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)
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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 2</td>
<td>$3.784B</td>
<td>$3.607B</td>
<td>$3.832B</td>
<td>$3.516B</td>
<td>$2.913B</td>
<td>$2.931B</td>
</tr>
<tr>
<td><strong>Total Allocation</strong></td>
<td><strong>$5.426B</strong></td>
<td><strong>$7.290B</strong></td>
<td><strong>$6.864B</strong></td>
<td><strong>$8.094B</strong></td>
<td><strong>$7.342B</strong></td>
<td><strong>$6.880B</strong></td>
</tr>
</tbody>
</table>

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

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

*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.
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

Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
cderrick@nctcog.org
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.

TRE: Trinity Railway Express  |  DART: Dallas Area Rapid Transit  |  Trinity Metro: also known as Fort Worth Transportation Authority.
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

<table>
<thead>
<tr>
<th>Service Period</th>
<th>RTR Funds(^1)</th>
<th>STBG Funds(^2)</th>
<th>Local Match: 50% (Split 3 ways)</th>
<th>Annual Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 1 (FY2022)</td>
<td>$290,000</td>
<td></td>
<td>$290,000</td>
<td>$580,000</td>
</tr>
<tr>
<td>Year 2 (FY2023)</td>
<td></td>
<td>$300,000</td>
<td>$300,000</td>
<td>$600,000</td>
</tr>
<tr>
<td>Year 3 (FY2024)</td>
<td></td>
<td>$320,000</td>
<td>$320,000</td>
<td>$640,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$290,000</td>
<td>$620,000</td>
<td>$910,000</td>
<td>$1,820,000</td>
</tr>
</tbody>
</table>

\(^1\) 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.
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.
Shannon Stevenson  
Senior Program Manager  
Transit Management & Planning  
sstevenson@nctcog.org  
817-608-2304

Gypsy Gavia  
Principal Transportation Planner  
Transit Management & Planning  
ggavia@nctcog.org  
817-695-9134
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
Rebekah Gongora  
Communications Manager  
rgongora@nctcog.org | 682-433-0477

Amanda Wilson  
Public Involvement Manager  
awilson@nctcog.org | 817-695-9284

Nick Allen  
Communications Coordinator  
nallen@nctcog.org | 817-704-5699

Kyle Roy  
Communications Supervisor  
kroy@nctcog.org | 817-704-5610

www.nctcog.org/legislative
### Texas Commission on Environmental Quality

#### Locally Enforced Motor Vehicle Idling Limitations

<table>
<thead>
<tr>
<th>Texas Administrative Code RULE §114.510 – 114.517</th>
<th>Description</th>
</tr>
</thead>
</table>
| **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

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Identified Locally Enforced Motor Vehicle Idling Restrictions as a Voluntary Mobile Emission Reduction Program</td>
<td>Identified Locally Enforced Motor Vehicle Idling Restrictions as Weight of Evidence</td>
</tr>
<tr>
<td>Endorsed implementation of TCEQ Idling Limitations Rule</td>
<td>Endorse implementation of an idling restriction ordinance/resolution</td>
</tr>
<tr>
<td>Encourage local governments to adopt TCEQ Idling Limitations Rule</td>
<td>Encourage local governments to adopt any idling restriction as applicable to local government needs</td>
</tr>
<tr>
<td>Effective April 10, 2008</td>
<td>Effective October 14, 2021</td>
</tr>
</tbody>
</table>
Action Requested

RTC Approval of:

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

Jason Brown
Principal Air Quality
jbrown@nctcog.org | 817-704-2514

Huong Duong
Air Quality Planner
hduong@nctcog.org | 817-704-5678

Chris Klaus
Senior Program Manager
cklaus@nctcog.org | 817-695-9286

For More Information Visit EngineOffNorthTexas.org

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
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)

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>1</td>
<td>$2,482,813</td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>5</td>
<td>$132,283,981</td>
</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>10</td>
<td>$115,256,164</td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>4</td>
<td>$117,892,158</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>20</strong></td>
<td><strong>$367,915,116</strong></td>
</tr>
</tbody>
</table>

To date, 3 projects have let by their established deadlines.
SUMMARY OF PROJECT RISK

<table>
<thead>
<tr>
<th>PROJECT RATING</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green (Low Risk of Delay)</td>
<td>12</td>
<td>$189,151,415</td>
</tr>
<tr>
<td>Yellow (Medium Risk of Delay)</td>
<td>6</td>
<td>$169,436,967</td>
</tr>
<tr>
<td>Red (High Risk of Delay)</td>
<td>2</td>
<td>$9,326,734</td>
</tr>
<tr>
<td>Total</td>
<td>20</td>
<td>$367,915,116</td>
</tr>
</tbody>
</table>
## PROJECT RISK BY FISCAL YEAR

<table>
<thead>
<tr>
<th>PROJECT CATEGORY</th>
<th>PROJECT RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Green (Low Risk of Delay)</td>
</tr>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>0</td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>1</td>
</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>9</td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>12</strong></td>
</tr>
</tbody>
</table>
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
TRANSIT STRATEGIC PARTNERSHIPS INITIATIVE OVERVIEW

Regional Transportation Council
October 14, 2021

Shannon Stevenson, Senior Program Manager
Transit Management and Planning
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
<table>
<thead>
<tr>
<th>Section</th>
<th>Program</th>
<th>Purpose</th>
<th>Project Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>5307</td>
<td>Urbanized Area Formula (includes Job Access/Reverse Commute projects)</td>
<td>Serve general public including low-income populations</td>
<td>Capital, Operating</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Planning</td>
</tr>
<tr>
<td>5310</td>
<td>Enhanced Mobility of Seniors and Individuals with Disabilities</td>
<td>Serve needs of the elderly and individuals with disabilities</td>
<td>Capital, Operating</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5337</td>
<td>State of Good Repair</td>
<td>Maintain rail services</td>
<td>Capital</td>
</tr>
<tr>
<td>5339</td>
<td>Bus and Bus Facilities</td>
<td>Purchase Vehicles and/or maintain bus services</td>
<td>Capital</td>
</tr>
</tbody>
</table>
## FY2021 STRATEGIC PARTNERSHIP FUNDING FOR THE REGION

### Available Funding for North Texas

<table>
<thead>
<tr>
<th>UZA</th>
<th>Section 5307</th>
<th>Section 5310</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas-Fort Worth-Arlington (DFWA) UZA:</td>
<td>$1,721,062</td>
<td>$2,036,056</td>
</tr>
<tr>
<td>Denton-Lewisville (DL) UZA:</td>
<td>$128,387</td>
<td>$222,945</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>$1,849,449</strong></td>
<td><strong>$2,259,001</strong></td>
</tr>
</tbody>
</table>

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

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

**TOTAL** 100
PROJECT SELECTION TIMELINE
Launch of September 1, 2021

Requests Submitted*
September 1 – November 30

Ideas Reviewed and Scored
December 1 - 31

Project(s) Selected**
January 1

TIP Modification Deadline
January 28 or April 22

Anticipated Final Federal Approval
July 2022 or October 2022

*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?

Shannon Stevenson
Senior Program Manager
Ph: (817) 608-2304
sstevenson@nctcog.org

Rachel Jenkins
Transportation Planner
Ph: (817) 608-2329
rjenkins@nctcog.org

Gypsy Gavia
Principal Transportation Planner
Ph: (817) 695-9134
ggavia@nctcog.org

www.nctcog.org/strategicpartnerships-transit
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.
FUNDING DISTRIBUTION FORMULA
DEVELOPMENT PROCESS

New Transportation Funding Bill → NCTCOG Reassessment of East/West Funding Distribution for CMAQ and STBG → Public Review and Comment → Committee and Council Action → Approved Funding Distribution is Applied to RTC-Selected Funding Programs
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

<table>
<thead>
<tr>
<th></th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>34.11%</td>
<td>65.89%</td>
</tr>
<tr>
<td>Employment</td>
<td>30.72%</td>
<td>69.28%</td>
</tr>
<tr>
<td>Activity (Pop+Emp Equalized)</td>
<td>32.42%</td>
<td>67.58%</td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
<td>32.36%</td>
<td>67.64%</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td>32.40%</td>
<td>67.60%</td>
</tr>
<tr>
<td><strong>Rounded Average</strong></td>
<td>32%</td>
<td>68%</td>
</tr>
</tbody>
</table>

#### Air Quality Funds
Based on 10-County Non-Attainment Area

<table>
<thead>
<tr>
<th></th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone Precursors tons per day(^1) (%)</td>
<td>64.68 (34.03%)</td>
<td>125.37 (65.67%)</td>
</tr>
<tr>
<td>Ozone Precursors Tons of VOC and NOx (Rounded Average)</td>
<td>34%</td>
<td>66%</td>
</tr>
</tbody>
</table>

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

\(^2\)Distribution established for FAST Act funding
ENVIRONMENTAL JUSTICE IS ALSO CONSIDERED

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

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

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

* 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?

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