ENSURING EQUITY: DALLAS OPPORTUNITY ZONE 1 FUNDING PARTNERSHIP AND FEDERAL TRANSIT ADMINISTRATION (FTA) AREAS OF PERSISTENT POVERTY GRANT

REGIONAL TRANSPORTATION COUNCIL

August 12, 2021
PROPOSED PARTNERSHIP WITH CITY OF DALLAS – OPPORTUNITY ZONE 1

• The City of Dallas has requested funding for improvements in several neighborhoods in Dallas Opportunity Zone 1.

• The April 2019 Assessment Policy Regional Transportation Council (RTC) approval included a provision that additional funding be considered for improvements in this opportunity zone.

• Staff proposes that the RTC fund several projects with Regional Toll Revenue (RTR) and federal Surface Transportation Block Grant (STBG) funds.

• This partnership would continue the RTC’s investments in projects that would promote community revitalization in Environmental Justice areas, address deficient pavement condition, and improve walkability, including to and from public transit and other critical destinations.
DALLAS OPPORTUNITY ZONE-PROJECT RECOMMENDATIONS

- Lancaster Road from Keist Boulevard to Ledbetter Drive
  - Scope: Construct pedestrian connections, such as crosswalks and ADA ramp improvements, and pedestrian lighting
  - Proposed funding: $2,000,000 STBG (to be matched with City of Dallas MTP Policy Bundle Transportation Development Credits (TDC))
  - Other committed funding: $300,000 Dallas County MCIP funds
  - Selection Rationale: Improve pedestrian connections to and from public transit and other major destinations (e.g., DART Stations, Veterans Administration hospital)
DALLAS OPPORTUNITY ZONE-
PROJECT RECOMMENDATIONS

• Eads/Hutchins Avenue from Eads/Colorado to Hutchins/
  8th Street
  • Scope: Reconstruct 2 lane to 2 lane roadway including
    sidewalks, drainage improvements, and streetlights
  • Proposed funding: $7,000,000 ($5,600,000 RTR to be
    matched with $1,400,000 local cash)
  • Selection Rationale: Improve walkability, address deficient
    pavement condition, and promote revitalization in an
    Environmental Justice community
DALLAS OPPORTUNITY ZONE-PROJECT RECOMMENDATIONS

• 10th Street from IH 35E to Clarendon Drive
  • Scope: Reconstruct 2 lane to 2 lane roadway with drainage improvements
  • Proposed funding: $3,000,000 ($2,400,000 RTR with $600,000 cash match)
  • Existing committed funding: $510,000 City of Dallas Bond Program funds
  • Selection Rationale: Address deficient pavement, Environmental Justice

• South Boulevard-Park Row Historic District Planning Study
  • Scope: Develop a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard-Park Row Historic District
  • Proposed Funding: $500,000 STBG (to be matched with City of Dallas MTP Policy Bundle TDCs)
  • Selection Rationale: Environmental Justice
$16.26 Million Available Nationwide in FY 2021:
  - Anticipated Maximum Award Amount of $850,000
  - Federal Share 90% / Local Share 10%

Program Objectives:
  - Support transportation planning to improve transit service in areas experiencing long-term economic distress
  - Improve transit access for environmental justice populations, provide equity-focused community outreach in underserved communities, and remove barriers to opportunity
  - Increase access to jobs and healthcare through enhanced transit options and improved facilities

Project must be located in an Area of Persistent Poverty
  - County population $\geq 20\%$ living in poverty for over a 30-year period OR
  - Census tract with a poverty rate of at least 20$\%$ measured by 2014-2018 5-year ACS data

Eligible Activities:
  - Planning study, engineering study, technical study, or financial plan
  - Capital, maintenance, or operating costs are ineligible
• Planning to Address Transit Needs in Fort Worth's 76104 Zip Code

• **76104** - Lowest life expectancy in the state as identified by UT Southwestern

• Planning study will address transit accessibility to food, jobs, health care, affordable housing and other needs

• Coordinate with community stakeholders pursuing solutions in the area

• Support Access North Texas Goals:
  • Expand projects that have a no-wrong-door approach to accessing transit

• Federal funding amount not to exceed $650,000 (to be matched with Regional TDCs)
AREAS OF PERSISTENT POVERTY PROGRAM:
PROPOSED SUBMITTAL TIMELINE

July 1, 2021  AoPP Grant Notice of FY 2021 Announcement
August 12, 2021  RTC Action
August 26, 2021  Executive Board Authorization
August 27, 2021  STTC Endorsement
August 30, 2021  FTA Application Submittal Deadline
ACTION REQUESTED

• RTC approval of:
  • The partnership with the City of Dallas for Opportunity Zone 1 as outlined in this presentation
  • Proposed FTA Area of Persistent Poverty Program grant application, including the use of Regional TDCs as the match
  • Bring back to the RTC Phase 2 recommendations in Fort Worth in the zip code 76104
  • Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed
QUESTIONS?

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2021 NCTCOG INCIDENT MANAGEMENT
FREEWAY BLOCKING EQUIPMENT
CALL FOR PROJECTS

Regional Transportation Council

Sonya Landrum
Program Manager
August 12, 2021
2020 NCTCOG Incident Management Equipment Purchase Call for Projects Background

2020 Incident Management (IM) Equipment Purchase Call for Projects Totaling $1,242,942, Approved by Regional Transportation Council (RTC) on July 9, 2020

Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Additional Regional Toll Revenue (RTR) Funding in the Amount of $132,000 Allocated to Implement the IM Blocking Equipment Pilot Project
• City of Grand Prairie, City of Mesquite, and Town of Flower Mound Awarded Funds for Blocking Equipment Pilot Project
2021 NCTCOG Incident Management Freeway Blocking Equipment Call for Projects

$1M Available Based on Local Government Interest Resulting from the 2020 IM Blocking Equipment Pilot Project Initiative

Purpose: Assist Partner Agencies in Purchasing Scene Management Blocking Equipment to Provide Protection to Incident Responders Responding to Traffic Crashes

Supports: Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Emphasizes: Importance of Implementing Incident Management Strategies and Training

Improves Regional Roadway Safety for Responders
Eligible Recipients and Activities

Eligible Recipients
• Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management

Eligible Activities
• Purchase of Scene Management Blocking Equipment to Provide Protection to Incident Responders that are Responding to Traffic Crashes, While Reducing the Need for Additional Fire-Truck Lighting
  ➢ Examples include: crash attenuators, crash barriers, crash cushions, brooms/sweepers, etc.

Ineligible Activities
• Personnel and Staffing Charges
• Fire Trucks/Engines
Blocking Equipment Recommendations

Eligible Blocking Equipment Recommendations

• Blocking Equipment Should Minimize the Need for a Fire Apparatus on Scene *Solely* for the Purpose of Blocking

Eligible Blocking Equipment Recommendation Benefits

• Removes the Possibility of a Fire Apparatus Being Struck
• Minimizes Additional Lighting On-Scene
  ➢ Lighting Can be Distracting to Motorists
  ➢ Lighting Can Attract Intoxicated Motorists ‘To’ a Scene vs. ‘Away From’
• Blocking Equipment Placed on ‘Non-Fire Truck’ Vehicles Will be Scored Higher Than Equipment Placed on Fire Trucks When Ranking Projects
## Scoring Criteria

<table>
<thead>
<tr>
<th>Scoring Component</th>
<th>Available Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIM Training Attendance - NCTCOG or In-house (Since August 2013)</td>
<td>20</td>
</tr>
<tr>
<td>Crash Data in Jurisdiction (2016 - 2020)</td>
<td>10</td>
</tr>
<tr>
<td>Adoption of Incident Management Resolution</td>
<td>10</td>
</tr>
<tr>
<td>Incident Management Goals/Targets in Place</td>
<td>5</td>
</tr>
<tr>
<td>Adoption/Implementation of Regional Performance Measure Standard Definitions</td>
<td>5</td>
</tr>
<tr>
<td>Explanation of How Equipment will be Used to Mitigate Crashes</td>
<td>50</td>
</tr>
<tr>
<td><strong>Total Score</strong></td>
<td><strong>100</strong></td>
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## Proposed Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 23, 2021</td>
<td>RSAC (Info) – IM Freeway Blocking Equipment CFP Notice</td>
</tr>
<tr>
<td>August 12, 2021</td>
<td>RTC (Action) – Request RTR Funds to Conduct CFP</td>
</tr>
<tr>
<td>August 27, 2021</td>
<td>STTC (Action) – Request Endorsement of RTC Action</td>
</tr>
<tr>
<td>August 30, 2021</td>
<td>Open Call for Projects (60 days)</td>
</tr>
<tr>
<td>September 13, 2021</td>
<td>IM Blocking Equipment CFP Forum</td>
</tr>
<tr>
<td>October 28, 2021</td>
<td>Close Call for Projects</td>
</tr>
<tr>
<td>Oct. 29 – Nov. 12, 2021</td>
<td>Evaluate Submitted Proposals</td>
</tr>
<tr>
<td>December 3, 2021</td>
<td>STTC (Action) – Approval of Selected Projects</td>
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<tr>
<td>Dec. 13 - Jan. 11, 2022</td>
<td>Public Comment Period</td>
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<tr>
<td>January 13, 2022</td>
<td>RTC (Action) – Approval of Selected Projects</td>
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<tr>
<td>January 28, 2022</td>
<td>TIP Mods Due</td>
</tr>
<tr>
<td>Early – Mid June 2022</td>
<td>FHWA Approval</td>
</tr>
<tr>
<td>August 2022</td>
<td>TTC Approval</td>
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<tr>
<td>Fall 2022</td>
<td>Agencies Execute Agreements with TxDOT</td>
</tr>
<tr>
<td>Fall 2022</td>
<td>TxDOT Sends RTR Funding to City/Implementing Agency</td>
</tr>
<tr>
<td>Winter 2022</td>
<td>Cities Purchase Blocking Equipment</td>
</tr>
</tbody>
</table>
Requested Action

Approve Allocation of $1 Million in Regional Toll Revenue Funding to Implement the Incident Management Freeway Blocking Equipment Call for Projects

Direct Staff to Administratively Amend the TIP, the Statewide TIP and Other Administrative/Planning Documents as Needed
Contact Information

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Supplemental Environmental Project Funding
Recommendation for
Comprehensive Air Quality Planning

Regional Transportation Council Meeting
August 12, 2021

Lori Clark
Program Manager
DFW Clean Cities Coordinator
The North Central Texas Clean School Bus Program (NCTCSB) has been approved by the TCEQ as a Third-Party SEP Initiative. Contributions received from TCEQ-assessed penalties for air quality violations since 2011, total of $390,500 received.

Eligible Recipients:
School districts operating in the 10-county Dallas-Fort Worth ozone nonattainment area.

Eligible Activities:
Replacement of 2002 or older diesel school buses:
  - In use on a weekly basis
  - Owned by school district for the last two years
  - Cannot be already scheduled and budgeted for replacement
  - Must be scrapped

Eligible Funding Level: Up to 100%
Solicitation Process

$274,500 Currently Available

Leveraged Registration Data to Identify School Districts Expected to have Buses Eligible for Replacement
  • Few Diesel Buses Older than 2002 In Use
  • 12 School Districts Identified

Sent Letter Seeking Project Requests to 12 Prospective Recipient ISDs
  • Offered At Least 80% Funding

Recommendations for New Projects:
  • Replace the Oldest, most Polluting Buses
  • Use New Buses on Routes in Disadvantaged Areas of the District
  • Purchase Alternative Fuel Buses (Propane, CNG, or Electric) if Possible to Maximize Emissions Reductions
Pending Completion of Risk Assessment and Adoption of Clean Fleet Policy, Recommended Projects Are:

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Number of Eligible School Buses</th>
<th>Old School Bus Model Year</th>
<th>Fuel Type of New Buses</th>
<th>Percent Reduction in Engine NO\textsubscript{x} Emission Rate</th>
<th>Recommended Funding Level For New Buses</th>
<th>Recommended Maximum Funding Award</th>
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</thead>
<tbody>
<tr>
<td>Kemp ISD</td>
<td>1</td>
<td>1997</td>
<td>Diesel</td>
<td>92%</td>
<td>80%</td>
<td>Up to $89,600</td>
</tr>
<tr>
<td>Cedar Hill ISD</td>
<td>2</td>
<td>2001; 2002</td>
<td>Propane</td>
<td>95%</td>
<td>90%</td>
<td>Up to $216,000</td>
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<tr>
<td><strong>Total of Recommended Awards</strong>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Up to $305,600</strong></td>
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<tr>
<td><strong>Amount Currently Available</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$274,500</strong></td>
</tr>
</tbody>
</table>

*If NCTCOG Receives Additional SEP Contributions, Recommend Applying Additional Funds to Awards herein to Cover Small Shortfall in Currently Available Funding*

New SEP Agreement with TCEQ will be Negotiated with Updated Requirements to Enable Ongoing Ability to Accept Contributions and Fund School Bus Emissions Reduction Projects
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
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</thead>
<tbody>
<tr>
<td>RTC Approval of Recommended Funding</td>
<td>August 12, 2021</td>
</tr>
<tr>
<td>STTC Endorsement of RTC Approval</td>
<td>August 27, 2021</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>August 26, 2021</td>
</tr>
<tr>
<td>Project Implementation</td>
<td>2021-2022</td>
</tr>
</tbody>
</table>
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 Policies:
AQ3-003: Support and implement educational, operational, technologies, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders.

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
RTC Approval of Funding Recommendations:

Up to $89,600 to Kemp ISD to Replace 1 School Bus

Up to $216,000 to Cedar Hill ISD to Replace 2 School Buses

Application of Additional SEP Contributions to these Awards to Cover Small Shortfall in Currently Available Funds
For More Information

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ATCMTD Grant Application: Regional Support

Thomas J. Bamonte | Regional Transportation Council | 8.12.2021
Overview

ATCMTD Program

• ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment

• USDOT program
• Transportation technology focus
• $60M available
• Highly competitive

Proposed Project

• Applicant: Fort Worth
• North Tarrant Express
• Technology support for all motorists
• Benefits: Safety, operations, automated vehicles
• DFW technology leadership
• $14M budget; $2M from NCTCOG
Project limits include entirety of NTE and NTE35W corridors (TEXpress lanes, general purpose and frontage roads) including:

- I-820 and SH 121/183
- I35W from north of I-30 to US 81/287 and Eagle Parkway
Technology

2022-2026
Physical and Digital
services for increased
safety and efficiency

Connected Safety
MSG System

CAV data inputs
Sistemas de seguimiento de vehículos

5G + C-V2X Connectivity

Enhanced Hwy infra
Striping/
DMS/RWIS

Digital Twin
Virtual testing platform

Automated Incident Detection-sensors
Hazard-obstacles-wrong way drivers etc

Variable Speed Limit algorithms
Recommended

Ped-bike safety modules
AI based detection and comms.

Smart intersection management
G/R Cycles.

Connected Safety

5G + C-V2X Connectivity

Enhanced Hwy infra
Striping/
DMS/RWIS

Digital Twin
Virtual testing platform

Automated Incident Detection-sensors
Hazard-obstacles-wrong way drivers etc

Variable Speed Limit algorithms
Recommended

Ped-bike safety modules
AI based detection and comms.

Smart intersection management
G/R Cycles.
AIVIA Recommendations will deliver significantly enhanced performance for ALL road-users

**Enhanced Striping**
Optimal performance for human drivers and CAV sensors in all weather conditions:
- **At night**
- **In the rain**
- **Glare** at exits from tunnels/overpasses
- Entry/Exit ramp “forks”

Particularly important on concrete surfaces

**Expanded Digital Signage**
- **Dynamic Message** for real-time information and advisories
  - New DMS locations
- **Dynamic Raised Pavement Markings** at decision points

**Barrier & Attenuator Impact Sensors**
AI enabled cloud solution with remote mesh gateways and impact sensors

**Benefits**
1. **Protection** – incident detection
2. **Efficiency** – optimized maintenance
3. **Enforcement** – identify “hit & run”

**Trial Locations**
- Attenuators
- Guardrails & end treatments
- Cable Barriers
- Critical signs & lane separators
Requested RTC Action

Regional Transportation Council approval for:

1. Providing up to $2 million of Regional Toll Revenue (RTR) funds in support of the project if USDOT accepts the ATCMTD application from the City of Fort Worth; and

2. Authorize staff to take all necessary and appropriate steps to advance such funding and provide technical support to Fort Worth and the other project partners to help ensure successful delivery of the project for the region.
Contact

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Senior Program Manager

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Update: Regional Automated Transportation System (ATS) Guidelines Development

Brendon Wheeler, Principal Transportation Planner
Long-Range Transportation Planning Program

Regional Transportation Council
August 12, 2021
Regional People Mover Initiative

Source Initiative for the Guidelines Development Project

Purpose:

To deploy \textit{ATS (automated transportation system)} technologies

To provide first mile/last mile solutions for \textit{passengers} and \textit{goods}

To provide circulation within dense mixed-use activity centers

To develop \textit{homogenous} regional infrastructure and vehicle technology
Background

Mobility 2045: Analysis & Compilation of Potential Locations
  Movement of People
  Movement of Goods

Dallas Midtown ATS Conceptual Engineering Study (2018)
  Technology Scan Whitepaper

Dallas Midtown ATS & Shared Parking Feasibility Study (2019)
  Ridership projections
  Operational characteristics (at-grade vs. elevated)
  Shared parking effects
ATS Guidelines Development – Purpose & Scope

Three key elements:

1. To evaluate and short-list **ATS Vehicle Technologies**
   People and Goods

2. To develop standardized designs and guidelines for **Modular Infrastructure**
   Elevated guideway

3. To evaluate wireless vehicle **Charging Technologies**:
   Incorporation within guideway pavement
   Compatibility with ATS vehicle technology

Consultant Selected: Lea + Elliott
Project Budget: $850,000
Project Timeline: 12-18 months
Update & Next Steps

June 2021
  Project Update to STTC
  Information Item

August 2021
  Project Update to RTC
  Information Item

March-April 2022
  Mid-Project Update to STTC & RTC
  Information Item
NCTCOG Project Team

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STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

Regional Transportation Council
August 12, 2021

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

*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of August 2, 2021
NUMBER OF APPLICANTS BY REGION

Data reflects information posted at www.texasvwfund.org as of August 2, 2021

Local Freight and Refuse Vehicle Applicants

- San Antonio
- Houston/Galveston/Brazoria
- El Paso
- Dallas/Fort Worth
- Bell County
- Beaumont/Port Arthur
- Austin

NCTCOG Region Demonstrates Greatest Number of Applicants

- Local Freight Public Applicants
- Local Freight Private Applicants
- Refuse Public Applicants
- Refuse Private Applicants

Data reflects information posted at www.texasvwfund.org as of August 2, 2021
PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round

- San Antonio
- Houston/Galveston/Brazoria
- El Paso
- Dallas/Fort Worth
- Bell County
- Beaumont/Port Arthur
- Austin

Data reflects information posted at www.texasvwfund.org as of August 2, 2021.
### UNREQUESTED FUNDS BY FUNDING ROUND

<table>
<thead>
<tr>
<th>Priority Area</th>
<th>Bus</th>
<th>Refuse</th>
<th>Local Freight</th>
<th>Total</th>
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<tbody>
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<td>Austin</td>
<td>$0</td>
<td>$178,530</td>
<td>$1,696,215</td>
<td>$1,874,745</td>
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<tr>
<td>Beaumont/Port Author</td>
<td>$0</td>
<td>$1,569,362</td>
<td>$1,082,198</td>
<td>$2,651,560</td>
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<tr>
<td>Bell County</td>
<td>$0</td>
<td>$520,766</td>
<td>$0</td>
<td>$520,766</td>
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<tr>
<td>Dallas/Fort Worth</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>El Paso</td>
<td>$1,999,948</td>
<td>$2,760,340</td>
<td>$2,806,501</td>
<td>$7,566,789</td>
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<tr>
<td>Houston/Galveston/Brazoria</td>
<td>$0</td>
<td>$5,266,067</td>
<td>$2,259,748</td>
<td>$7,525,815</td>
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<tr>
<td>San Antonio</td>
<td>$0</td>
<td>$11,898,849</td>
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<td>$19,551,515</td>
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<td><strong>Total</strong></td>
<td>$1,999,948</td>
<td>$22,193,914</td>
<td>$15,497,328</td>
<td>$39,691,190</td>
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</table>

Dallas-Fort Worth area applicants requested ~$9 Million more than the amount allocated to DFW by the TxEEMP. The original “fair share allocation” recommended by the RTC and NCTCOG was over $60 Million, or nearly double that provided by the TxEEMP.
Incorporate 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
  Key Gaps Remain to Connect DFW to Neighboring Metro Areas

Prioritize Projects in Urbanized areas with the Greatest Shortfall in Existing Infrastructure Availability
  Two Scenarios Evaluated, with DFW Ranking 2nd or 3rd in Greatest Shortfall

Modify How “Leftover” Dollars are Distributed Relative to Previous Funding Rounds:
  Revisit Allocation Among Priority Areas to More Closely Follow Observed Demand
  Seeking “Fair Share” Allocation to DFW

Maximize Emissions Reductions by Ensuring Future Funding is Offered for ZEV Projects Only
  TxVEMP Offers Flexibility Not Available in Texas Emissions Reduction Plan, Allowing Opportunity to Advance Cleanest Available Technologies

Copy of Correspondence and Accompanying Analyses Provided as Electronic Item 10.2
GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Priority Areas

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

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

*Existing Station Data from Department of Energy Alternative Fuel Station Locator, January 2021
Total Statewide Allocation = $10,465,958

DFW Area Has Requested 27% of All Funds to Date

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

1701 Sites Requested Statewide

Distribution by Site Type

- Multi-Unit Dwelling: 9%
- Public Place: 87%
- Work Place: 4%

Data reflects information received from TCEQ as of August 2, 2021
LOCAL GOVERNMENTS CALL TO ACTION

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

Consider Applying for Stations on Public Sector Property
Level 2 Stations Best-Suited For Sites Where People Stay Several Hours (e.g. parks, libraries, community centers, stadiums)

Contact Staff for Eligibility Details and Application Assistance

Seek Advice from Peers who Already Applied!
Cities of Arlington, Dallas, Farmers Branch, and Terrell
FOR MORE INFORMATION

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Chris Klaus
Senior Program Manager
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cklaus@nctcog.org

See www.nctcog.org/aqfunding, Click on “Volkswagen Settlement” Under “Hot Topics”
To engage interested local governments in peer-exchange opportunities to support sustainability and environmental initiatives.

- Align regional partner initiatives
- Leverage regional resources and share best practices
- Provide networking and capacity building opportunities
- Identify funding opportunities for projects
- Provide mentorship
- Collaborate as a group on regional sustainability projects and initiatives
RISE Coalition is guided by a Work Program that is adopted annually.

Key topics for FY2021 and beyond, include, but are not limited to:

- Regional Emissions Assessment
- Emissions Impact Analysis and Mitigation/Adaptation Strategy Development
- Urban Heat Island Reduction Strategy Analysis
- Food Diversion and Waste Reduction Programs

Current RISE Voting Members
- Carrollton
- Cedar Hill
- Dallas
- Denton
- Farmers Branch
- Fort Worth
- Lewisville
- Plano
- Tarrant Regional Water District
RISE Coalition Membership

All local government members in North Central Texas are invited to join the RISE Coalition.

Quarterly in-person meetings are posted on the NCTCOG Events Calendar and on the RISE Coalition website at https://www.nctcog.org/envir/committees/regional-integration-of-sustainability-efforts-ris

The RISE Coalition is a cost-share program. Contributions from member governments support the activities of the Coalition.

Please visit the RISE Membership page to learn more about FY2022 membership.

https://www.nctcog.org/envir/development-excellence/rise-coalition/rise-membership
Get Involved

Next RISE Meeting
October 15, 2021
RSVP Requested
https://www.nctcog.org/envir/committees/regional-integration-of-sustainability-efforts-ris

NCTCOG’s Free E-Mail Lists and Committee Updates
https://www.nctcog.org/stay-informed?ext=
https://www.nctcog.org/envir/mail

RISE Website:
https://www.nctcog.org/envir/development-excellence/rise-coalition
NCTCOG Greenhouse Gas Emissions Inventory Program

City Cohort

Licenses will be available for member cities to utilize ICLEI software (ClearPath) to produce their own Greenhouse Gas (GHG) emissions inventory using the U.S. Community Protocol for Accounting and Reporting of GHG emissions.

Greenhouse Gas Emissions Inventory Program Website:


Participating Cities:

Carrollton  Denton  Fort Worth  Grand Prairie  Mesquite  Plano
Cedar Hill  Farmers Branch  Frisco  Grapevine  Lewisville  Dallas (support city)
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Transportation
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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 has started a more robust project tracking effort in order to highlight and prevent these delays.

- At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with 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)

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>AUGUST 2021</th>
</tr>
</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>
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<td>+$41.9</td>
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<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 Programmed¹</td>
<td>$121.2</td>
<td>$110.4</td>
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<tr>
<td>Federal Funding Obligated (2021)²</td>
<td>$0</td>
<td>$74.8</td>
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<tr>
<td>FY 2021 Project Phases³</td>
<td>61</td>
<td>43</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>14</td>
<td>19</td>
</tr>
<tr>
<td>Unobligated Project Phases Past Their Original Estimated Start Date</td>
<td>16</td>
<td>23</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
# SUMMARY OF TIP FY 2021
## PROJECT FUNDING – STBG ($ IN MILLIONS)

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>AUGUST 2021</th>
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<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
<td>$116.2</td>
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<tr>
<td>Estimated Federal Carryover Funds (FY 2020 to FY 2021)</td>
<td>+$142.8</td>
<td>+$141.8</td>
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<tr>
<td>Total Available Federal Funding in FY 2021</td>
<td>$259.0</td>
<td>$258.0</td>
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<tr>
<td>Total Federal Funding Programmed(^1)</td>
<td>$154.3</td>
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<td>Federal Funding Obligated (2021)(^2)</td>
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<td>FY 2021 Project Phases(^3)</td>
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<tr>
<td>Project Phases Obligated to Date</td>
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<td>26</td>
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<tr>
<td>Unobligated Project Phases Past Their Original Estimated Start Date</td>
<td>10</td>
<td>21</td>
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</tbody>
</table>

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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
# SUMMARY OF TIP FY 2021

## PROJECT FUNDING – TA SET ASIDE ($ IN MILLIONS)

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2020</th>
<th>AUGUST 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Allocated in FY 2021</td>
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<tr>
<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>Total Federal Funding Programmed(^1)</td>
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<tr>
<td>Federal Funding Obligated (2021)(^2)</td>
<td>$0</td>
<td>$8.8</td>
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<tr>
<td>FY 2021 Project Phases(^3)</td>
<td>29</td>
<td>25</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>7</td>
<td>15</td>
</tr>
<tr>
<td>Un obligated Project Phases Past Their Original Estimated Start Date</td>
<td>12</td>
<td>10</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

71%
SUMMARY OF PROGRESS

- Only one month remains in FY 2021 and:
  - 68 percent of CMAQ funds have been obligated
  - 93 percent of STBG funds have been obligated
  - 71 percent of TA-Set Aside funds have been obligated

- Given that regular project obligations are not occurring as quickly as needed and 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?

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