

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

REGIONAL TRANSPORTATION COUNCIL

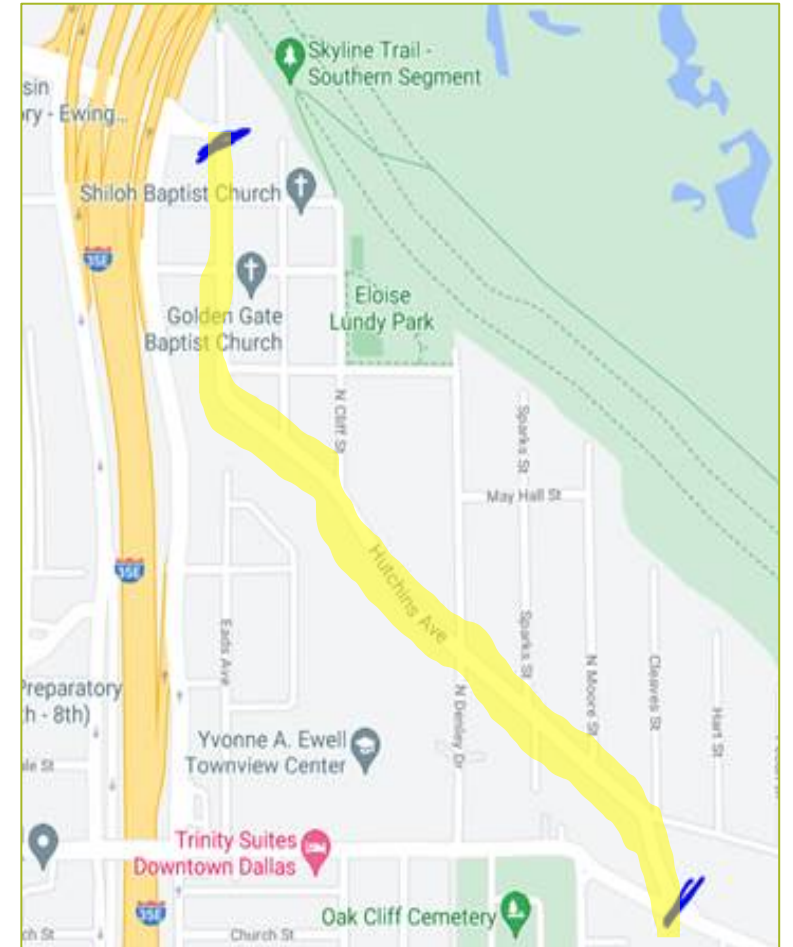
August 12, 2021

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

- 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



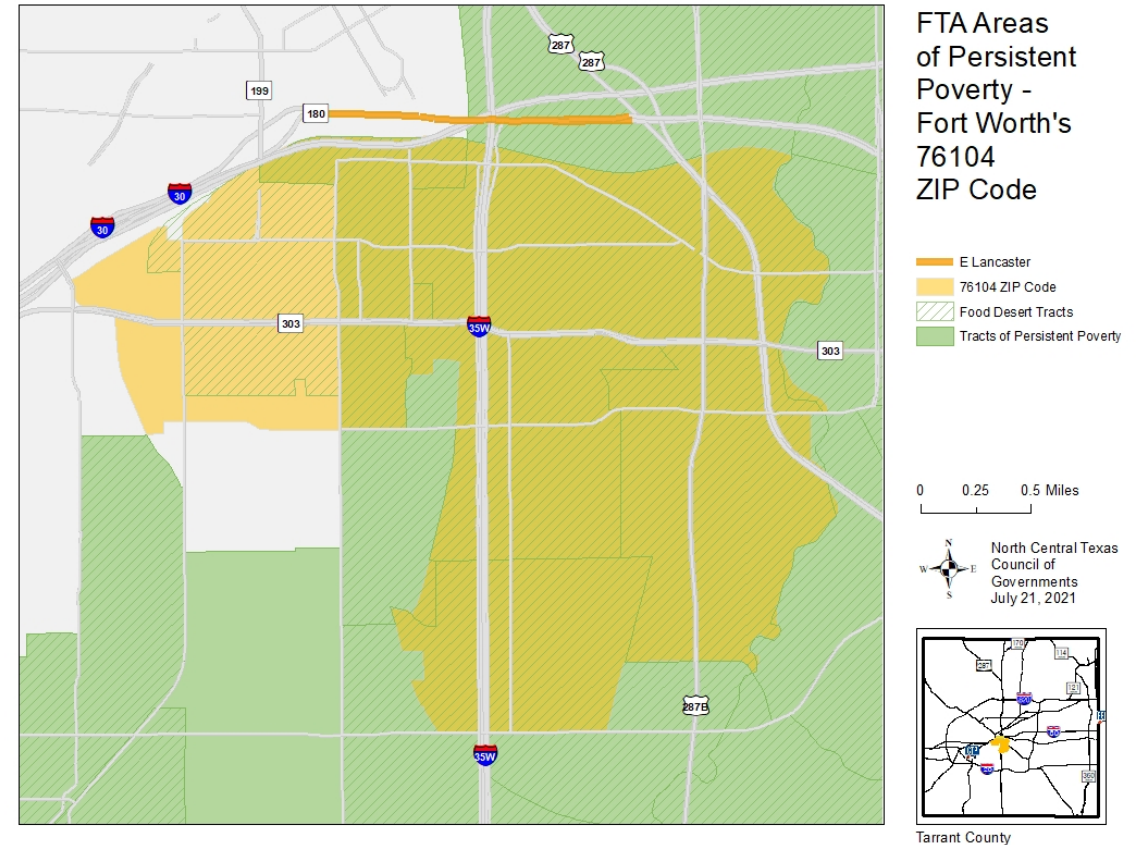
- 10th Street from IH 35E to Clarendon Drive
 - Scope: Reconstruct 2 lane to 2 lane roadway with drainage improvements
 - Proposed funding: \$3,000,000 (\$2,400,000 RTR with \$600,000 cash match)
 - Existing committed funding: \$510,000 City of Dallas Bond Program funds
 - Selection Rationale: Address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

AREAS OF PERSISTENT POVERTY PROGRAM: PROGRAM OVERVIEW

- **\$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**

AREAS OF PERSISTENT POVERTY PROGRAM: PROPOSED PROJECT

- 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?

Christie J. Gotti

Senior Program Manager

Ph: (817) 608-2338

cgotti@nctcog.org

Brian Dell

Principal Transportation Planner

Ph: (817) 704-5694

bdell@nctcog.org

Kate Zielke

Principal Transportation Planner

Ph: 817-608-2395

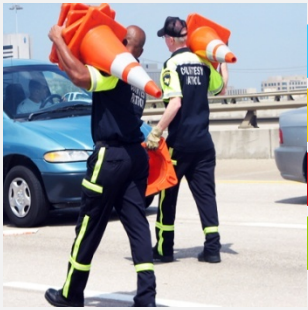
kzielke@nctcog.org

Shannon Stevenson

Program Manager

Ph: 817-608-2304

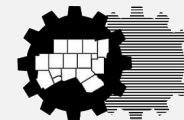
sstevenson@nctcog.org



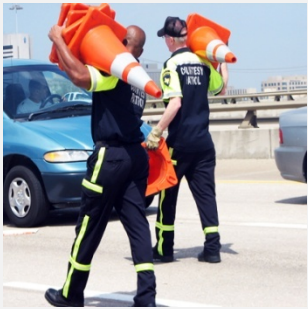
2021 NCTCOG INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT CALL FOR PROJECTS

Regional Transportation Council

Sonya Landrum
Program Manager
August 12, 2021



North Central Texas
Council of Governments



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

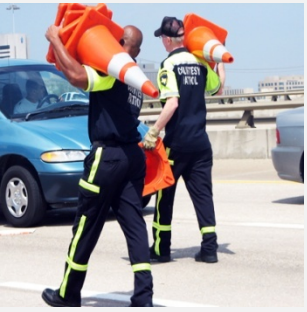
- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management

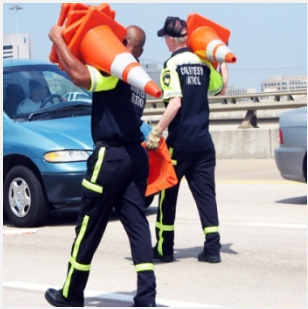
Eligible Activities

- 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

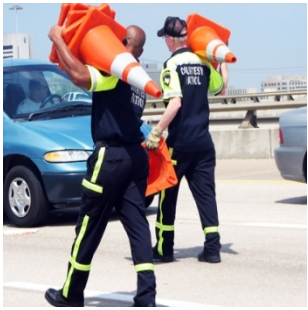
Scoring Criteria



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

Proposed Schedule

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



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

Natalie Bettger
Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Sonya Jackson Landrum
Program Manager
(817) 695-9273
slandrum@nctcog.org

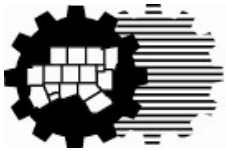
Camille Fountain
Transportation Planner
cfountain@nctcog.org
(817) 704-2521



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**



**North Central Texas
Council of Governments**



Program Scope and Requirements

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% 2

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

Summary of Requests and Funding Recommendation

Pending Completion of Risk Assessment and Adoption of Clean Fleet Policy, Recommended Projects Are:

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

**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 4

Schedule

Milestone	Estimated Timeframe
RTC Approval of Recommended Funding	August 12, 2021
STTC Endorsement of RTC Approval	August 27, 2021
Executive Board Authorization	August 26, 2021
Project Implementation	2021-2022

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

Action Requested

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

Lori Clark

Program Manager
DFW Clean Cities Coordinator
817-695-9232
LClark@nctcog.org

Chris Klaus

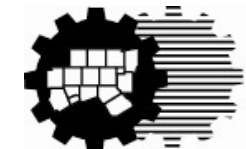
Senior Program Manager
817-695-9286
CKlaus@nctcog.org

Amy Hodges

Principal Air Quality Planner
817-704-2508
AHodges@nctcog.org

Savana Nance

Air Quality Planner I
682-433-0488
SNance@nctcog.org





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

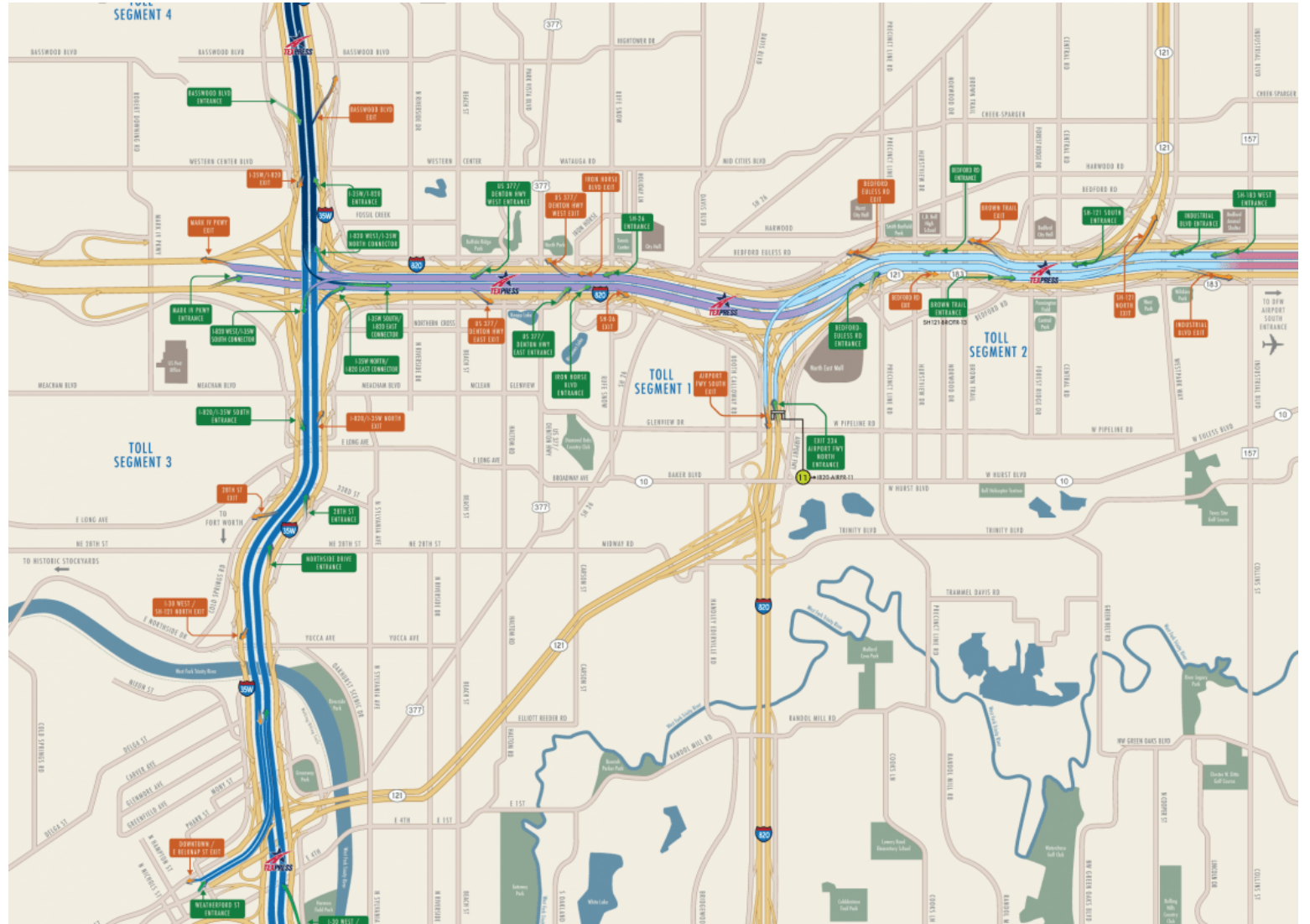
Proposed Project

- Applicant: Fort Worth
- North Tarrant Express
- Technology support for all motorists
- Benefits: Safety, operations, automated vehicles
- DFW technology leadership
- \$14M budget; \$2M from NCTCOG

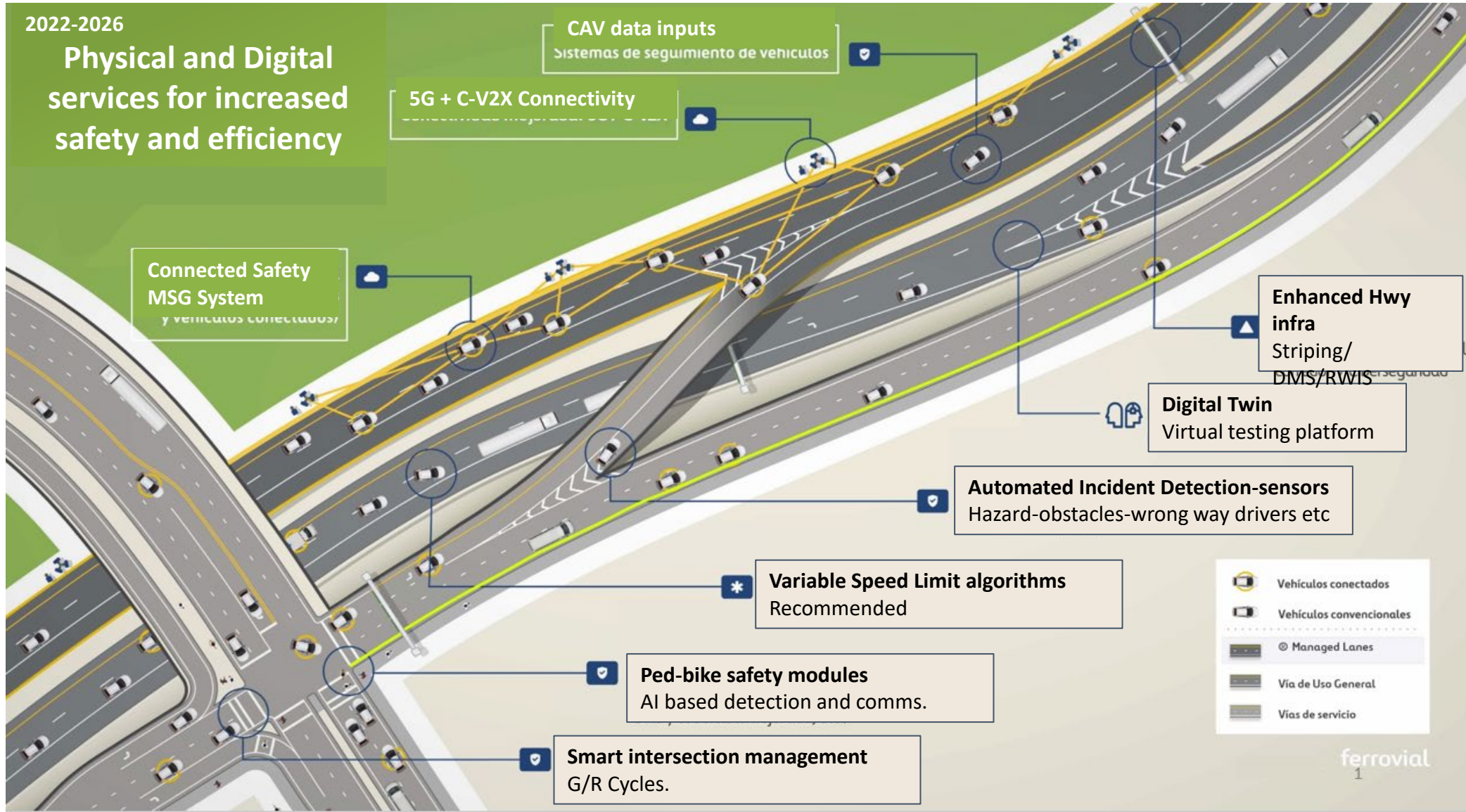
Project Limits

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



Additional Elements

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



Road Safety

Expanded Digital Signage

- **Dynamic Message** for real-time information and advisories

New DMS locations

- **Dynamic Raised Pavement Markings at decision points**



Road Safety

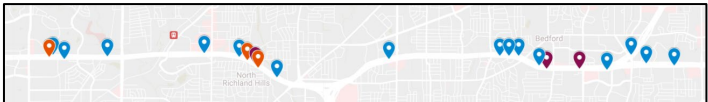
Barrier & Attenuator Impact Sensors

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

Road Safety

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



Thomas J. Bamonte

Senior Program Manager

tbamonte@nctcog.org | 469-600-0524 | [@TomBamonte](#)

Update: Regional Automated Transportation System (ATS) Guidelines Development

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

Regional Transportation Council

August 12, 2021



North Central Texas
Council of Governments

Regional People Mover Initiative

Source Initiative for the Guidelines Development Project

Purpose:

To deploy *ATS (automated transportation system)* technologies

To provide first mile/last mile solutions for *passengers* and *goods*

To provide circulation within dense mixed-use activity centers

To develop *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

Clint Hail

Transportation Planner III

Project Manager

chail@nctcog.org

Emily Beckham

Procurement & Contract
Manager

ebeckham@nctcog.org

Brendon Wheeler, P.E.

Principal Transportation Planner

Project Manager

bwheeler@nctcog.org

Ken Kirkpatrick

Legal Counsel

kkirkpatrick@nctcog.org

Dan Lamers, P.E.

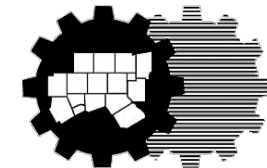
Senior Program Manager

dlamers@nctcog.org

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
August 12, 2021**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**

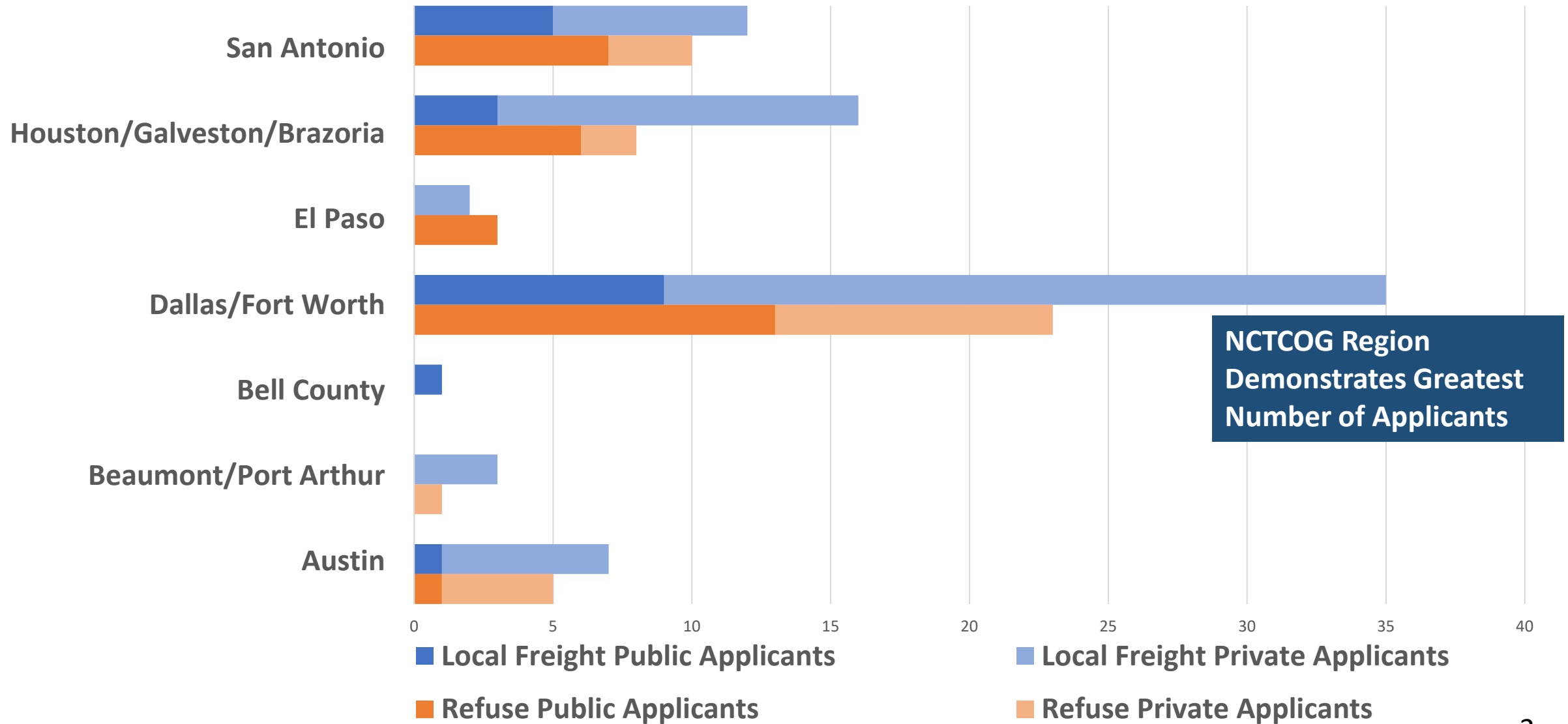
OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

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

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

NUMBER OF APPLICANTS BY REGION

Local Freight and Refuse Vehicle Applicants

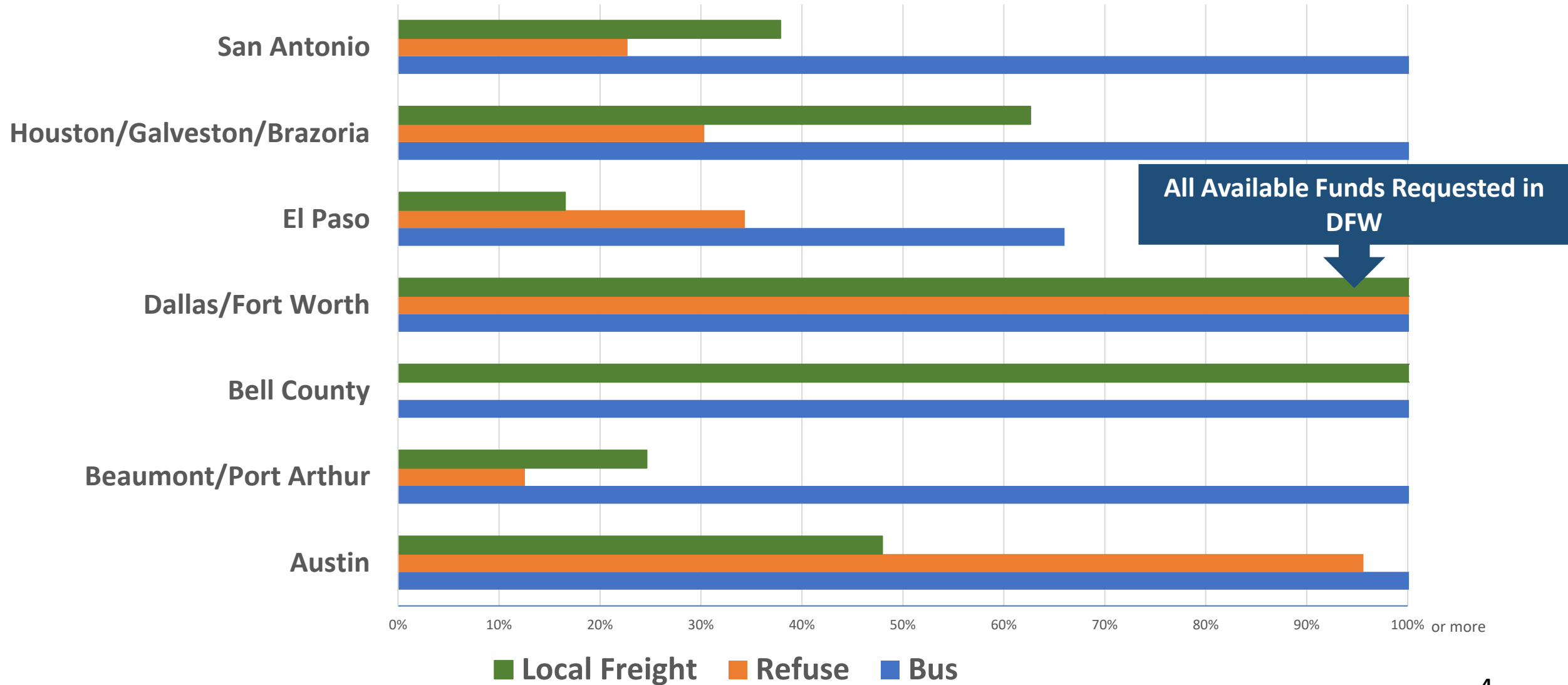


**NCTCOG Region
Demonstrates Greatest
Number of Applicants**

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



UNREQUESTED FUNDS BY FUNDING ROUND

Priority Area	Balance Remaining from Previously Competed Funding Rounds			
	Bus	Refuse	Local Freight	Total
Austin	\$0	\$178,530	\$1,696,215	\$1,874,745
Beaumont/Port Author	\$0	\$1,569,362	\$1,082,198	\$2,651,560
Bell County	\$0	\$520,766	\$0	\$520,766
Dallas/Fort Worth	\$0	\$0	\$0	\$0
El Paso	\$1,999,948	\$2,760,340	\$2,806,501	\$7,566,789
Houston/Galveston/Brazoria	\$0	\$5,266,067	\$2,259,748	\$7,525,815
San Antonio	\$0	\$11,898,849	\$7,652,666	\$19,551,515
Total	\$1,999,948	\$22,193,914	\$15,497,328	\$39,691,190

Dallas-Fort Worth area applicants requested **~\$9 Million more** than the amount allocated to DFW by the TxVEMP. The original “fair share allocation” recommended by the RTC and NCTCOG was **over \$60 Million, or nearly double that provided by the TxVEMP.**

**Over \$39 Million
“Leftover” Funds
From Other Areas
of the State**



COMMENTS TO TCEQ ON REMAINING TXVEMP FUNDS

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

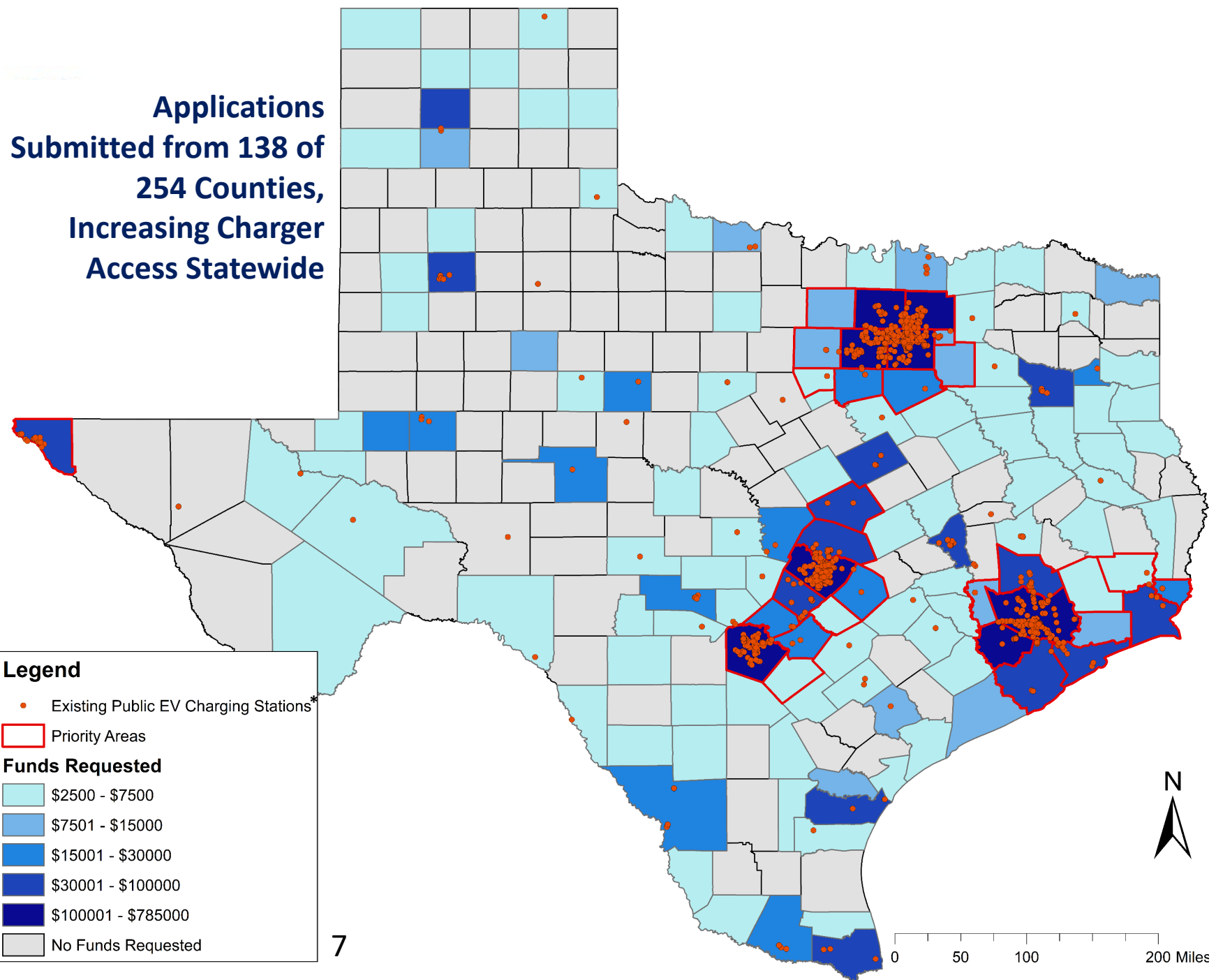
Copy of Correspondence and Accompanying Analyses Provided as Electronic Item 10.2⁶

GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

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

Priority Areas

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



*Existing Station Data from Department of Energy Alternative Fuel Station Locator, January 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Funding Awarded on a First Come, First Served Basis

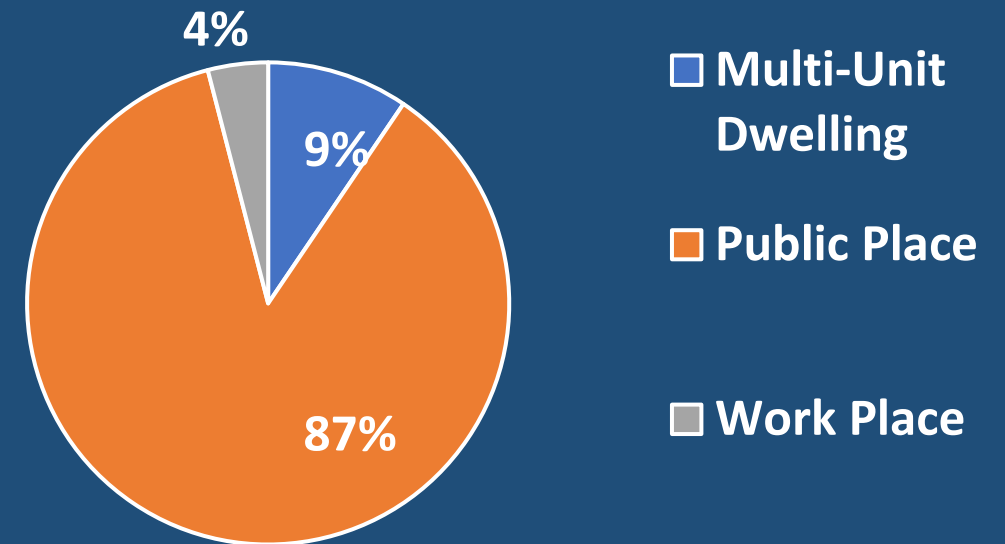
DEADLINE: 9/9/2021 or When Funds Run Out, Whichever is First

Total Statewide Allocation = \$10,465,958



1701 Sites Requested Statewide

Distribution by Site Type



DFW Area Has Requested 27% of All Funds to Date

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

MULTI-FAMILY HOUSING GRANTS AVAILABLE
TO PURCHASE AND INSTALL LIGHT DUTY LEVEL 2 CHARGING STATIONS

First Come, First Served Until September 2021

Reimbursement: \$2500 per installation not to exceed 60% of cost

Attract Residents
New residents are placing higher importance on sustainable amenities in their apartment homes.

Stay Sustainable
Increase LEED certification rating and property "resilience", possibly leading to lower insurance rates and higher property values.

Get Ahead
EV sales are growing rapidly and one of the largest areas of expansion is amongst renters.

For more information, see www.dfwcleancities.org/multifamily, or contact: cleancities@nctcog.org

TYPES OF CHARGING

- LEVEL 1**
+2-5 miles of EV range per hour
- LEVEL 2**
+10-20 miles of EV range per hour
- DC FAST**
+60-80 miles of EV range per 20 minutes

EV Infrastructure Costs & Considerations

- Strategic placement of stations minimizes trenching costs at install
- Visibility maximizes station use
- Choose locations based on compatibility with existing electricity use
- EV infrastructure in new construction minimizes install costs

20x
"An individual who has access to EV charging at work is 20 times more likely to buy a plug-in" - U.S. DOE 2018

TIPS

- Survey your employees' EV interests
- Contact us to save half on new stations

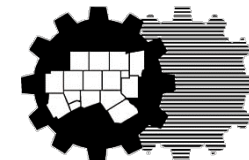
www.dfwcleancities.org
cleancities@nctcog.org
DFWCleanCities.org

FOR MORE INFORMATION

Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org

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

See www.nctcog.org/aqfunding, Click on
“Volkswagen Settlement” Under “Hot Topics”



**North Central Texas
Council of Governments**



North Texas Regional Integration of Sustainability Efforts (RISE) Coalition

Regional Transportation Council

Chris Klaus, TR Dept., Senior Program Manager

Tamara Cook, E&D Dept., Senior Program Manager

August 12, 2021

Purpose

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**

Current Focus Topics

RISE Coalition is guided by a Work Program that is adopted annually

Current RISE Voting Members

- Carrollton
- Cedar Hill
- Dallas
- Denton
- Farmers Branch
- Fort Worth
- Lewisville
- Plano
- Tarrant Regional Water District

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

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/riese-coalition/riese-membership>

North
Texas
RISE
Coalition

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:

<https://www.nctcog.org/trans/quality/air/emissions-inventories/local-regional-greenhouse-gas-emission-inventory>

Participating Cities:

Carrollton	Denton	Fort Worth	Grand Prairie	Mesquite	Plano
Cedar Hill	Farmers Branch	Frisco	Grapevine	Lewisville	Dallas (support city)



Contacts

Tamara Cook
Senior Program Manager
Environment and Development
817-695-9221
tcook@nctcog.org

Jenny Narvaez
Program Manager
Transportation
817-608-2342
jnarvaez@nctcog.org

FISCAL YEAR 2021 PROJECT TRACKING

Regional Transportation Council

August 12, 2021

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)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$73.9	\$73.9
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58.4</u>	<u>+\$41.9</u>
Total Available Federal Funding in FY 2021	\$132.3	\$115.8
Total Federal Funding Programmed ¹	\$121.2	\$110.4
Federal Funding Obligated (2021) ²	\$0	\$74.8
FY 2021 Project Phases ³	61	43
Project Phases Obligated to Date	14	19
Unobligated Project Phases Past Their Original Estimated Start Date	16	23

68%

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)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$116.2	\$116.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$142.8</u>	<u>+\$141.8</u>
Total Available Federal Funding in FY 2021	\$259.0	\$258.0
Total Federal Funding Programmed ¹	\$154.3	\$205.4
Federal Funding Obligated (2021) ²	\$0	\$190.2
FY 2021 Project Phases ³	52	53
Project Phases Obligated to Date	10	26
Unobligated Project Phases Past Their Original Estimated Start Date	10	21

93%

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 – TA SET ASIDE (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$8.2	\$8.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14.9</u>	<u>+\$9.0</u>
Total Available Federal Funding in FY2021	\$23.1	\$17.2
Total Federal Funding Programmed ¹	\$21.3	\$12.4
Federal Funding Obligated (2021) ²	\$0	\$8.8
FY 2021 Project Phases ³	29	25
Project Phases Obligated to Date	7	15
Unobligated Project Phases Past Their Original Estimated Start Date	12	10

71%

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 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?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

James Adkins
Transportation Planner
Ph: (682) 433-0482
jadkins@nctcog.org