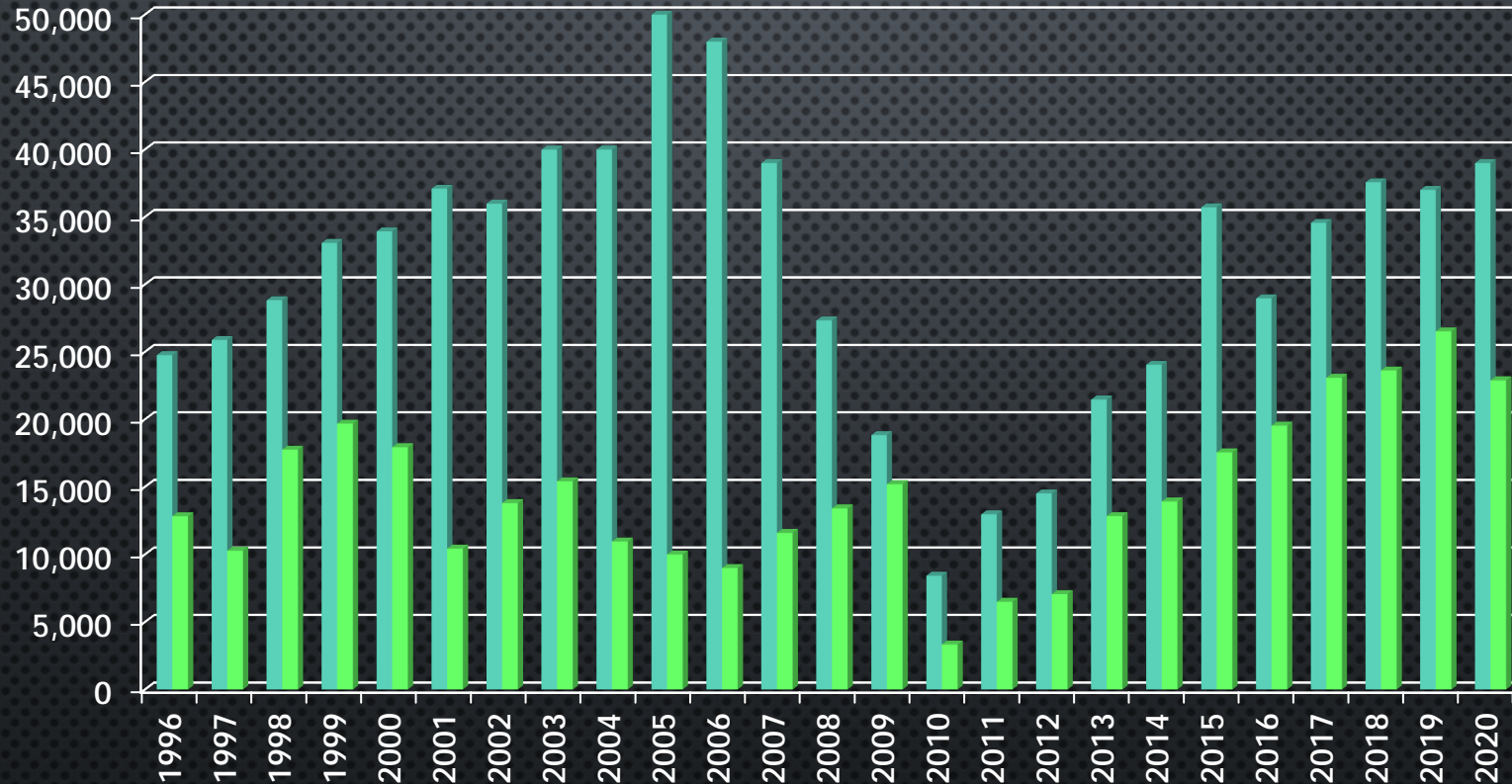


NCTCOG 2021 POPULATION ESTIMATES

RESEARCH & INFORMATION SERVICES

HOUSING COMPLETIONS 1996-2020



Partial year completions for 2000 and 2010

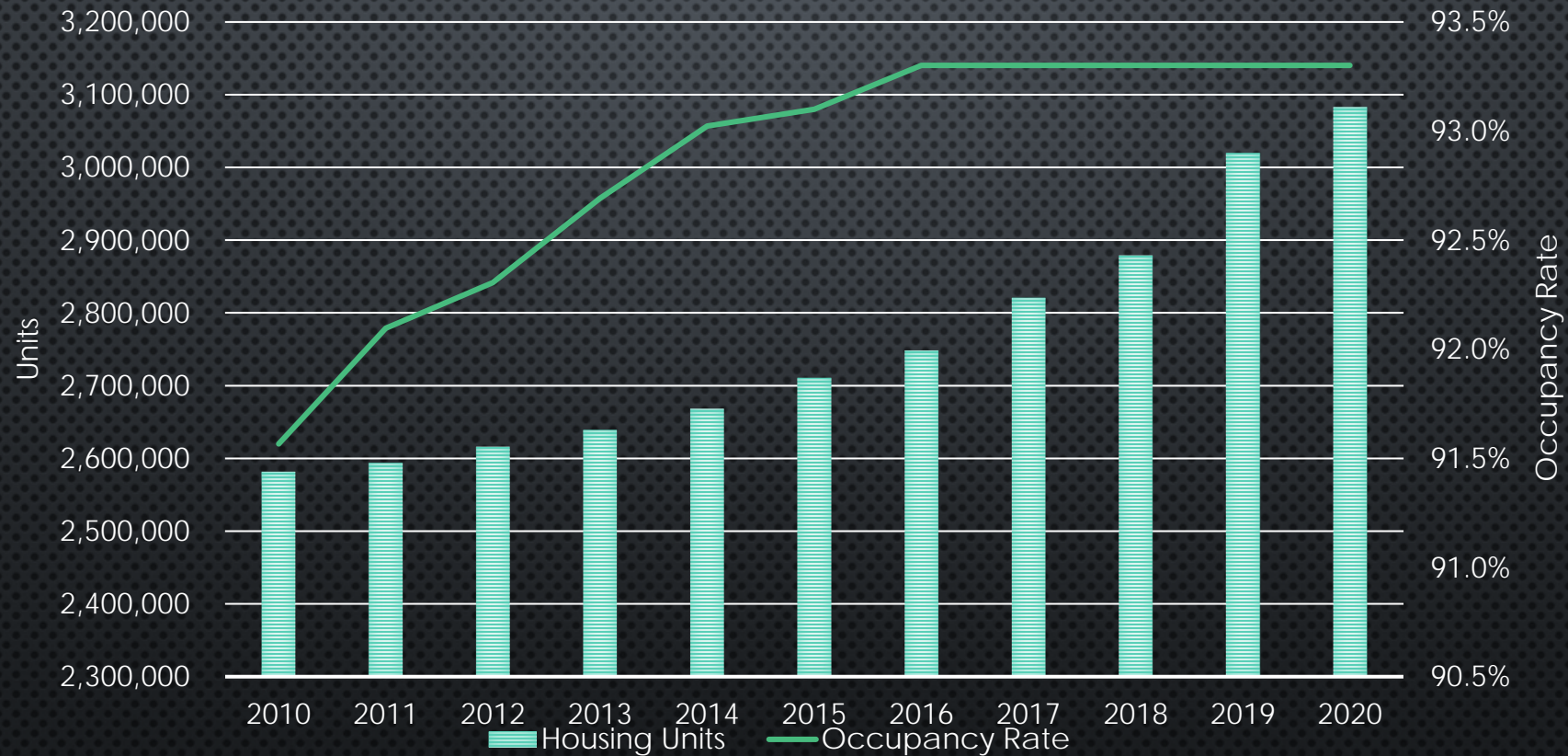
Single Family



Multi-Family



REGIONAL OCCUPANCY RATE CHANGE



REGIONAL POPULATION

January 1, 2021

7,874,950

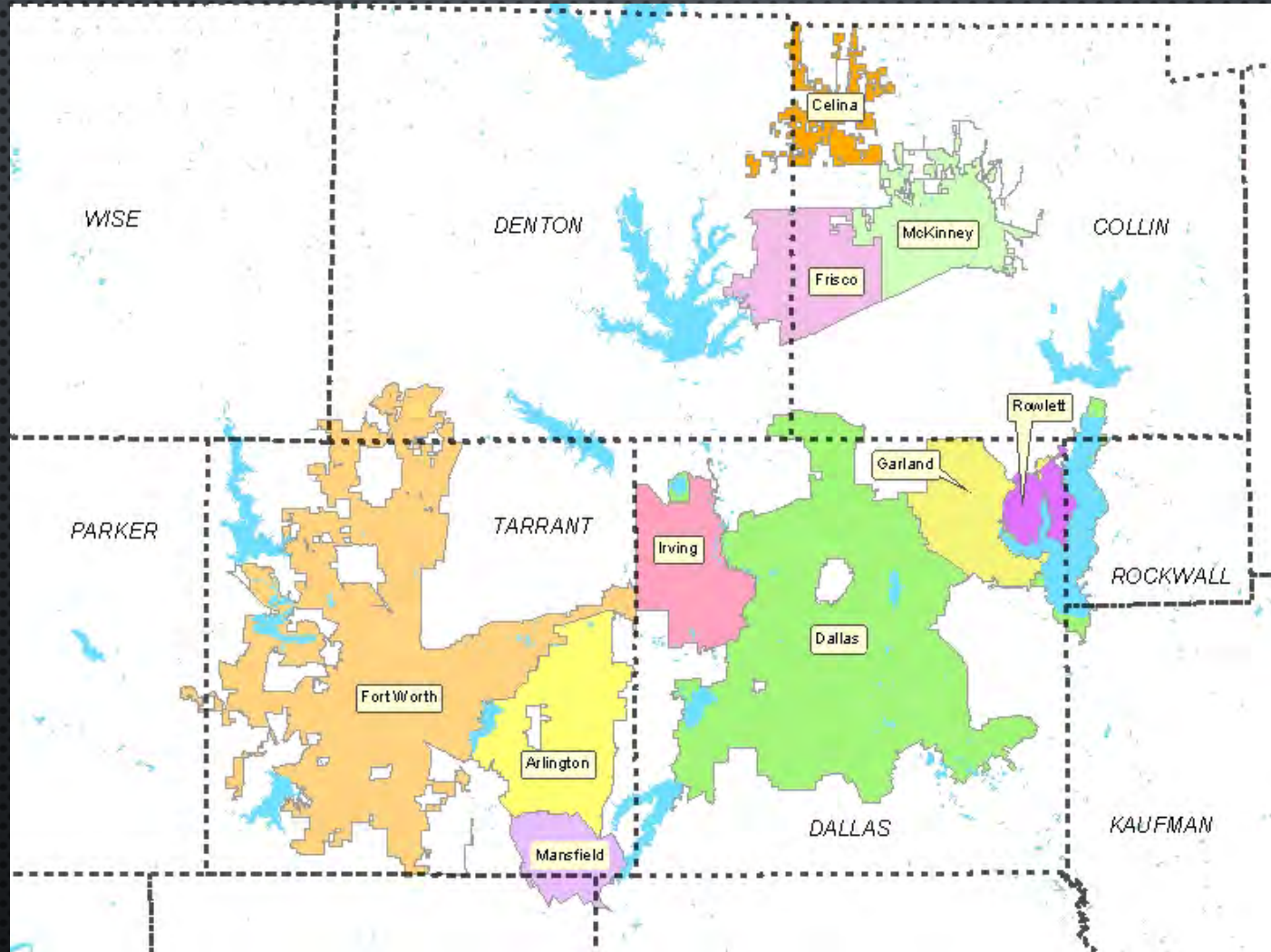
2020 Regional Growth

158,540

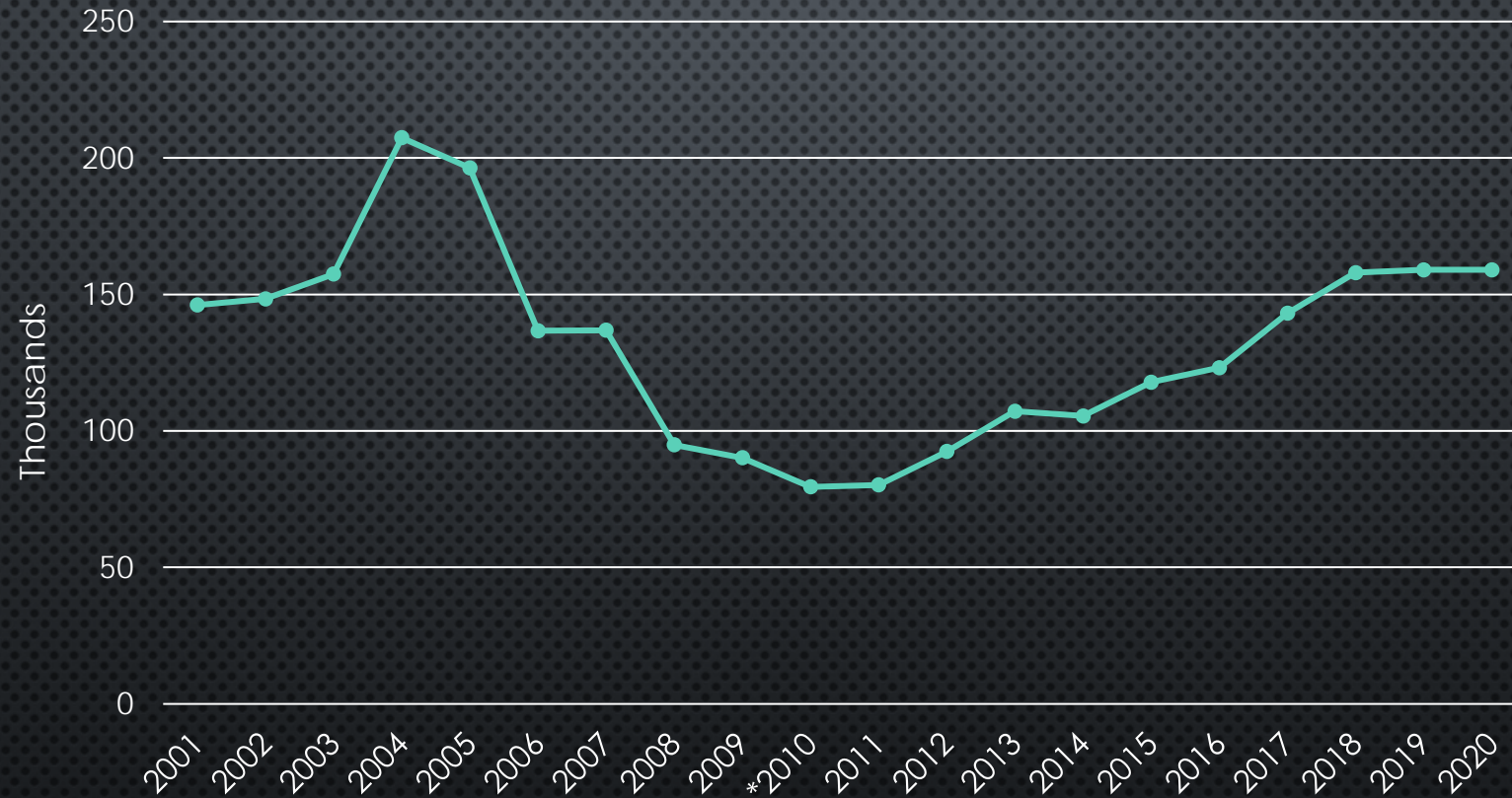
2020-2021 ABSOLUTE CHANGE TOP 10 CITIES

1. Fort Worth	16,920
2. Frisco	15,850
3. McKinney	6,100
4. Dallas	5,560
5. Rowlett	3,810
6. Celina	3,470
7. Irving	3,280
8. Garland	3,100
9. Arlington	2,880
10. Mansfield	2,790

TOP 10 CITIES POPULATION GROWTH 2020



REGIONAL POPULATION CHANGE



*Partial Year Growth shown for 2010

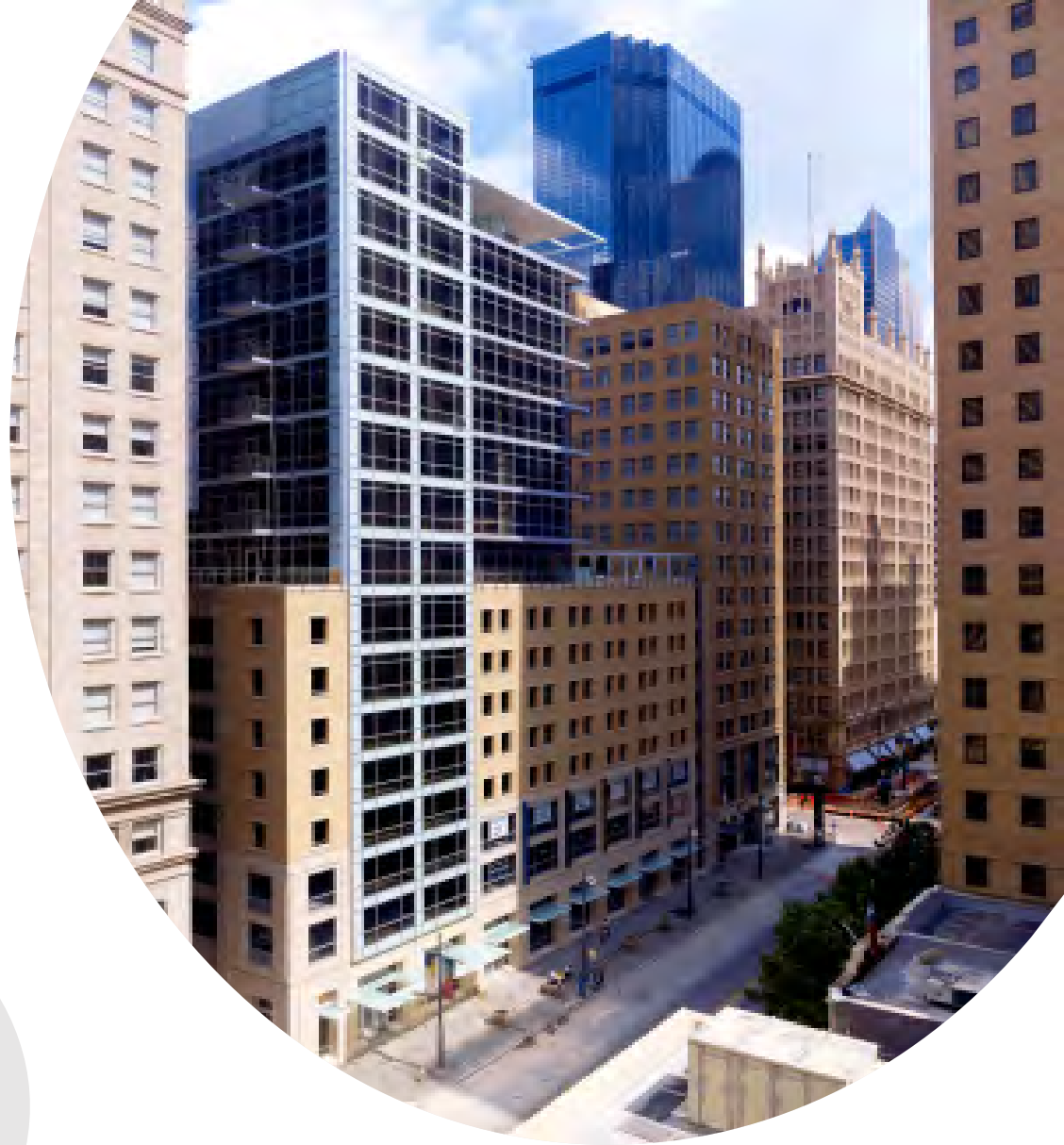


2045 DEMOGRAPHIC FORECASTS

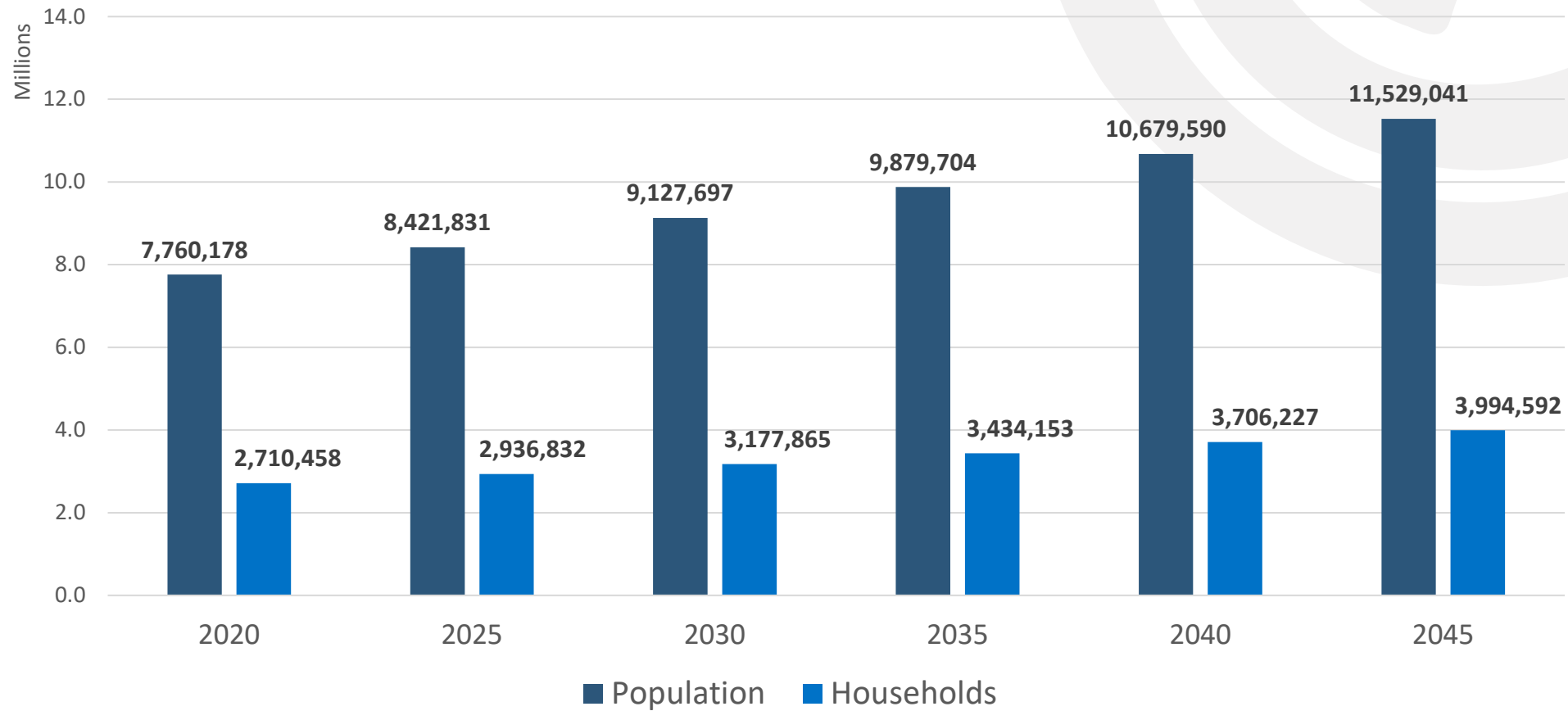


FORECASTS OVERVIEW

- Provide a common base for regional planning and resource allocations
- In addition to being used by NCTCOG, used by cities, counties, and partner agencies
- Process at NCTCOG is a data-driven, analytical approach with input/feedback from stakeholders
- Joint effort between the Research and Information Services and Transportation Departments
- Update forecasts generally every 3-5 years
- NCTCOG has been developing demographic forecasts since the 1970's

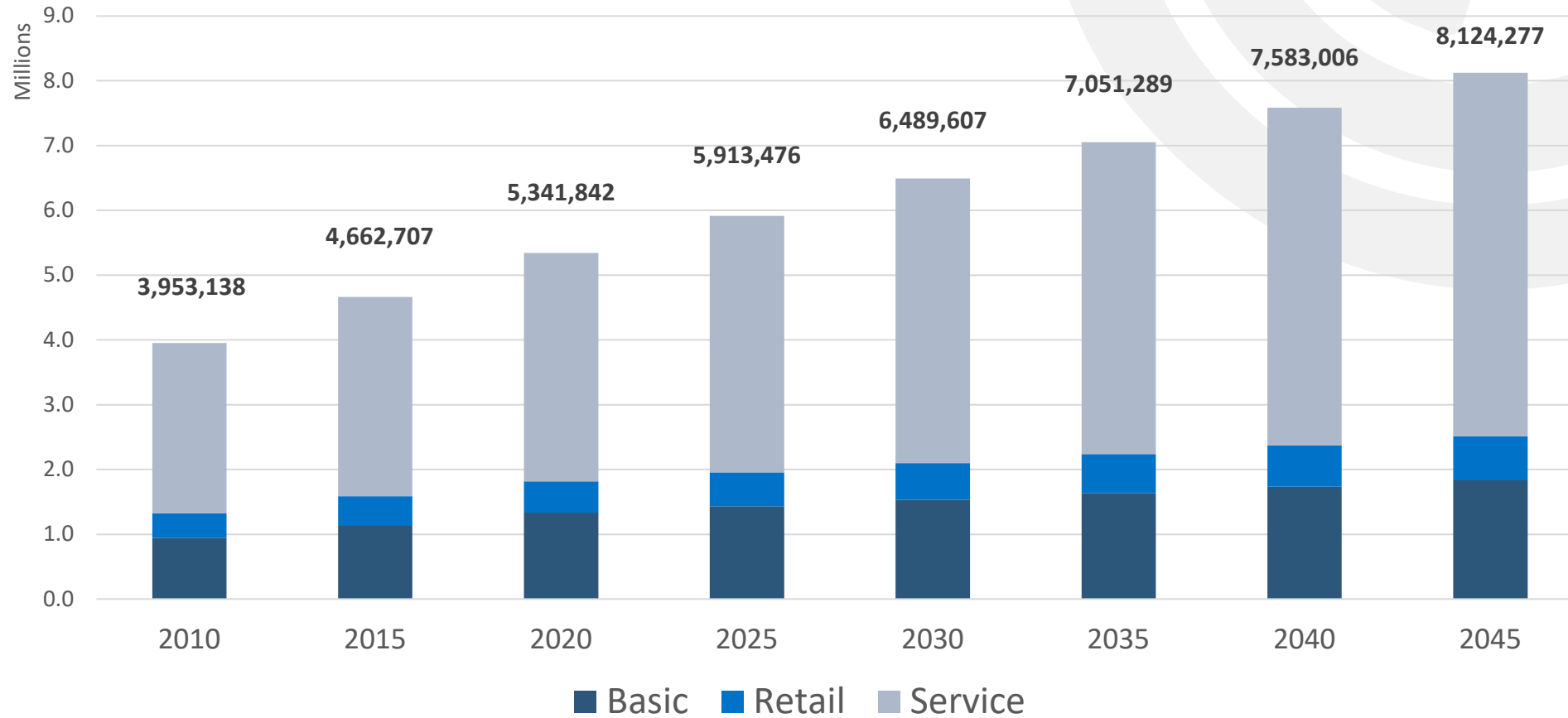


CONTROL TOTALS - POPULATION



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

CONTROL TOTALS - EMPLOYMENT



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

PROJECTED CHANGE 2020 - 2045

	2020	2045	Change	Compound Annual Growth Rate
Total Population	7,760,178	11,529,041	3,768,864	1.60%
Total Households	2,710,458	3,994,592	1,284,134	1.56%
Total Employment	5,341,842	8,124,277	2,782,435	1.69%

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



SCHEDULE

July

Draft forecasts for internal review

August/September

Draft forecasts for external review

October

Finalization of forecasts

November

*Presentation of final forecasts to
NCTCOG Executive Board*



FORECAST TEAM

RESEARCH & INFORMATION SERVICES



Mark Folden
Senior Predictive
Analytic Specialist

Kyle Caskey
Research Data Analyst

Donna Coggeshall
Manager of Research

TRANSPORTATION



Arash Mirzaei
Senior Program Manager

Zhen Ding
Senior Transportation
System Modeler

Dan Kessler
Assistant Director of
Transportation





QUESTIONS

PROJECT SELECTION AND PRIORITIZATION IN THE MOBILITY PLAN

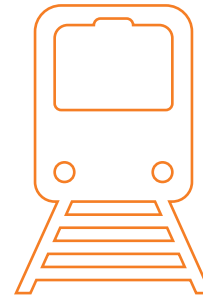
Surface Transportation Technical
Committee | August 27, 2021

MOBILITY 2045 UPDATE FOCUS



Technology

Incorporate technologies to help solve for air quality, poverty, food access, medical and jobs access



Multimodal

Improve links among transportation modes and work towards providing more transportation options

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

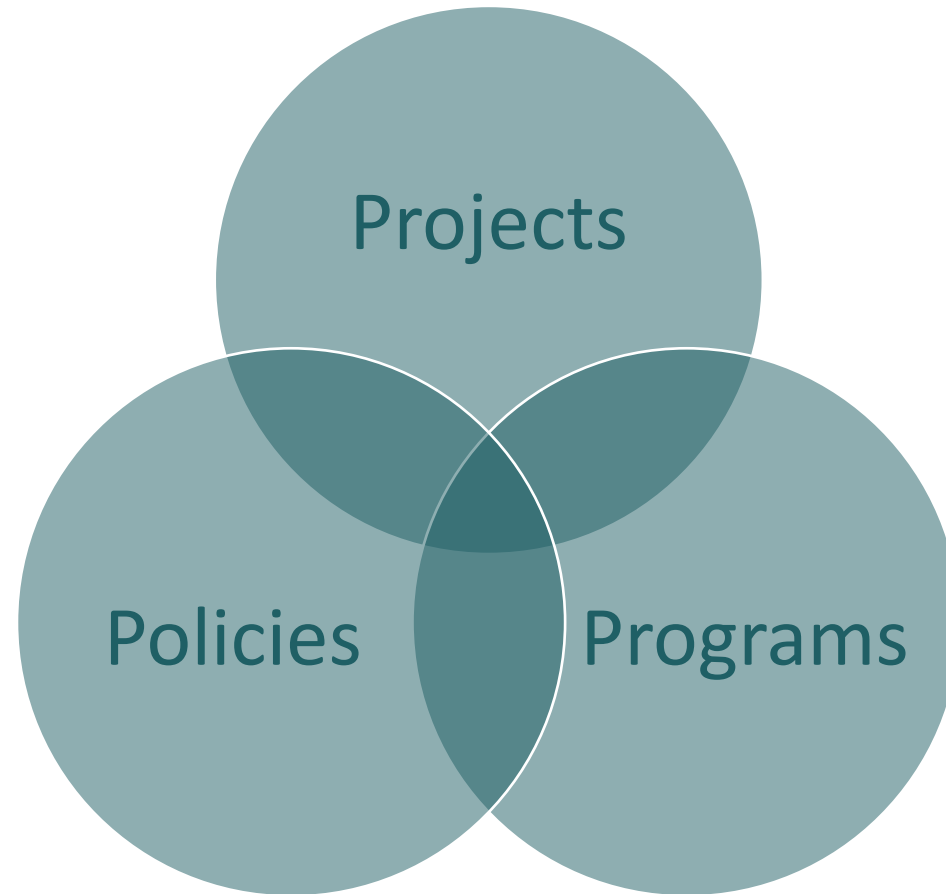
System Sustainability

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

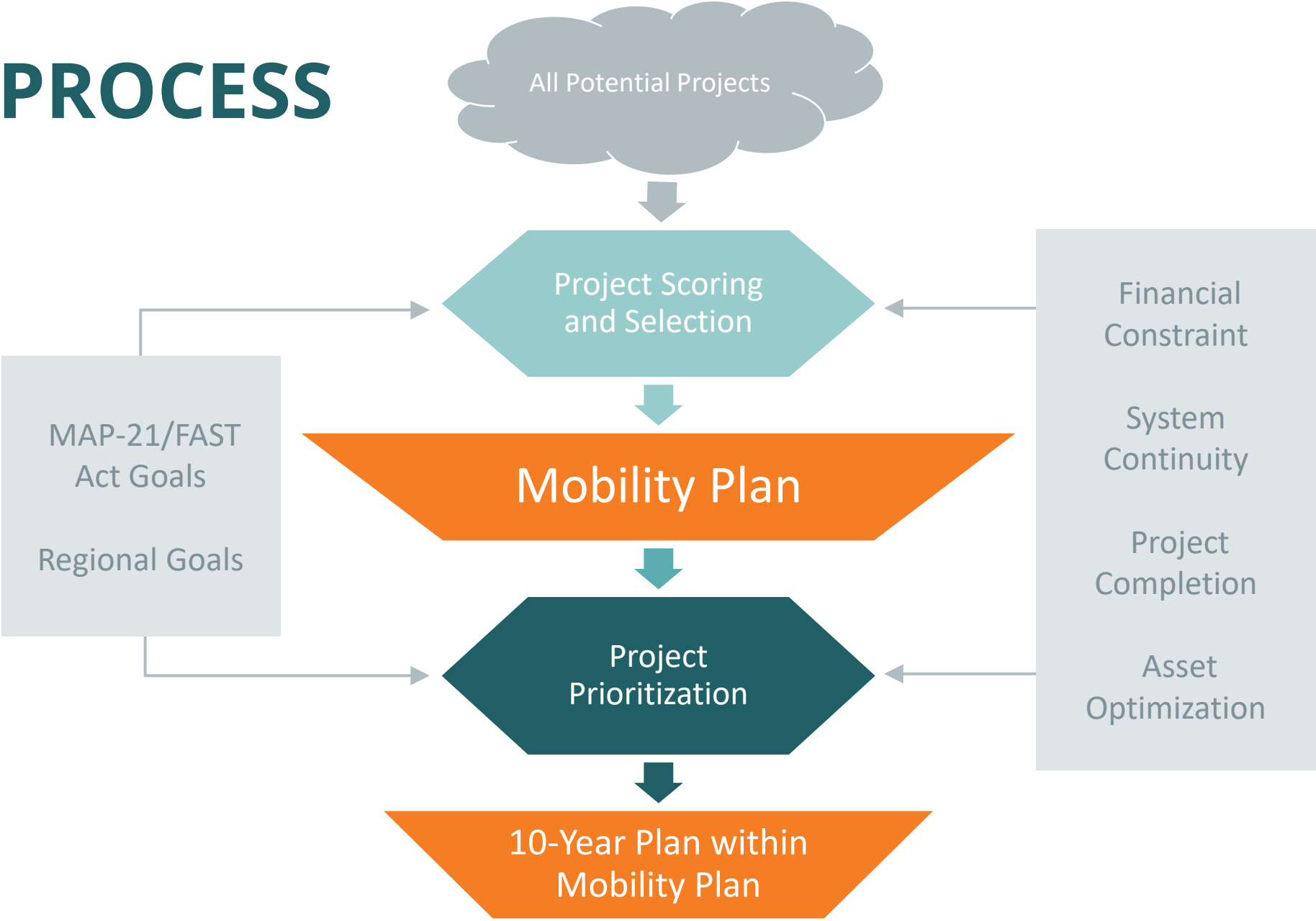
Implementation

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

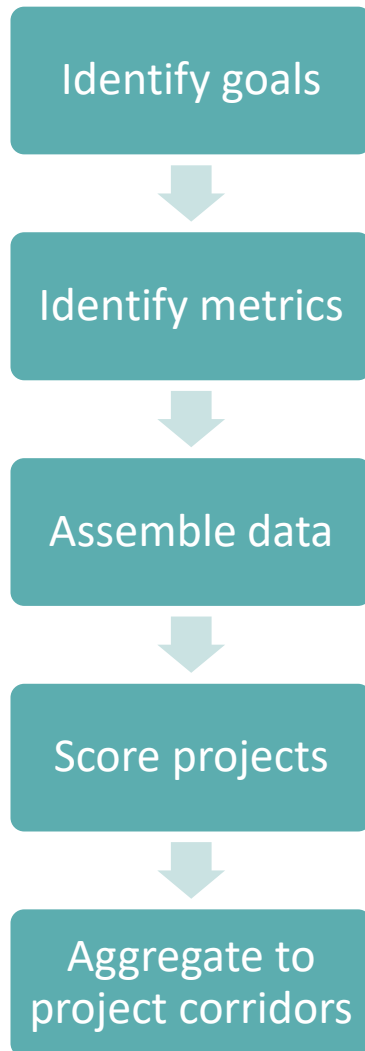
FOUNDATION OF THE PLAN



PROCESS



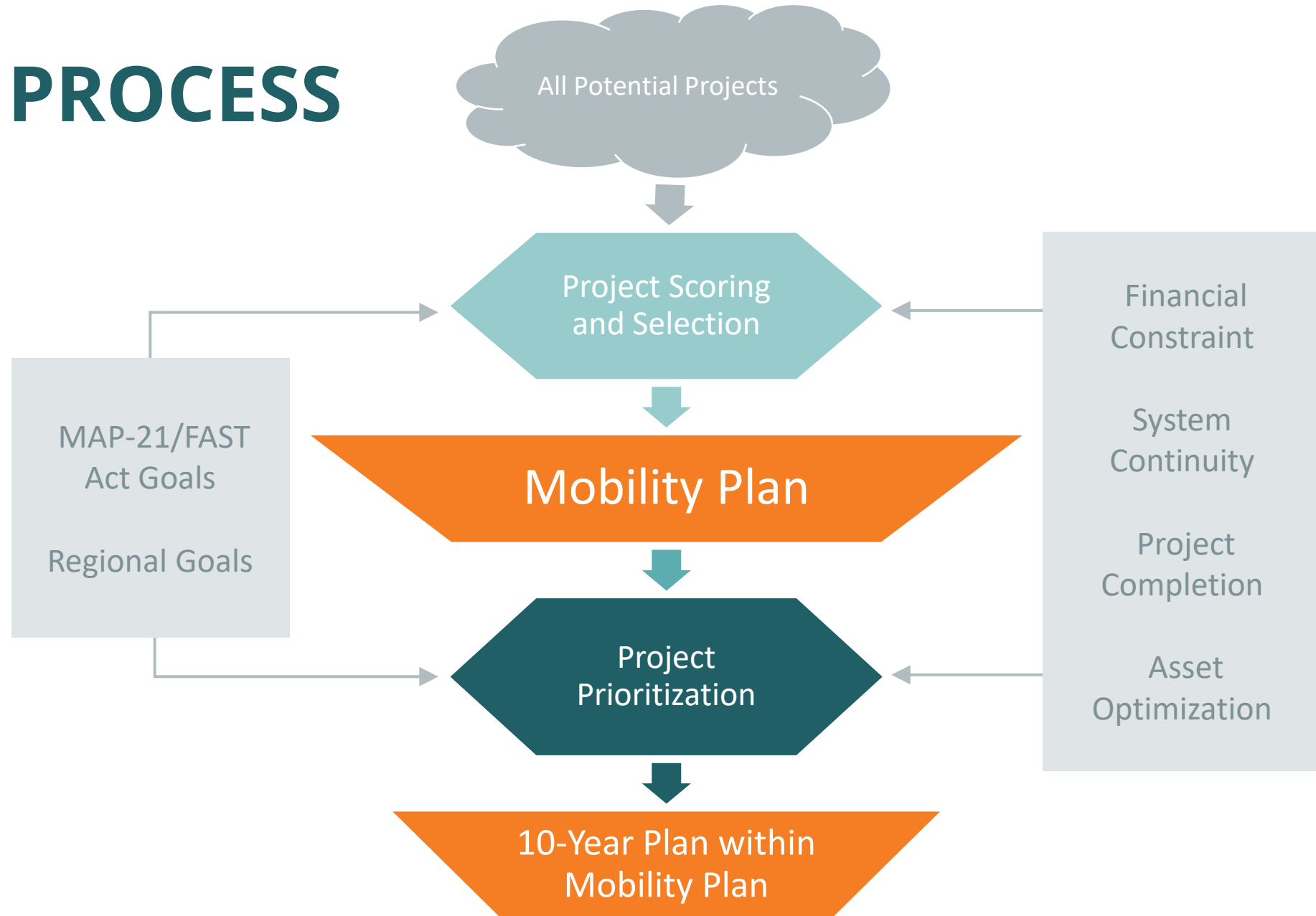
PROJECT SCORING AND SELECTION



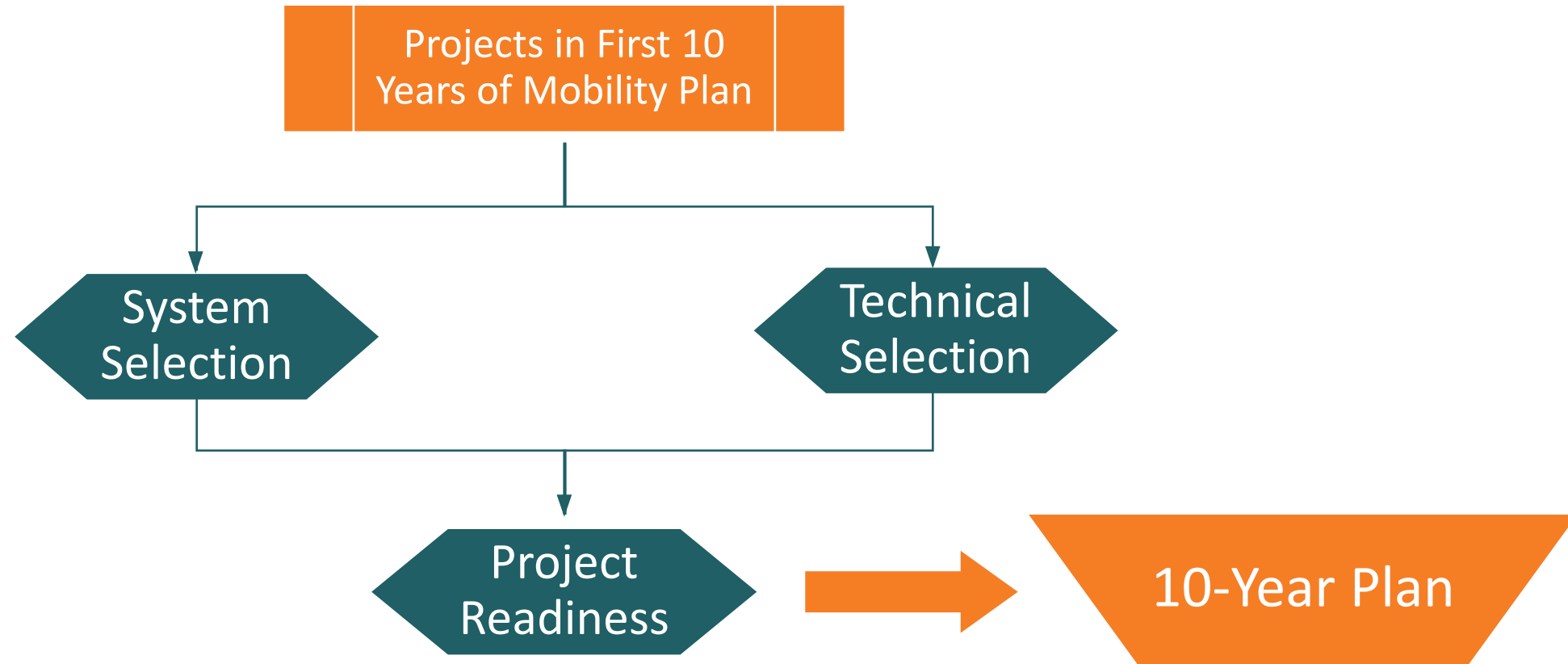
MAP-21/FAST and Regional Goals

- Congestion Reduction
- System Reliability
- Safety
- Infrastructure Condition
- Freight Movement
- Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay

PROCESS



PROJECT PRIORITIZATION



CONTACT US



nctcog.org/PlanInProgress



mobilityplan@nctcog.org



Brendon Wheeler, P.E.

Principal Transportation Planner

bwheeler@nctcog.org

(682) 433-0478

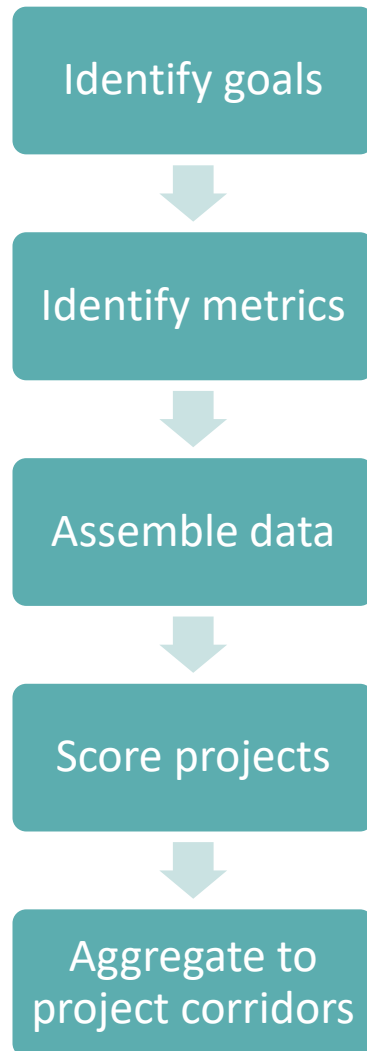
Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263

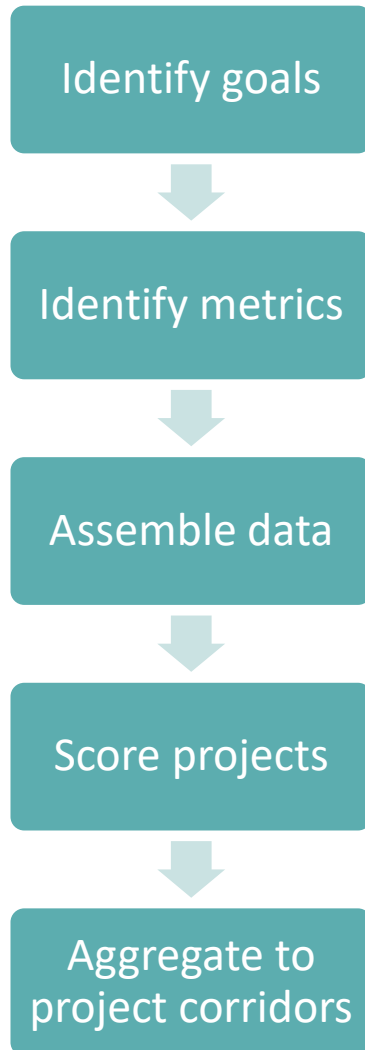
PROJECT SCORING AND SELECTION



MAP-21/FAST and Regional Goals

Congestion Reduction	20%
System Reliability	10%
Safety	20%
Infrastructure Condition	20%
Freight Movement	10%
Economic Vitality	10%
Environmental Sustainability	10%
Reduced Project Delivery Delay	Information

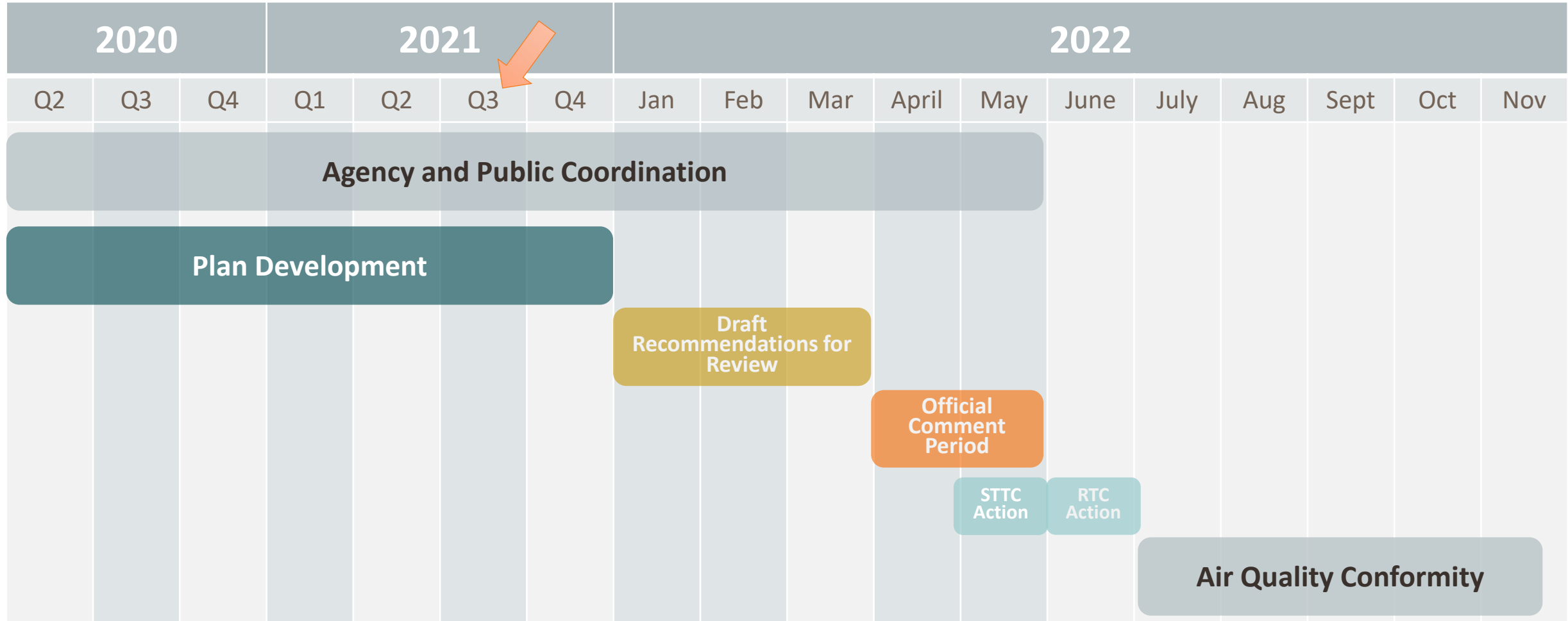
PROJECT SCORING



MAP-21/FAST and Regional Goals

Goal	Metric
Congestion Reduction	Traffic Volume/Roadway Capacity
System Reliability	Level of Travel Time Reliability
Safety	Crash Rate
Infrastructure Condition	Pavement Condition
Freight Movement	Truck Volume Percentage
Economic Vitality	Recent and Future Activity Density Change
Environmental Sustainability	Estimate of Environmental Impact Based on Project Type
Reduced Project Delivery Delay	Planning Status, Funding Availability, Constraints, and System Continuity

MOBILITY PLAN SCHEDULE

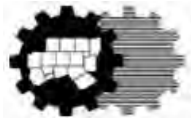


Notes:

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

DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION

Surface Transportation Technical Committee
August 27, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Federal funding comes to our Metropolitan Planning Organization (MPO) from the United States Department of Transportation (US DOT) via the Texas Department of Transportation (TxDOT).
- Allocations are based on several factors depending on the funding source (e.g., population, emissions).
- While funds cannot be sub-allocated to cities or counties (per federal law), we can do a split that follows the TxDOT District lines.
- 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.

RTC BYLAWS FOR DETERMINING FUNDING DISTRIBUTIONS

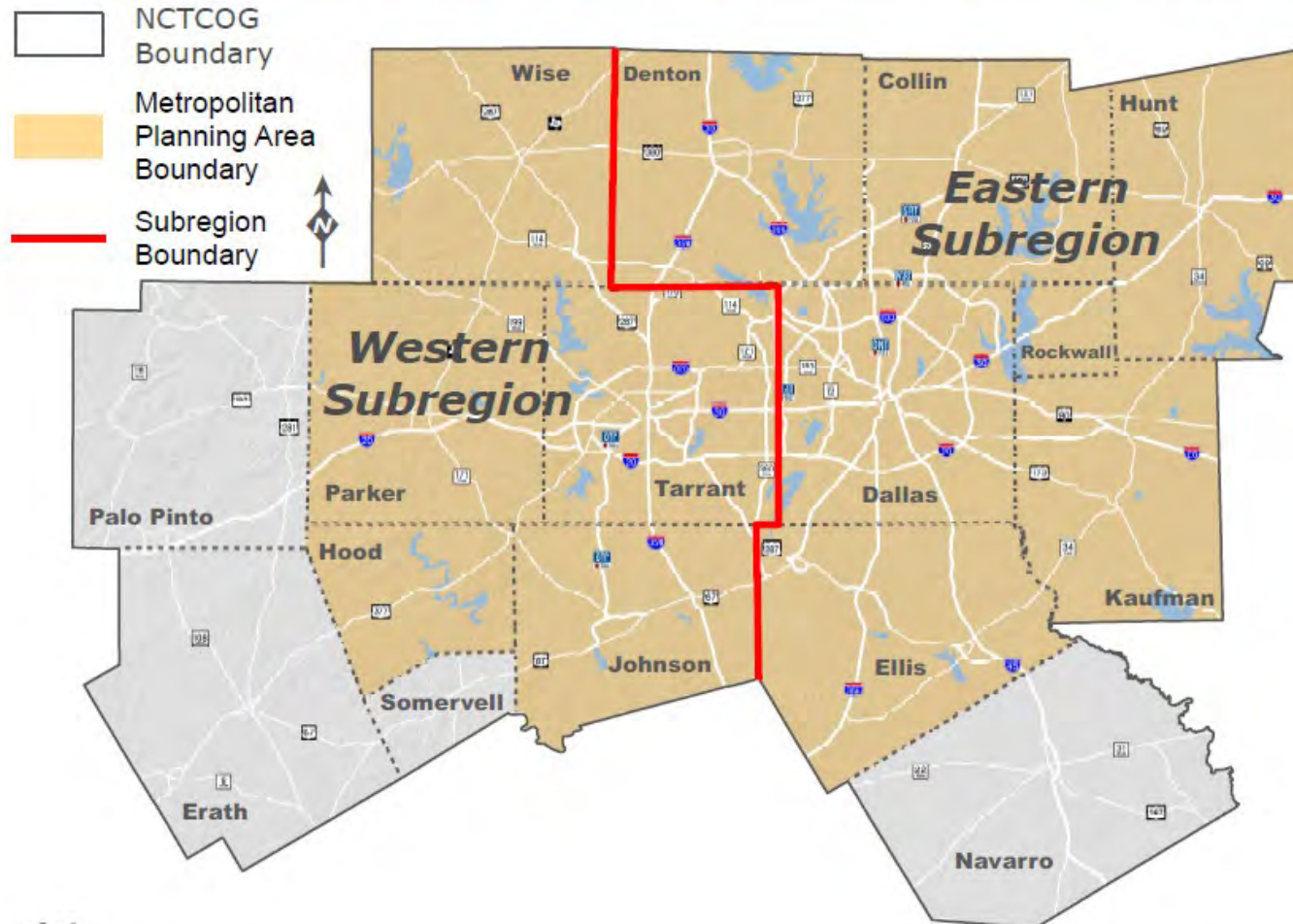
Funding Program	RTC Bylaws
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Re-evaluated with each new transportation funding bill
Surface Transportation Block Grant Program (STBG)	Re-evaluated with each new transportation funding bill
Transit Section 5307 Urbanized Area Formula Funding	Re-evaluated annually with new Federal Transit Administration (FTA) apportionments.

FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



EAST/WEST SPLIT AS IT ALIGNS WITH MPA BOUNDARY

North Central Texas Council of Governments Region



The East/West Subregion designations align with the Dallas and Fort Worth Districts of TxDOT. While Hunt County is in the Paris District, it is grouped into the Eastern Subregion of the MPA.

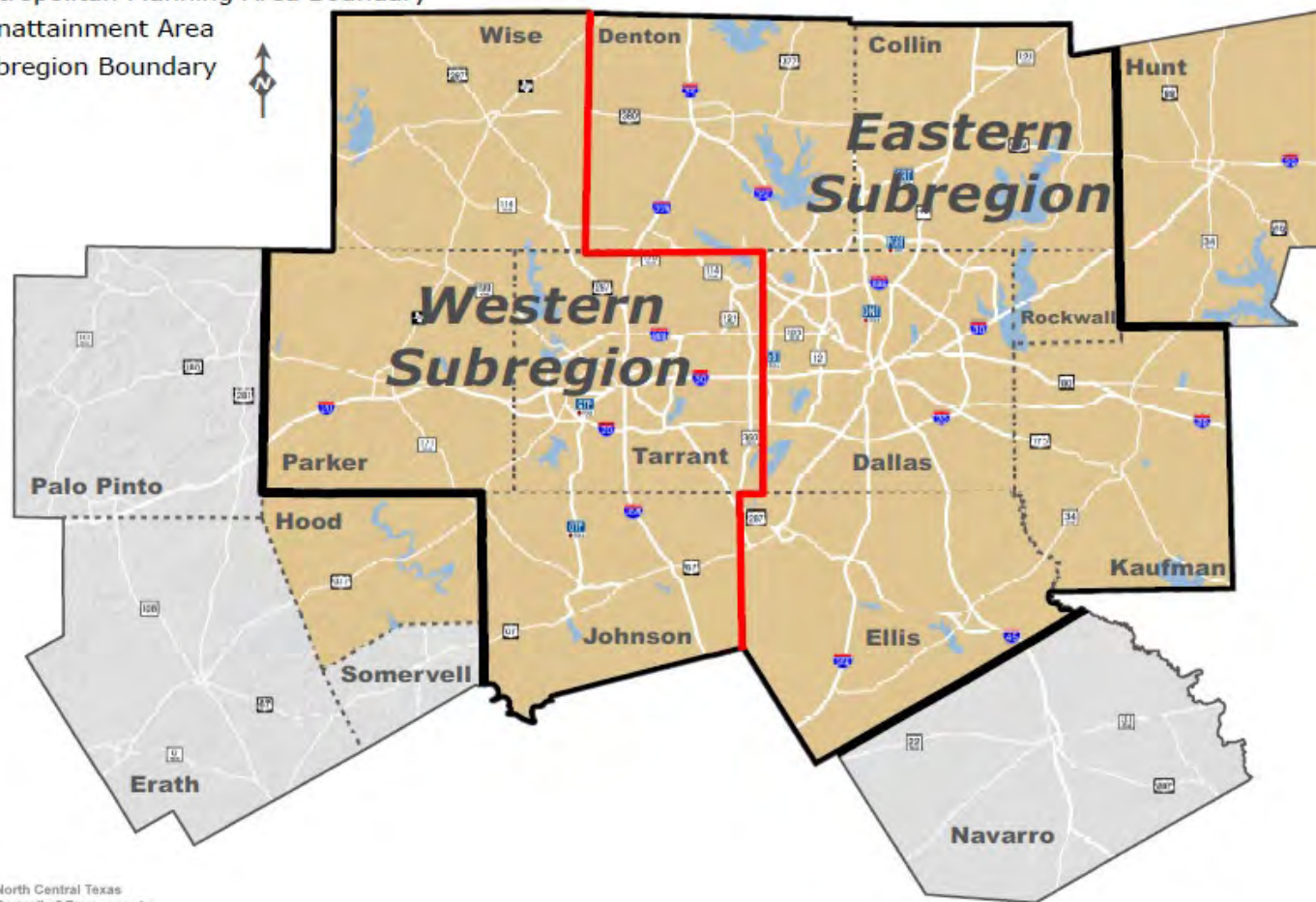
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

- Funding intended for air quality or transit projects that address attainment of national ambient air quality standards in nonattainment areas.
- Allocations to the region are based on population and air quality nonattainment factors.
- East/West Distribution Formula Inputs:
 - Tons per day of ozone precursors:
 - Volatile Organic Compounds (VOCs) and
 - Nitrogen Oxides (NOx)

EAST/WEST SPLIT AS IT ALIGNS WITH THE NONATTAINMENT AREA BOUNDARY

North Central Texas Council of Governments Region

-  NCTCOG Boundary
-  Metropolitan Planning Area Boundary
-  Nonattainment Area
-  Subregion Boundary

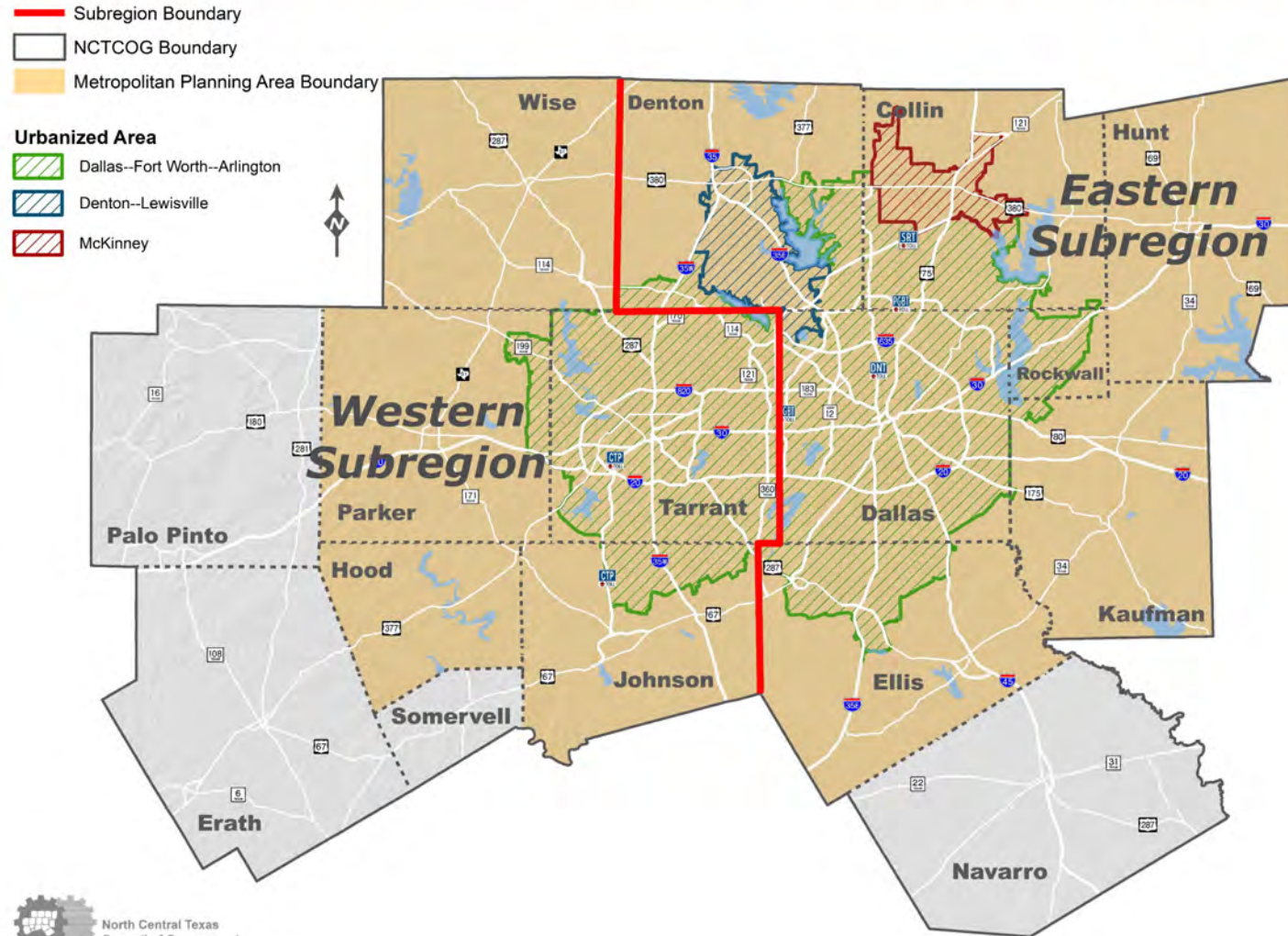


SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

- This funding is designed for mobility (roadway or transit) and air quality projects that address transportation needs within the Metropolitan Area Boundaries with populations of 200,000 or greater.
- Allocations to the region are based on population of the Urbanized Areas (UZA) in the region.
- The resulting percentage split applies to the RTC's other mobility funding categories, such as Category 2 funding in Regional 10-Year Plan.
- East/West Distribution Formula Inputs:
 - Population
 - Employment
 - Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
 - Vehicle Miles Traveled (VMT)

URBANIZED AREA BOUNDARIES

North Central Texas Council of Governments Region



Revenue is allocated to the region based on UZA population, but it is RTC policy to spend that funding outside of those UZAs, but within the MPO boundary.

FORMULA INPUTS FOR THE FAST ACT

STBG 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%
CMAQ 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.

EQUITY AND ENVIRONMENTAL JUSTICE

- In addition to the inputs specific to each funding category, Environmental Justice/Equity is considered when developing funding distributions.
- Several population breakdowns are reviewed:
 - Minority Population
 - Low Income Population
 - Minority or Low Income
 - Limited English Proficiency
- A breakdown of the analysis performed for the last round is covered on the next slide for reference.

ENVIRONMENTAL JUSTICE – FAST ACT ANALYSIS

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.

PREVIOUS FUNDING DISTRIBUTION PERCENTAGES

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%
FAST ACT (2015)	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.

WHY TRACK EAST/WEST FUNDING?

- 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.

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.

CONTACT/QUESTIONS?

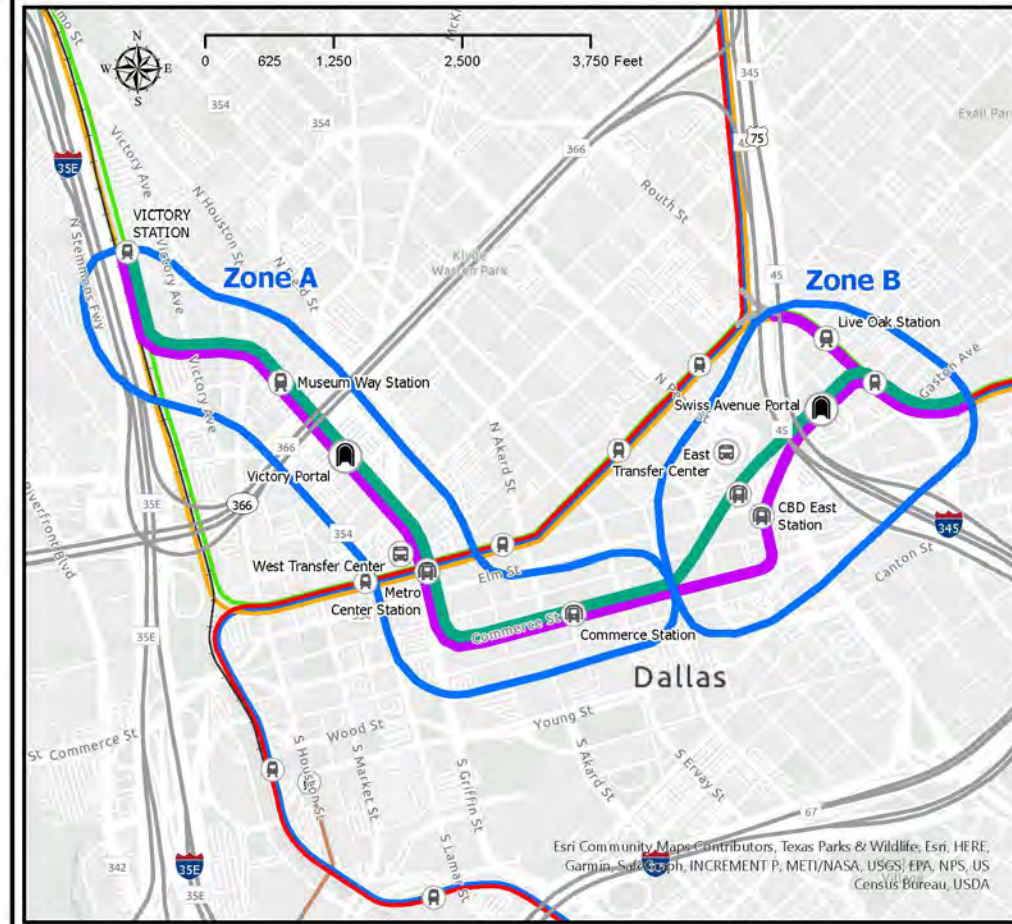
Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Attachment 1 DART D2 Project Council District 2, 14

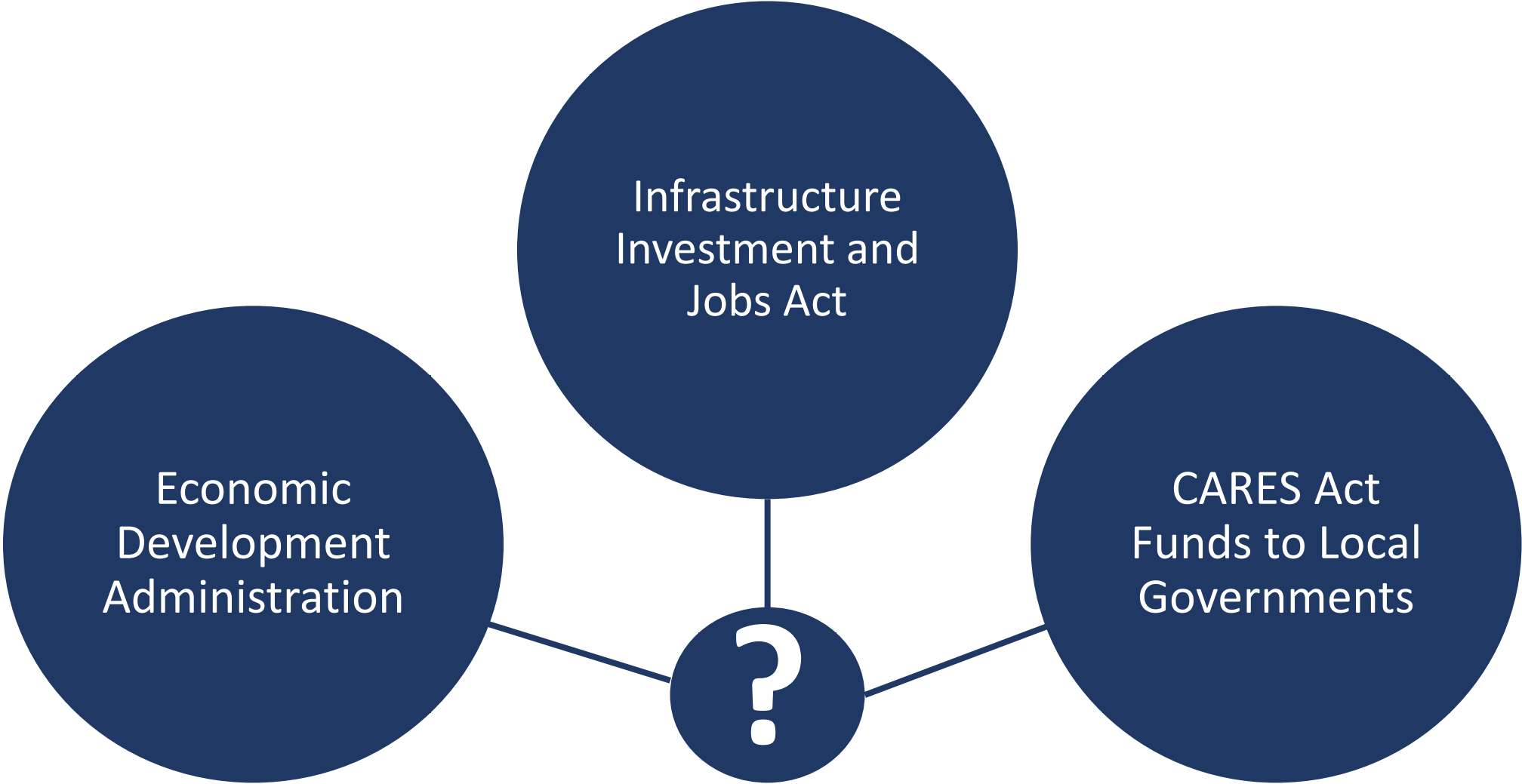
█ Locally Preferred Alternative - City Council Resolution September 2017
█ DART's Current Proposed Alternative

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

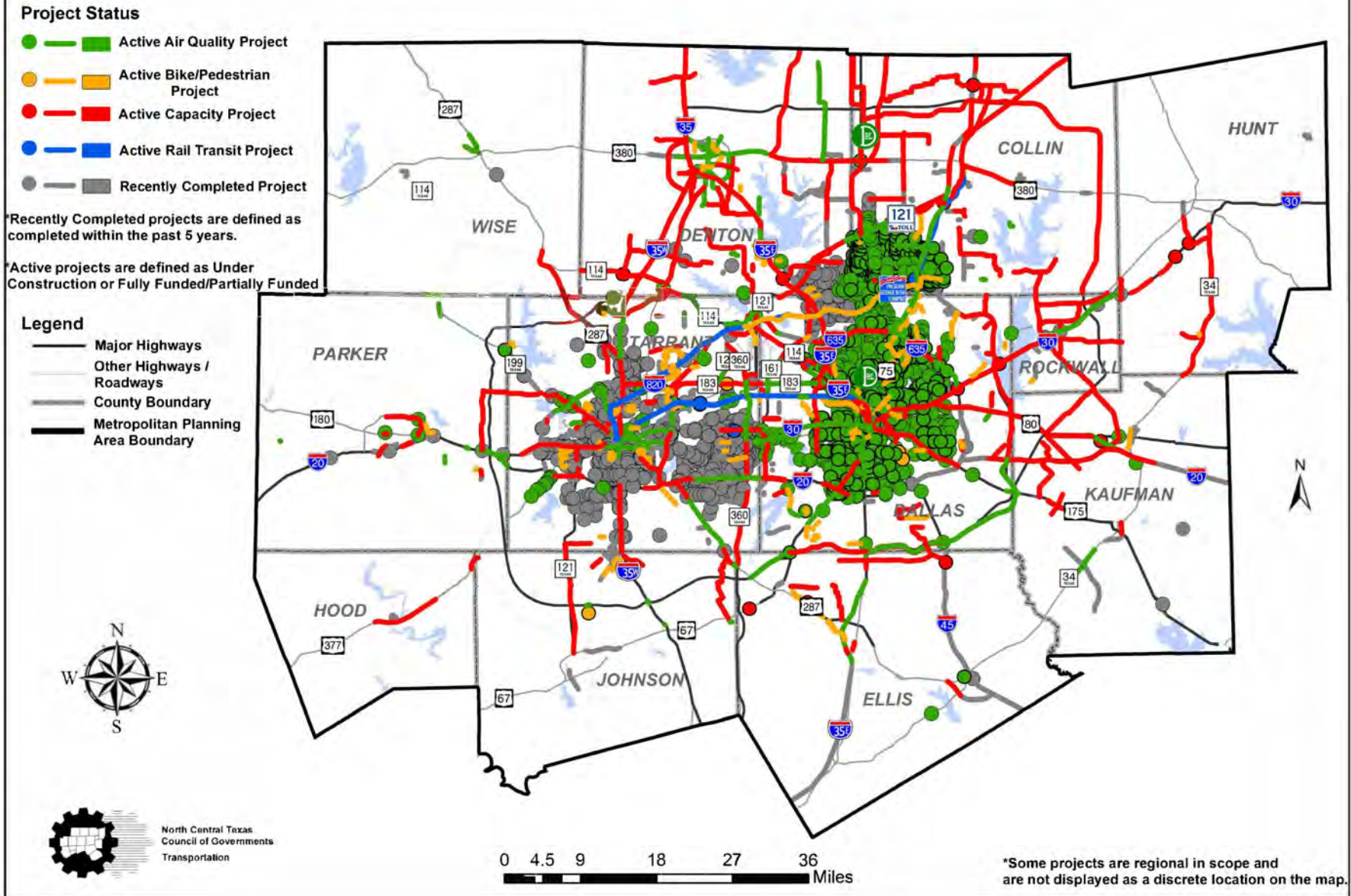


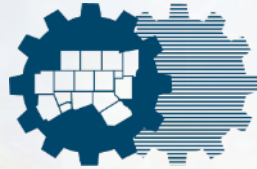
Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, Swire, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

INNOVATIVE INITIATIVES



Recently Completed & Active Transportation Projects





NCTCOG PRESENTATION

US 75 IMPLEMENTATION/ POLICY POSITION

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE | 8.27.2021



CORRIDOR LIMITS AND CROSS SECTION

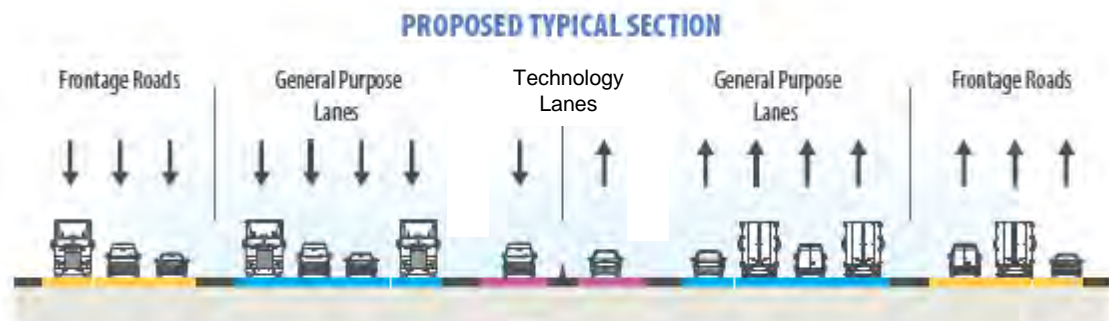


NOTE: Highlighted areas are not drawn to exact scale.

TxDOT graphic



SOURCE: Texas Department of Transportation.



TxDOT graphic

US 75 PROPOSED APPROACH

	Existing TexPress Lanes	Proposed on US 75	Fall Back on US 75
SOV in Technology Lane	Toll	\$0	Toll
HOV in Technology Lane	50% Discount	Pay to Use	Pay to Use
General Purpose Lanes	N/A	N/A	N/A



GOALS FOR CORRIDOR

Reduce fatalities and crashes by improving traffic flow

Improve response to crashes through multi-city traffic incident management

Reduce congestion by opening technology lane to all passenger vehicles and restricting trucks

Improve air quality by increasing auto occupancy

Enhance traffic signal green times on frontage roads to progress traffic

Remove pylons to improve safety and minimize debris



Winter 2022

US 75 Technology
Lane ENV Clearance

Summer 2022

US 75 Project Letting

Summer 2024

US 75 Project
Construction
Complete

Winter 2022

Phase 1
Demonstration -
Framework

Fall 2022

Phase 2
Demonstration –
Limited Users

Fall 2024

Phase 3
Demonstration –
Implement on US 75

TIMELINE



CONTACT US



Dan Lamers

Senior Program Manager

dlamers@nctcog.org | 817-695-9263



Natalie Bettger

Senior Program Manager

nbettger@nctcog.org | 817-695-9280



FISCAL YEAR 2021 PROJECT TRACKING

Surface Transportation Technical Committee

August 27, 2021

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances, the TIP team created a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of the fiscal year, the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) were provided a list of projects by phase scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on a quarterly basis.
- This process will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY 2021 PROJECT FUNDING – CMAQ (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$73.9	\$73.9
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58.4</u>	<u>+\$41.9</u>
Total Available Federal Funding in FY 2021	\$132.3	\$115.8
Total Federal Funding Programmed ¹	\$121.2	\$112.5
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$77.8
FY 2021 Project Phases ³	61	45
Project Phases Obligated to Date	14	22
Unobligated Project Phases Past Their Original Estimated Start Date	16	22

69%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 08/16/2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – STBG (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$116.2	\$116.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$142.8</u>	<u>+\$141.8</u>
Total Available Federal Funding in FY 2021	\$259.0	\$258.0
Total Federal Funding Programmed ¹	\$154.3	\$206.7
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$193.6
FY 2021 Project Phases ³	52	54
Project Phases Obligated to Date	10	28
Unobligated Project Phases Past Their Original Estimated Start Date	10	20

94%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 08/16/2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$8.2	\$8.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14.9</u>	<u>+\$9.0</u>
Total Available Federal Funding in FY2021	\$23.1	\$17.2
Total Federal Funding Programmed ¹	\$21.3	\$12.4
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$9.3
FY 2021 Project Phases ³	29	25
Project Phases Obligated to Date	7	17
Unobligated Project Phases Past Their Original Estimated Start Date	12	8

75%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 08/16/2021

SUMMARY OF PROGRESS

- Only one month remains in FY 2021 and:
 - 69 percent of CMAQ funds have been obligated
 - 94 percent of STBG funds have been obligated
 - 75 percent of TA-Set Aside funds have been obligated
- Given that regular project obligations are not occurring as quickly as needed and that STBG funds have had the largest balance, an STBG/Category 2 funding partnership was implemented to rapidly reduce the balance.
- As of August 2, sufficient TA Set Aside funds have obligated to prevent the lapsing of any funds for FY 2021.

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Bring back another update to STTC and the RTC in the next quarter
- Begin FY 2022 project tracking

QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

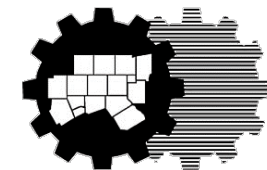
Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

James Adkins
Transportation Planner
Ph: (682) 433-0482
jadkins@nctcog.org

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
August 27, 2021**

**Bailey Muller
Senior Air Quality Planner**



**North Central Texas
Council of Governments**

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 AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

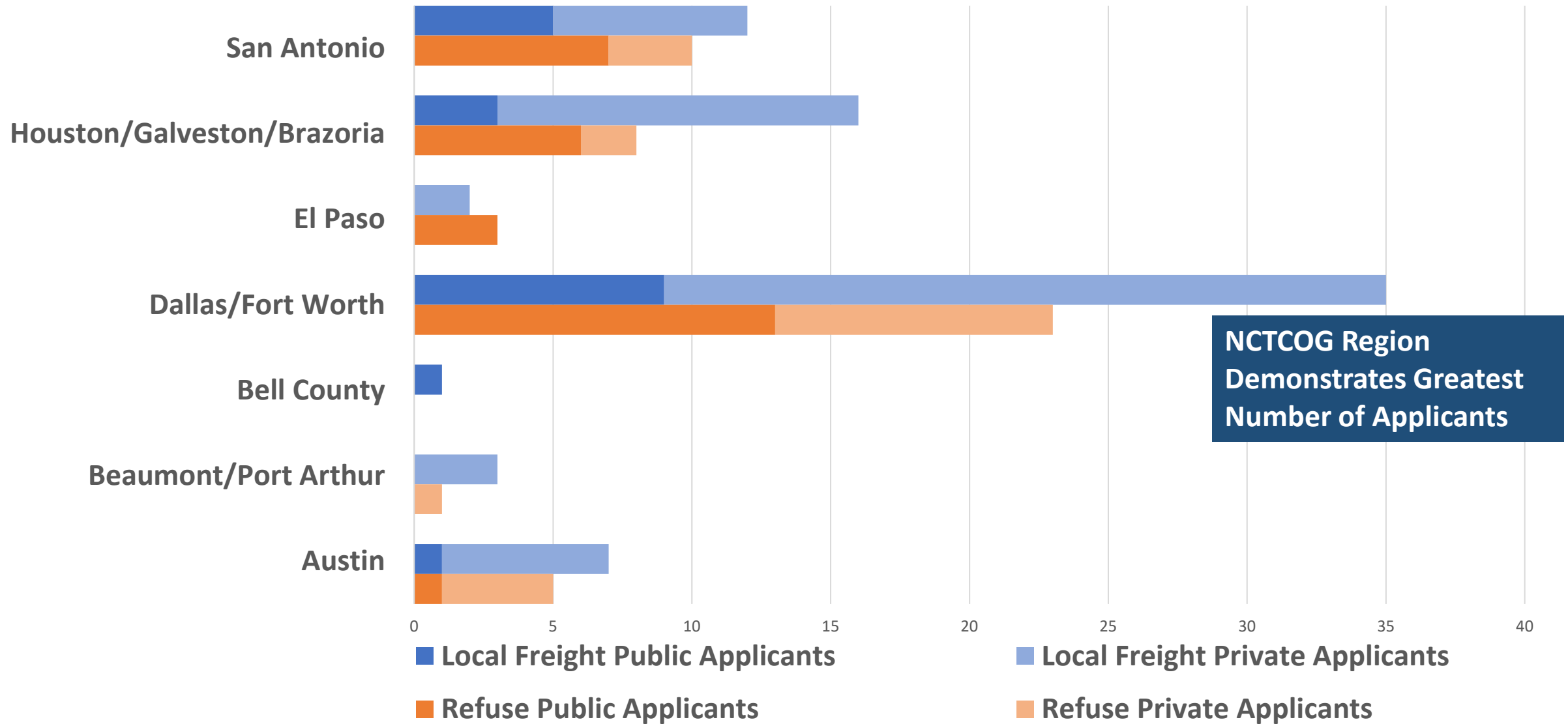
OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$4,741,259 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,816 Requested \$5,619,030 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$4,217,500 Requested \$870,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	~\$25 Million (Statewide)	Possible Opening Summer/Fall 2021	

*Data reflects information posted at www.texasvwfund.org as of August 12, 2021

NUMBER OF APPLICANTS BY REGION

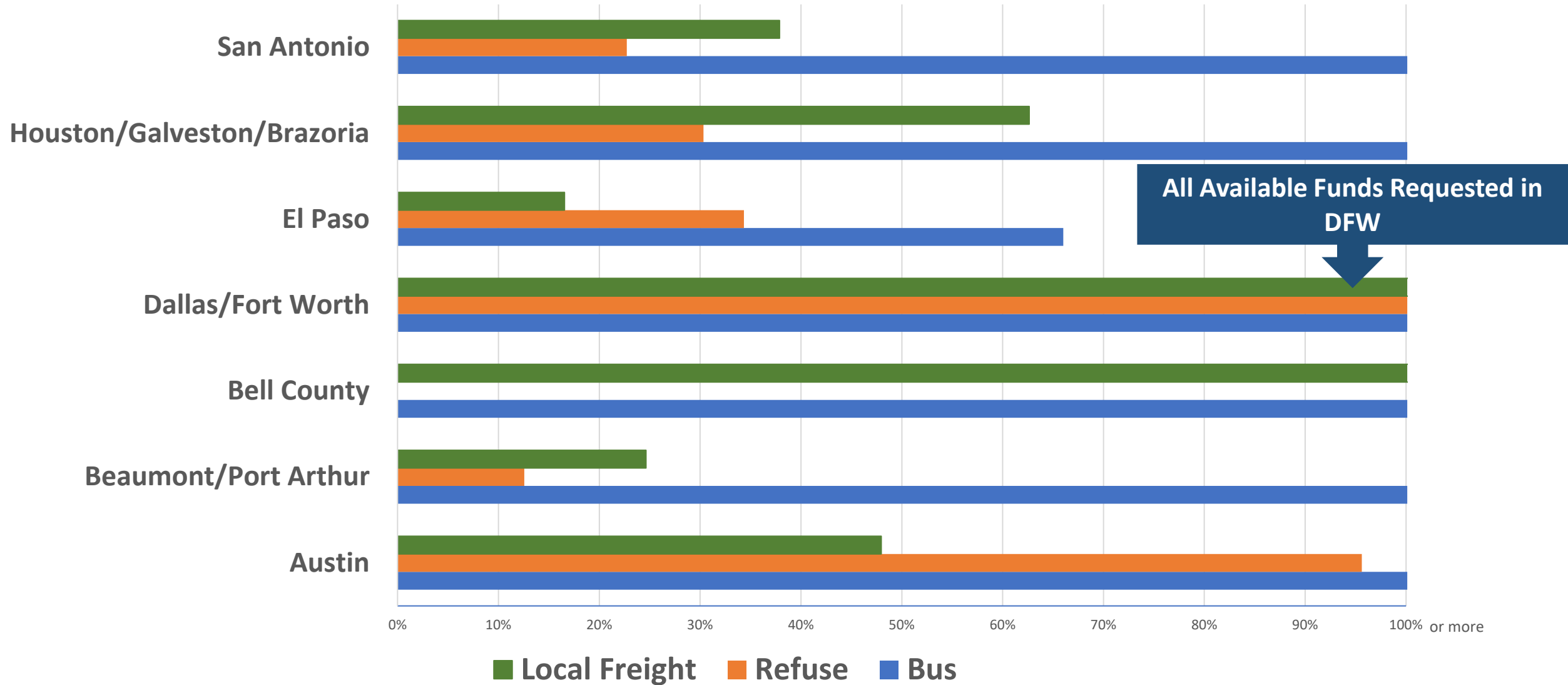
Local Freight and Refuse Vehicle Applicants



**NCTCOG Region
Demonstrates Greatest
Number of Applicants**

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



UNREQUESTED FUNDS BY FUNDING ROUND

Priority Area	Balance Remaining from Previously Competed Funding Rounds			
	Bus	Refuse	Local Freight	Total
Austin	\$0	\$178,530	\$1,696,215	\$1,874,745
Beaumont/Port Author	\$0	\$1,569,362	\$1,082,198	\$2,651,560
Bell County	\$0	\$520,766	\$0	\$520,766
Dallas/Fort Worth	\$0	\$0	\$0	\$0
El Paso	\$1,999,948	\$2,760,340	\$2,806,501	\$7,566,789
Houston/Galveston/Brazoria	\$0	\$5,266,067	\$2,259,748	\$7,525,815
San Antonio	\$0	\$11,898,849	\$7,652,666	\$19,551,515
Total	\$1,999,948	\$22,193,914	\$15,497,328	\$39,691,190

Dallas-Fort Worth area applicants requested ~\$9 Million more than the amount allocated to DFW by the TxVEMP. The original “fair share allocation” recommended by the RTC and NCTCOG was over \$60 Million, or nearly double that provided by the TxVEMP.

Over \$39 Million
“Leftover” Funds
From Other Areas
of the State

COMMENTS TO TCEQ ON REMAINING TXVEMP FUNDS

Recommendations on Remaining Program Funds Recently Submitted to The TCEQ on Behalf of the Regional Transportation Council

Comments include:

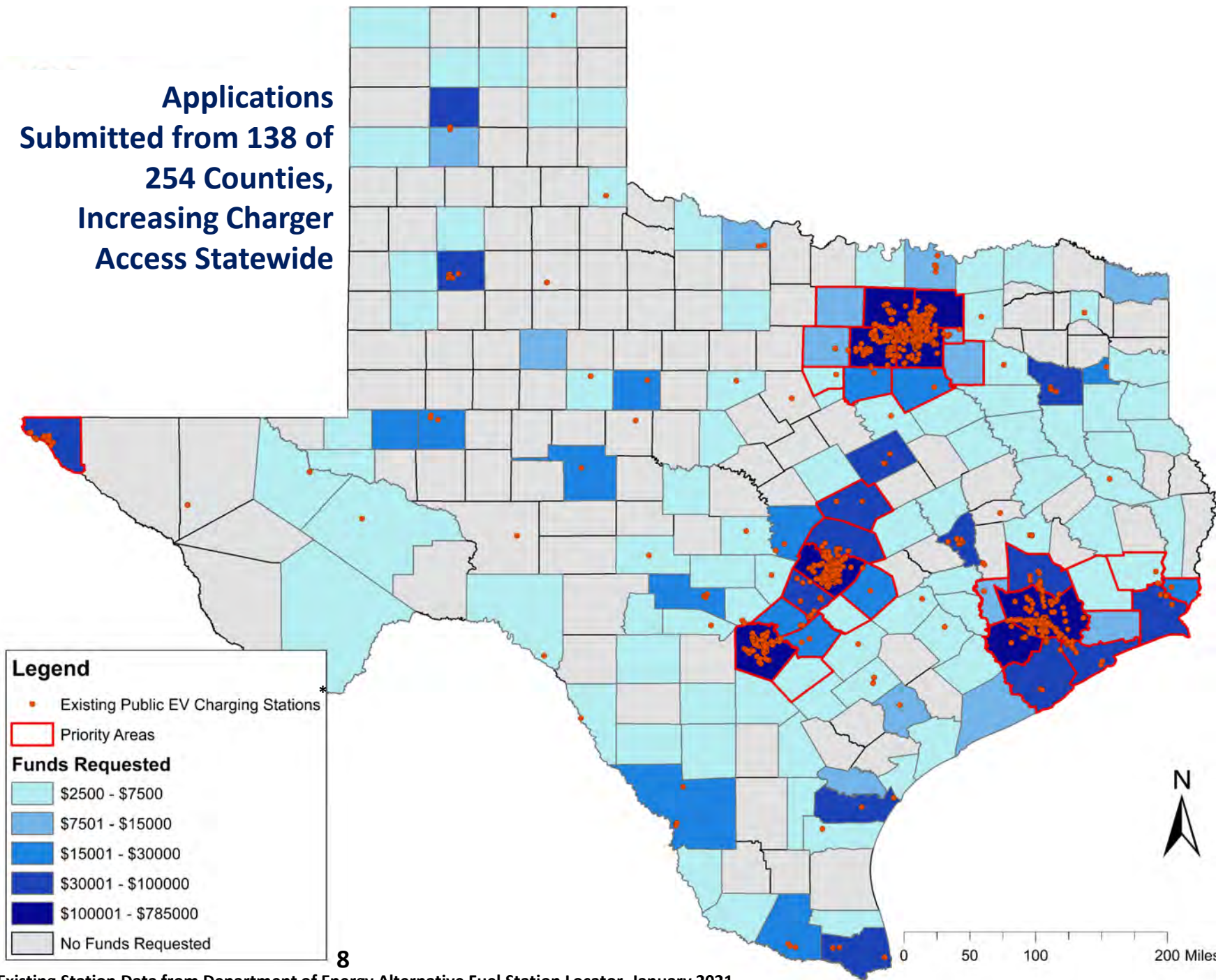
- **Incorporating Selection Criteria for the Upcoming Competitive Funding Round for Direct Current Fast Charge Electric Vehicle Charging and/or Hydrogen Fueling Stations:**
 - Fill Inter-Regional Infrastructure Gaps Using Criteria Established by the Federal Highway Administration Alternative Fuel Corridor Program
 - Prioritize Projects in Urbanized areas with the Greatest Shortfall in Existing Infrastructure Availability
- **Modifying How “Leftover” Dollars are Distributed Relative to Previous Funding Rounds:**
 - Revisit Allocation Among Priority Areas to More Closely Follow Observed Demand
 - Maximize Emissions Reductions by Ensuring Future Funding is Offered for ZEV Projects Only

GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Applications Submitted from 138 of 254 Counties, Increasing Charger Access Statewide

Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange



*Existing Station Data from Department of Energy Alternative Fuel Station Locator, January 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Funding Awarded on a First Come, First Served Basis

DEADLINE: 9/9/2021 or When Funds Run Out, Whichever is First

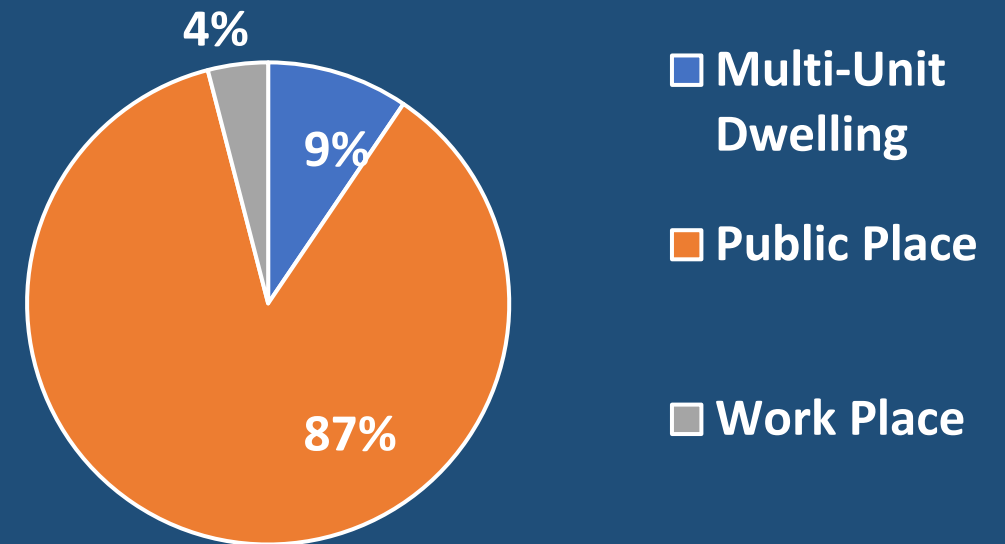
Total Statewide Allocation = \$10,465,958



■ Funds Remaining ■ Funds Requested

1701 Sites Requested Statewide

Distribution by Site Type



- Multi-Unit Dwelling
- Public Place
- Work Place

DFW Area Has Requested 27% of All Funds to Date

IMPORTANT APPLICATION INFORMATION



Entities can Apply for 10 stations per Application



No Limit to Number of Applications that May be Submitted



Reimbursements Available to Any Eligible Level 2 Charging Station Installed from September 20, 2020 through September 9, 2021



Private Entities can Combine Incentives to Make New Charging Stations More Affordable!

[Alternative Fuel Infrastructure Tax Credit- AVAILABLE NOW](#)

Funds: A Tax Credit equal to 30% of costs of EVSE, not to exceed \$30,000

Deadline: Installed before December 31, 2021

LOCAL GOVERNMENTS CALL TO ACTION

Share With Appropriate Staff

Share funding information with relevant staff including Sustainability, Finance, & Community Development

Distribute Information to Multifamily Properties and Workplaces through Chambers of Commerce or Other Avenues

Get Charging Stations in Your Jurisdiction

Help your jurisdiction fill infrastructure gaps and highlight progressive measures to promote EV readiness

Site examples: publicly owned land parcels, public parks, park and ride facilities, transit stops, points of interest (stadiums, conference centers, shopping areas, amusement parks), hospitals, schools/universities

Share Information With Workplaces and Multifamily Properties to Encourage Applications

www.dfwcleancities.org/workplacecharging

www.dfwcleancities.org/multifamily

Staff Available to Provide Presentations

Private Properties Can Combine Rebate with Tax Credit

Funding for DC Fast Charge and/or Hydrogen Infrastructure

To Prepare:

Review Relevant Recordings of Past Clean Cities Meetings and Webinars

Join NCTCOG and DFW Clean Cities for **National Drive Electric Week, September 25-October 3**

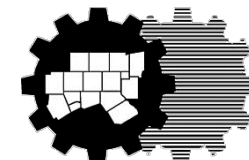
- **Webinar Geared for Fleet Staff, Focus on Electric Trucks**
- **Public-Facing EV Showcase and Celebration October 3**

Recordings and Registration Available at www.dfwcleancities.org/events

Bailey Muller
Senior Air Quality Planner
817-695-9299
bmuller@nctcog.org

Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org

www.nctcog.org/aqfunding, “Hot Topics”



**North Central Texas
Council of Governments**

Dallas-Fort Worth Clean Cities Annual Fleet Recognition

Amy Hodges, Principal Air Quality Planner

Surface Transportation Technical Committee

August 27, 2021



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments



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 AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

DFW Clean Cities Impacts – Results from 2020 Survey

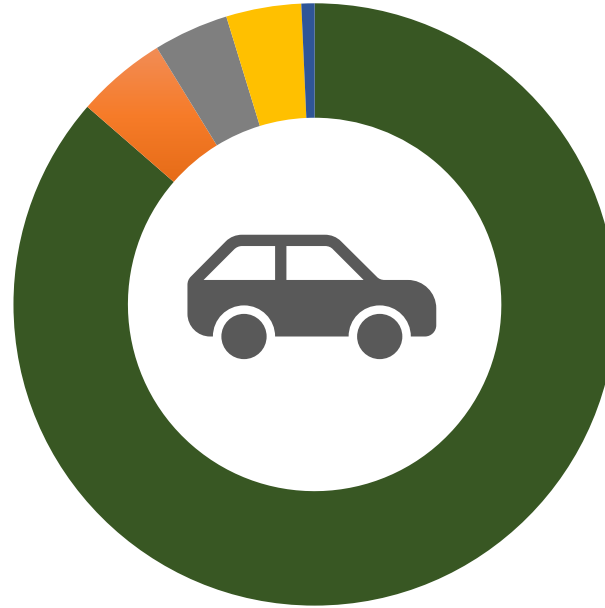
55 Fleets Reporting

10,165 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2020

dfwcleancities.org/annualreport

~23.95 Million Gasoline Gallon Equivalent (GGE) Reduced*



- Alternative Fuel Vehicles
- Vehicle Miles Traveled Reductions
- Fuel Economy Improvements
- Idle Reduction
- Off-Road Vehicles/Equipment

~367 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced*



~1 Ton/Day

For Comparison: RTC Initiatives Credited in Conformity = ~2.12 Tons/Day

125,058 Tons Greenhouse Gas (GHG) Emissions Reduced*

Equivalent to Eliminating

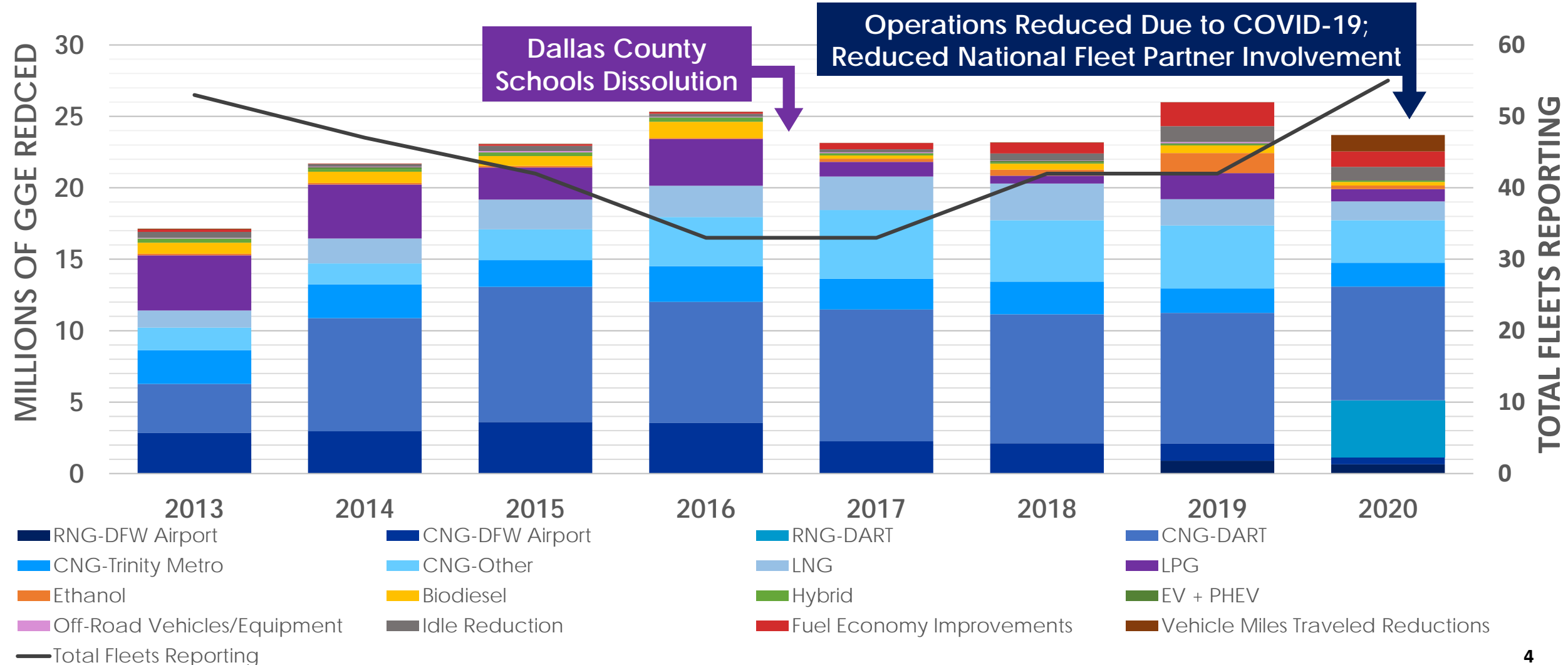


Tanker Trucks of Gasoline

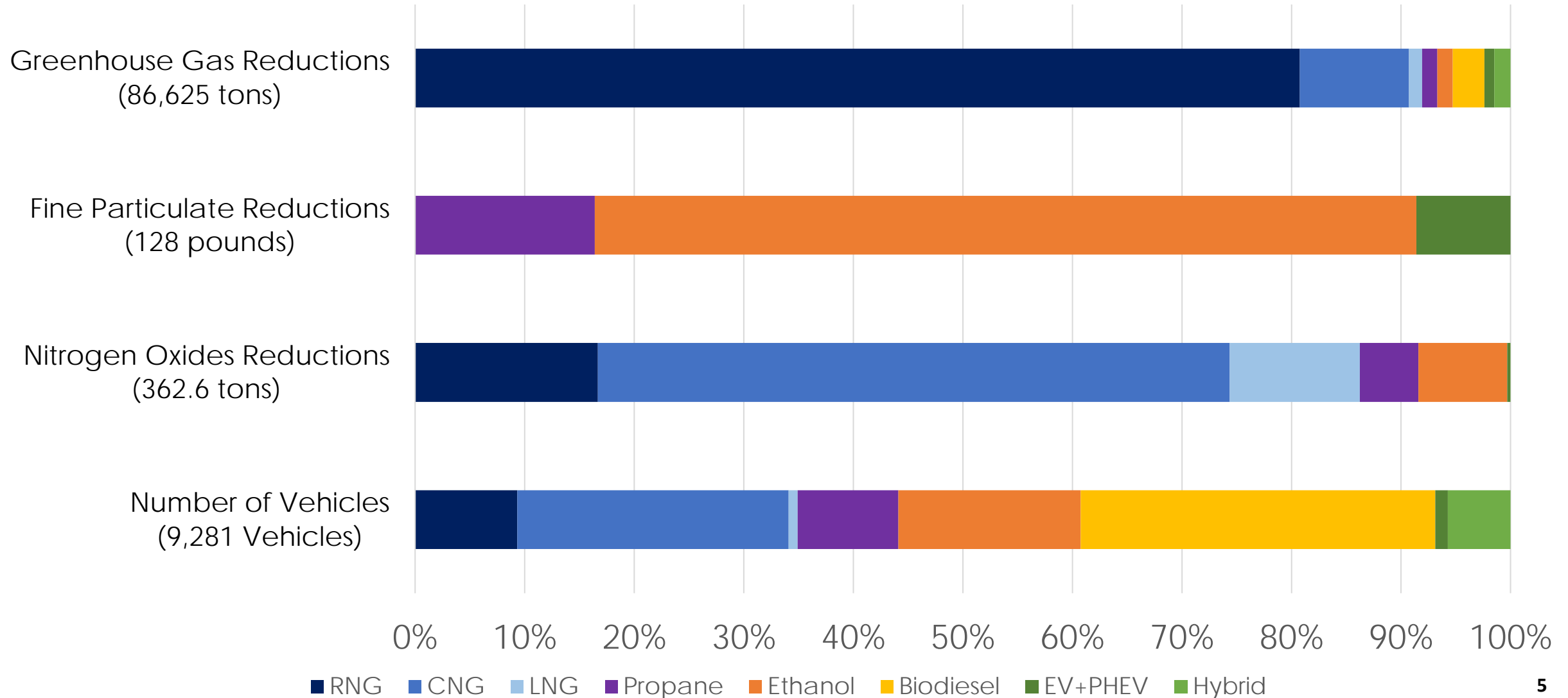
Trends in Annual Energy Impact

Department of Energy Goal: Increase GGE Reductions 15% Year Over Year

2020 Target: 29.93M, 2020 Reported: 23.95M



Impact of Various Fuel Types



Fleet Recognition Awards

Based on 2020 Report

Thank You to All That Completed a Fleet Survey!



Recognition Criteria – Up to 100 Points

Up to 55 Points – Emissions Reduction

Up to 25 Points – Reducing Fuel Consumption

Up to 20 Points – Partnering with DFW Clean Cities

Bronze Fleet Winners

City of Arlington

City of Benbrook

City of Frisco

City of McKinney

City of Mesquite

Kaufman County

Prosper ISD

Span Transit

Trinity Metro



Silver Fleet Winners

City of Coppell
City of Irving
Denton County
Town of Addison



Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Grapevine
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
Denton ISD
DFW Airport



Shining Stars

Greatest Progress in NO_x Reduction

DART

City of Carrollton

City of Coppell

City of Dallas

Span Transit

Greatest Progress in GGE Reduction

DART

City of Coppell

City of Dallas

City of Grapevine

Greatest Progress Transitioning to Alternative Fuels

City of Carrollton

City of Plano

Denton ISD

Prosper ISD

Fleet Challenge

Organization	2020 Fleet Challenge Goal	2020 Fleet Challenge Achievements
City of Bedford*	<ul style="list-style-type: none"> Increase Overall Fuel Economy by 10% 	<ul style="list-style-type: none"> Increased Fuel Economy by 33% on 42 Vehicles
City of Carrollton*	<ul style="list-style-type: none"> Increase Number of Alternative Fuel Vehicles by 10% 	<ul style="list-style-type: none"> Increased Number of Alternative Fuel Vehicles by 21%
City of Frisco	<ul style="list-style-type: none"> Increase Overall Fleet Fuel Economy by 2% 	<ul style="list-style-type: none"> Increased Fuel Economy by 8% on 200 Vehicles
DFW Airport	<ul style="list-style-type: none"> Increase RNG volume to >50% of Natural Gas Usage 	<ul style="list-style-type: none"> RNG Reached 55% of Natural Gas Usage

*COVID-19 drastically changed vehicle usage, so while these fleets set fuel consumption goals, staff has removed this element due to the overall reduction in fleet activity throughout 2020 11

2021 Annual Survey

Goal:

27,547,793 GGE Reduced
(15% Increase Relative to 2020)

How to Get Recognized:

Complete ALL Survey Sections

Ensure Clean Fleet Policy has been Adopted

www.nctcog.org/fleetpolicy



2021 Online Survey Available in
January 2022

dfwcleancities.org/annualreport

CONTACT

Amy Hodges

Principal Air Quality Planner

ahodges@nctcog.org

Jared Wright

Air Quality Planner

jwright@nctcog.org

Lori Clark

Program Manager & DFW

Clean Cities Coordinator

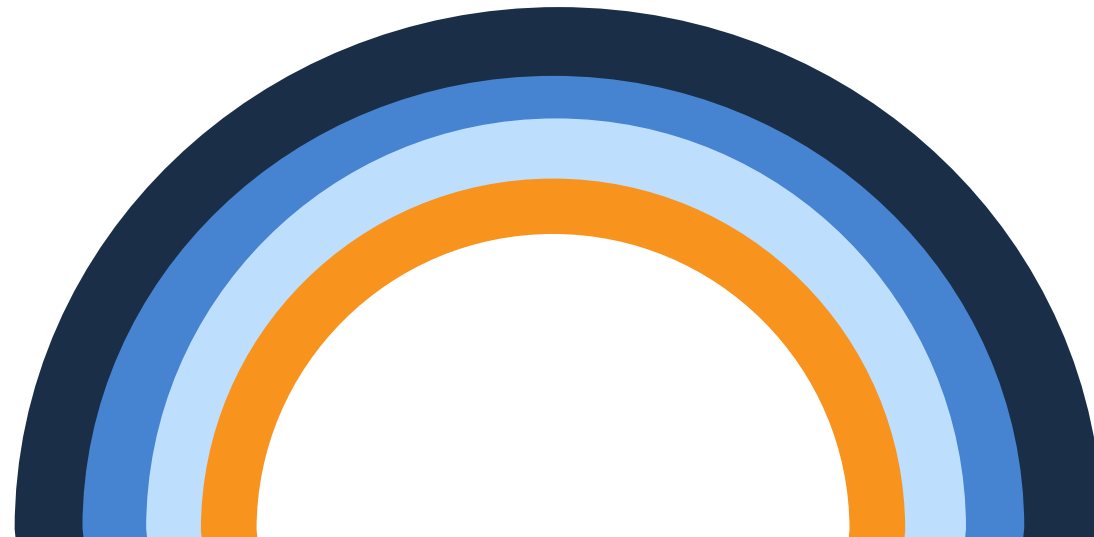
lclark@nctcog.org

cleancities@nctcog.org

www.dfwcleancities.org



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

UPDATE REGARDING LAPSING FEDERAL FUNDING

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

August 27, 2021

BACKGROUND

- Federal regulations¹ state that apportioned funds are available for the year of apportionment plus three (3) years²
- Any apportioned amounts that remain unobligated at the end of that period shall lapse
- TxDOT has historically managed Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives Set-Aside (TASA), and other categories at the State level, spending them “first in, first out” to ensure funds do not lapse
- The Texas Department of Transportation (TxDOT) or the Federal Transportation Administration (FTA) (for transit projects) generally alert MPO’s when they have potentially lapsing funds in the coming year

¹23 U.S. Code § 118 (b)

²Date of apportionment is not the same as the project award date

CMAQ FUNDING LAPSE

- April 12, 2021 – TxDOT notified the North Central Texas Council of Governments (NCTCOG) via letter that \$23,940,109 of federal CMAQ funding¹ had lapsed at the end of FY 2020
- \$73,841,658 federal CMAQ lapsed statewide
- Prior documentation from the State showed a FY 2020 Carry-over balance of \$16,414,535 federal
- NCTCOG met with TxDOT Finance and our local TxDOT Districts in June 2021 to discuss the situation

¹FY 2017 Apportionment

HOW DID CMAQ FUNDS LAPSE?

- Our historical understanding was that TxDOT spent the oldest funding first on a “first in, first out” basis.
- TxDOT stopped this practice at some point, not realizing the ramifications.
- Unfortunately, the typical backstop of Federal Highway Administration (FHWA) reminders to TxDOT also did not occur last year.
- In addition, TxDOT reduced all funds by the Congressional spending limit each year, which may or may not apply to specific categories.
 - By TxDOT applying the spending limit to CMAQ over the years, it led us to believe we had less funding than was actually available.
 - Therefore, unencumbered funding was available and able to lapse.

PREVENTING LAPSES IN THE FUTURE

- TxDOT has identified strategies to mitigate such occurrences in the future:
 - Obligate oldest funding first
 - Obligate “advance construction” (aka “early approval” projects when lapses are eminent
 - Identify potential lapses in funds at the beginning of each fiscal year
 - Document progress toward obligating potentially lapsing funds on the monthly obligation reports to MPOs
 - No longer apply Congressional spending limit to CMAQ funds
 - Recommit to sending monthly obligation reports to MPOs versus the sporadic process followed for the last few years

PREVENTING LAPSE IN THE FUTURE

- Going forward, NCTCOG will
 - Review monthly obligation reports (continuing activity)
 - Watch the FHWA Fiscal Management Information System (FMIS) report for lapsing funds
 - Report possible lapses to the Surface Transportation Technical Committee (STTC), the Regional Transportation Council (RTC), etc. as soon as possible and track progress throughout the year (continuing activity)

CMAQ OBLIGATIONS IN FY 2021: CURRENT STATUS

	Federal Amounts
FY 2021 Allocated Funding	\$78,281,762
Obligated amount as of July 31, 2021	\$76,009,375
Anticipated obligations before the end of FY 2021	\$13,140,345
Carryover funds from FY 2020	\$0

Based on the amount of funding obligated in FY 2021, CMAQ funds are not at risk of lapsing in FY 2021.

TASA POTENTIAL FUNDING LAPSE

- In March 2021, TxDOT advised NCTCOG that \$7,095,497 federal was at risk of lapsing if not obligated by the end of FY 2021
- This amount included funds above the Congressional spending limit
- Amount programmed in FY 2021 to projects = \$10,375,033 federal
- FY 2021 obligations to date = \$8,609,379 federal
- TASA funding lapse was avoided through:
 - Multiple discussions with TxDOT
 - Multiple meetings and coordination efforts with local implementing agencies
 - Expedited review process by TxDOT

TASA FY 2021 OBLIGATIONS

	Federal Amounts
Total projects funded in FY 2021	\$10,375,033
Obligated as of May 31, 2021	(\$666,254)
Obligated in June 2021	\$2,015,848
Obligated in July 2021	\$1,337,023
Obligated in August 2021	\$5,922,762
Total obligations in FY 2021	\$8,609,379
Balance of FY 2021 programmed, un-obligated funds	\$1,765,654

TASA LOOKING AHEAD TO FY 2022

- \$5,500,000 must be obligated in FY 2022 to prevent a lapse
- Projects programmed in FY 2022 = \$17,766,512
- Imperative that projects let on schedule
- Local agency coordination with TxDOT needs to occur early to avoid delays and ensure timely reviews

QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Ken Bunkley
Principal Transportation Planner
Ph: (817) 695-9288
kbunkley@nctcog.org