

- Locally Preferred Alternative – Dallas City Council Resolution September 2017
- DART Locally Preferred Alternative – April 2021
- D2 East End Evaluation Staff Recommendation (Option 3-7a) – September 2021

ECONOMIC DEVELOPMENT ADMINISTRATION

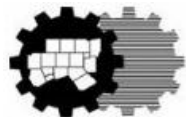
- 1) “Build Back Better Regional Challenge” (October 19, 2021)
 - A. SMU+ (Workforce Development, Business Development, Infrastructure)
Infrastructure: Automated Freight Cluster
First (Land) and Last (Air) Mile Logistics (NCTCOG)
 - B. Center for Houston’s Future: Hydrogen Station (Aids IH 45 Corridor)

- 2) “Good Jobs Challenge” (January 26, 2022)
 - A. Technology Fusion Center (NCTCOG)
 - B. City of Refuge: Regional Support (City of Dallas)

2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

October 14, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on July 8, 2021.
- Approved changes included addressing cost overruns on existing projects with Category 2 and/or 4 funds and requesting Category 12 funds from the Texas Transportation Commission (TTC).
- The TTC approved the 2022 UTP at its August 2021 meeting.
- In the 2022 UTP, all Category 2 and 4 requests were funded. Of the \$1.98B of Category 12 funds requested, approximately \$339M was awarded to the region (\$255M in the Eastern Subregion and \$84M in the Western Subregion).

PROPOSED FUNDING CHANGES

- **Projects with Funding Category Changes**
 - FM 2642 from FM 35 to SH 66 (Hunt County) – Increase Category 2 funding from \$7,314,160 to \$8,066,160 as Category 12 was not awarded
 - SH 24/SH 11 from Culver St to Live Oak St and SH 11 from SH 24 to Monroe St (Hunt County) – Increase Category 2 funding from \$4,900,000 to \$5,096,000 as Category 12 was not awarded
 - US 75 from North of CR 370 to CR 375 (Grayson CL) (Collin County) – Category 12 request partially funded with Category 4 instead

CATEGORY 12 FUNDING AWARDED BY THE TTC (WESTERN SUBREGION)

- IH 20 from FM 2552 to Bankhead Highway (Parker County) – Project awarded \$31,000,000
- IH 30 from SS 580 (East of Linkcrest Dr) to IH 820 (Tarrant County) – Project awarded \$50,000,000
- Regional Mobility Assistance Patrol (Fort Worth District) – Project awarded \$2,587,500 (covers 3 years of implementation)

CATEGORY 12 FUNDING AWARDED BY THE TTC (EASTERN SUBREGION)

- US 380 from JCT US 380/BUS 380 to CR 560 (Collin County) – Project awarded \$40,008,000
- IH 30 from IH 35E to IH 45 (Dallas County) – Project awarded additional \$101,538,342
- US 80 from East of Belt Line Rd to Lawson Rd (Dallas County) – Project awarded \$103,240,838
- IH 30 at FM 1570 (Hunt County) – Project awarded additional \$1,200,000
- IH 30 from South of FM 36 to North of FM 36 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of FM 1565 to North of FM 1565 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of CR 2509 to North of CR 2509 (Hunt County) – Project awarded additional \$1,200,000
- Regional Mobility Assistance Patrol (Dallas District) – Project awarded \$6,040,500 (covers 3 years of implementation)

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12*	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	<u>\$2.601B</u>
Total Allocation	\$5.426B	\$7.290B	\$6.864B	\$8.094B	\$7.342B	\$6.880B

*Category 12 amounts are the total project authorizations in a given UTP, as the funds are not allocated to a specific region or TxDOT District

STBG/CATEGORY 2 FUNDING EXCHANGE

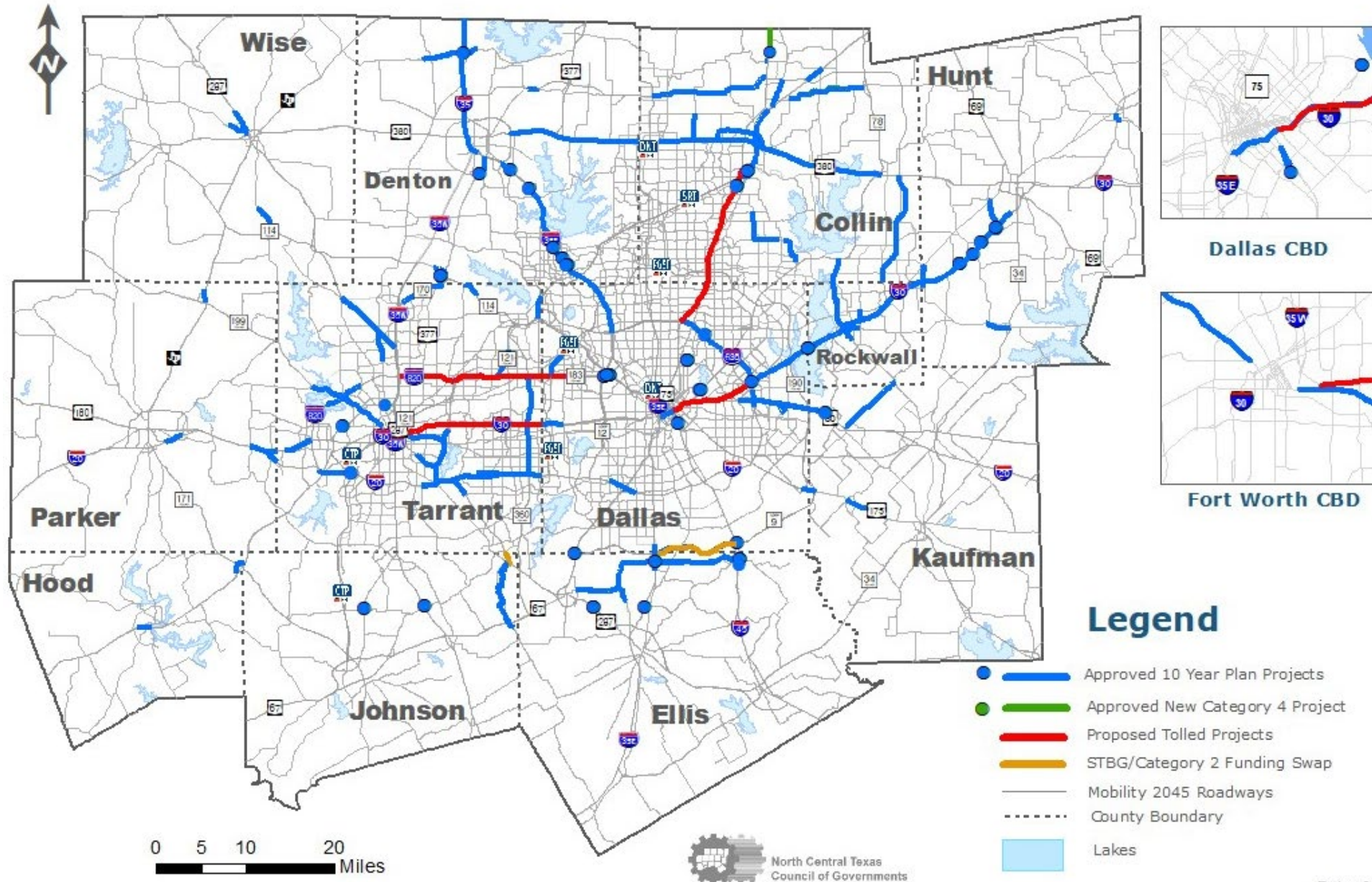
- In July 2021, the RTC approved the exchange of Category 2 funding on US 287 and SL 9 with Fiscal Year (FY 2021) STBG funds to help reduce the region's large STBG carryover balance.
- Staff committed to bring back a proposal with specific projects on which to program the freed-up Category 2 funds.
- The amount being exchanged has been reduced from the originally proposed amount of \$141,459,476 due to cost savings at letting on the SL 9 project of \$41,683,842.

STBG/CATEGORY 2 FUNDING EXCHANGE PROJECT PROPOSALS

TIP Code	CSJ	Project	Proposed Category 2 Funds
State Loop 9 Funding Exchange Projects			
TBD	TBD	FM 429 from N of US 80 to 1 mile S of US 80	\$10,000,000
55235	0353-02-037	SH 114 from W of US 377 to E of IH 35W	\$30,000,000
30001	N/A	IH 35E Phase 2 Placeholder	\$25,725,634
Total Funding			\$65,725,634
US 287 Funding Exchange Projects			
21022	0008-13-248	IH 820 at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	\$18,000,000
21093.1	0008-03-131	IH 20 from FM 1187 to US 180	\$3,411,564
TBD	TBD	SH 360 from Trinity River to Post and Paddock	\$12,638,436
Total Funding			\$34,050,000

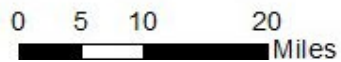
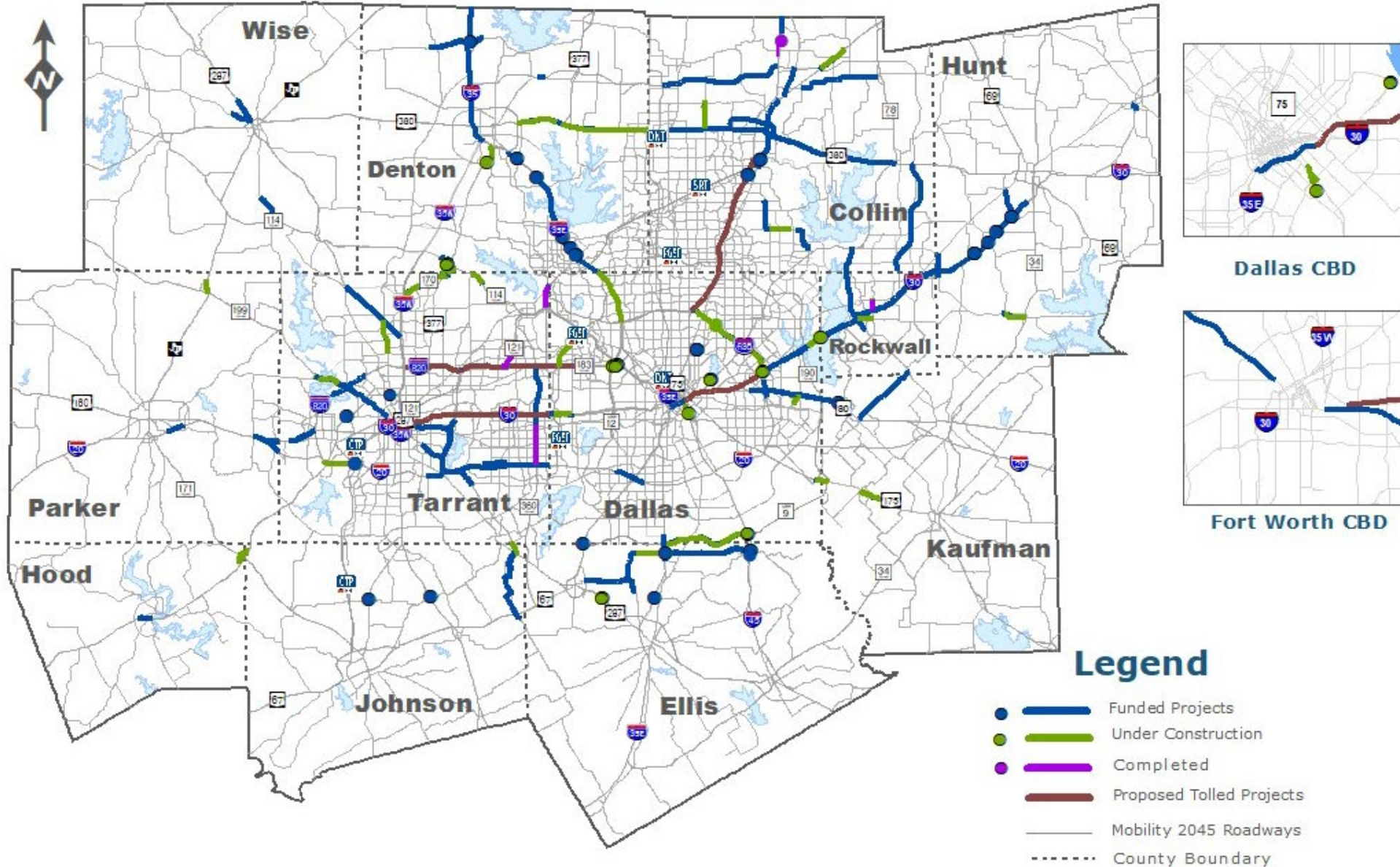
Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031

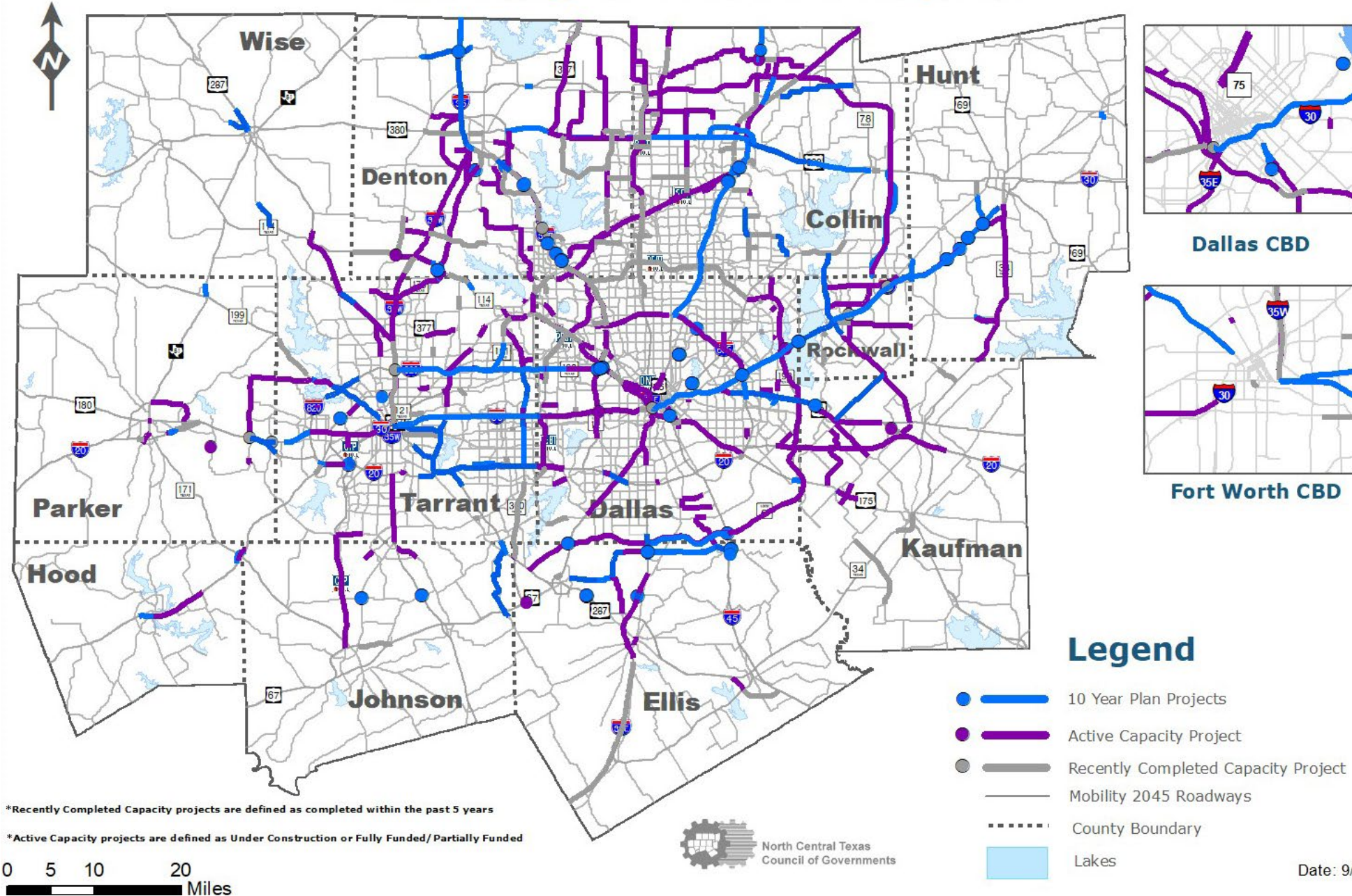


Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



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



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

NEXT STEPS

- NCTCOG will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continuing efforts to re-fund projects that had funding removed in previous 10-Year Plans.
 - Funding targets will likely not be available until after a draft project list is due to TxDOT Austin.
- The process used to prioritize and score 10-Year Plan projects is under review by NCTCOG staff. A proposal for the revised process will be brought back for review and approval at a future meeting.
- Monitor the discussion at the December 2021 TTC meeting regarding IH 45 in Houston, which may impact the 2022 UTP.

ANTICIPATED 2023 UTP SCHEDULE

MEETING/TASK	DATE
TxDOT Funding Analysis	Oct. 2021-Feb. 2022
Initial Draft List Due to TxDOT	January 2022
Anticipated Receipt of Funding Targets	February 2022
NCTCOG Public Involvement	April-May 2022
STTC Action	April-May 2022
RTC Action	May-June 2022
TxDOT Public Meetings for 2023 UTP	June-August 2022
Anticipated TTC Approval of 2023 UTP	August 2022

*In addition to the development of the 2023 UTP, a TTC meeting will be held in December 2021 and will include a discussion regarding the IH 45 project in Houston, which may lead to changes to the 2022 UTP.

REQUESTED ACTION

- RTC approval of:
 - The final 2021 Regional 10-Year Plan project listing,
 - The proposed projects to complete the Category 2/STBG funding exchange, and
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

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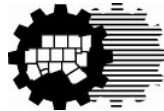
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Trinity Railway Express Shuttle Funding for Continued Operations

REGIONAL TRANSPORTATION COUNCIL

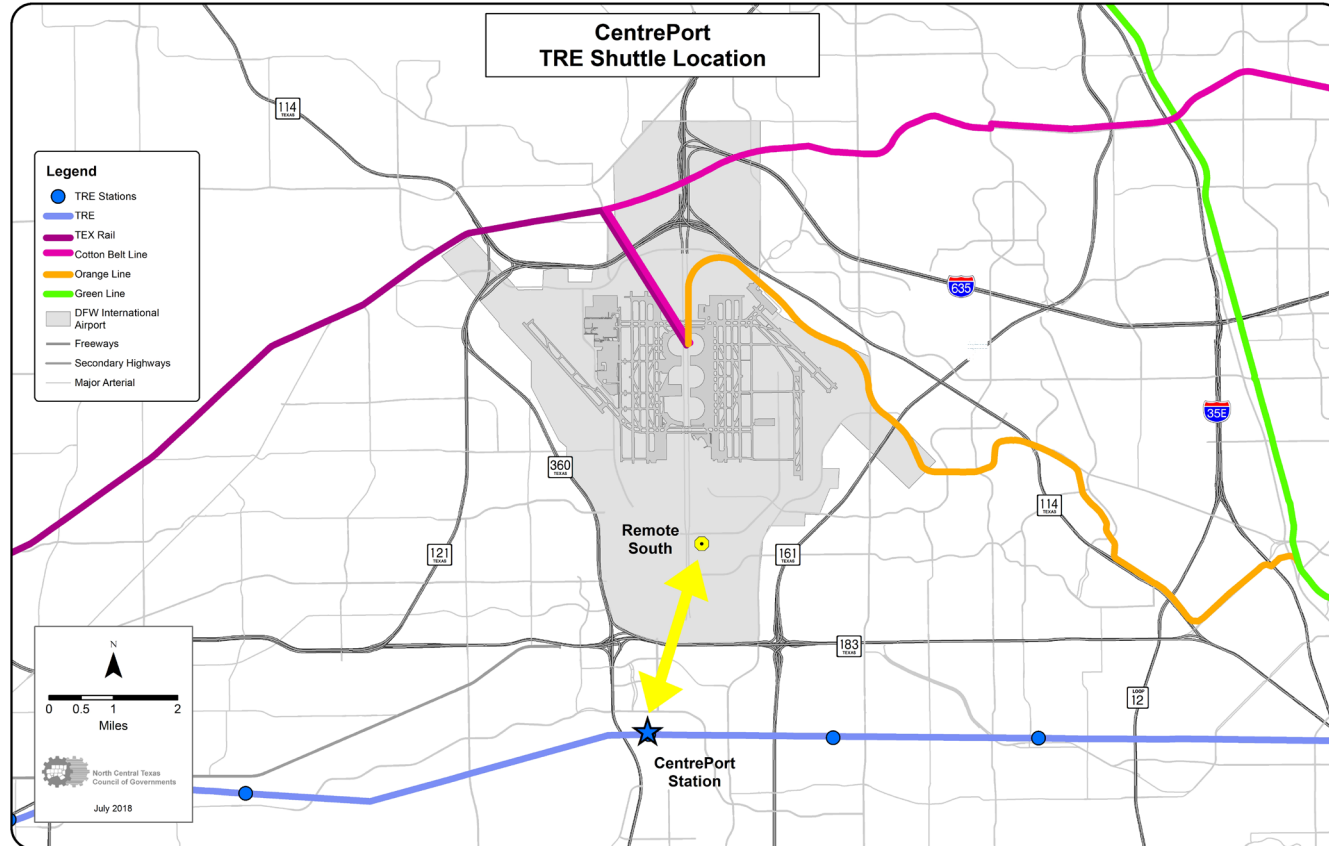
October 14, 2021

**Shannon Stevenson, Senior Program Manager
Transit Management and Planning**



North Central Texas
Council of Governments

TRE Shuttle Location



Project Background

- September 2009:** DFW Airport awarded transit funds to implement TRE shuttle service from Centreport Station to Remote South Parking Lot. Funding provided in 2012 and 2015 through Transit Calls for Projects
- March 2018:** DFW Airport notified NCTCOG of its intention to discontinue service once TEXrail service was fully operational
- April 2019:** Trinity Metro began operating service as the TRE Link: Route 31 and DFW Airport's funding was transferred to Trinity Metro
- Summer 2021:** Trinity Metro, DART, and DFW Airport reached out to NCTCOG seeking support for the continuation of this critical first/last mile service

Request from TRE Shuttle Partners

- What:** Final funding as Trinity Metro, DART, and DFW Airport finalize a sustainability plan over the next year for the TRE Shuttle Service. Future operational expenses are expected to be split between Trinity Metro, DART, and DFW Airport
- When:** October 1, 2021 – September 30, 2024
- Where:** Service between the TRE Centreport Station and DFW Airport
- How Much:** Total of \$910,000 in Regional Toll Revenue (RTR) Funds for Transit Projects and Surface Transportation Block Grant (STBG) Funds from previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding

Proposed Budget Matrix

	RTC		Trinity Metro, DART, and DFW Airport	
Service Period	RTR Funds ¹	STBG Funds ²	Local Match: 50% <i>(Split 3 ways)</i>	Annual Totals
Year 1 (FY2022)	\$290,000		\$290,000	\$580,000
Year 2 (FY2023)		\$300,000	\$300,000	\$600,000
Year 3 (FY2024)		\$320,000	\$320,000	\$640,000
TOTAL	\$290,000	\$620,000	\$910,000	\$1,820,000

¹ First year of proposed funding is available through existing Regional Toll Revenue funds previously approved for transit

² Subsequent funding would be available through previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding

Action Requested

RTC Approval:

To utilize existing Regional Toll Revenue funds previously approved for transit and previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant (STBG) funds for a total not to exceed of \$910,000;

For Trinity Metro, DART, and DFW Airport to assume funding responsibility after FY2024 for shuttle service between the TRE Centreport Station and DFW Airport; and

To revise administrative documents as appropriate to incorporate this project.

For More Information

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FEDERAL UPDATE AND STATE CONSTITUTIONAL AMENDMENT BALLOT: PROPOSITION 2

REBEKAH GONGORA

REGIONAL TRANSPORTATION COUNCIL | 10.14.2021

FEDERAL UPDATE

The FAST Act

- Current Surface Transportation Authorization Bill
- Expired September 30, 2021
- Congress Passed a One-Month Extension
- Now Expires October 31, 2021

Bipartisan Infrastructure Bill

- \$1.2 Trillion Infrastructure Bill, Includes 5-Year Transportation Authorization
- Passed Senate in August
- Pending House Floor Vote, New Deadline is October 31

Reconciliation Bill

- \$3.5 Trillion Budget Reconciliation Bill, “Human Infrastructure”
- Some Want Monetary and Policy Concessions - Get to \$2 Trillion
- No Consensus Yet
- Deadline is Prior to Infrastructure Vote



CONSTITUTIONAL AMENDMENT ELECTION

Overview

- State Constitutional Amendment Election on November 2, 2021
- Legislature Passed HJR 99 (87R) to Authorize this Constitutional Amendment Vote
- HJR 99 on Ballot as Proposition 2

Proposition 2 Ballot Language

“The constitutional amendment authorizing a county to finance the development or redevelopment of transportation or infrastructure in unproductive, underdeveloped, or blighted areas in the county.”



PROPOSITION 2

Allows Counties to Engage in Tax Increment Financing Through Transportation Reinvestment Zones (TRZ) to Create Revenue for a Transportation Project

- A TRZ Captures the Increase in Tax Revenues Around a Transportation Project, Resulting from the Increase in Property Values
- Cities Already Have This Authority
- Does Not Raise Taxes or Fees
- Restricts Counties to Using a Maximum of 65% of Tax Increment to Secure County Issued Bonds for Transportation Improvements
- Cannot Be Used on Toll Roads



ACTION REQUESTED

Requesting Regional Transportation Council Members to Support Proposition 2:

- Advocate for Passage
- Be Vocal about Benefits of Proposition 2
- Encourage Support from Residents
- Instruct NCTCOG Staff to Communicate Benefits



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NCTCOG PRESENTATION

Locally Enforced Motor Vehicle Idling Restrictions

Regional Transportation Council

October 14, 2021

Chris Klaus, Senior Program Manager

Texas Commission on Environmental Quality

Locally Enforced Motor Vehicle Idling Limitations

Texas Administrative Code RULE §114.510 – 114.517

Description

Applicability

- GVW > 14,000 pounds
- April 1- October 31
- Only within jurisdictions having signed Memorandum of Agreement with the Texas Commission on Environmental Quality

Control Requirements

Main engine may not idle for more than five minutes when not in motion

No driver using vehicle's sleeper berth may idle in:

- A residential neighborhood
- A school zone
- Within 1,000 feet of a hospital
- Within 1,000 feet of a public school during hours
- Within 2-mile radius of an electrified truck stop

Exemptions

- Vehicle Type
- Operations
- Air-Conditioning and heating provisions

Penalty

Fine not to exceed \$500

Regional Transportation Council Resolution

Current (2008)	Proposed (2021)
Identified Locally Enforced Motor Vehicle Idling Restrictions as a Voluntary Mobile Emission Reduction Program	Identified Locally Enforced Motor Vehicle Idling Restrictions as Weight of Evidence
Endorsed implementation of TCEQ Idling Limitations Rule	Endorse implementation of an idling restriction ordinance/resolution
Encourage local governments to adopt TCEQ Idling Limitations Rule	Encourage local governments to adopt any idling restriction as applicable to local government needs
Effective April 10, 2008	Effective October 14, 2021

Action Requested

RTC Approval of:

Revised RTC Resolution Supporting Locally
Enforced Motor Vehicle Idling Restrictions in
North Central Texas.

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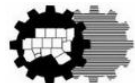


Images were provided by NCTCOG Staff and GETTY Images

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2 QUARTERLY STATUS UPDATE

Regional Transportation Council

October 14, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ The second round of the Milestone Policy was initiated in November 2019 to review projects currently over 10 years old that have not been implemented.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
 - ❖ Establishing deadlines by which projects must go to construction
 - ❖ A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and how many risk factors there are. The rating system is as follows:
 - ❖ Green – Low risk of project delays
 - ❖ Yellow – Medium risk of project delays
 - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (OCTOBER 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021	1	\$2,482,813
Scheduled Letting FY 2022	5	\$132,283,981
Scheduled Letting FY 2023	10	\$115,256,164
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	20	\$367,915,116

To date, 3 projects have let by their established deadlines.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	12	\$189,151,415
Yellow (Medium Risk of Delay)	6	\$169,436,967
Red (High Risk of Delay)	2	\$9,326,734
Total	20	\$367,915,116

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	0	0	1
Scheduled Letting FY 2022	1	3	1
Scheduled Letting FY 2023	9	1	0
Scheduled Letting FY 2024 or Beyond	2	2	0
TOTAL	12	7	1

NEXT STEPS

- ❖ Continue monitoring project progress and providing any assistance needed
- ❖ Provide quarterly updates moving forward
- ❖ Bring back an update and recommendation on the one high risk project in the City of Dallas once more information is gathered

QUESTIONS?

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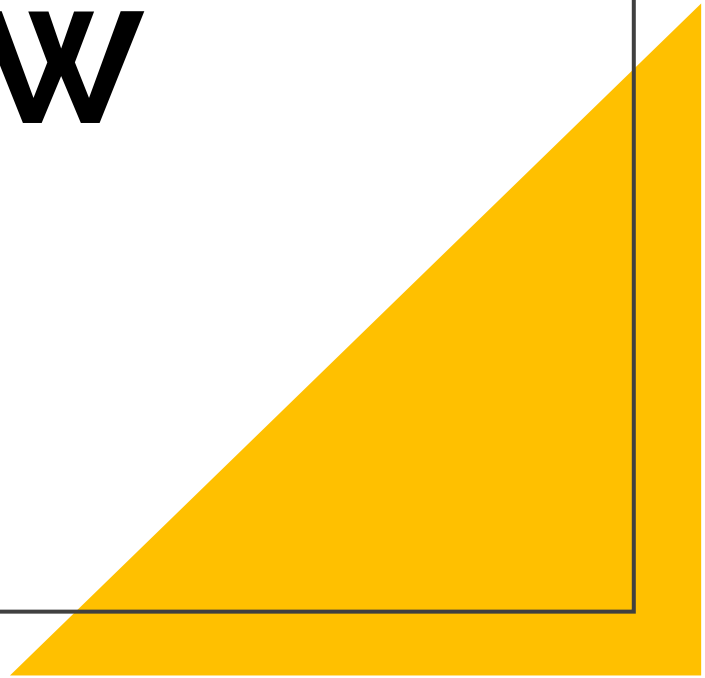
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TRANSIT STRATEGIC PARTNERSHIPS INITIATIVE OVERVIEW

Regional Transportation Council
October 14, 2021

Shannon Stevenson, Senior Program Manager
Transit Management and Planning



AWARDING FEDERAL TRANSIT ADMINISTRATION FUNDS IN NORTH TEXAS

Public transportation providers in the region were awarded ~\$136M in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2021 apportionment award cycle.

Two processes are used to award transit funds:

- ~ 98% available annually through Programs of Projects (POP) process which are allocated to transit providers
- ~ 2% set aside for Strategic Partnerships

FEDERAL FORMULA FUNDING TRANSIT PROGRAMS FOR URBAN AREAS

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low-income populations	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase Vehicles and/or maintain bus services	Capital

FY2021 STRATEGIC PARTNERSHIP FUNDING FOR THE REGION

Available Funding for North Texas¹

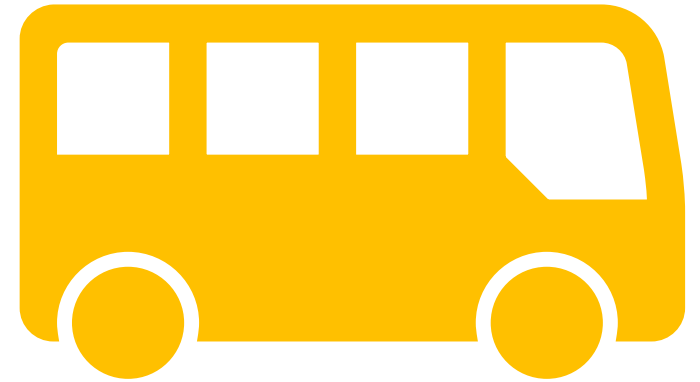
UZA	Section 5307	Section 5310
Dallas-Fort Worth-Arlington (DFWA) UZA:	\$1,721,062	\$2,036,056
Denton-Lewisville (DL) UZA:	\$128,387	\$222,945
Total :	\$1,849,449	\$2,259,001

A portion of Section 5310 funding is available at 100% federal share with no local match component required, per the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Pub. L. 116-260)

¹FTA funding for the McKinney UZA is administered through TxDOT

OVERVIEW

- Process to evaluate transit project ideas and implement services based on need and feasibility
- Accept requests on rolling basis
- Encourage partnerships between non-service providers and existing transit providers
- Recipient of federal funds must be an eligible entity under the awarded funding program
- Not intended to make up for operating shortfalls, but demonstration projects in urbanized areas
- Proactive and responsive to immediate needs





PROJECT IDEAS

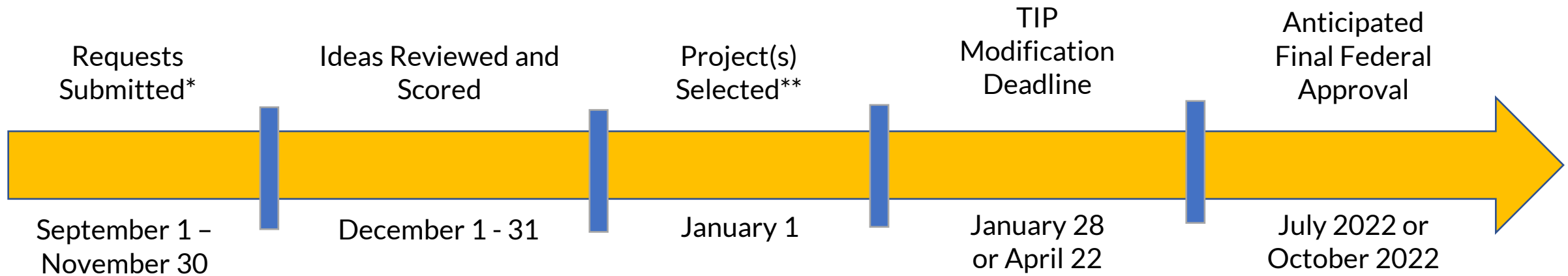
- Simplified focus on identifying challenges/gaps
- Addresses innovation, Access North Texas, recent transit studies' recommendations, accessibility, environmental justice, transit dependent populations, risk
- Encourages collaboration

EVALUATION CRITERIA

CATEGORY	POSSIBLE POINTS
Needs Assessment Addresses Access North Texas, transit studies, transit-dependent populations, Environmental Justice, accessibility?	60
Strategic Value and Innovation Is it an innovative project that serves an immediate need? Could it serve as a model to other agencies? Non-duplicative?	15
Project Funding and Sustainability Are budget assumptions sound and reasonable? Meets minimum funding requirements? Local match identified? Project sustainability?	15
Implementation Capacity and Collaboration Include coordination with stakeholders and existing providers? Does the agency have the required capacity to implement?	10
TOTAL	100

PROJECT SELECTION TIMELINE

Launch of September 1, 2021



**Typically, a 6-month rolling period. First cycle is expedited.*

*** Projects may get shifted to next cycle if more development is needed.*

**** Selected projects may be submitted to either of the two TIP deadlines within the cycle.*

QUESTIONS?

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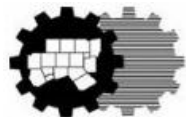
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DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION

Regional Transportation Council
October 14, 2021

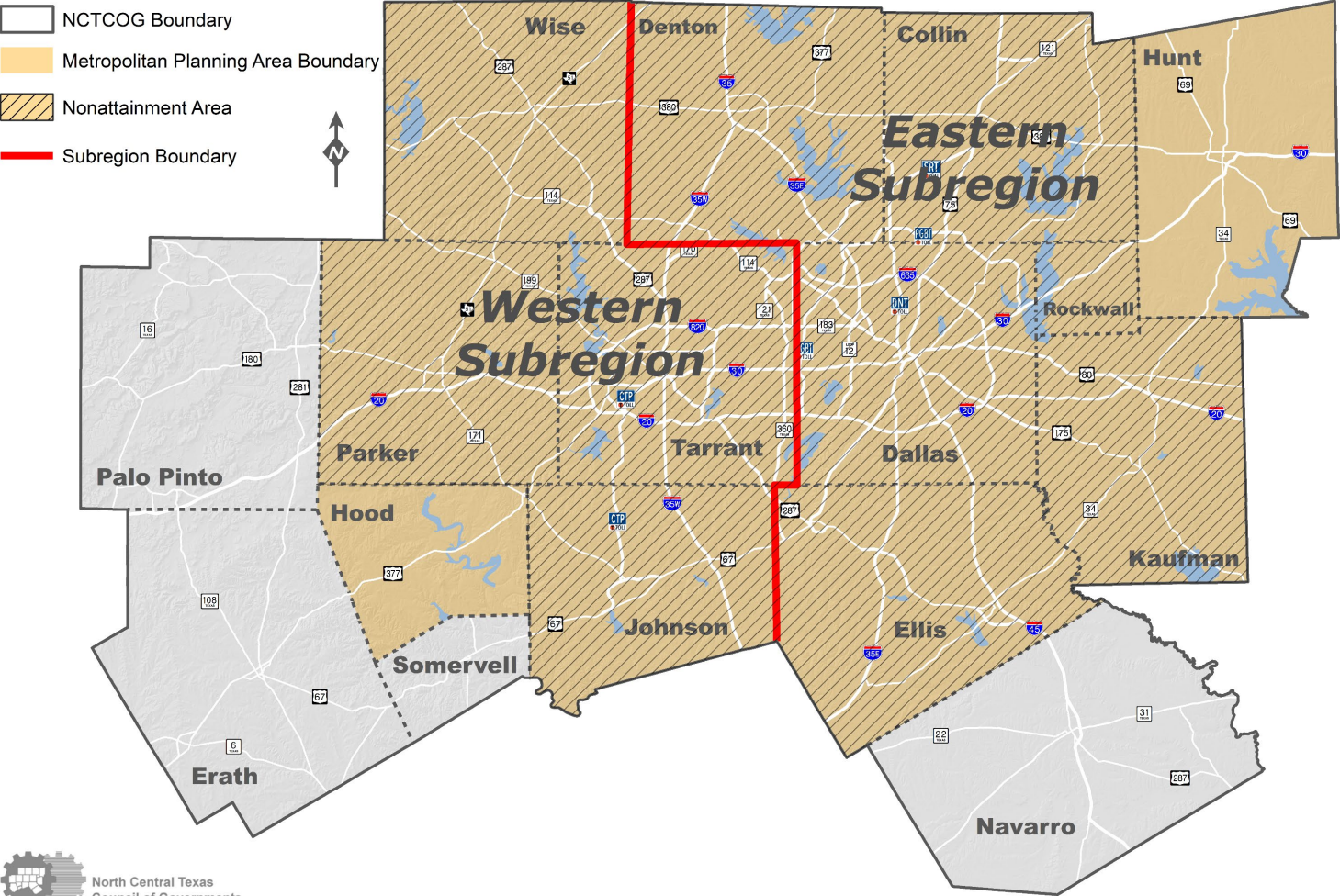


North Central Texas
Council of Governments
Transportation Department

WHY DO WE HAVE AN EAST/WEST SPLIT?

- Equity and Balance - This practice has helped our region stay focused on overall priorities as opposed to who has received what funding when. Instead, each subregion works within their available funding.
- While funds cannot be sub-allocated to cities or counties (per federal law), we can do a split that follows the TxDOT District lines.
- Federal funding allocations are based on several factors depending on the funding source (e.g., population, emissions).
- The RTC Bylaws establish that the distribution will be re-evaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received

WESTERN AND EASTERN SUBREGION BOUNDARIES



FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



SUBALLOCATION DIFFERS BY FUNDING TYPE

- Air Quality-Type Funding Suballocation Considers:
 - Funding allocations for projects that address attainment of air quality standards are based on population and air quality nonattainment factors.
 - Therefore, the East/West distribution formula considers emissions between the subregions.
 - Generally applies to Congestion Mitigation Air Quality and Transportation Alternative-Set Aside funds
- Mobility-Type Funding Suballocation Considers:
 - Population
 - Employment
 - Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
 - Vehicle Miles Traveled (VMT)
 - Generally applies to Surface Transportation Block Grant and Category 2 funds

FORMULA INPUTS FROM LAST ROUND

Mobility Funds Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.11%	65.89%
Employment	30.72%	69.28%
Activity (Pop+Emp Equalized)	32.42%	67.58%
Vehicle Miles of Travel	32.36%	67.64%
Average	32.40%	67.60%
Rounded Average	32%	68%
Air Quality Funds Based on 10-County Non-Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ¹ (%)	64.68 (34.03%)	125.37 (65.67%)
Ozone Precursors Tons of VOC and NOx (Rounded Average)	34%	66%

¹NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.

²Distribution established for FAST Act funding

ENVIRONMENTAL JUSTICE IS ALSO CONSIDERED

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,007,941	2,384,036	3,391,977
	Percent	30%	70%	
Low Income	Population	328,457	649,180	977,637
	Percent	34%	66%	
Minority or Low Income	Population	1,111,283	2,527,911	3,639,194
	Percent	31%	69%	

Source: 2014 American Community Survey 5-Year Estimates

- Environmental justice indicators showed a minority or low income population distribution similar to the funding distribution for the western and eastern regions that was ultimately approved by the RTC.
- Above analysis was from the FAST Act

FUNDING DISTRIBUTION PERCENTAGES: RELATIVELY CONSISTENT OVER TIME

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA (1991)	33%	67%	33%	67%
TEA-21* (1998)	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU (2005)	31%	69%	31%	69%
MAP-21 (2012)	32%	68%	34%	66%
<i>FAST Act (2015)</i>	32%	68%	34%	66%

* TEA-21 funding distributions were originally approved as 32% in the west and 68% in the east. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

TRACKING NON-FORMULA FUNDS

- While formula-allocated funds are split between the eastern and western subregions, other funding sources are not formula allocated (e.g., Category 12, Statewide TA Set Aside).
- In 2010, the RTC approved a policy position directing staff to monitor these TxDOT project selections and regularly report on the distribution between the eastern and western subregions.
- Each quarter, an update is brought to the STTC and RTC that details TxDOT funding awards in non-formula allocated categories.
- The RTC may choose to make specific adjustments from time to time to balance out any imbalances created by non-formula project selection at the State level.

CONCLUDING REMARKS

- Allows for the focus to be on maintaining East/West equity during project selection and not when projects are going to letting. This prevents the need to hold back a project if it is ready to let, but in a subregion that currently has more projects ready than the other subregion.
- Distribution percentages have changed slightly over time, but have been relatively consistent.
- This practice has helped our region maintain a cooperative, cohesive process over the years.
- Historical consistency
- Provides structure for regional decisions

CONTACT/QUESTIONS?

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