

RTC Open Meetings Act Compliance

March 16, 2020 – August 31, 2021

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

September 1, 2021 - Forward

- Suspensions lifted
- Section 551.127(c) allows governing bodies extending into 3+ counties to conduct videoconference meetings¹
- Chair must be physically present and meeting room open to public
- Audio/visual feed for each member needed for quorum

¹ Governing bodies extending into fewer than 3 counties can meet via videoconference if a quorum is physically present.

Dallas-Fort Worth Clean Cities Annual Fleet Recognition

Regional Transportation Council



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments

September 9, 2021



DFW Clean Cities Impacts – Results from 2020 Survey

55 Fleets Reporting

10,165 Alternative Fuel
Vehicles and Equipment

*Impacts Over Calendar
Year 2020

dfwcleancities.org/annualreport

~23.95 Million Gasoline Gallon Equivalent (GGE) Reduced*



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

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



~1 Ton/Day

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

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

Equivalent to Eliminating



Tanker Trucks of Gasoline²

Fleet Challenge

Organization	2020 Fleet Challenge Goal	2020 Fleet Challenge Achievements
City of Bedford*	Increase Overall Fuel Economy by 10%	Increased Fuel Economy by 33% on 42 Vehicles
City of Carrollton*	Increase Number of Alternative Fuel Vehicles by 10%	Increased Number of Alternative Fuel Vehicles by 21%
City of Frisco	Increase Overall Fleet Fuel Economy by 2%	Increased Fuel Economy by 8% on 200 Vehicles
DFW Airport	Increase Renewable Natural Gas Volume to >50% of Natural Gas Usage	Renewable Natural Gas Reached 55% of Natural Gas Usage

*COVID-19 drastically changed vehicle usage, so while these fleets set fuel consumption goals, staff has not included this metric due to the overall reduction in fleet activity throughout 2020, which substantially cut fuel consumption of many fleets.

Shining Stars

Greatest Progress in NO_x Reduction

DART

City of Carrollton

City of Coppell

City of Dallas

Span Transit

Greatest Progress in GGE Reduction

DART

City of Coppell

City of Dallas

City of Grapevine

Greatest Progress Transitioning to Alternative Fuels

City of Carrollton

City of Plano

Denton ISD

Prosper ISD

Bronze Fleet Winners

City of Arlington

City of Benbrook

City of Frisco

City of McKinney

City of Mesquite

Kaufman County

Prosper ISD

Span Transit

Trinity Metro



Silver Fleet Winners

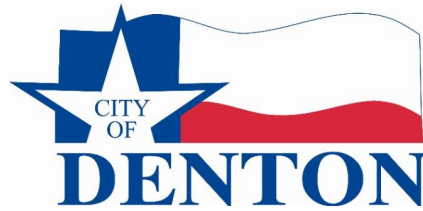


City of Coppell
City of Irving
Denton County
Town of Addison



Gold Fleet Winners

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



City of Dallas



LEWISVILLE
Deep Roots. Broad Wings. Bright Future.



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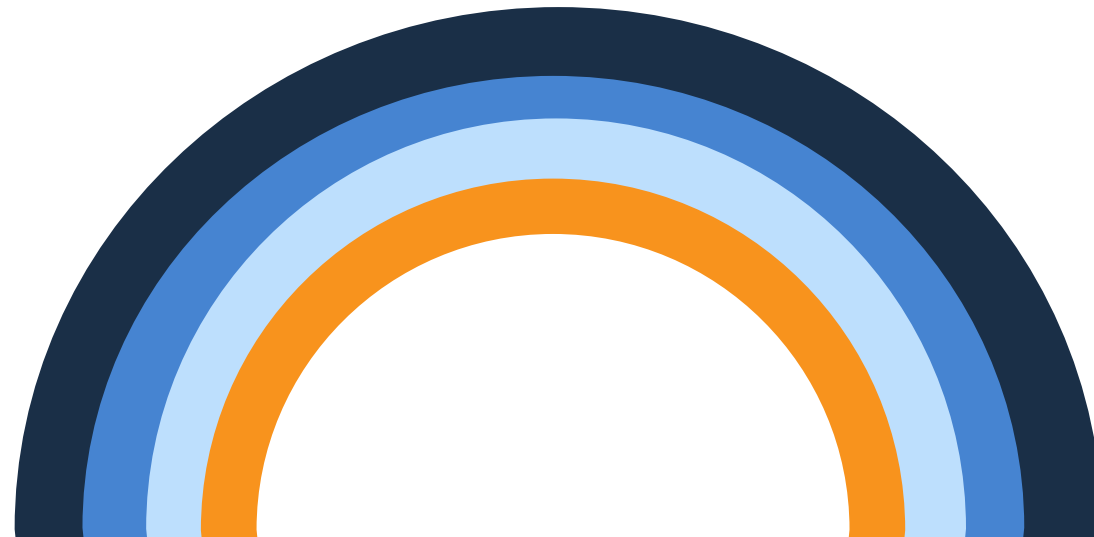
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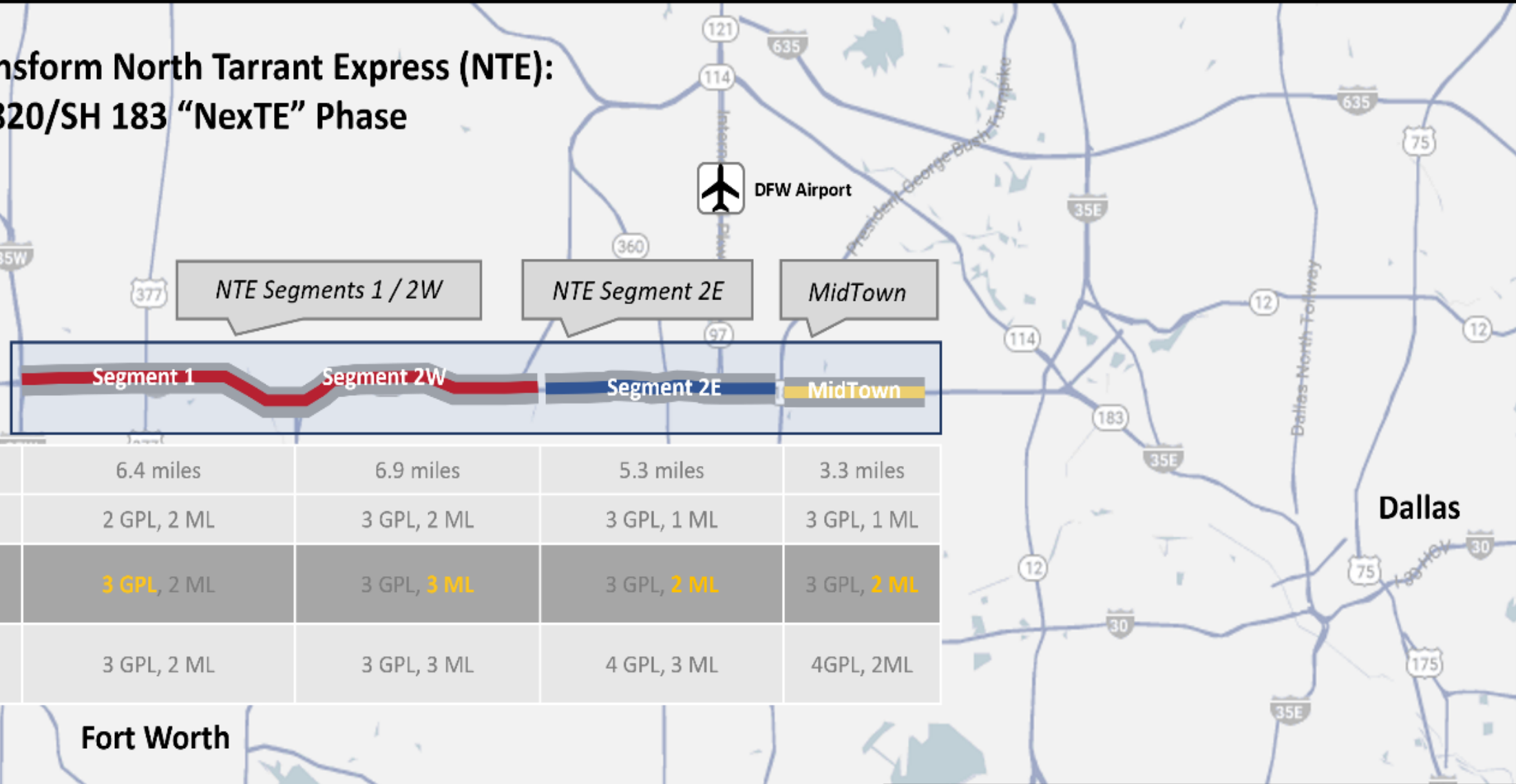


North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

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



Length	6.4 miles	6.9 miles	5.3 miles	3.3 miles
Existing Interim *	2 GPL, 2 ML	3 GPL, 2 ML	3 GPL, 1 ML	3 GPL, 1 ML
New Interim * ("NexTE" Phase)	3 GPL, 2 ML	3 GPL, 3 ML	3 GPL, 2 ML	3 GPL, 2 ML
Final Configuration *	3 GPL, 2 ML	3 GPL, 3 ML	4 GPL, 3 ML	4GPL, 2ML

* Number = Lanes Per Direction
 GPL = General Purpose Lanes; ML = Tolled Managed (TEXpress) Lanes

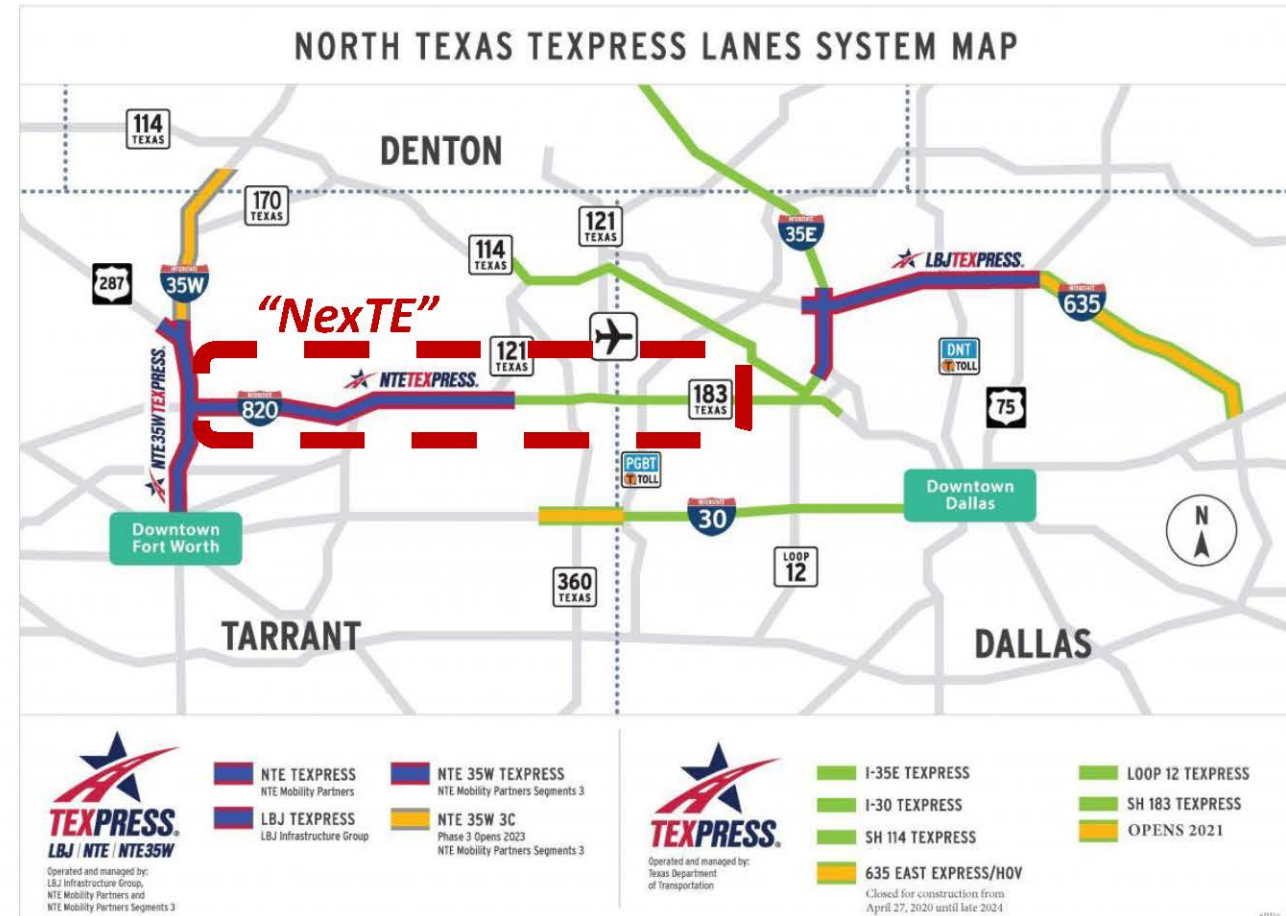
RAISE Grant – NCTCOG Project #1

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

1

Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

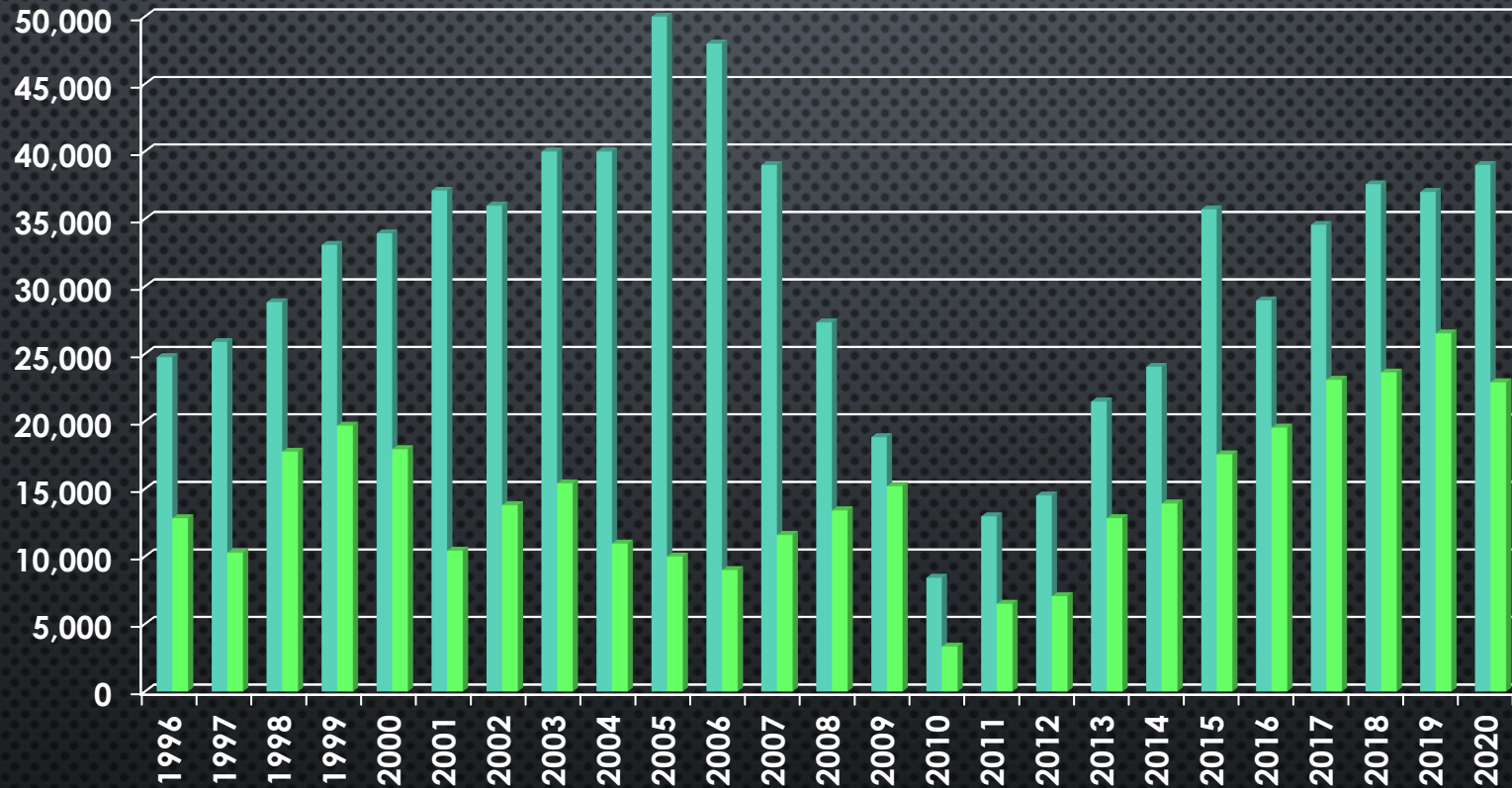
- **IH 35W – SH 121: \$162 million (developer obligation)**
 - IH 820 – Add 1 general purpose (GP) lane in each direction
 - SH 183 – Add 1 TEXpress lane in each direction
- **SH 121 – DFW Airport: \$1 billion (developer obligation)**
 - Build 2+2 TEXpress lanes with direct SH 360, Amon Carter Blvd, & DFW Airport access
- **DFW Airport – MacArthur Blvd: \$360 million (concession) + \$25 million RAISE Grant**
 - Build 2+2 TEXpress lanes with direct SH 161/PGBT access and seamless MidTown Express transition
 - Improved GP lane interchanges, ramp spacing, & lane balancing
 - On-/off-street bicycle/pedestrian facility accommodations
 - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road
 - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs



NCTCOG 2021 POPULATION ESTIMATES

RESEARCH & INFORMATION SERVICES

HOUSING COMPLETIONS 1996-2020



Partial year completions for 2000 and 2010

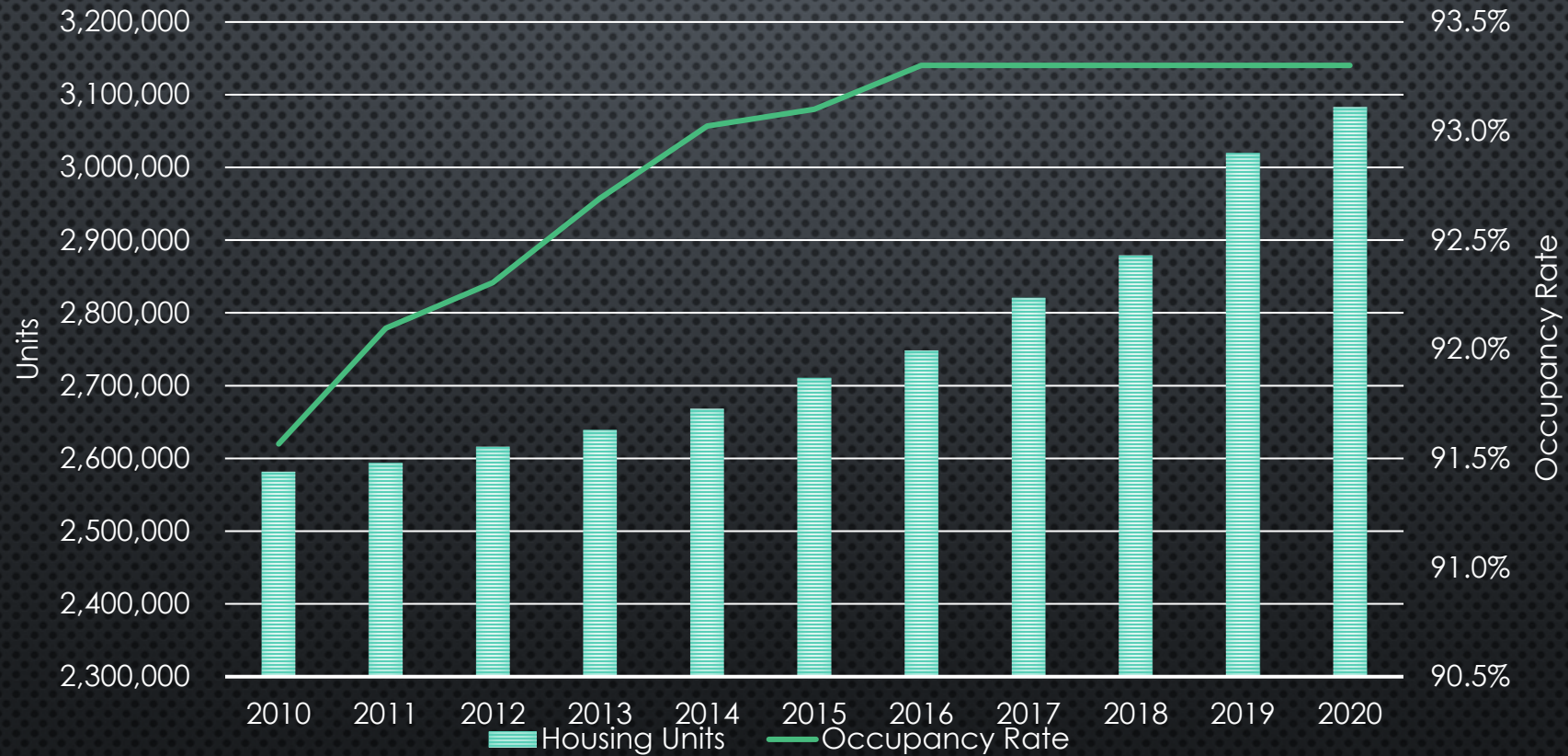
Single Family



Multi-Family



REGIONAL OCCUPANCY RATE CHANGE



REGIONAL POPULATION

January 1, 2021

7,874,950

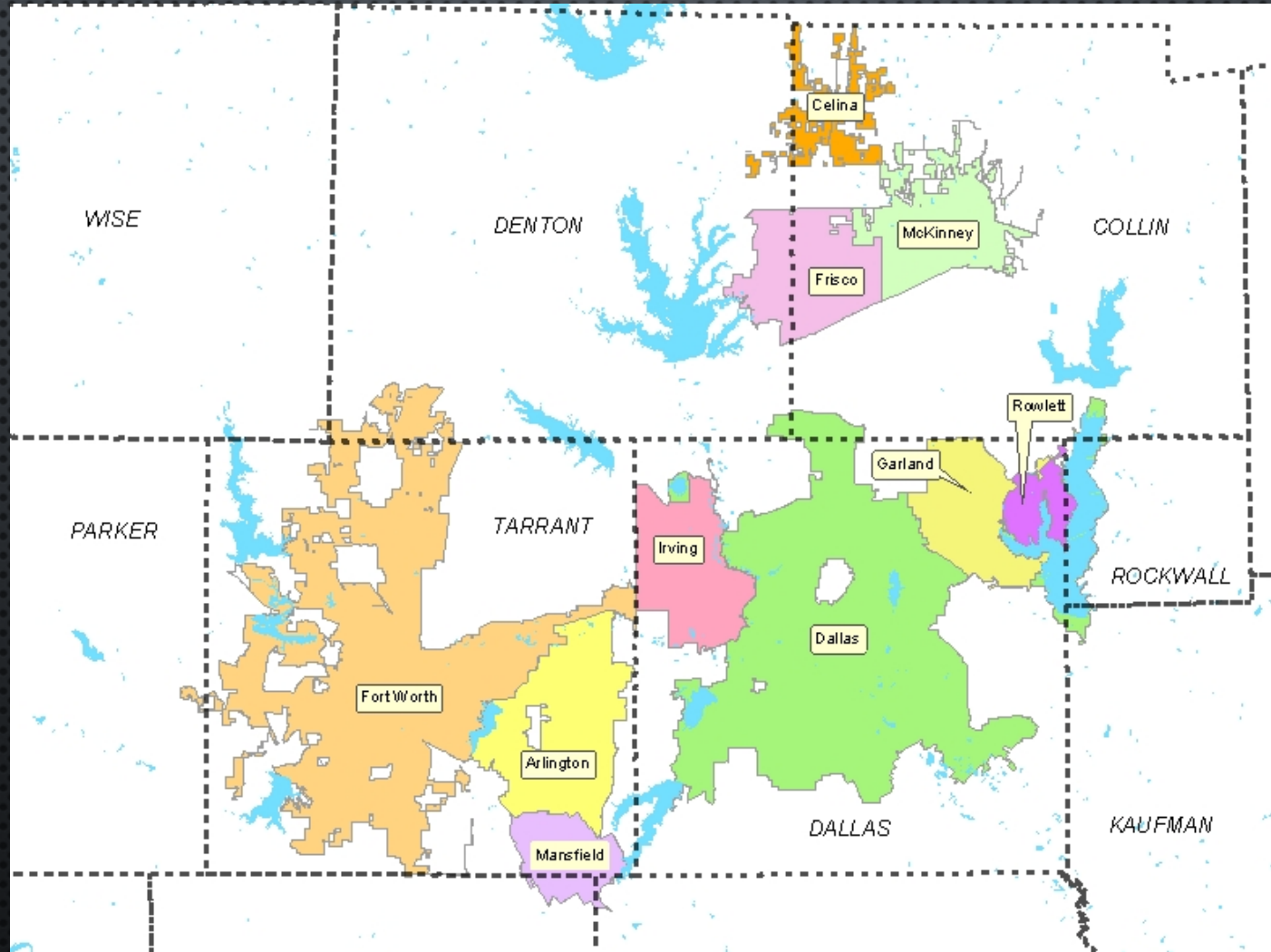
2020 Regional Growth

158,540

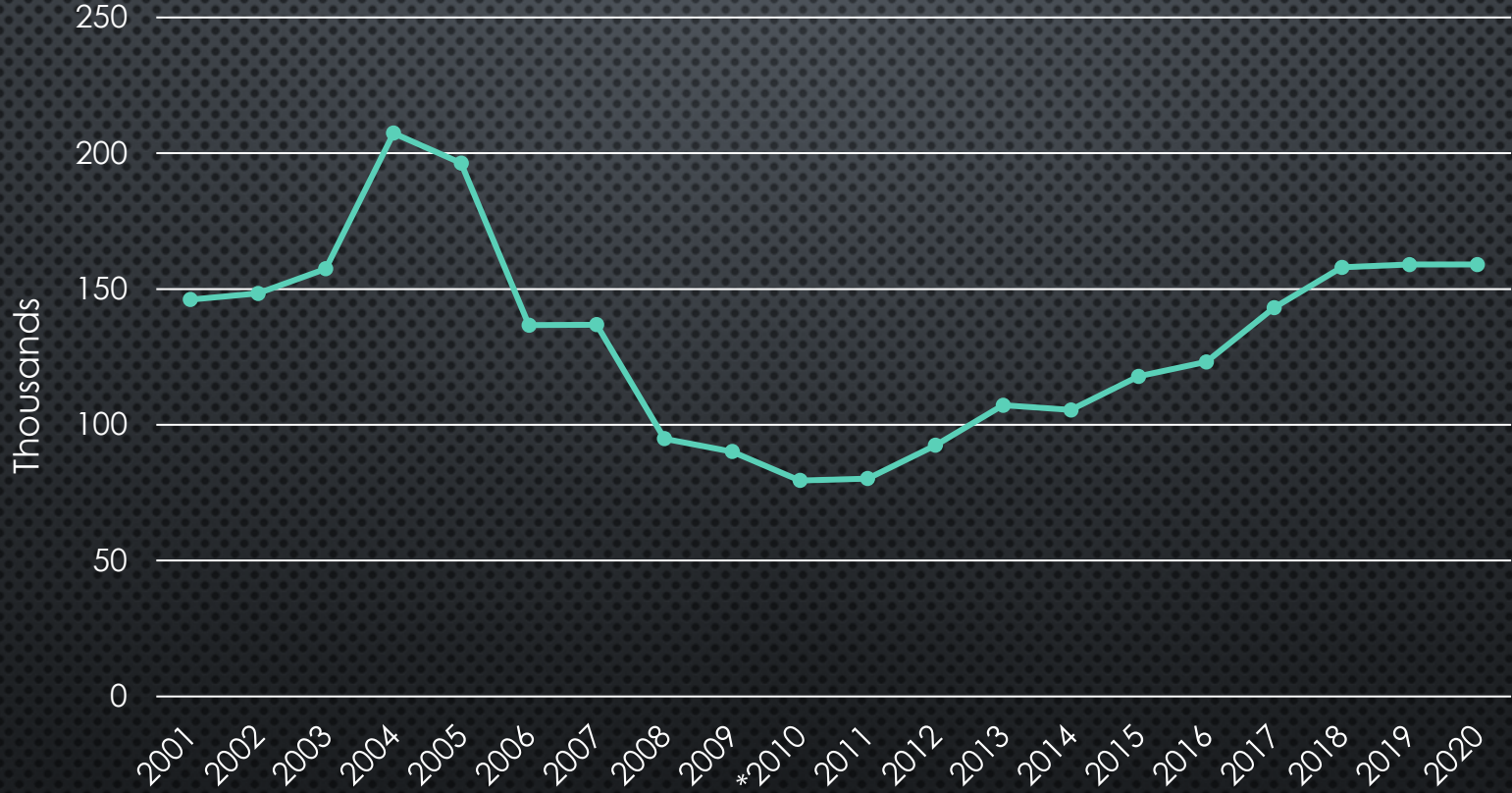
2020-2021 ABSOLUTE CHANGE TOP 10 CITIES

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

TOP 10 CITIES POPULATION GROWTH 2020



REGIONAL POPULATION CHANGE



*Partial Year Growth shown for 2010



2045 DEMOGRAPHIC FORECASTS

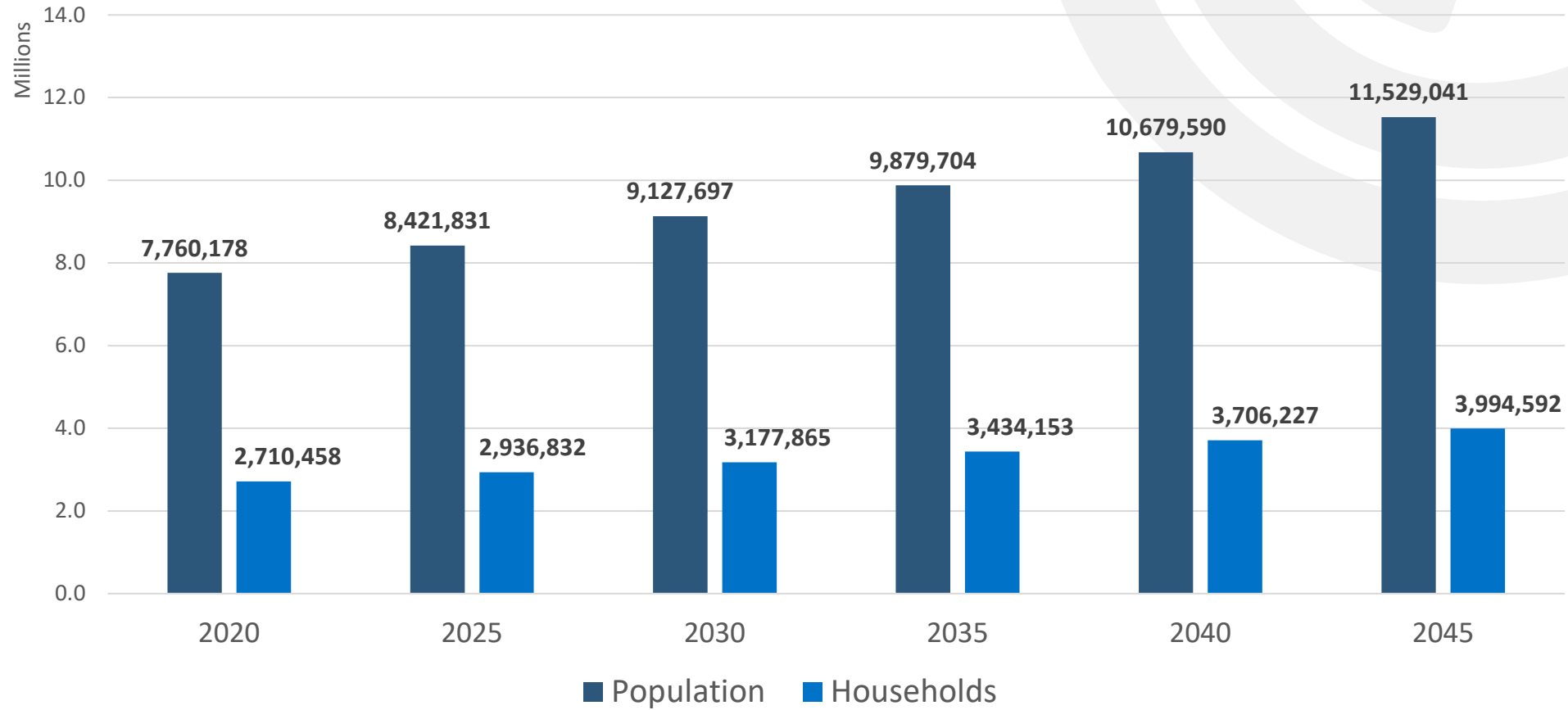


FORECASTS OVERVIEW

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

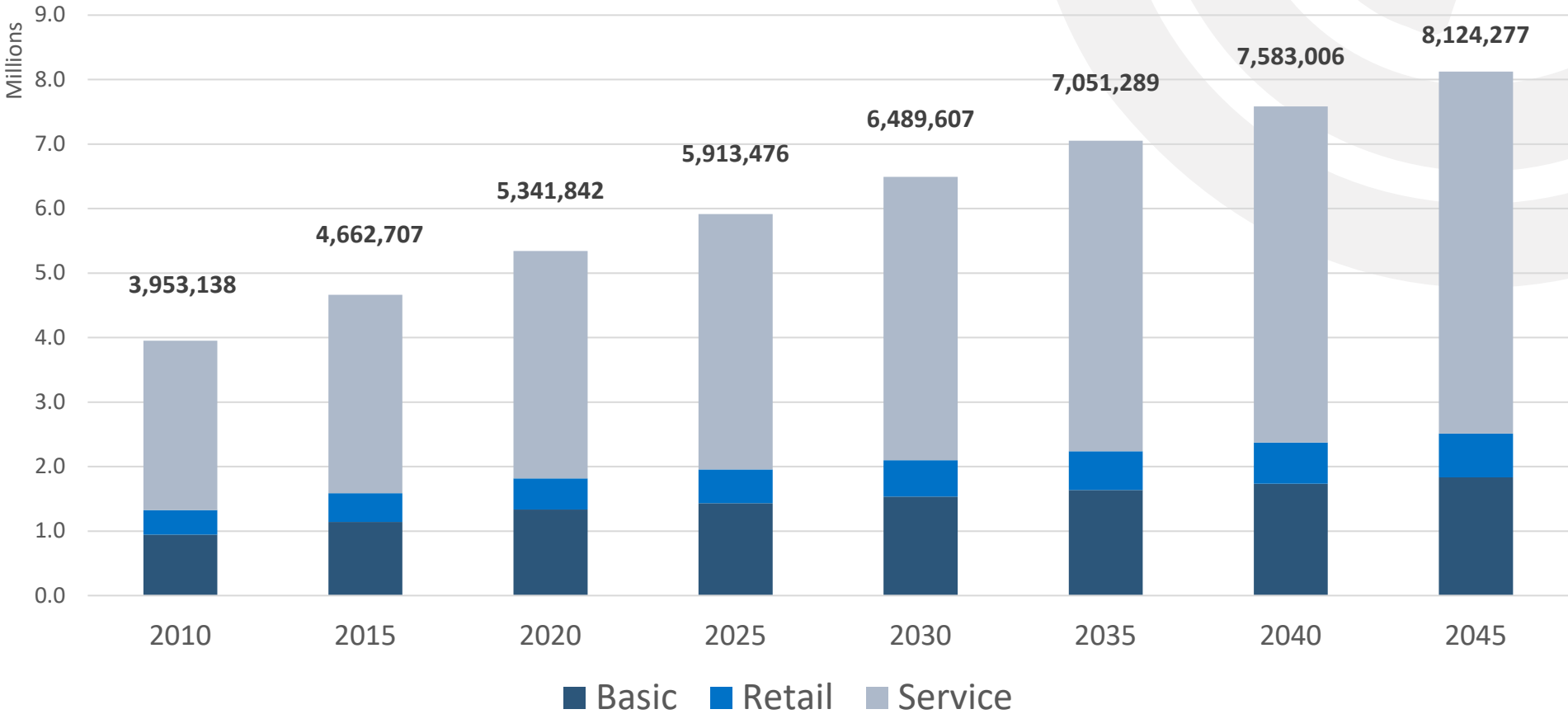


CONTROL TOTALS - POPULATION



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

CONTROL TOTALS - EMPLOYMENT



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

PROJECTED CHANGE 2020 - 2045

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

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



SCHEDULE

July

Draft forecasts for internal review

August/September

Draft forecasts for external review

October

Finalization of forecasts

November

*Presentation of final forecasts to
NCTCOG Executive Board*



FORECAST TEAM

RESEARCH & INFORMATION SERVICES



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Analytic Specialist

Kyle Caskey
Research Data Analyst

Donna Coggeshall
Manager of Research

TRANSPORTATION



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Senior Program Manager

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System Modeler

Dan Kessler
Assistant Director of
Transportation



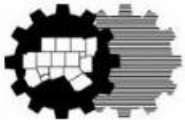


QUESTIONS

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

Regional Transportation Council

September 9, 2021








North Central Texas
Council of Governments
Transportation Department

CURRENT DALLAS-FORT WORTH REGION SCOPE OF PROGRAMMING

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

Recently Completed & Active Major Transportation Projects





Project Status

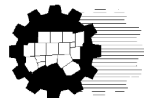
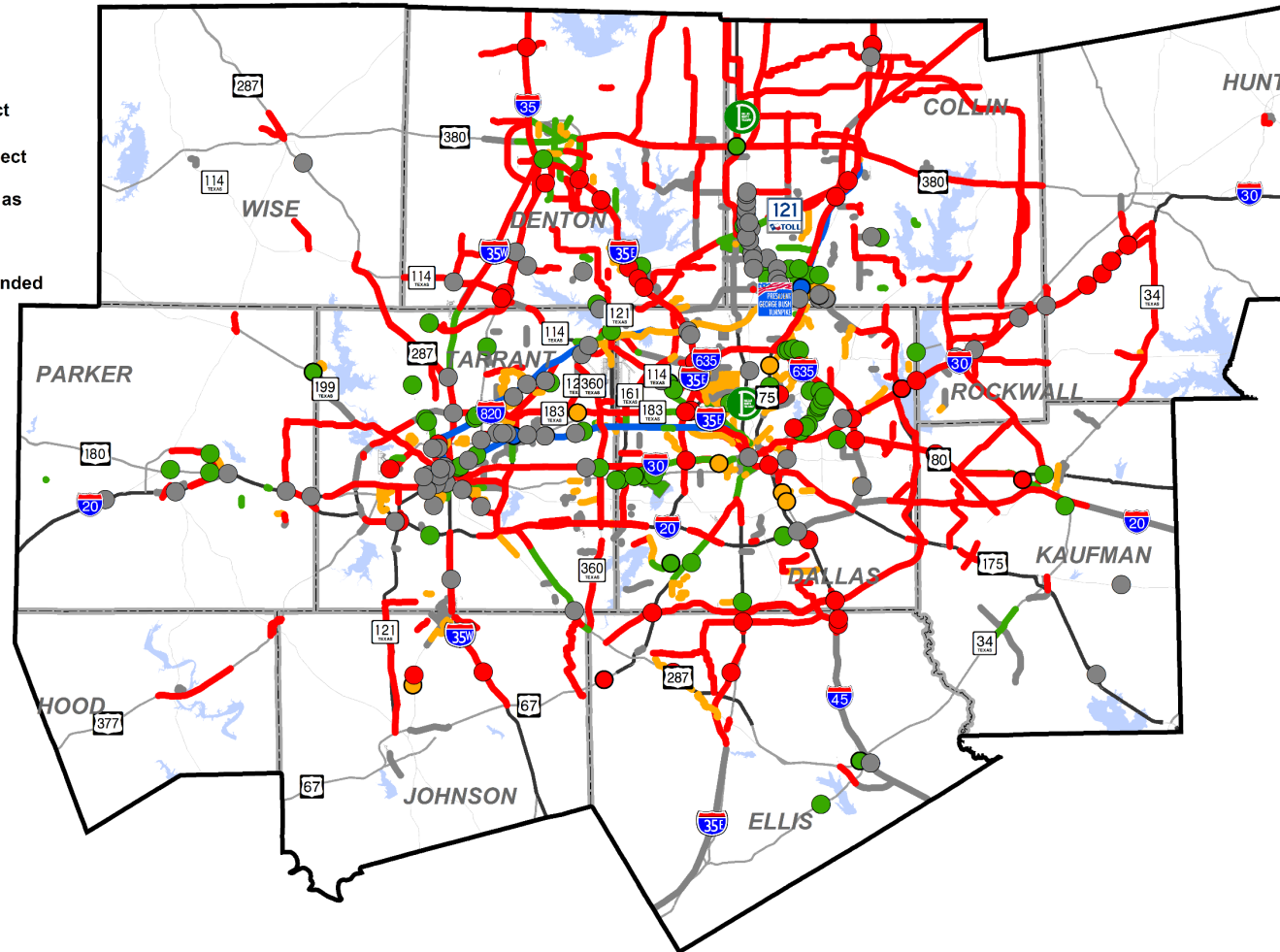
-  Active Air Quality Project
-  Active Bike/Pedestrian Project
-  Active Capacity Project
-  Active Rail Transit Project
-  Recently Completed Project

*Recently Completed projects are defined as completed within the past 5 years.

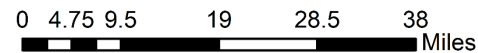
*Active projects are defined as Under Construction or Fully Funded/Partially Funded

Legend

-  Major Highways
-  Other Highways / Roadways
-  County Boundary
-  Metropolitan Planning Area Boundary



North Central Texas
Council of Governments
Transportation



*Some projects are regional in scope and are not displayed as a discrete location on the map.

Recently Completed and Active Signal and ITS Projects





Project Status

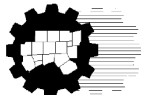
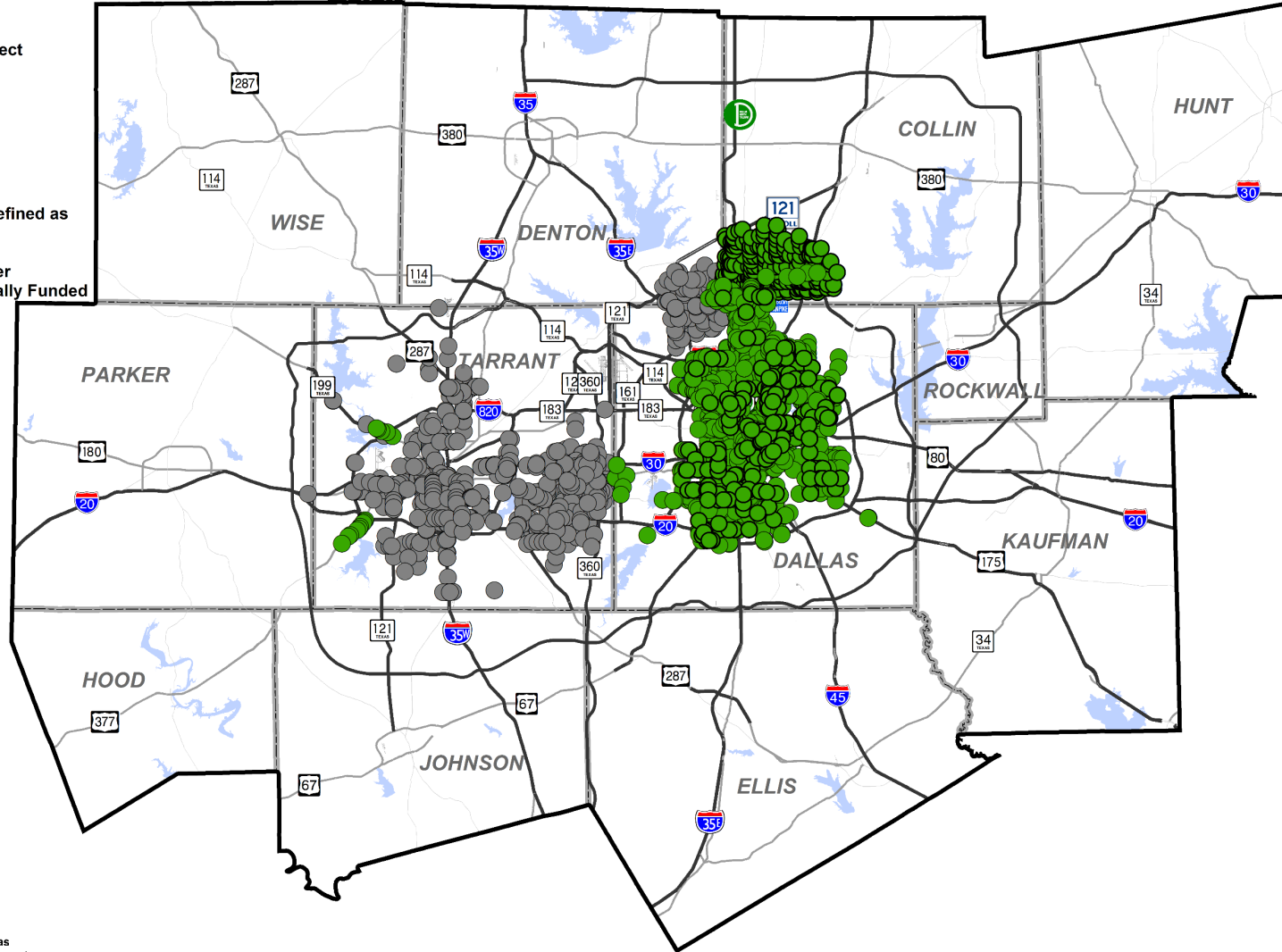
- Active Project
- Recently Completed Project

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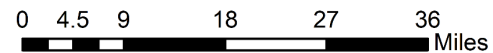
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North Central Texas
Council of Governments
Transportation



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Recently Completed & Active Transportation Projects

All Projects

Project Status

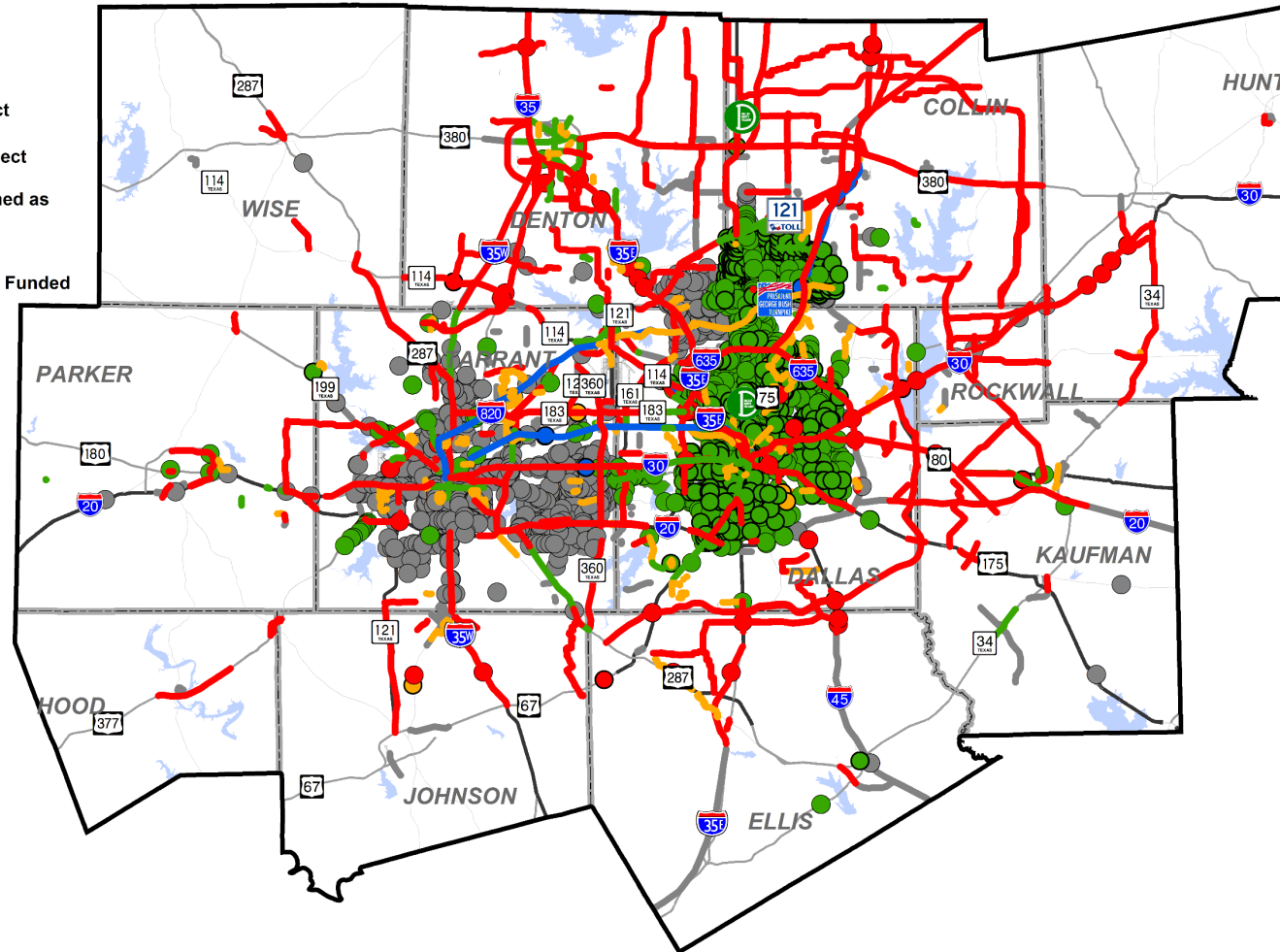
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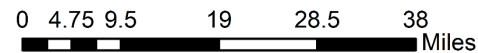
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Legend

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North Central Texas
Council of Governments
Transportation



*Some projects are regional in scope and are not displayed as a discrete location on the map.

RESOURCES TO VIEW PROJECTS

- Transportation Improvement Program Information System (TIPINS)
 - Includes all projects that have been in the TIP since 1992
 - Online, interactive map that is searchable by attributes including City, County, Project Sponsor, Project Type, TIP Code, TxDOT Control-Section-Job (CSJ) number
 - <https://www.nctcog.org/trans/funds/tip/project-search-engines/tipins-transportation-improvement-program-inform>
- Regional 10-Year Plan Website
 - Contains maps of 10-Year Plan projects for every iteration since December 2016
 - <https://www.nctcog.org/trans/funds/tip/funding-initiatives-calls-for-projects/10-year-plan>

UPDATE ON THE 2022 UNIFIED TRANSPORTATION PROGRAM (UTP)

- The Texas Transportation Commission (TTC) approved the 2022 UTP at its August 31, 2021 meeting.
- All Category 2 and 4 requests, and some Category 12 requests were approved.
- The pages of the UTP that contain the Dallas-Fort Worth region's projects for 2022-2031 are contained in the RTC's electronic materials for reference.
- A full update on all 10-Year Plan projects will be brought back at the October 2021 RTC meeting.

QUESTIONS?

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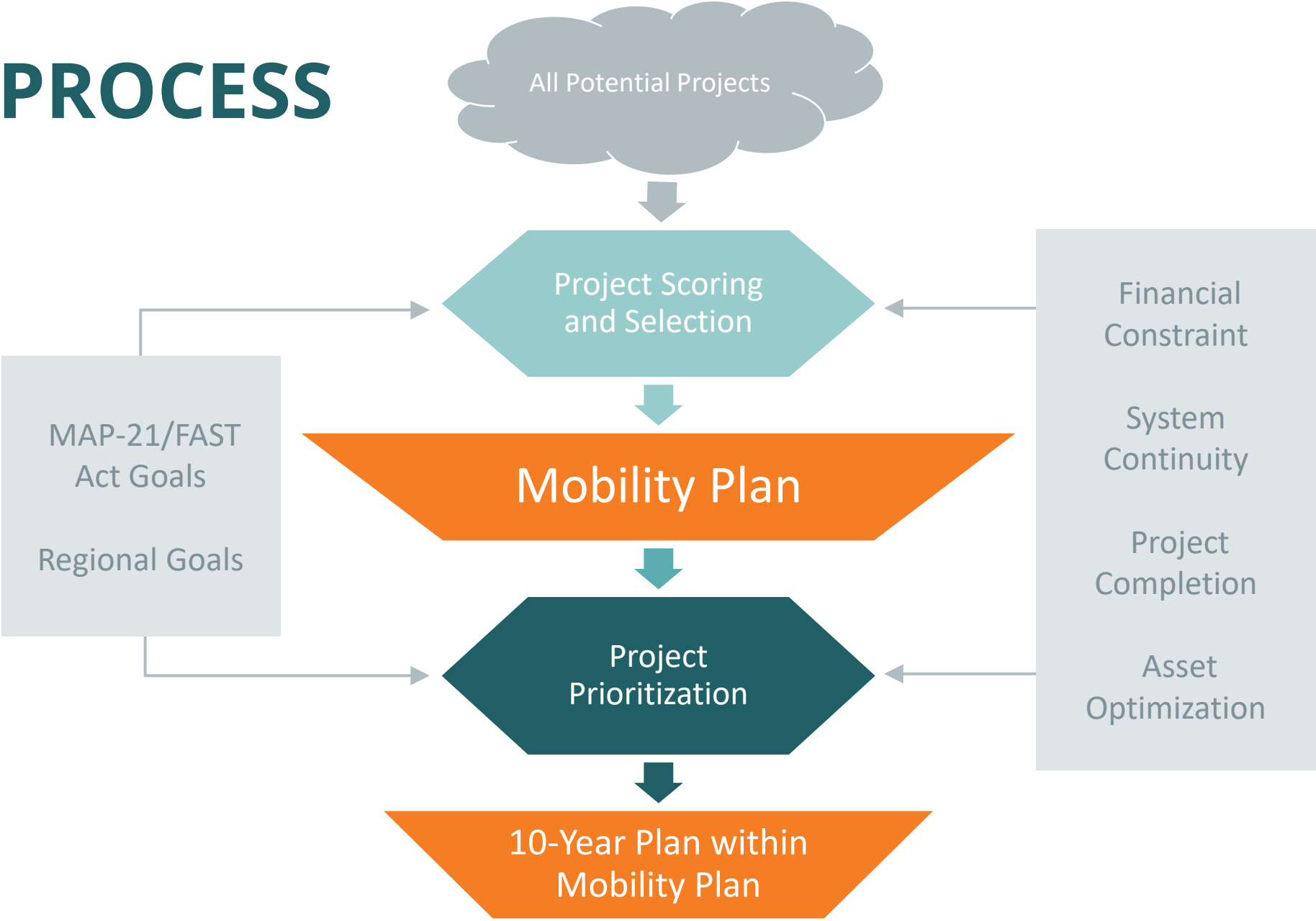
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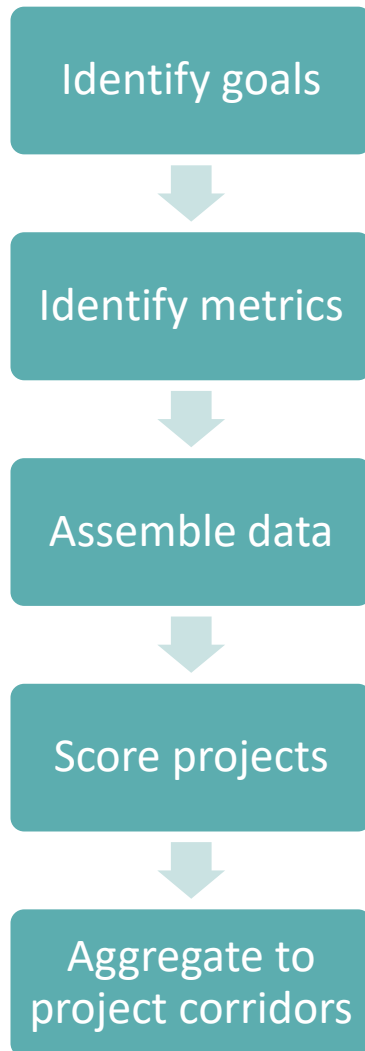
PROJECT SELECTION AND PRIORITIZATION IN THE MOBILITY PLAN

Regional Transportation Council
September 9, 2021

PROCESS



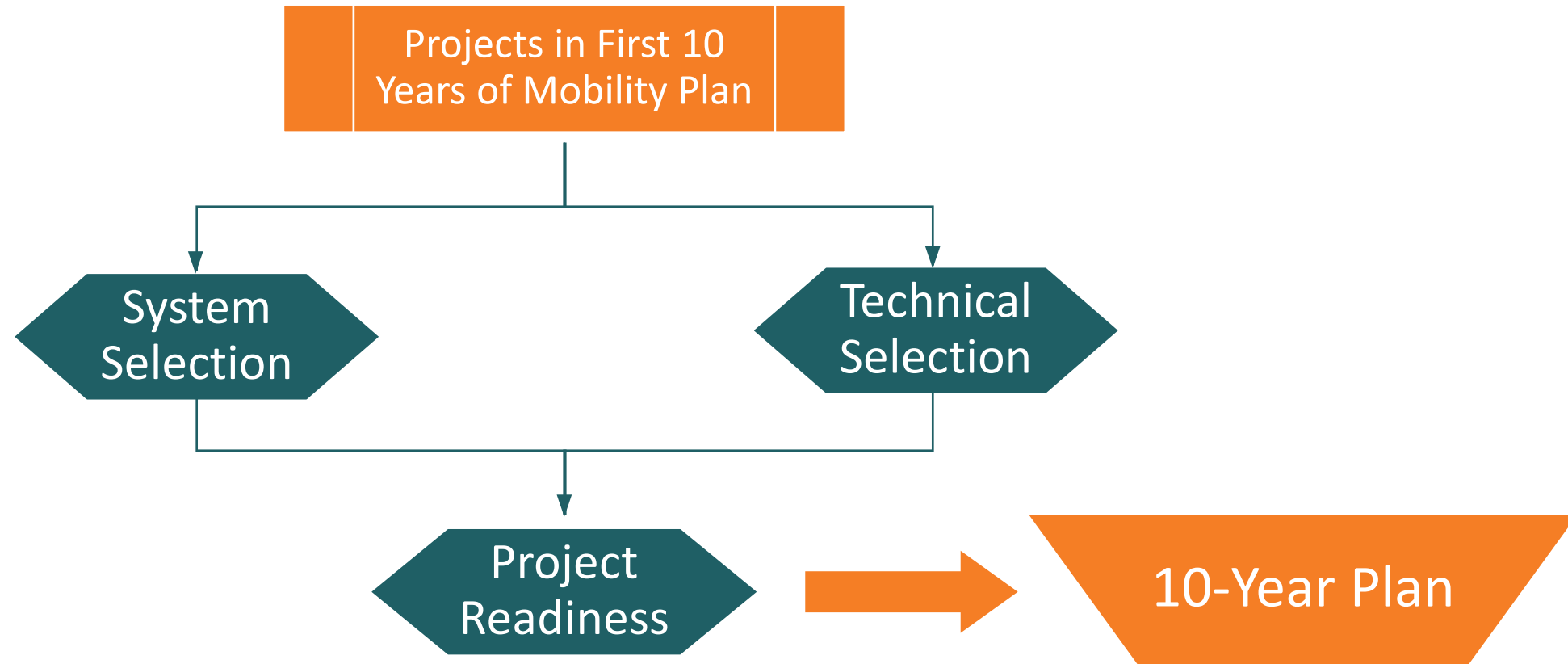
PROJECT SCORING AND SELECTION



MAP-21/FAST and Regional Goals

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

PROJECT PRIORITIZATION



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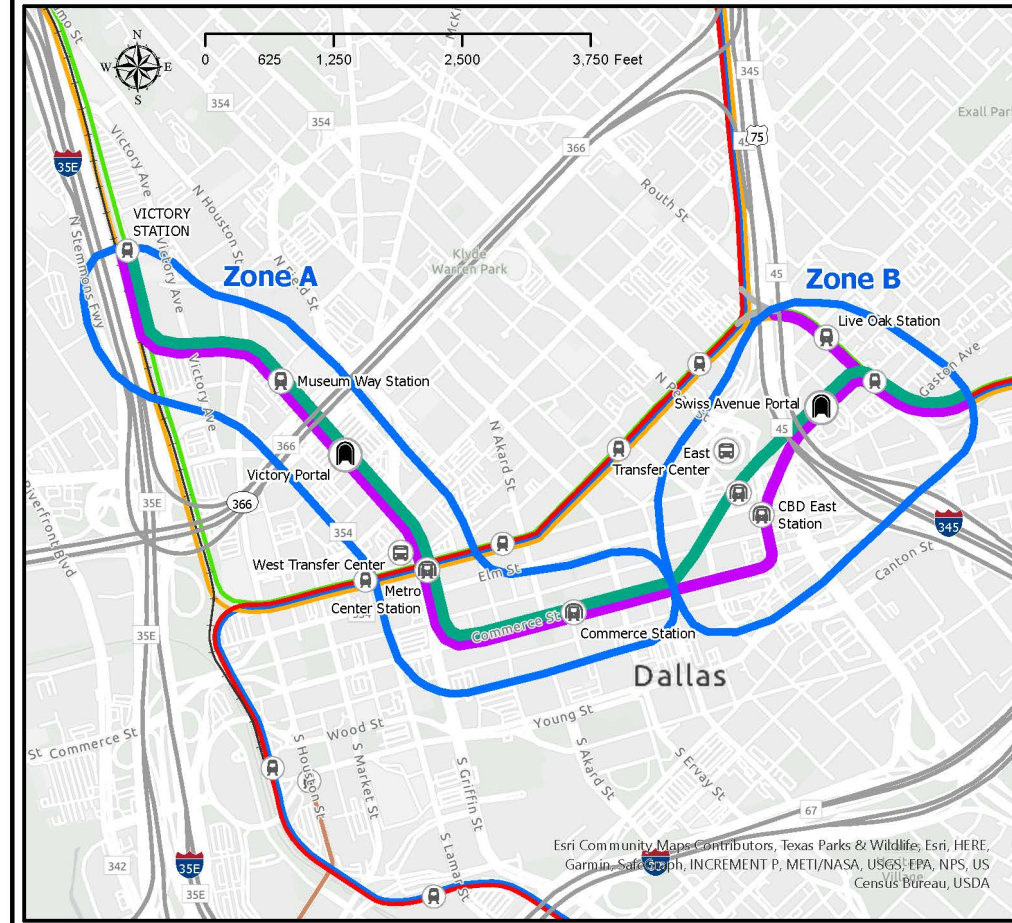
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Attachment 1 DART D2 Project Council District 2, 14

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

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



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



D2 TIMING: WHEN WILL DALLAS CBD ROADWAY CAPACITY FAIL?

Mobility 2045 Timing Issue (Mobility and Air Quality)

DART Transit

- Ridership Lagging

- Advancing Phase 1 Bus Program

- Current Customers are Traditional Transit Users

- Silver Line and D2 Balanced Investment



POLICY REVIEW

Potential Change in Trends

- Not Population Growth

- Population and Employment Location

- Slow Employee Return to Work

- Large Employer Employee Location

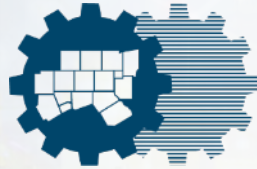
- Function of Building Structure

Potential City of Dallas Interest

- D2

- Phase 2 Signal Improvements for Transit

- Street Cars/TRE to Fair Park



NCTCOG PRESENTATION

US 75 IMPLEMENTATION/ POLICY POSITION

REGIONAL TRANSPORTATION COUNCIL
8.27.2021



TWO COMPONENTS

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

Total Funds - \$43.8 M

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

Total Funds - \$10 M

CORRIDOR OPERATIONS FOR TECHNOLOGY LANE

Reduce fatalities and crashes by improving traffic flow

Improve response to crashes through multi-city traffic incident management

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

Improve air quality by increasing auto occupancy and vehicle speed

Enhance traffic signal green times on frontage roads to progress traffic

Remove pylons to improve safety and minimize debris



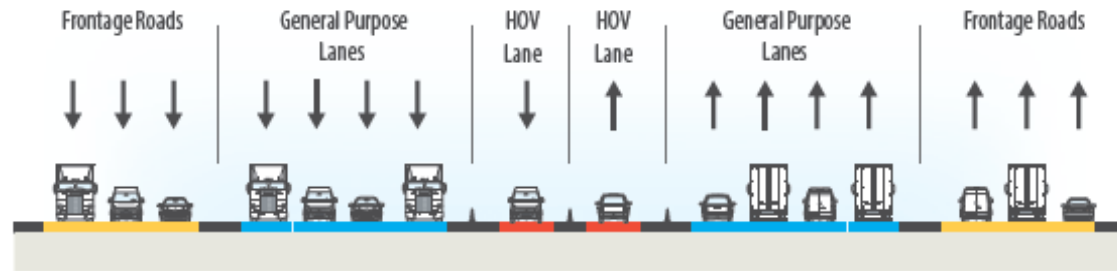
CORRIDOR LIMITS AND CROSS SECTION



NOTE: Highlighted areas are not drawn to exact scale.

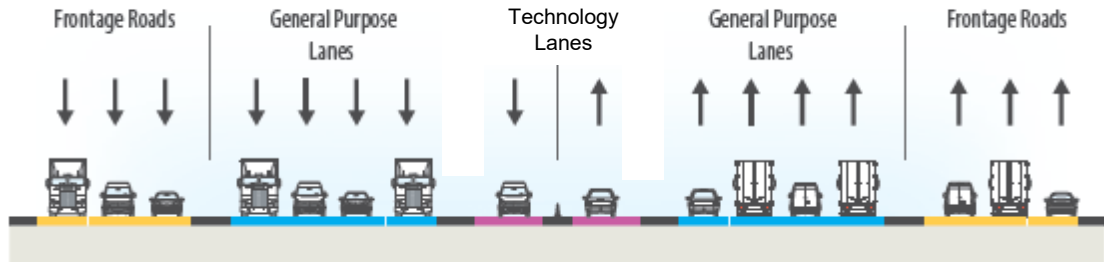
TxDOT graphic

EXISTING TYPICAL SECTION



SOURCE: Texas Department of Transportation.

PROPOSED TYPICAL SECTION



TxDOT graphic

US 75 PROPOSED APPROACH

	Option 1	Option 2
SOV in Technology Lane	\$0	Toll
HOV in Technology Lane	Pay Driver to Use	Pay Driver to Use
General Purpose Lanes	N/A	N/A



TRAVEL ACCOUNTING SYSTEM PILOT

Surface Transportation System Funding Alternatives (STSFA) Grant Award

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

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

No actual money to be collected

Pilot test on US 75 and other selected corridors

Participants may be compensated



Technology Lane

Winter 2022

US 75 Technology
Lane ENV Clearance

Summer 2022

US 75 Project Letting

Summer 2024

US 75 Project
Construction
Complete



STSFA Grant Pilot Project

Winter 2022

Phase 1
Demonstration -
Framework

Fall 2022

Phase 2
Demonstration -
Limited Users

Fall 2024

Phase 3
Demonstration -
Implement on US 75

TIMELINE

CONTACT US



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Natalie Bettger

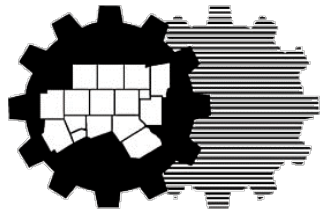
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UPDATE REGARDING LAPSING FEDERAL FUNDING

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



North Central Texas
Council of Governments

BACKGROUND

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

¹23 U.S. Code § 118 (b)

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

CMAQ FUNDING LAPSE

- April 12, 2021 – TxDOT notified the North Central Texas Council of Governments (NCTCOG) via letter that \$23,940,109 of federal CMAQ funding¹ had lapsed at the end of FY2020.
- \$73,841,658 federal CMAQ lapsed statewide.
- Prior documentation from the State showed a FY2020 Carry-over balance of \$16,414,535 federal.
- NCTCOG met with TxDOT Finance and our local TxDOT Districts in June 2021 to discuss the situation.

¹FY2017 Apportionment

HOW DID CMAQ FUNDS LAPSE?

- Our historical understanding was that TxDOT spent the oldest funding first on a “first in, first out” basis.
- TxDOT stopped this practice at some point, not realizing the ramifications.
- Unfortunately, the typical backstop of Federal Highway Administration (FHWA) reminders to TxDOT also did not occur last year.

PREVENTING LAPSES IN THE FUTURE

- TxDOT has identified strategies to mitigate such occurrences in the future:
 - Obligate oldest funding first
 - Obligate “advance construction” (aka “early approval”) projects when lapses are imminent
 - Identify potential lapses in funds at the beginning of each fiscal year
 - Recommit to sending monthly obligation reports to MPOs versus the sporadic process followed for the last few years

PREVENTING LAPSE IN THE FUTURE

- Going forward, NCTCOG will:
 - Review monthly obligation reports (continuing activity)
 - Report possible lapses to the Surface Transportation Technical Committee, the Regional Transportation Council, etc. as soon as possible and track progress throughout the year (continuing activity)
 - Watch the FHWA Fiscal Management Information System (FMIS) report for lapsing funds
- Based on the amount of funding already obligated in FY2021, CMAQ funds are not at risk of lapsing in FY2021.

TASA POTENTIAL FUNDING LAPSE

- In March 2021, TxDOT advised NCTCOG that \$7,095,497 of federal funds were at risk of lapsing if not obligated by the end of FY2021.
- TASA funding lapse was avoided through:
 - Coordination between NCTCOG and TxDOT to identify projects that should obligate in FY2021
 - Coordination meetings with TxDOT, local agencies, and NCTCOG to establish and execute a plan to move projects along
 - Expedited review process by TxDOT
- FY2021 obligations to date = \$9,196,449 federal

TASA LOOKING AHEAD TO FY2022

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

QUESTIONS?

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STATE AND FEDERAL LEGISLATIVE UPDATE

REBEKAH HERNANDEZ

REGIONAL TRANSPORTATION COUNCIL | 9.9.2021

STATE LEGISLATIVE UPDATE

Special Legislative Sessions

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

Hundreds of New Laws Recently Became Effective

- Summary of Approved Bills in Electronic Item 11



STATE LEGISLATIVE UPDATE

Constitutional Amendment Election on November 2, 2021

- Proposition 2 (HJR 99) Allows a County to Issue Debt to Finance Transportation Infrastructure, Excluding Toll Roads
- Ballot Language: "The constitutional amendment authorizing a county to finance the development or redevelopment of transportation or infrastructure in unproductive, underdeveloped, or blighted areas in the county."



FEDERAL UPDATE

Infrastructure Bill

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

Budget Reconciliation

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



FEDERAL UPDATE

Infrastructure Investment and Jobs Act (IIJA)

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



FEDERAL UPDATE

IIJA Reauthorization Language

- Builds on Five Core Programs, Adds Two New Programs
- Adds 8 New Grant Programs
- New Elements:
 - Transportation Equity
 - Broadband and Smart Cities
 - Climate Program
 - Resilience Focus
 - EV Support
 - Adds Housing Coordination to Planning



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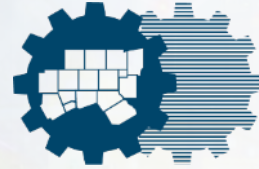
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www.nctcog.org/legislative





Status Report on Electric Vehicles and National Drive Electric Week

LORI CLARK | REGIONAL TRANSPORTATION COUNCIL | 9.9.2021

Relevance to Regional Planning

Air Quality Emphasis Areas



High-Emitting Vehicles/Equipment



Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel



Energy and Fuel Use

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

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

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

[Appendix C – Environmental Considerations](#)



Expanding EV Availability



Light-Duty Vehicles

(Sedans, Pickups, SUVs, Vans)

90 Battery-Electric

115 Plug-In Hybrid Electric

9 Fuel Cell Electric



Buses

30 Battery-Electric Transit

4 Fuel Cell Electric Transit

14 Battery-Electric School Buses



Trucks

5 Battery-Electric Refuse

11 Battery-Electric
Delivery

3 Plug-In Hybrid Delivery

1 Fuel Cell EV Delivery

Source: Alternative Fuels Data Center, Information by Fleet Application and Vehicle Search Tools; <https://afdc.energy.gov/>



Extended “Test Drives” Available

DFW Clean Cities “Try and Drive Alternative” Program

Offers Ranging from 1 Day – 2 Months

4 Participating Vendors

- 1 Light-Duty Sedan

- 1 Truck for Refuse Applications

- 1 Truck for Delivery Applications

- 1 Truck for Regional Haul/Drayage Applications

- 2 Terminal Tractors

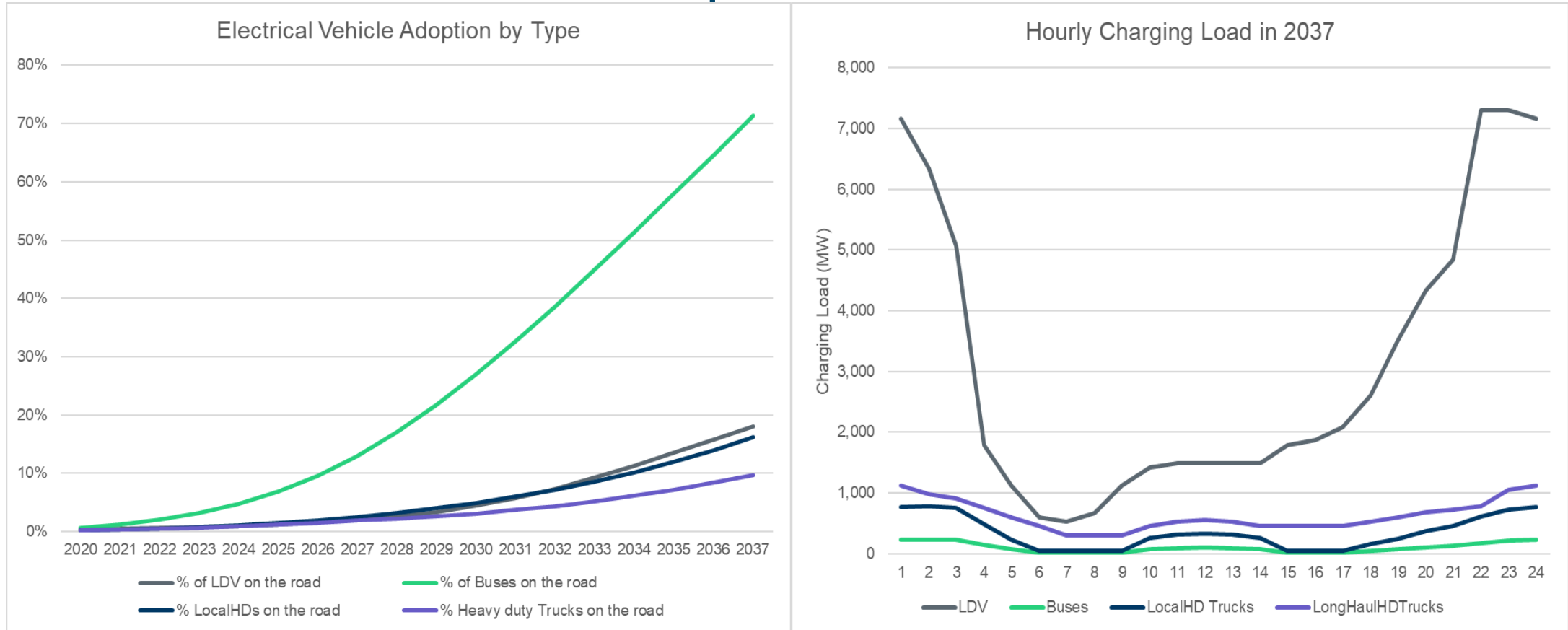


**Dallas-Fort Worth
CLEAN CITIES**

www.nctcog.org/dfwtrydrive



ERCOT Long-Term System Assessment Assumptions



Source: Electric Reliability Council of Texas (ERCOT) Long-Term System Assessment, http://www.ercot.com/content/wcm/key_documents_lists/213867/2022_LTSA_Update_InputAssumptions_August2021.pdf. Uses an adjusted forecast from Bloomberg New Energy Finance Electric Vehicle Outlook (<https://about.bnef.com/electric-vehicle-outlook/>) and National Renewable Energy Laboratory charging load profiles.



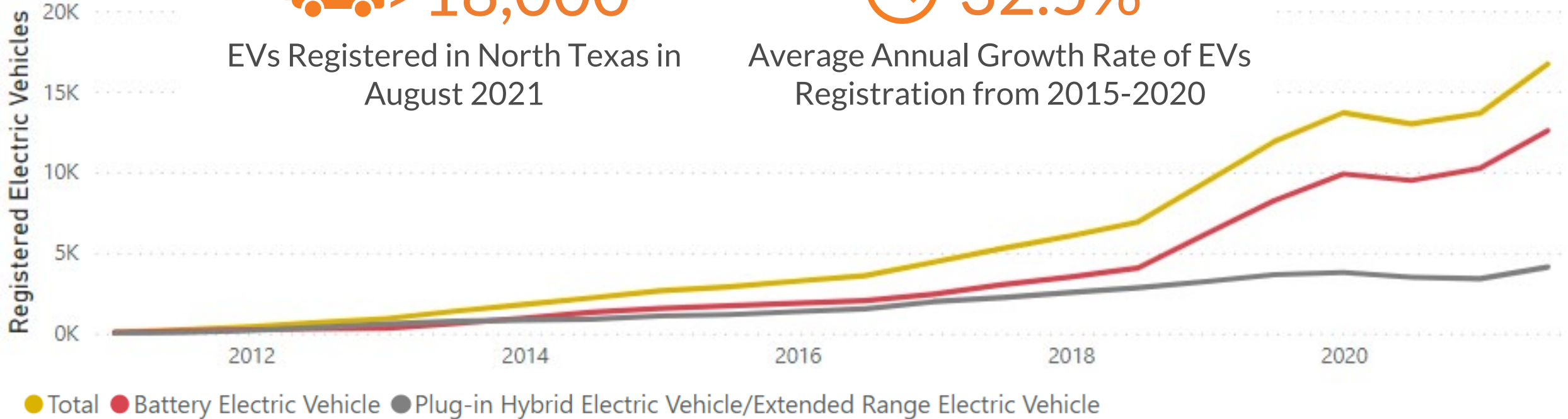
EV Registration Trends in North Texas

 > 18,000

EVs Registered in North Texas in August 2021

 32.5%

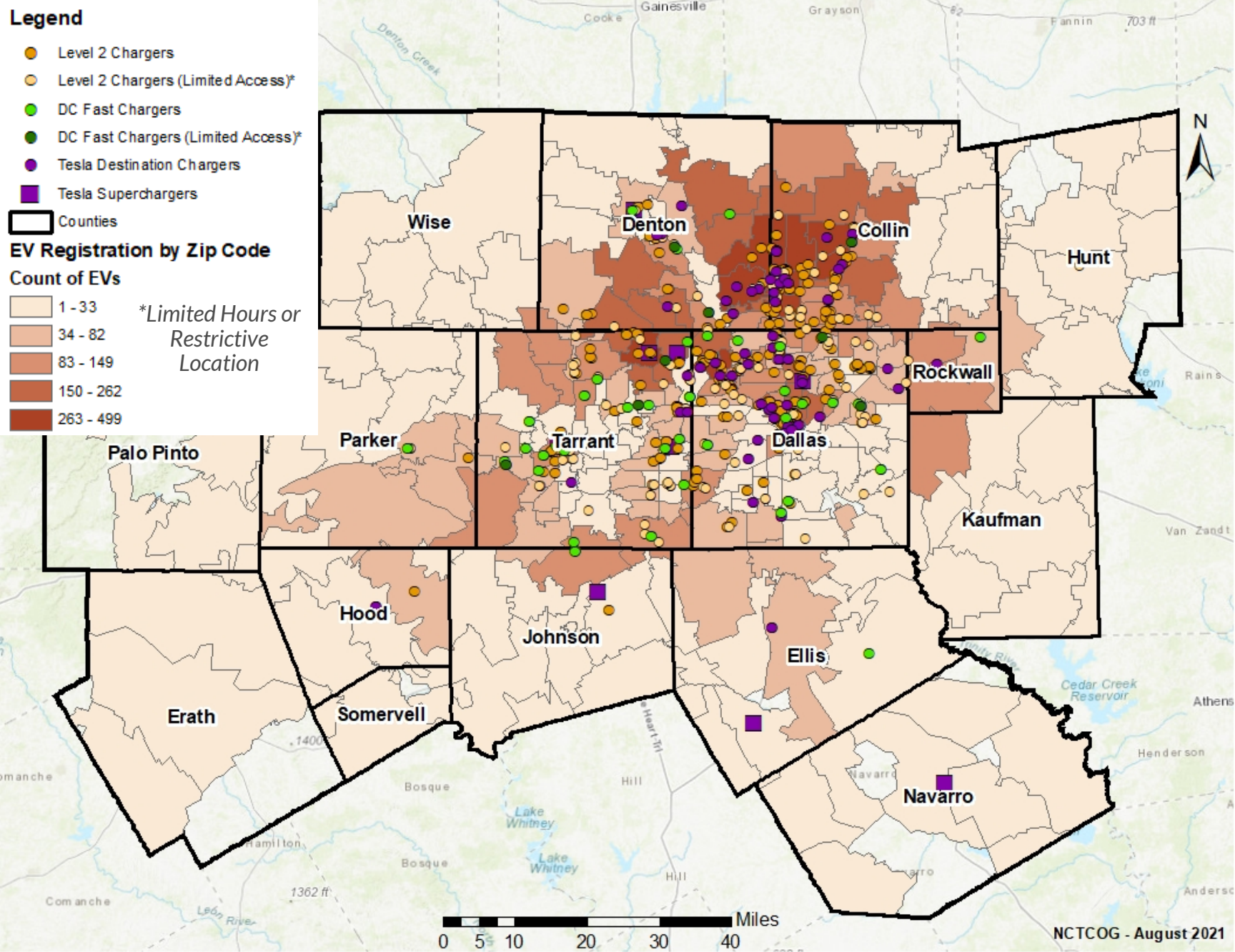
Average Annual Growth Rate of EVs Registration from 2015-2020



EV Registration Data Available at www.dfwcleancities.org/evnt



Status Report on Electric Vehicles and National Drive Electric Week



Infrastructure Availability and EV Adoption by Zip Code

New Incentives for EV Purchases and for DC Fast Charge Stations Available, First-Come, First-Served

www.nctcog.org/aqfunding



2021 National Drive Electric Week Plans

For Fleet/Local Government Staff:

- Electric Truck Webinar
- EV Charging Station Webinar
- Peterbilt Facility Tour

For the Public:

- Oncor Road Rally (Various dates)
- Outdoor EV Showcase with Owners, Vendors, and Film Screening

October 3, 2021

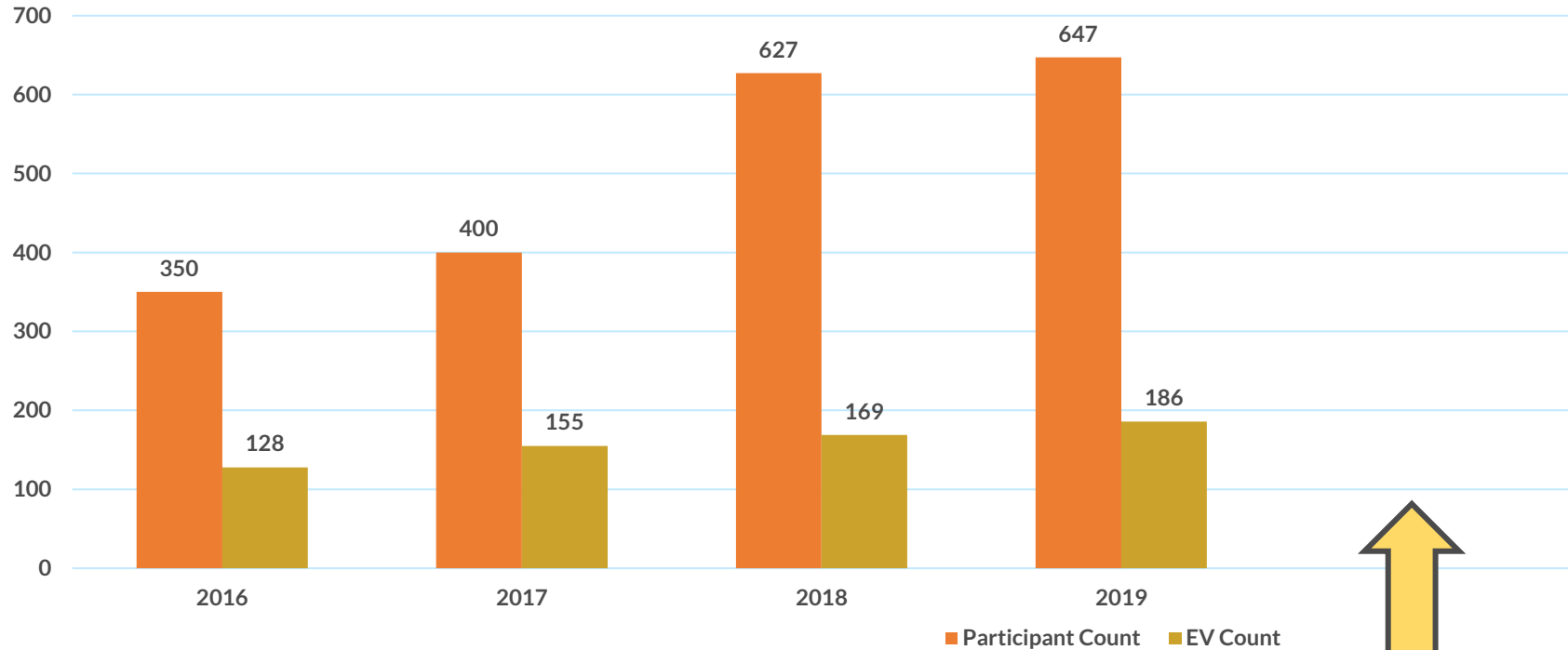
www.driveelectricdfw.org



Image Provided By: Ken Oltmann/CoServ



National Drive Electric Week: Past Success



Raising Awareness & Education of Electric Vehicles

Providing Opportunities for Direct Conversation with EV Owners

Creating Opportunities for Ride and Drives

2nd Largest Event Nationwide



2020 Virtual Events

3 Events for Multiple Audiences
5000+ Participants Live

www.driveelectricdfw.org



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