREENBELT

- Feasibility study of Denton County Outer Loop, completed 2019
- INVEST sustainability tool
- Continued coordination with TxDOT
- Planning to address sustainable roadway design and stormwater impacts of development
- Find out more: https://www.nctcog.org/trans/quality/environmental-coordination/planning-and-environmental-linkages



SECTION 214 – WATER RESOURCE DEVELOPMENT ACT

- NCTCOG funds one FTE at the USACE
- Expedites permits on regionally significant projects
- Direct coordination with project team and USACE
- Withdraws unnecessary permits and reduces permit type, time, mitigation, impacts to aquatic resources
- Provides cost savings
- Find out more: https://www.nctcog.org/trans/quality/environmental-coordination/planning-and-environmental-linkages

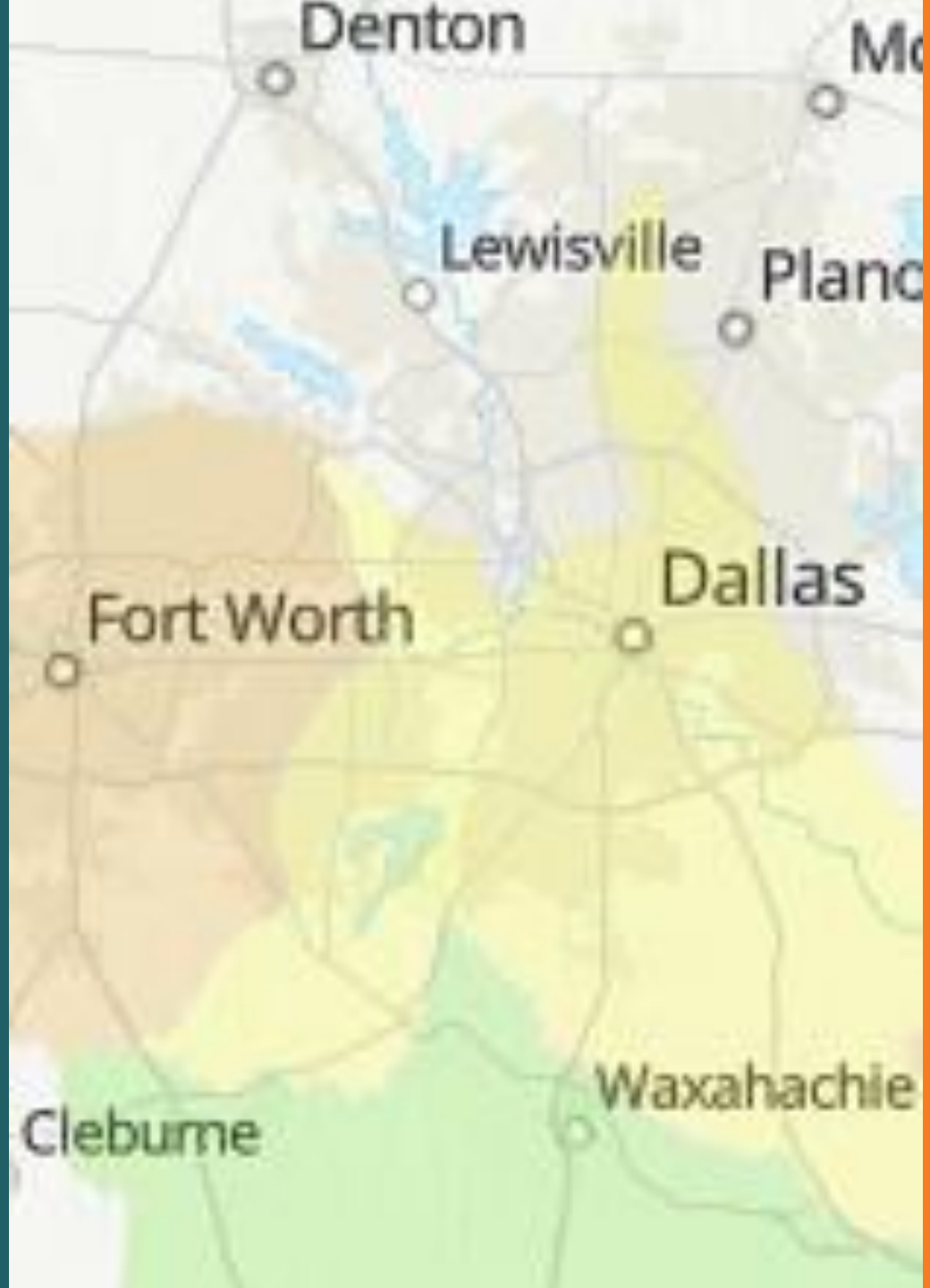


COLLIN COUNTY OUTER LOOP

- Local Environmental Document written by NCTCOG staff
- Sponsored by Collin County Toll Road Authority (CCTRA)
- No federal funds
- Written “NEPA-like”
- Phased approach starting with 2-lane, 2-way frontage roads.
- Find out more: https://www.collincountytx.gov/mobility/pages/outerloop.aspx

ENVIRONMENTAL STEWARDSHIP PROGRAM

- Fort Worth tree planting and constructed wetlands projects, TBD
- Texas Trees Foundation's NeighborWoods and Cool Schools programs, ongoing
- Regional Ecosystem Framework Interactive Viewer updates, ongoing
- Dallas Water Gardens Feasibility Analysis, completed 2019
- Webinar identifying transportation demand for mitigation credits, 2018
- Workshop on development impacts, 2017
- Find out more: https://www.nctcog.org/trans/quality/environmental-coordination/environment



PERMITTEE RESPONSIBLE MITIGATION DATABASE

- Landowners upload details about streams, wetlands needing restoration
- Permit applicants view landowner entries and enter details about their own mitigation needs
- Database users connect to restore ecosystems and provide mitigation
- Launched
- Find out more: http://prmd.nctcog.org/

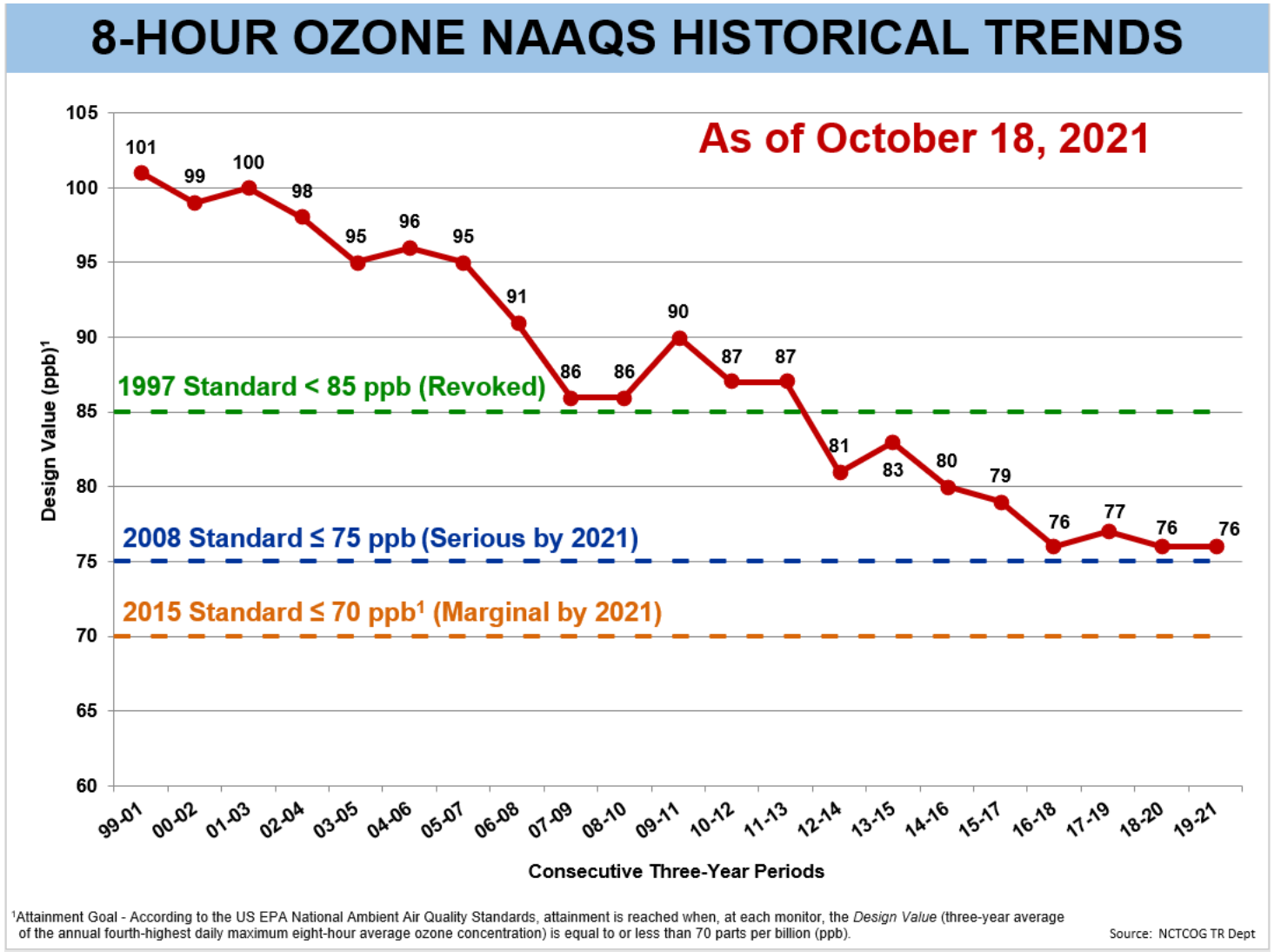
ECONOMIC & ENVIRONMENTAL BENEFITS OF STEWARDSHIP TOOL

Online tool identifies:

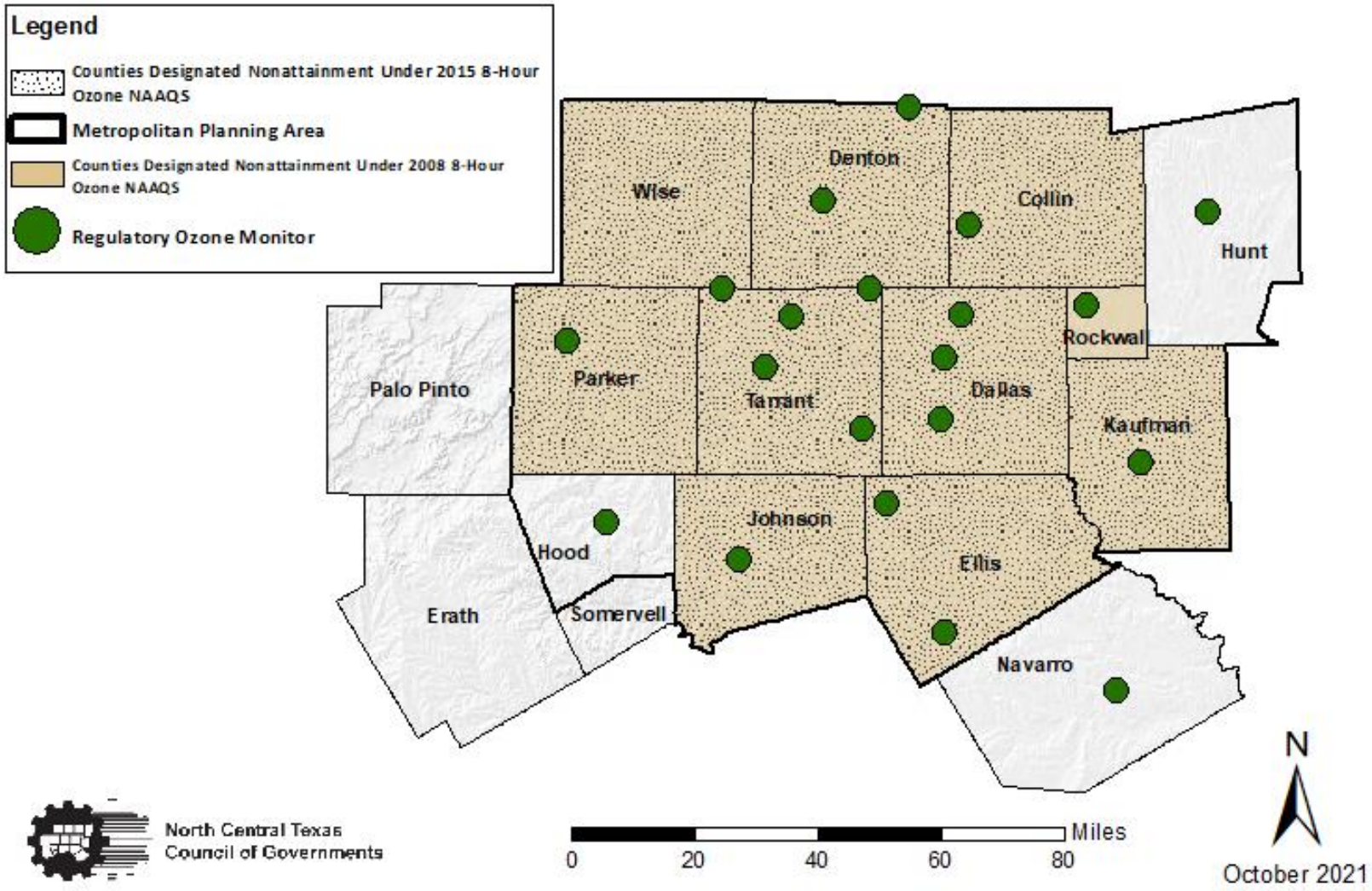
- Environmental effects of new transportation projects
- Appropriate stewardship activities to reduce these effects
- Environmental and economic benefits of implementing stewardship activities
- Find out more: http://eebs.nctcog.org/

AIR QUALITY INITIATIVES

NORTH CENTRAL TEXAS AIR QUALITY



NORTH CENTRAL TEXAS AIR QUALITY



AIR QUALITY INITIATIVES

Fleets – Implement initiatives and strategies to increase the efficiency and reduce emissions and energy impacts

Consumers – Identify and pursue opportunities to improve efficiency, reduce emissions, and increase consumer options for the cleanest available technologies, especially zero emission vehicles

Communities – Influence deployment of and readiness for adoption of the lowest-emissions and efficient technologies by consumers and fleets

Health - Convene a Task Force of interested stakeholders to evaluate data that may indicate a need for additional air quality improvement strategies to address concerns over localized air pollution, with a focus on transportation sources

Technical Planning and Analysis – Conduct necessary emissions analysis and provide technical assistance in air quality planning and control strategy evaluation

CONTACTS

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