Award Categories

- Outstanding Effort Awards
  - Advertising
  - Initiative
  - Outreach

- Arlo Ambassador Award

- Air North Texas Partner of the Year
Outstanding Advertising
Outstanding Initiative
Outstanding Outreach
Arlo Ambassador
Partner of the Year
Contacts

Whitney Vandiver
wvandiver@nctcog.org

Kimberlin To
kto@nctcog.org

www.airnorthtexas.org
FEDERAL UPDATE

Infrastructure Investment and Jobs Act Approved on November 6
Effective October 1, 2021
$1.2 Trillion Total
$567 Billion 5-year Surface Transportation Reauthorization
  • Increases Funding, Expands Current Programs, Creates New Programs
  • Reviewing Possible Greater Benefits to Texas
  • New Elements: Housing Coordination in Planning Process, Equity, Carbon Reduction, Resiliency, EV Infrastructure
$550 Billion in Other Infrastructure Spending
  • Water, Broadband, Smart Cities
ENDORSEMENT OF ECONOMIC DEVELOPMENT GRANT OPPORTUNITY PROJECT APPLICATIONS

Regional Transportation Council
November 11, 2021

Michael Morris, P.E.
Director of Transportation
BUILD BACK BETTER CHALLENGE

North Texas Information Technology (IT) Workforce Collaborative
Proposal submitted and led by Southern Methodist University (SMU)
Project cluster called “Creating Equitable Opportunities in Automated Vehicle (AV) Freight Applications” will be led by NCTCOG and is one of eight total project clusters to comprise SMU’s application.

Becoming a Global Hydrogen Hub
Proposal submitted and led by Center for Houston’s Future
Project to add a hydrogen fuel station to the Interstate Highway (IH) 45 corridor will be supported by NCTCOG as a partner within that application.

Lead the Transition of Freight Transportation in the Texas Triangle Through Advanced Technologies and Innovative Policies on Equity and Sustainability
Proposed to be submitted and led by the University of Texas at Arlington (UTA)
Project to advance freight-oriented automated surface and aerial transportation applications will be supported by NCTCOG as a partner within that application.
High-Speed Rail Support for Texas Central Partners
2023-2026 MANAGEMENT AND OPERATIONS, REGIONAL/AIR QUALITY, AND SAFETY FUNDING PROGRAM

Regional Transportation Council
November 11, 2021
BACKGROUND

• The Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years.

• The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.

• We are starting the process now to ensure that needed programs and projects can continue/begin without interruption in FY 2023-2026.
PURPOSE AND NEED

• Provides funding in addition to Transportation Planning Funds (TPF), to enable various operations, planning, and implementation activities (e.g., environmental justice and data collection efforts) to be conducted.

• Assigns resources for RTC priorities and air quality initiatives.

• Surface Transportation Block Grant (STBG), Congestion Mitigation Air Quality Improvement Program (CMAQ), Regional Toll Revenue (RTR), and RTC/Local funds will most likely be proposed for the FY 2023-2026 program.

• Typically, $15-20M is programmed per fiscal year. This need may decrease with increased federal planning funds.

• A significant portion of the funding is pass-through to other agencies (e.g., Mobility Assistance Patrol and Vanpool programs) and the rest covers NCTCOG staff time to coordinate, plan, and lead these activities.
PROGRAM AND PROJECT TYPES

• Management & Operations
  • (Mobility Assistance Patrol, Transit Operations, etc.)

• NCTCOG-Implemented
  • (Project Tracking, Planning Efforts, etc.)

• Regional/Air Quality Projects and Programs
  • (Aviation, Freeway Incident Management, Employer Trip Reduction, Data Collection, Regional Traffic Signal Retiming, etc.)
IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS

• Air Quality Conformity test results must be below EPA’s Motor Vehicle Emission Budget (MVEB).

• Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity.

• When the MVEB is reset next year, these programs can help tip the scales if regional Conformity is uncertain.
STATEWIDE SAFETY PROGRAM

• NCTCOG staff proposes that the region take a leadership role on a program to improve safety and reduce fatalities on our transportation system.

• The region would partner with the State as part of a larger statewide initiative.

• A more detailed proposal will be brought back to the committee for review and approval.

• Plan to utilize Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding that was added to the region’s STBG allocation in FY 2022 to supplement this program.
NEXT STEPS

• Finalize the amounts of funding to be requested, along with the specific list of projects and programs to be recommended for funding

• Bring back the list to the public and the committees for review and approval
## PROPOSED TIMELINE

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>October 22, 2021</td>
</tr>
<tr>
<td><strong>RTC Information</strong></td>
<td>November 11, 2021</td>
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<tr>
<td>Public Involvement</td>
<td>December 2021</td>
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<tr>
<td>STTC Action</td>
<td>December 3, 2021</td>
</tr>
<tr>
<td>RTC Approval of M&amp;O Funding Program and TIP Modifications to Add Projects to the TIP</td>
<td>January 13, 2022/ April 7, 2022</td>
</tr>
<tr>
<td>State/Federal Approval of Individual Projects</td>
<td>April 2022/ July 2022</td>
</tr>
</tbody>
</table>
QUESTIONS?

Christie J. Gotti
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Cody Derrick
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cderrick@nctcog.org
FORECASTS OVERVIEW

• NCTCOG has been developing demographic forecasts since the 1970’s
• Forecasts provide a common base for regional planning and resource allocations
• Output data is used by NCTCOG, cities, counties, and partner agencies to support a wide variety of planning activities
• Forecast process is a data-driven, analytical approach with input and feedback from stakeholders
• Process is a joint effort between the NCTCOG’s Research and Information Services and Transportation Departments
• The forecasts are updated every 4 years in conjunction with the Metropolitan Transportation Plan
REGIONAL CONTROL TOTALS - POPULATION

<table>
<thead>
<tr>
<th>County</th>
<th>2020 Census</th>
<th>2045 Draft</th>
<th>Change</th>
<th>Compound Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>1,064,465</td>
<td>1,985,068</td>
<td>920,603</td>
<td>2.52%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,613,539</td>
<td>3,713,411</td>
<td>1,099,872</td>
<td>1.41%</td>
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<tr>
<td>Denton</td>
<td>906,442</td>
<td>1,682,435</td>
<td>775,993</td>
<td>2.50%</td>
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<tr>
<td>Ellis</td>
<td>192,455</td>
<td>353,244</td>
<td>160,789</td>
<td>2.46%</td>
</tr>
<tr>
<td>Hood</td>
<td>61,598</td>
<td>103,543</td>
<td>41,945</td>
<td>2.10%</td>
</tr>
<tr>
<td>Hunt</td>
<td>99,956</td>
<td>154,882</td>
<td>54,926</td>
<td>1.77%</td>
</tr>
<tr>
<td>Johnson</td>
<td>179,927</td>
<td>278,234</td>
<td>98,307</td>
<td>1.76%</td>
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<tr>
<td>Kaufman</td>
<td>145,310</td>
<td>229,531</td>
<td>84,221</td>
<td>1.85%</td>
</tr>
<tr>
<td>Parker</td>
<td>148,222</td>
<td>258,597</td>
<td>110,375</td>
<td>2.25%</td>
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<tr>
<td>Rockwall</td>
<td>107,819</td>
<td>176,398</td>
<td>68,579</td>
<td>1.99%</td>
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<tr>
<td>Tarrant</td>
<td>2,110,640</td>
<td>3,257,930</td>
<td>1,147,290</td>
<td>1.75%</td>
</tr>
<tr>
<td>Wise</td>
<td>68,632</td>
<td>112,488</td>
<td>43,856</td>
<td>2.00%</td>
</tr>
</tbody>
</table>
Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell

2015
Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell
Household Population per Square Mile for a 1 SqMi circle around each 30x30m grid cell

2045
REGIONAL CONTROL TOTALS - EMPLOYMENT

# 2045 Draft Control Total Employment Forecast

<table>
<thead>
<tr>
<th>County</th>
<th>2019 BEA</th>
<th>2045 Draft</th>
<th>Change</th>
<th>Compound Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>666,572</td>
<td>1,078,076</td>
<td>411,504</td>
<td>1.87%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,365,389</td>
<td>3,585,347</td>
<td>1,219,958</td>
<td>1.61%</td>
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<tr>
<td>Denton</td>
<td>433,036</td>
<td>689,473</td>
<td>256,437</td>
<td>1.80%</td>
</tr>
<tr>
<td>Ellis</td>
<td>86,545</td>
<td>136,099</td>
<td>49,554</td>
<td>1.76%</td>
</tr>
<tr>
<td>Hood</td>
<td>30,859</td>
<td>46,714</td>
<td>15,855</td>
<td>1.61%</td>
</tr>
<tr>
<td>Hunt</td>
<td>46,374</td>
<td>70,639</td>
<td>24,265</td>
<td>1.63%</td>
</tr>
<tr>
<td>Johnson</td>
<td>80,090</td>
<td>120,033</td>
<td>39,943</td>
<td>1.57%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>56,474</td>
<td>82,617</td>
<td>26,143</td>
<td>1.47%</td>
</tr>
<tr>
<td>Parker</td>
<td>68,593</td>
<td>102,290</td>
<td>33,697</td>
<td>1.55%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>55,514</td>
<td>88,348</td>
<td>32,834</td>
<td>1.80%</td>
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<tr>
<td>Tarrant</td>
<td>1,332,042</td>
<td>2,070,265</td>
<td>738,223</td>
<td>1.71%</td>
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<tr>
<td>Wise</td>
<td>36,215</td>
<td>54,377</td>
<td>18,162</td>
<td>1.58%</td>
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</tbody>
</table>
Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell

2015
Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell
Total Employment per Square Mile for a 1 SqMi circle around each 30x30m grid cell
Change in Total Employment
2015-2045
2030 – Predicted Built Area
SCHEDULE

July/September
Draft forecasts for internal review

October/November
Draft forecasts for external review

December
Finalization of forecasts

Spring 2022
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
MOBILITY 2045 UPDATE

Regional Transportation Council
November 11, 2021
**ABOUT MOBILITY 2045**

<table>
<thead>
<tr>
<th>RTC Adopted</th>
<th>Mobility 2045</th>
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<tbody>
<tr>
<td>June 2018</td>
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<tr>
<td>Air Quality Conformity</td>
<td>November 21, 2018</td>
</tr>
<tr>
<td>Air Quality Conformity expires (4 Years)</td>
<td>November 21, 2022</td>
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<tr>
<td>Mobility 2045 Update</td>
<td>RTC Adoption</td>
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<tr>
<td></td>
<td>June 2022</td>
</tr>
<tr>
<td></td>
<td>Air Quality Conformity Determination</td>
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</table>
## MOBILITY PLAN SCHEDULE

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
</tr>
<tr>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Agency and Public Coordination

### Plan Development

- **Draft Recommendations for Review**
- **Official Comment Period**

### Air Quality Conformity

**Notes:**
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.
PLAN IN PROGRESS

COMPLETED

✔ Reaffirm vision, goals
✔ Policy and program updates

CURRENT EFFORTS

☐ Ongoing public involvement
☐ Confirm project refinements
☐ Finalize performance measure refinement
☐ Financial forecasts
☐ Finalize new Policy Bundle

Mobility Plan Update webpage
www.nctcog.org/PlaninProgress
Map Your Experience webpage
www.nctcog.org/MapYourExperience
MAJOR PLAN UPDATE EMPHASIS

- Updated travel and demographic data
- Updated financial forecast
- Project, program, and policy refinements
- Updated performance-based planning framework
- Updated Policy Bundle
**HIGHLIGHTED POLICY AND PROGRAM UPDATES**

**Safety**
References new Pedestrian Safety Action Plan endorsed by the Regional Transportation Council on June 10, 2021

**New Executive Orders on Equity**
New executive order calls for planning for and investing in projects that address equity and barriers to opportunity

**Environmental Considerations**
Build on air quality, resiliency, and environmental programs and incorporate new strategies

**TDM Strategies**
RTC Resolution R21-04: supports the establishment of a regional SOV trip reduction target of 20% annually
**HIGHLIGHTED TECHNOLOGY**

**PROGRAM UPDATES**

**Advance High-Speed Transportation recommendations**
Consider high-speed rail and hyperloop between Dallas-Arlington-Fort Worth, as well as connectivity with the proposed Houston-Dallas high-speed rail and Fort Worth-Laredo high-speed/hyperloop.

**Safe integration of Vertical Mobility Technology in the NCTCOG region**
New policy to safely and efficiently integrate Vertical Mobility Technology, Advanced Air Mobility, Urban Air Mobility, Unmanned Traffic Management, Unmanned Aircraft Systems into the NCTCOG Region.

**Advance Automated Transportation Systems (ATS)**
Apply ATS technology in passenger and freight applications for local circulation and first/last mile access to regional rail.

**Automated Vehicles**
Incorporate the new Automated Vehicle 2.0 initiative launched since the adoption of the last Mobility Plan.

**Internet and Broadband**
Incorporates a new topic of broadband internet through discussion of access, infrastructure, the intersection of communications and transportation, and potential uses.
MTP POLICY BUNDLE

Policy Bundle attached to the Mobility Plan

Mobility Plan Update seeking action in May/June 2022

Existing TDCs extended additional year and may be used in FY2023 (beginning Oct. 2022)

Policy Bundle Round 5

Now opening early 2023  TDCs for use in FY2024 and 2025  Incorporates updated list of policies
CON TACT US

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Brendon Wheeler, P.E.
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FISCAL YEAR 2021 & 2022
PROJECT TRACKING

Regional Transportation Council
November 11, 2021
BACKGROUND

- Due to significant implementation delays on projects across the region and a need to better maintain the region’s funding balances, a more robust project tracking effort was created to highlight and prevent these delays.

- At the beginning of each fiscal year, the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) are 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 an ongoing 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)

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>NOVEMBER 2021</th>
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</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$73.9</td>
<td>$73.9</td>
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<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
<td>+$58.4</td>
<td>+$41.9</td>
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<tr>
<td>Total Available Federal Funding in FY 2021</td>
<td>$132.3</td>
<td>$115.8</td>
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<tr>
<td>Total Federal Funding Programmed&lt;sup&gt;1&lt;/sup&gt;</td>
<td>$121.2</td>
<td>$115.5</td>
</tr>
<tr>
<td>Federal Funding Obligated (2021)&lt;sup&gt;2, 4&lt;/sup&gt;</td>
<td>$0</td>
<td>$94.2</td>
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<tr>
<td>FY 2021 Project Phases&lt;sup&gt;3&lt;/sup&gt;</td>
<td>61</td>
<td>46</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>14</td>
<td>29</td>
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<tr>
<td>Unobligated Project Phases Past Their Original Estimated Start Date</td>
<td>16</td>
<td>17</td>
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</tbody>
</table>

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 11/1/2021
## SUMMARY OF TIP FY 2021
### PROJECT FUNDING – STBG ($ IN MILLIONS)

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>NOVEMBER 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$116.2</td>
<td>$116.2</td>
</tr>
<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
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<tr>
<td>Total Available Federal Funding in FY 2021</td>
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<td>$258.0</td>
</tr>
<tr>
<td>Total Federal Funding Programmed¹</td>
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<td>$185.8</td>
</tr>
<tr>
<td>Federal Funding Obligated (2021)², ⁴</td>
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<td>$162.8</td>
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<tr>
<td>FY 2021 Project Phases³</td>
<td>52</td>
<td>57</td>
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<tr>
<td>Project Phases Obligated to Date</td>
<td>10</td>
<td>37</td>
</tr>
<tr>
<td>Unobligated Project Phases Past Their Original Estimated Start Date</td>
<td>10</td>
<td>20</td>
</tr>
</tbody>
</table>

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 11/1/2021
## SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE ($ IN MILLIONS)

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>NOVEMBER 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
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<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
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<td>Total Available Federal Funding in FY2021</td>
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<tr>
<td>FY 2021 Project Phases</td>
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<td>25</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
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<td>18</td>
</tr>
<tr>
<td>Unobligated Project Phases Past Their Original Estimated Start Date</td>
<td>12</td>
<td>7</td>
</tr>
</tbody>
</table>

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 11/1/2021

77% 28%
SUMMARY OF FY 2021 PROGRESS

• FY 2021 has ended and:
  • 82 percent of CMAQ funds were obligated
  • 88 percent of STBG funds were obligated
  • 77 percent of TA-Set Aside funds were obligated

• Increased tracking led to improvements in obligation rates across all 3 categories.

• The STBG/Category 2 funding partnership was successful in reducing the region’s STBG carryover balance.

• Sufficient TA Set Aside funds obligated to avoid lapsing in FY 2021.
**SUMMARY OF TIP FY 2022 PROJECT FUNDING - CMAQ**

<table>
<thead>
<tr>
<th>Description</th>
<th>NOVEMBER 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed(^1)</td>
<td>$70,669,684</td>
</tr>
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<td>Federal Funding Obligated (2022)(^2, 3)</td>
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<td>Project Phases Obligated to Date</td>
<td>0</td>
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<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>1</td>
</tr>
</tbody>
</table>

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: Obligation amounts as of 11/1/2021
# SUMMARY OF TIP FY 2022 PROJECT FUNDING - STBG

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed(^1)</td>
<td>$171,377,967</td>
</tr>
<tr>
<td>Federal Funding Obligated (2022)(^2,,3)</td>
<td>$800,000</td>
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<tr>
<td>FY 2022 Project Phases</td>
<td>76</td>
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<tr>
<td>Project Phases Obligated to Date</td>
<td>1</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>2</td>
</tr>
</tbody>
</table>

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: Obligation amounts as of 11/1/2021
### SUMMARY OF TIP FY 2022 PROJECT FUNDING – TA SET ASIDE

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed&lt;sup&gt;1&lt;/sup&gt;</td>
<td>$17,356,430</td>
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<tr>
<td>Federal Funding Obligated (2022)&lt;sup&gt;2, 3&lt;/sup&gt;</td>
<td>$0</td>
</tr>
<tr>
<td>FY 2022 Project Phases</td>
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<tr>
<td>Project Phases Obligated to Date</td>
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</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
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</tbody>
</table>

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: Obligation amounts as of 11/1/2021
NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Provide ongoing updates on FY 2022 projects
- Continue monitoring for any lapse of funding (None expected at this time)
QUESTIONS?

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Status Report on Local Government Energy Reporting

Lori Clark
Regional Transportation Council
November 11, 2021
Local Government Energy Reporting

Section 388.005 Texas Health and Safety Code:

Purpose: Aid efforts to attain federal air quality standards by reducing demand for electricity generation.

Requirements: Establish a goal of reducing electric consumption by at least 5% each year for 7 years beginning September 1, 2019, and submit an annual report to the State Energy Conservation Office (SECO) regarding the progress and efforts to meet the reduction goal.

Who Reports: Political subdivisions, institutes of higher education, or state agencies in 41 “affected counties” in Texas.* Political subdivisions include cities, counties, water districts, and other local government entities.

Reporting Statistics

Number of Reports Submitted from North Texas *

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Reporters</th>
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</thead>
<tbody>
<tr>
<td>2012</td>
<td>35</td>
</tr>
<tr>
<td>2013</td>
<td>59</td>
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<tr>
<td>2014</td>
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<td>2018</td>
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<tr>
<td>2019</td>
<td>88</td>
</tr>
<tr>
<td>2020</td>
<td>96</td>
</tr>
</tbody>
</table>

NCTCOG Began Outreach and Technical Assistance in 2019


Attainment of 5% Electricity Reduction Goal Among North Texas Reporters in 2020

- Met Goal
- Did Not Meet Goal

Cities and Counties Who Reported 2020 Data*

76 Reporting Cities
2 Reporting Counties

*Institutes of Higher Education, Special Districts, Appraisal Districts, and State Agencies who reported are not shown on this map
Requested Next Steps

Ensure Staff are Aware of Requirement

Begin Gathering & Compiling Data

Leverage NCTCOG Resources as Needed

Reporting Toolkit
www.conservenorthtexas.org/item/local-government-energy-reporting-toolkit

Resources to Reduce Electricity Consumption
http://conservenorthtexas.org/event-archive

Next Reporting Deadline:
February 1, 2022
(For Calendar Year 2021 Data)
Contact Us

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SECO Local Government Energy Reporting Webpage
www.comptroller.texas.gov/programs/seco/reporting/local-gov.php
NCTCOG Regional Energy Management Activities: Fiscal Year 2021-2022

- Regional Survey
- Training & Education
- Enhance Local Government Energy Reporting
- Advance Local Government Energy Management Actions
- Utility Engagement and Data Collection
- Energy Code Adoption
- Website Resources