RTC Open Meetings Act Compliance

March 16, 2020 – August 31, 2021

• Governor suspended certain Open Meetings Act provisions which broadly permitted:
  • Teleconference or Videoconference meetings
  • Restricted physical attendance by members of the public
  • Lessened technological requirements

September 1, 2021 - Forward

• Suspensions lifted
• Section 551.127(c) allows governing bodies extending into 3+ counties to conduct videoconference meetings\(^1\)
• Chair must be physically present and meeting room open to public
• Audio/visual feed for each member needed for quorum

\(^1\) Governing bodies extending into fewer than 3 counties can meet via videoconference if a quorum is physically present.
Dallas-Fort Worth Clean Cities
Annual Fleet Recognition

Regional Transportation Council

September 9, 2021
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*
- ~367 Tons Ozone-Forming Nitrogen Oxides (NOx) Reduced*
- 125,058 Tons Greenhouse Gas (GHG) Emissions Reduced*

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

~1 Ton/Day Equivalent to Eliminating 5,306 Tanker Trucks of Gasoline
<table>
<thead>
<tr>
<th>Organization</th>
<th>2020 Fleet Challenge Goal</th>
<th>2020 Fleet Challenge Achievements</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Bedford*</td>
<td>Increase Overall Fuel Economy by 10%</td>
<td>Increased Fuel Economy by 33% on 42 Vehicles</td>
</tr>
<tr>
<td>City of Carrollton*</td>
<td>Increase Number of Alternative Fuel Vehicles by 10%</td>
<td>Increased Number of Alternative Fuel Vehicles by 21%</td>
</tr>
<tr>
<td>City of Frisco</td>
<td>Increase Overall Fleet Fuel Economy by 2%</td>
<td>Increased Fuel Economy by 8% on 200 Vehicles</td>
</tr>
<tr>
<td>DFW Airport</td>
<td>Increase Renewable Natural Gas Volume to &gt;50% of Natural Gas Usage</td>
<td>Renewable Natural Gas Reached 55% of Natural Gas Usage</td>
</tr>
</tbody>
</table>

*COVID-19 drastically changed vehicle usage, so while these fleets set fuel consumption goals, staff has not included this metric due to the overall reduction in fleet activity throughout 2020, which substantially cut fuel consumption of many fleets.
### Greatest Progress in NO\textsubscript{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
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
<table>
<thead>
<tr>
<th>Silver Fleet Winners</th>
<th>City of Coppell</th>
<th>City of Irving</th>
<th>Denton County</th>
<th>Town of Addison</th>
</tr>
</thead>
</table>

The logos of City of Coppell, City of Irving, Denton County, and Town of Addison are displayed.
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
CONTACT

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Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

<table>
<thead>
<tr>
<th>Length</th>
<th>Segment 1</th>
<th>Segment 2W</th>
<th>Segment 2E</th>
<th>MidTown</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.4 miles</td>
<td>6.9 miles</td>
<td>5.3 miles</td>
<td>3.3 miles</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Existing Interim *</th>
<th>2 GPL, 2 ML</th>
<th>3 GPL, 2 ML</th>
<th>3 GPL, 1 ML</th>
<th>3 GPL, 1 ML</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>New Interim * (“NexTE” Phase)</th>
<th>3 GPL, 2 ML</th>
<th>3 GPL, 3 ML</th>
<th>3 GPL, 3 ML</th>
<th>3 GPL, 3 ML</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Final Configuration *</th>
<th>3 GPL, 2 ML</th>
<th>3 GPL, 3 ML</th>
<th>4 GPL, 3 ML</th>
<th>4 GPL, 2 ML</th>
</tr>
</thead>
</table>

* Number = Lanes Per Direction
GPL = General Purpose Lanes; ML = Tolled Managed (TEXpress) Lanes
Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

- **IH 35W – SH 121: $162 million (developer obligation)**
  - IH 820 – Add 1 general purpose (GP) lane in each direction
  - SH 183 – Add 1 TEXpress lane in each direction

- **SH 121 – DFW Airport: $1 billion (developer obligation)**
  - Build 2+2 TEXpress lanes with direct SH 360, Amon Carter Blvd, & DFW Airport access

- **DFW Airport – MacArthur Blvd: $360 million (concession) + $25 million RAISE Grant**
  - Build 2+2 TEXpress lanes with direct SH 161/PGBT access and seamless MidTown Express transition
  - Improved GP lane interchanges, ramp spacing, & lane balancing
  - On-/off-street bicycle/pedestrian facility accommodations
  - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road
  - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Housing Units</th>
<th>Occupancy Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>2,300,000</td>
<td>90.5%</td>
</tr>
<tr>
<td>2011</td>
<td>2,400,000</td>
<td>91.0%</td>
</tr>
<tr>
<td>2012</td>
<td>2,500,000</td>
<td>91.5%</td>
</tr>
<tr>
<td>2013</td>
<td>2,600,000</td>
<td>92.0%</td>
</tr>
<tr>
<td>2014</td>
<td>2,700,000</td>
<td>92.5%</td>
</tr>
<tr>
<td>2015</td>
<td>2,800,000</td>
<td>93.0%</td>
</tr>
<tr>
<td>2016</td>
<td>2,900,000</td>
<td>93.5%</td>
</tr>
<tr>
<td>2017</td>
<td>3,000,000</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>3,100,000</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>3,200,000</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>3,300,000</td>
<td></td>
</tr>
</tbody>
</table>
REGIONAL POPULATION

January 1, 2021
7,874,950

2020 Regional Growth
158,540
# 2020-2021 Absolute Change

## Top 10 Cities

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Fort Worth</td>
<td>16,920</td>
</tr>
<tr>
<td>2.</td>
<td>Frisco</td>
<td>15,850</td>
</tr>
<tr>
<td>3.</td>
<td>McKinney</td>
<td>6,100</td>
</tr>
<tr>
<td>4.</td>
<td>Dallas</td>
<td>5,560</td>
</tr>
<tr>
<td>5.</td>
<td>Rowlett</td>
<td>3,810</td>
</tr>
<tr>
<td>6.</td>
<td>Celina</td>
<td>3,470</td>
</tr>
<tr>
<td>7.</td>
<td>Irving</td>
<td>3,280</td>
</tr>
<tr>
<td>8.</td>
<td>Garland</td>
<td>3,100</td>
</tr>
<tr>
<td>9.</td>
<td>Arlington</td>
<td>2,880</td>
</tr>
<tr>
<td>10.</td>
<td>Mansfield</td>
<td>2,790</td>
</tr>
</tbody>
</table>
TOP 10 CITIES
POPULATION GROWTH 2020
REGIONAL POPULATION CHANGE

*Partial Year Growth shown for 2010
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

CONTROL TOTALS - EMPLOYMENT

## PROJECTED CHANGE 2020 - 2045

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

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

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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
COMPREHENSIVE MAP OF TRANSPORTATION PROJECTS IN THE DALLAS-FORT WORTH REGION AND UPDATE ON THE 2022 UNIFIED TRANSPORTATION PROGRAM (UTP)

Regional Transportation Council
September 9, 2021
CURRENT DALLAS-FORT WORTH REGION SCOPE OF PROGRAMMING

- 1,164 Active Projects
  - 907 Roadway
  - 257 Transit
- $46.74 billion of funding from all sources
- 68 Implementing Agencies
RESOURCES TO VIEW PROJECTS

• Transportation Improvement Program Information System (TIPINS)
  • Includes all projects that have been in the TIP since 1992
  • Online, interactive map that is searchable by attributes including City, County, Project Sponsor, Project Type, TIP Code, TxDOT Control-Section-Job (CSJ) number
    • [https://www.nctcog.org/trans/funds/tip/project-search-engines/tipins-transportation-improvement-program-inform](https://www.nctcog.org/trans/funds/tip/project-search-engines/tipins-transportation-improvement-program-inform)

• Regional 10-Year Plan Website
  • Contains maps of 10-Year Plan projects for every iteration since December 2016
UPDATE ON THE 2022 UNIFIED TRANSPORTATION PROGRAM (UTP)

• The Texas Transportation Commission (TTC) approved the 2022 UTP at its August 31, 2021 meeting.

• All Category 2 and 4 requests, and some Category 12 requests were approved.

• The pages of the UTP that contain the Dallas-Fort Worth region’s projects for 2022-2031 are contained in the RTC’s electronic materials for reference.

• A full update on all 10-Year Plan projects will be brought back at the October 2021 RTC meeting.
QUESTIONS?

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PROJECT SELECTION AND PRIORITIZATION IN THE MOBILITY PLAN

Regional Transportation Council
September 9, 2021
PROCESS

All Potential Projects

Project Scoring and Selection

Mobility Plan

MAP-21/FAST Act Goals
Regional Goals

Financial Constraint
System Continuity
Project Completion
Asset Optimization

Project Prioritization

10-Year Plan within Mobility Plan
PROJECT SCORING AND SELECTION

Identify goals

Identify metrics

Assemble data

Score projects

Aggregate to project corridors

MAP-21/FAST and Regional Goals

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

Projects in First 10 Years of Mobility Plan

- System Selection
- Technical Selection

Project Readiness

10-Year Plan
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D2 TIMING: WHEN WILL DALLAS CBD ROADWAY CAPACITY FAIL?

Mobility 2045 Timing Issue (Mobility and Air Quality)

DART Transit
Ridership Lagging
Advancing Phase 1 Bus Program
Current Customers are Traditional Transit Users
Silver Line and D2 Balanced Investment
POLICY REVIEW

Potential Change in Trends
  Not Population Growth
  Population and Employment Location
  Slow Employee Return to Work
  Large Employer Employee Location
  Function of Building Structure

Potential City of Dallas Interest
  D2
  Phase 2 Signal Improvements for Transit
  Street Cars/TRE to Fair Park
NCTCOG PRESENTATION

US 75 IMPLEMENTATION/ POLICY POSITION

REGIONAL TRANSPORTATION COUNCIL
8.27.2021
TWO COMPONENTS

1. Implementation project to advance High-Occupancy Vehicle (HOV) lane to Technology lane

   Total Funds - $43.8 M

2. Funded pilot project to develop potential travel accounting system (Partnership with TxDOT)

   Total Funds - $10 M
CORRIDOR OPERATIONS FOR TECHNOLOGY LANE

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 and vehicle speed

Enhance traffic signal green times on frontage roads to progress traffic

Remove pylons to improve safety and minimize debris
CORRIDOR LIMITS AND CROSS SECTION

EXISTING TYPICAL SECTION

PROPOSED TYPICAL SECTION

SOURCE: Texas Department of Transportation

NOTE: Highlighted areas are not drawn to exact scale.

TiDOT graphic
## US 75 PROPOSED APPROACH

<table>
<thead>
<tr>
<th></th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOV in Technology Lane</td>
<td>$0</td>
<td>Toll</td>
</tr>
<tr>
<td>HOV in Technology Lane</td>
<td>Pay Driver to Use</td>
<td>Pay Driver to Use</td>
</tr>
<tr>
<td>General Purpose Lanes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
TRAVEL ACCOUNTING SYSTEM PILOT

Surface Transportation System Funding Alternatives (STSFA) Grant Award

GoCarma used to monitor vehicle travel (facility, lane, time of day, occupancy)

Proof to be able to allocate rewards or user fees to vehicle

No actual money to be collected

Pilot test on US 75 and other selected corridors

Participants may be compensated
Techology Lane

Winter 2022
US 75 Technology Lane ENV Clearance

Summer 2022
US 75 Project Letting

Summer 2024
US 75 Project Construction Complete

STSFA Grant Pilot Project

Winter 2022
Phase 1
Demonstration - Framework

Fall 2022
Phase 2
Demonstration - Limited Users

Fall 2024
Phase 3
Demonstration - Implement on US 75

US 75 Technology Lane ENV Clearance

US 75 Project Letting

US 75 Project Construction Complete

US 75 Project Construction Complete
CONTACT US

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UPDATE REGARDING LAPSING FEDERAL FUNDING

Regional Transportation Council
Christie Gotti, Senior Program Manager
September 9, 2021
BACKGROUND

• Federal regulations\(^1\) state that apportioned funds are available for the year of apportionment plus three (3) years\(^2\).

• Any apportioned amounts that remain unobligated at the end of that period shall lapse.

• The Texas Department of Transportation (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.

• TxDOT or the Federal Transportation Administration (for transit projects) generally alert MPO’s when they have potentially lapsing funds in the coming year.

\(^1\)23 U.S. Code § 118 (b)
\(^2\)Date 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 funding\(^1\) had lapsed at the end of FY2020.

• $73,841,658 federal CMAQ lapsed statewide.

• Prior documentation from the State showed a FY2020 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.

\(^1\)FY2017 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.
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 imminent
  • Identify potential lapses in funds at the beginning of each fiscal year
  • 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)
  • Report possible lapses to the Surface Transportation Technical Committee, the Regional Transportation Council, etc. as soon as possible and track progress throughout the year (continuing activity)
  • Watch the FHWA Fiscal Management Information System (FMIS) report for lapsing funds

• Based on the amount of funding already obligated in FY2021, CMAQ funds are not at risk of lapsing in FY2021.
TASA POTENTIAL FUNDING LAPSE

• In March 2021, TxDOT advised NCTCOG that $7,095,497 of federal funds were at risk of lapsing if not obligated by the end of FY2021.

• TASA funding lapse was avoided through:
  • Coordination between NCTCOG and TxDOT to identify projects that should obligate in FY2021
  • Coordination meetings with TxDOT, local agencies, and NCTCOG to establish and execute a plan to move projects along
  • Expedited review process by TxDOT

• FY2021 obligations to date = $9,196,449 federal
TASA LOOKING AHEAD TO FY2022

• $5,500,000 must be obligated in FY2022 to prevent a lapse
• Imperative that projects let on schedule
• Local agency coordination with TxDOT needs to occur early to avoid delays and ensure timely reviews
QUESTIONS?

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STATE LEGISLATIVE UPDATE

Special Legislative Sessions

• No Action in First Special Session Due to Lack of Quorum
• Second Special Session Focused on Elections Reform, No Transportation Issues Addressed
• Third Special Session on Redistricting, Allocating COVID funds begins September 20

Hundreds of New Laws Recently Became Effective

• Summary of Approved Bills in Electronic Item 11
Constitutional Amendment Election on November 2, 2021

• Proposition 2 (HJR 99) Allows a County to Issue Debt to Finance Transportation Infrastructure, Excluding Toll Roads

• 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."
FEDERAL UPDATE

Infrastructure Bill

• $1.2 Trillion Infrastructure Bill with 5-Year Transportation Authorization
• Infrastructure Investment and Jobs Act
• Passed Senate
• Pending House Floor Vote, Deadline is September 27

Budget Reconciliation

• $3.5 Trillion Budget Reconciliation Bill
• House Committees to Consider Reconciliation Provisions in Mid-September
• Includes Funding Directions for Infrastructure Bill
• No Consensus Yet
FEDERAL UPDATE

Infrastructure Investment and Jobs Act (IIJA)

• Totals $1.2 Trillion
• Full $567 Billion 5-year Surface Transportation Reauthorization Included in a Larger Infrastructure Bill
• $550 Billion in Other Infrastructure Spending
• Increases Funding, Expands and Creates New Programs
• Approximately 30 Percent Increase Over FY2020 Funds for Planning Funding
FEDERAL UPDATE

IIJA Reauthorization Language

• Builds on Five Core Programs, Adds Two New Programs
• Adds 8 New Grant Programs
• New Elements:
  ▪ Transportation Equity
  ▪ Broadband and Smart Cities
  ▪ Climate Program
  ▪ Resilience Focus
  ▪ EV Support
  ▪ Adds Housing Coordination to Planning
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www.nctcog.org/legislative
Status Report on Electric Vehicles and National Drive Electric Week

© Lori Clark | Regional Transportation Council | 9.9.2021
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

### Federal 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
Expanding EV Availability

**Light-Duty Vehicles**
(Sedans, Pickups, SUVs, Vans)
- 90 Battery-Electric
- 115 Plug-In Hybrid Electric
- 9 Fuel Cell Electric

**Buses**
- 30 Battery-Electric Transit
- 4 Fuel Cell Electric Transit
- 14 Battery-Electric School Buses

**Trucks**
- 5 Battery-Electric Refuse
- 11 Battery-Electric Delivery
- 3 Plug-In Hybrid Delivery
- 1 Fuel Cell EV Delivery

Source: Alternative Fuels Data Center, Information by Fleet Application and Vehicle Search Tools; [https://afdc.energy.gov/](https://afdc.energy.gov/)
Extended “Test Drives” Available

DFW Clean Cities “Try and Drive Alternative” Program

Offers Ranging from 1 Day – 2 Months
4 Participating Vendors
   1 Light-Duty Sedan
   1 Truck for Refuse Applications
   1 Truck for Delivery Applications
   1 Truck for Regional Haul/Drayage Applications
   2 Terminal Tractors

www.nctcog.org/dfwtrydrive
ERCOT Long-Term System Assessment Assumptions

EV Registration Trends in North Texas

> 18,000
EVs Registered in North Texas in August 2021

32.5%
Average Annual Growth Rate of EVs Registration from 2015-2020

EV Registration Data Available at www.dfwcleancities.org/evnt
Infrastructure Availability and EV Adoption by Zip Code

New Incentives for EV Purchases and for DC Fast Charge Stations Available, First-Come, First-Served
www.nctcog.org/aqfunding
2021 National Drive Electric Week Plans

For Fleet/Local Government Staff:
• Electric Truck Webinar
• EV Charging Station Webinar
• Peterbilt Facility Tour

For the Public:
• Oncor Road Rally (Various dates)
• Outdoor EV Showcase with Owners, Vendors, and Film Screening

October 3, 2021

www.driveelectricdfw.org
National Drive Electric Week: Past Success

- Raising Awareness & Education of Electric Vehicles
- Providing Opportunities for Direct Conversation with EV Owners
- Creating Opportunities for Ride and Drives
- 2nd Largest Event Nationwide

2020 Virtual Events

- 3 Events for Multiple Audiences
- 5000+ Participants Live

www.driveelectricdfw.org
STATUS REPORT ON ELECTRIC VEHICLES AND NATIONAL DRIVE ELECTRIC WEEK

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