



PROPOSED TXDOT POLICY CHANGE FOR MPO-SELECTED FUNDING

CHRISTIE GOTTI & MICHAEL MORRIS
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
OCTOBER 27, 2023



BACKGROUND

- In 1991, federal law established Metropolitan Planning Organization (MPO) selection authority for Surface Transportation Planning – Metropolitan Mobility funds, which were later renamed Surface Transportation Block Grant (STBG) funds
- Congestion Mitigation Air Quality Improvement Program (CMAQ) funds are allocated to nonattainment areas and for decades the Texas Department of Transportation (TxDOT) has delegated selection authority to MPOs
- TxDOT Headquarters has been focused on the reduction of carryover balances in MPO-Selected categories for several years
- Led to the creation of the Regional Transportation Council (RTC)'s 10 Year Milestone Policy and annual project tracking efforts implemented by staff



BACKGROUND, CONT.

- Per federal law, funds are available in the year of apportionment, plus 3 years (4 years total)
- This means funds can carryover legally for up to 3 years, then they lapse
- The only lapse in our history was in FY2020, when TxDOT allowed funds to lapse by not spending the oldest funds first (not caused by an MPO)
- TxDOT is using this lapse as a reason to pursue removal of funds from MPO selection and transitioning it to TxDOT District selection
- TxDOT states that it is creating an incentive = Use it or lose it



PROPOSED RULEMAKING – STBG FUNDS

- A portion of STBG funds are federally allocated to urbanized areas over 200,000 in population (e.g., MPOs) and cannot be reallocated to other areas of the State
- TxDOT is proposing that if MPO carryover balances exceed 200% of a given year's annual allocation, they would sweep the amount over the 200% threshold from the MPO's Category 2 allocation
- This means that TxDOT is only allowing 2 years of use (the year of apportionment plus 1) vs. the federal rule of year of apportionment plus 3
- Since TxDOT cannot reallocate STBG funds, they are proposing to reallocate other MPO-selected funds via the Category 2 program
- Potential problem with federal legislative intent



PROPOSED RULEMAKING – STBG FUNDS

- In the Texas Administrative Code, Category 2 is allocated to MPOs currently
- The proposed rule states that Category 2 funds will be allocated to MPOs and Districts
- This changes selection authority for ALL category 2 funding, not just the future “STBG-related Category 2 adjustments”



PROPOSED RULEMAKING – CMAQ FUNDS

- CMAQ funds are allocated to States based on nonattainment areas
- TxDOT has historically suballocated CMAQ funds to MPOs in nonattainment areas for air quality conformity purposes
- The proposed rule change states that if MPO carryover balances exceed 200% of the annual allocation, the amount over the threshold will be reallocated to TxDOT District Category 11 Safety Program
- In addition, TxDOT is proposing that MPOs must obtain District concurrence on ALL CMAQ funds, not just funds reallocated to Districts



PROPOSED RULEMAKING - GENERAL

- Removal of funds from MPO to TxDOT selection authority is proposed to happen at the staff level vs. by the TTC
- This means that MPO allocations can be reduced with:
 - No public involvement
 - No transparency
- TTC approves the Unified Transportation Program (UTP), funding allocations, and Major Changes to the UTP
 - Under this proposal, removal of MPO funds is not considered to be a “Major Change”
- The rule does not define “encumbered” or “unencumbered”



ISSUES

- TxDOT has two possible information systems to use:
 1. the eSTIP (moving from)
 2. TxDOT Connect (moving to)
- The eSTIP is the mechanism available for MPOs to track/monitor/communicate programmed funding to projects to the public, TxDOT, and the US Department of Transportation (US DOT)
- TxDOT Connect is TxDOT's internal database
 - MPOs have read only access
 - Districts and other TxDOT staff have "write" access
- The Statewide Transportation Improvement Program (STIP) is the federally recognized tracking system for transportation projects and funding
 - TIP/STIP modifications are reviewed by TxDOT Districts and the US DOT
 - The eSTIP revision process is long and complicated



ISSUES

- TxDOT pulls data from TxDOT Connect
 - TxDOT District staff must re-enter projects, funding, and dates into TxDOT Connect
 - TxDOT does not “automatically” include MPO awarded projects into the same fiscal year as the MPO allocates them
 - Projects have to be coded correctly in TxDOT Connect to show up in the TxDOT Headquarters data pulls
 - In 2023, transit transfers that had already been finalized were not showing up in the analysis TxDOT was using for this process
- TxDOT uses a “Category Analysis” to track allocated funds, carryover funds, and usage of such funds
 - The Category Analysis report feeds from TxDOT Connect
 - The programmed amounts in the Category Analysis reports often do not match the data provided in monthly Federal Obligation Reports that TxDOT provides MPOs
 - The reports use different fiscal years (State vs. Federal)



CMAQ UTILIZATION ESTIMATE FROM TXDOT – FY2023

CMAQ

	FY23 Revised Allocation	FY23 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$37.32	(\$4.37)	\$32.95	11.7%
EL Paso MPO	\$16.27	(\$2.53)	\$13.74	15.6%
HGAC MPO	\$330.93	(\$61.01)	\$269.92	18.4%
NCTCOG MPO	\$132.06	(\$121.45)	\$10.60	92.3%
Total	\$516.58	(\$189.36)	\$327.21	36.7%



STBG UTILIZATION ESTIMATE FROM TXDOT – FY2023

STP MM

	FY23 Revised Allocation	FY23 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$152.95	(\$25.16)	\$127.79	16.4%
CAMPO	\$125.08	(\$15.01)	\$110.07	12.0%
Corpus Christi MPO	\$24.77	\$0.01	\$24.78	0.0%
El Paso MPO	\$62.24	(\$20.45)	\$41.79	32.9%
HGAC	\$577.96	(\$158.41)	\$419.55	27.4%
KTUTS	\$24.75	(\$11.08)	\$13.67	44.8%
Laredo MPO	\$55.42	\$0.00	\$55.42	0.0%
Lubbock MPO	\$17.10	(\$21.62)	-\$4.52	126.4%
NCTCOG	\$227.07	(\$172.83)	\$54.24	76.1%
RGV MPO	\$109.44	\$0.58	\$110.02	-5.0%
Total	\$1,376.78	(\$423.97)	\$952.81	30.8%



POINTS TO CONSIDER

- Implications of Districts having veto authority over CMAQ and Category 2 funding?
- How do smaller MPOs “save up” funding for larger projects?
- Implications of TxDOT’s choice of information systems to use in this process:
 - Bad Data = Bad Decisions/Process
 - Opportunity cost of duplicate data entry vs. getting projects across the goal line
- MPOs are at the mercy of TxDOT staffing levels and ability to:
 - Enter all STIP data in duplicate within TxDOT Connect
 - Execute AFAs in a timely manner
 - Review local government plans, environmental documents, etc. in a timely manner



POSSIBLE POINTS TO COMMENT ON PROPOSED RULEMAKING

- This proposal changes selection authority for ALL category 2 funding, not just the future “STBG-related Category 2 adjustments,” which is not germane to the carryover issue
- TxDOT is proposing that MPOs must obtain District concurrence on ALL CMAQ funds, not just funds reallocated to Districts, which again, is not germane to the carryover issue
- If TxDOT is going to take funding away from MPOs, it should occur via a formal TTC action
- Formal notification should be sent to MPOs and MPO policy boards in advance
- An appeals process should be created to review TxDOT data entry to ensure accuracy and context
- The rule should define “encumbered” and/or “unencumbered”
- The rule creates an opportunity cost of duplicate data entry vs. getting projects across the goal line
- The rule is silent on information system used, and if TxDOT Connect is used, two systems of record are available (eSTIP is officially sanctioned) and not usually consistent
- Ask TxDOT to confirm compliance with federal intent



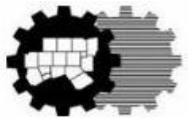
QUESTIONS AND DISCUSSION



US 380 FEDERAL/LOCAL FUNDING PARTNERSHIP WITH COLLIN COUNTY

Surface Transportation Technical Committee

October 27, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- NCTCOG would like to expand the pool of RTC Local funds available to implement projects outside of the longer federal process.
- The RTC Local pool was previously expanded via federal/local exchanges with various local partners.
- The latest example was a federal/local trade between the RTC and the City of Dallas (Five Mile Creek Trail Partnership) approved in June 2023, with the funds received in October 2023.
- To further increase the amount of non-federal funding available to the RTC, staff proposes to build upon the original two-project partnership with Collin County that was approved in November 2020.

ORIGINAL PARTNERSHIP WITH COLLIN COUNTY, FRISCO, AND MCKINNEY

- In November 2020, two projects were funded by the RTC because Collin County Bond funds were ineligible, yet the County had an interest in participating financially:
 - Panther Creek Parkway (Frisco) - \$30 million Surface Transportation Block Grant
 - McKinney National Airport Runway Extension (McKinney) - \$30 million Regional Toll Revenue
- In exchange, \$60 million of RTC-selected Category 2 funds were taken off the US 380 project and replaced with \$60 million of Collin County Bond funds.

CURRENT PROPOSED TRADE WITH COLLIN COUNTY

- Collin County has already committed \$60 million in local bond program funds to US 380 to complete the existing partnership agreement.
- The County is willing to send its \$60 million of local funds to the RTC instead if the RTC will place the same amount of new Category 2 funds on US 380.
- The \$60 million of County funds would be added to the RTC Local pool.

SUMMARY OF PROPOSED PARTNERSHIP (\$ IN MILLIONS)

RTC Receipt (Local)	RTC Payment (Federal) ¹	Collin County Payment (Local)	“Collin County” (Federal) ²
+\$60 M	-\$60 M	-\$60 M	+\$60 M

¹ Funding will be Category 2 via the 10-Year Plan

² Funding will be programmed on US 380 in Collin County

APPROVAL TIMELINE

Meeting/Task	Date
Collin County Commissioners Court Action	March 27, 2023
STTC Action	October 27, 2023
RTC Action	November 9, 2023
Executive Board Action	November 16, 2023

PROPOSED ACTION

- Recommend RTC approval of:
 - Proposed US 380 federal/local partnership with Collin County
 - Program \$60 million in Category 2 funds on US 380
 - Receive \$60 million in local funds for placement in RTC Local Pool
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

CONTACT/QUESTIONS?

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

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

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

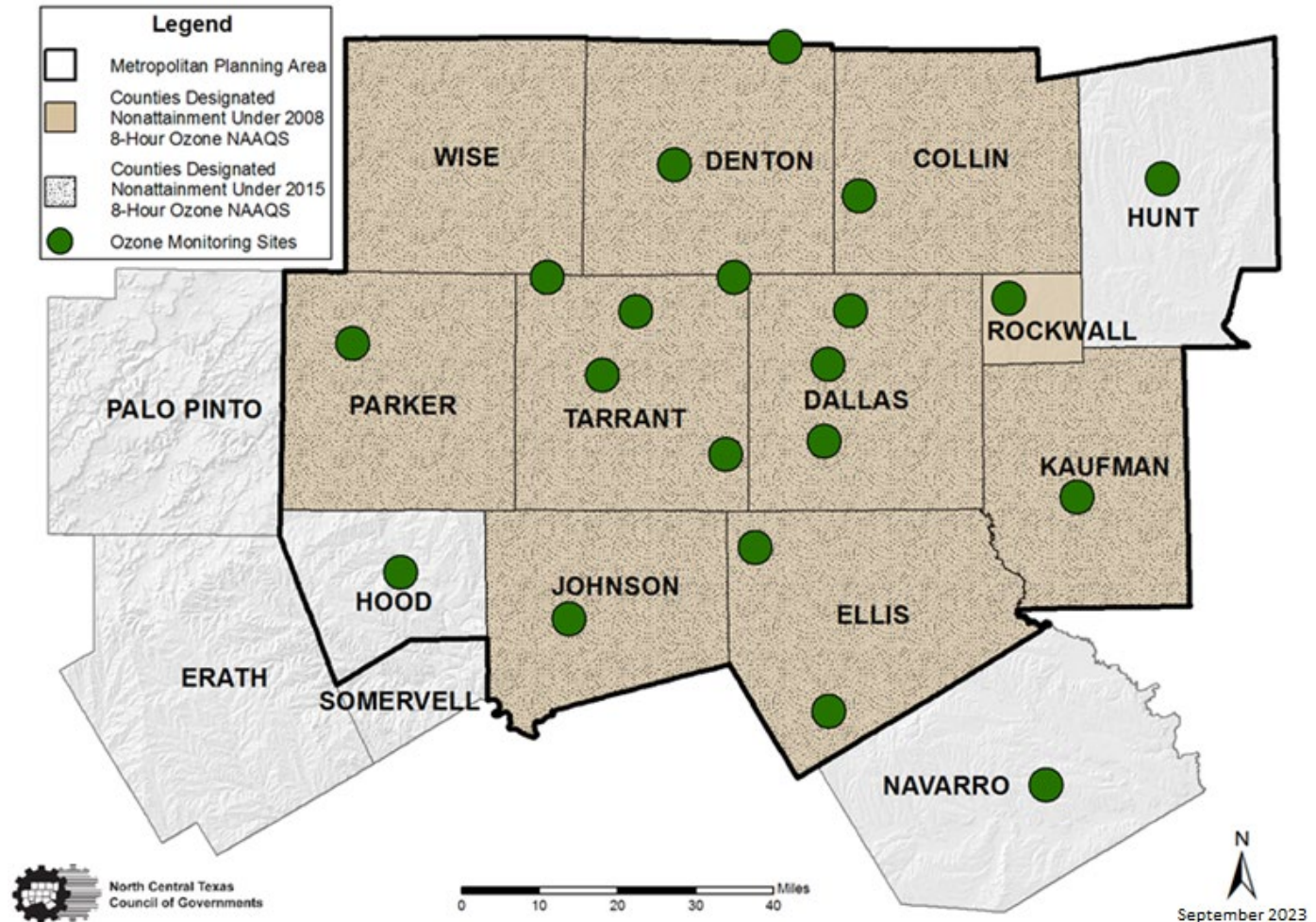


2023 TRANSPORTATION CONFORMITY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
OCTOBER 27, 2023

2023 TRANSPORTATION CONFORMITY ANALYSIS

Nonattainment
Areas
Under the
8-Hour Ozone
Standards



2023 TRANSPORTATION CONFORMITY ANALYSIS

Reason

On April 24, 2023, the Environmental Protection Agency (EPA) approved new Motor Vehicle Emissions Budgets for the purpose of transportation conformity, with an effective date of May 24, 2023.

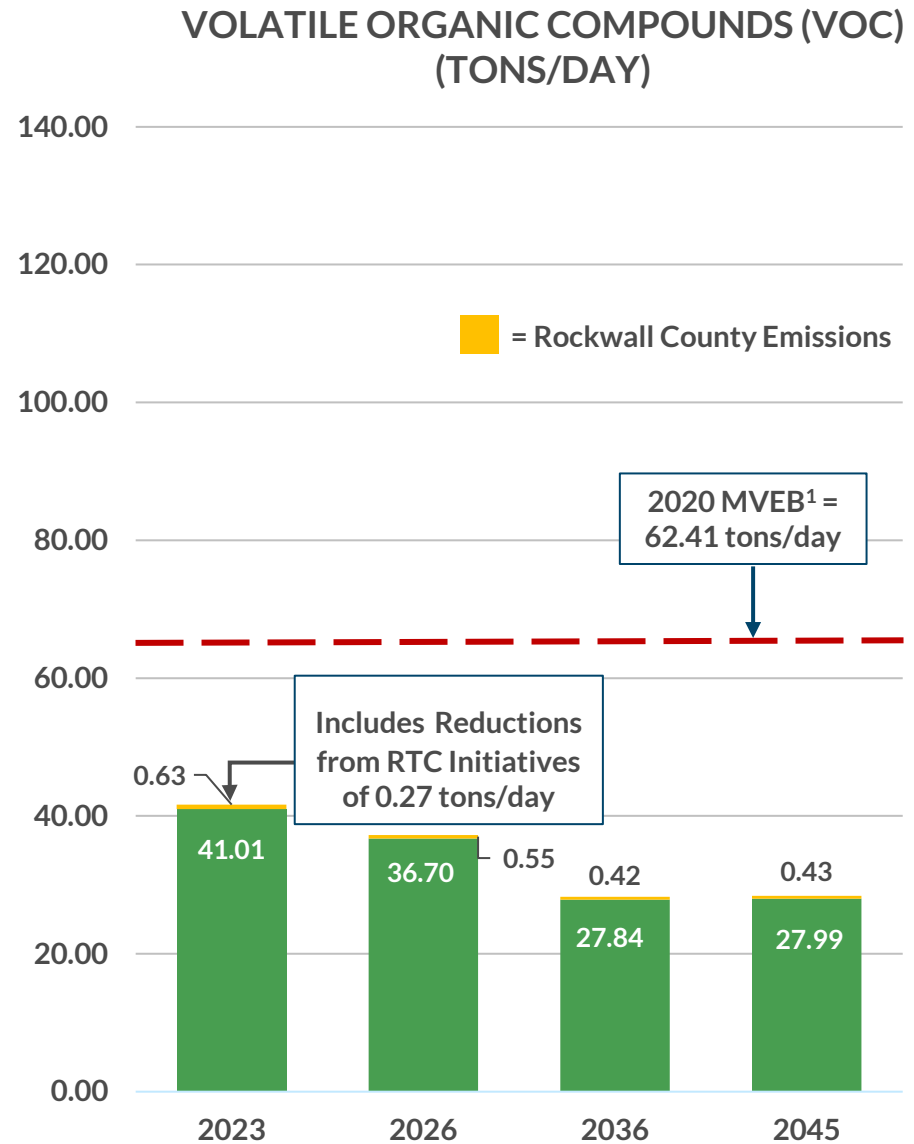
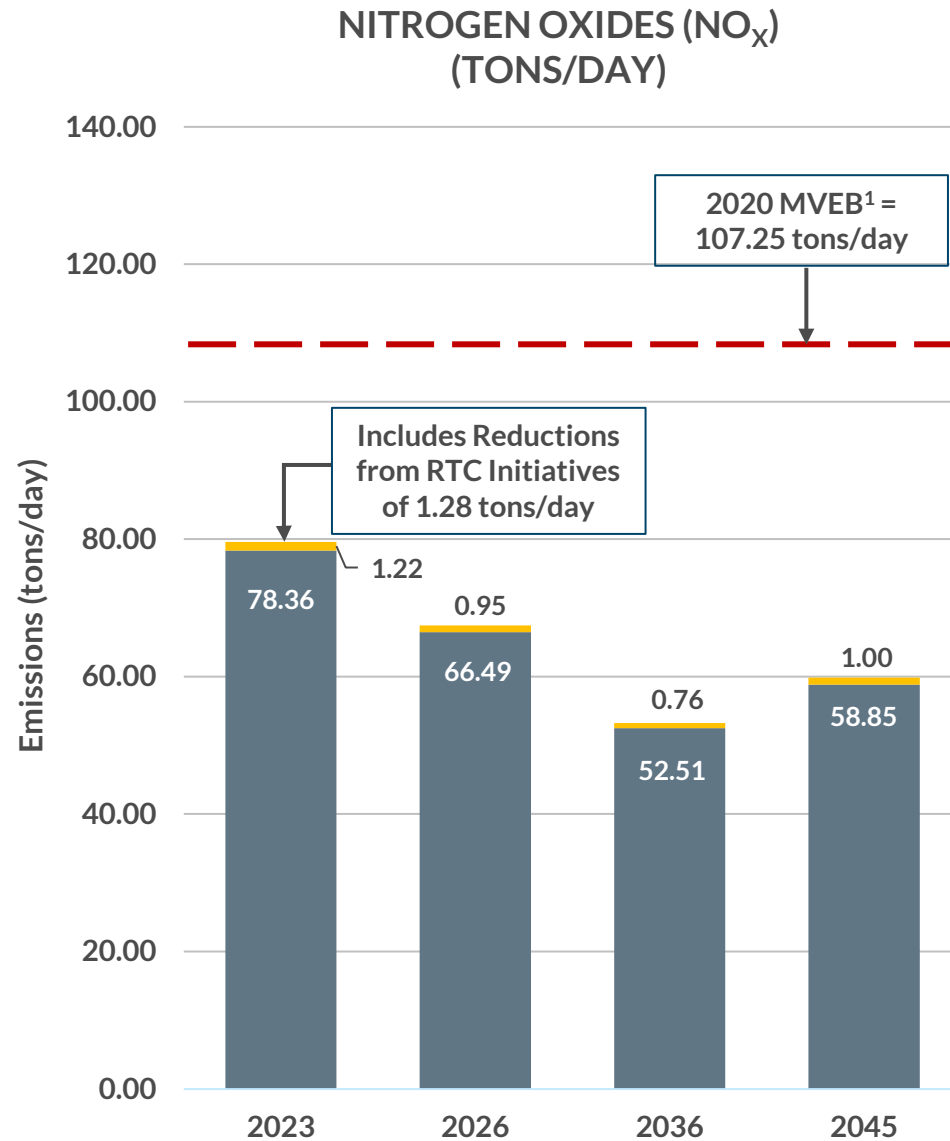
	NO _x Tons/Day	VOC Tons/Day
Old	130.77	64.91
New	107.25	62.41

This approval requires transportation conformity to be performed within two years of the effective date.

Strategic Analysis against new emission budgets only (no network/project changes to the current Mobility 2045 Update).



2023 TRANSPORTATION CONFORMITY RESULTS (DRAFT FINAL)



¹Air Plan Approval; Texas; Reasonable Further Progress Plan for the Dallas-Fort Worth Ozone Nonattainment Area, [88 FR 24693](#)

TIMELINE

DATE	ACTIVITY
September 2023	Pre-Analysis Consensus Plan
September 22, 2023	Surface Transportation Technical Committee (STTC) – Information
October 9, 2023	Public Meeting (Start of Comment Period)
October 12, 2023	RTC – Information
October 27, 2023	STTC – Action (Endorsement of 2023 Transportation Conformity and Recommendation for RTC Approval)
November 9, 2023	RTC – Action (Endorsement of 2023 Transportation Conformity) (End of Public Comment Period November 8, 2023)
November 16, 2023	Executive Board – Action (Endorsement of 2023 Transportation Conformity)
November 2023	2023 Transportation Conformity Documents Sent to Partners (Starts Interagency Consultation Review)
March 2024	Anticipated United States Department of Transportation (USDOT) Conformity Determination
May 2025	Required USDOT Conformity Determination



ACTION REQUESTED

The Surface Transportation Technical Committee endorses the 2023 Transportation Conformity analysis for new Motor Vehicle Emissions Budgets on Mobility 2045 Update, the Metropolitan Transportation Plan for North Central Texas, and

Recommend the Regional Transportation Council approve the 2023 Transportation Conformity.



CONTACT US



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342

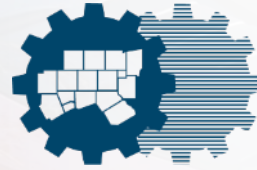


Vivek Thimmavajjhala

Transportation Modeler

vthimmavajjhala@nctcog.org | 817-704-2504





Electric Vehicle Charging and Energy Management Grants

Jared Wright
Senior Air Quality Planner

**Surface Transportation Technical
Committee**

October 27, 2023

Electric Vehicle Charger Reliability and Accessibility Accelerator Program

Purpose: As a set-aside of the National Electric Vehicle Infrastructure (NEVI) Formula Program, this program will increase reliability of electric vehicle (EV) charging stations by funding repair and replacement of existing EV charging stations

Funding Source	Federal Highway Administration (FHWA)
Eligible Projects	Public or privately owned chargers listed as non-operational chargers on the Alternative Fuels Data Center (AFDC) by October 11, 2023 afdc.energy.gov
Eligible Applicants	State departments of transportation and local governments Note: Texas Department of Transportation (TxDOT) is not pursuing this funding
Available Funding	Approximately \$100 million available, FHWA anticipates all eligible projects will be awarded
Federal Share	Up to 80% of the total project cost, 20% match required
Station Requirements	Funded stations must be upgraded to NEVI Standards under 23 CFR 680



Application Approach

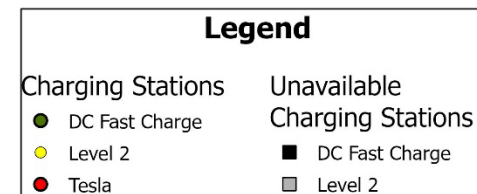
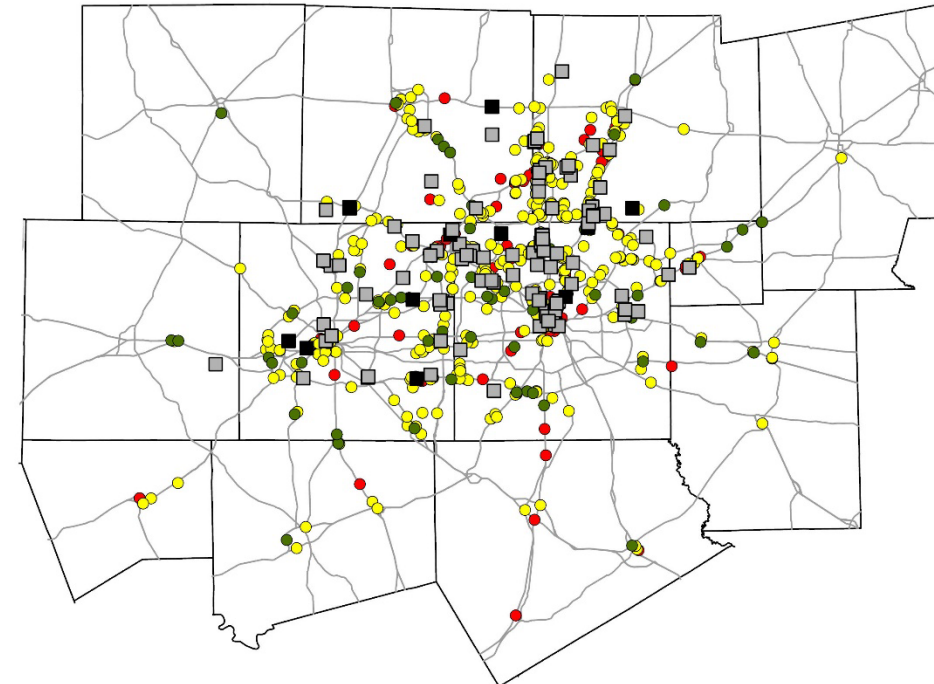
Incorporate North American Charging Standard (NACS) Connector for Consistency with Texas EV Infrastructure Plan

Coordinate with host cities and charging station networks to determine warranted repair needs

Propose to Prioritize Sites that:

- Are not in proximity to existing charging stations
- Increase access in key areas such as multi-family properties, grocery stores, and retail locations
- Connect the region to other areas

Level 2 and DCFC Charging Stations in Metropolitan Planning Area



Proposed Budget

Total Project *Funding for Site Repair/Upgrade: \$4,200,000 NCTCOG Administration: \$300,000	Up to \$4,500,000
Federal Funds *Pass-Through Funding for Site Repair/Upgrade: \$3,360,000 NCTCOG Administration: \$300,000	Up to \$3,600,000
Matching Funds Match for Pass-Through Funding to be Provided by Subrecipients Match for NCTCOG Administration to be Provided by Up to 60,000 Regional Transportation Development Credits	Up to \$900,000

Request may be lowered based on final assessment of sites that warrant repair/upgrade

*Assumes replacement costs of ~\$7,500 per port for Level 2 stations and ~\$150,000 per port for DCFC stations, based on TxDOT estimates; universe of eligible sites includes 213 Level 2 ports and 17 DC Fast Charge ports



Application Schedule

Milestone	Date
Notice of Funding Opportunity Released	September 11, 2023
STTC Recommendation of RTC Approval	October 27, 2023
RTC Approval	November 9, 2023
FHWA Application Deadline	November 13, 2023
Executive Board Endorsement	November 16, 2023



State Energy Conservation Office (SECO) Regional Energy Management Program

Project Description: Coordinate with Environment & Development Department to develop, implement, and maintain effective energy management and efficiency programs while meeting Justice 40 and energy consumption reporting requirements

Key Transportation Activities:

- Increasing compliance with reporting requirements applicable to nonattainment and affected counties
- Integrating alternative fuels into resilience/emergency response activities
- Develop white paper on resilience strategies for electric vehicle charging stations

NCTCOG Budget: \$200,000 federal, \$40,000 match

Funds split evenly between Transportation and Environment and Development departments

Up to \$20,000 match needed to fulfill Transportation share



Action Requested

Recommend Regional Transportation Council approval for:

NCTCOG to pursue funding from FHWA Electric Vehicle Charger Reliability and Accessibility Accelerator program to repair and replace non-operational electric vehicle chargers in or connecting travelers to NCTCOG region, including use of up to \$60,000 Transportation Development Credits as non-federal match for NCTCOG administrative costs

Use of up to \$20,000 in RTC local funds to fulfill match requirement for SECO-funded Regional Energy Management project



Contact Us



Maggie Quinn
Air Quality Planner
mquinn@nctcog.org



Jared Wright
Senior Air Quality Planner
jwright@nctcog.org



Lori Clark
Program Manager
& DFWCC Director
lclark@nctcog.org



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org

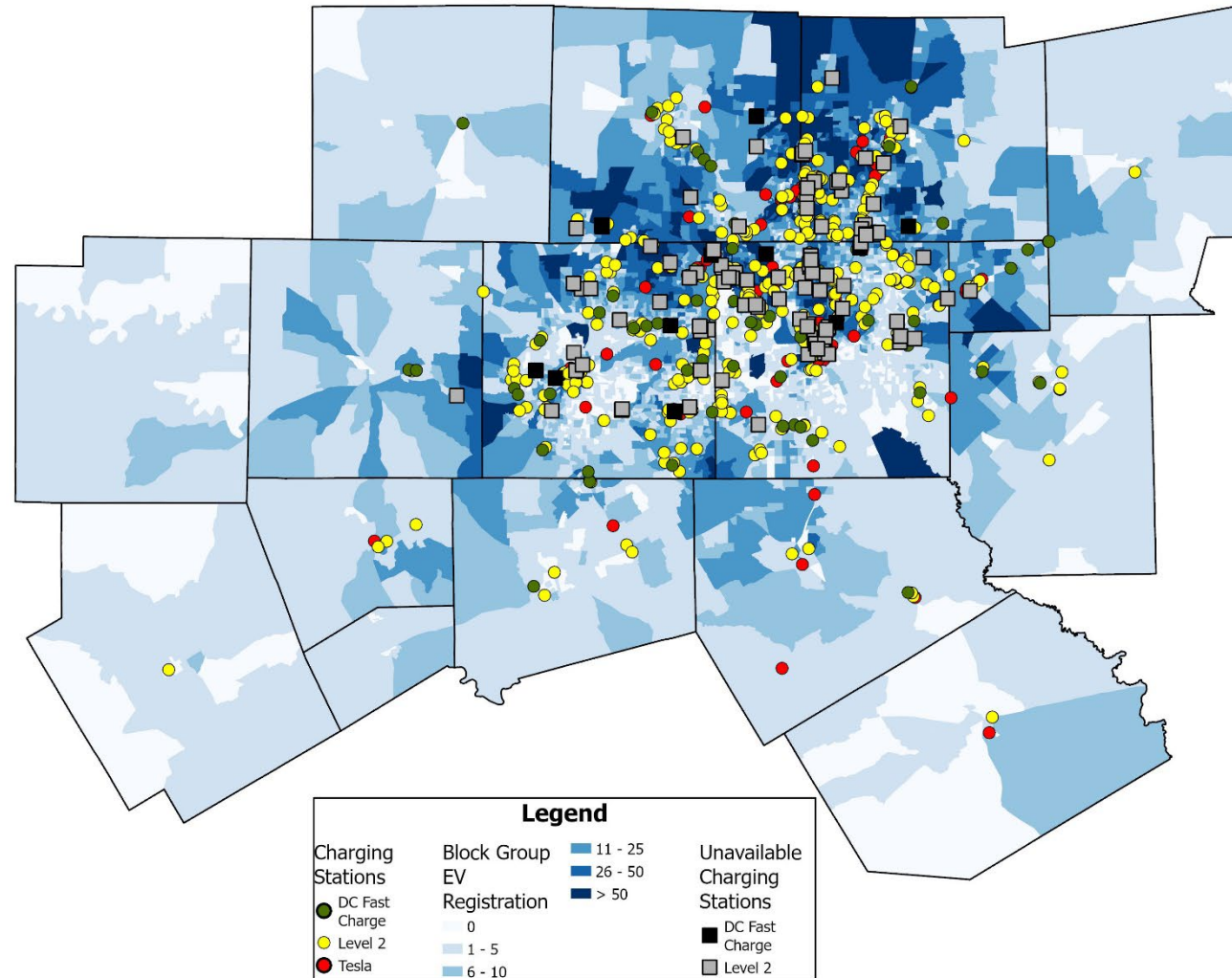


cleancities@nctcog.org



Background Information – Station Locations

Level 2 and DCFC Stations in NCTCOG 16-County Region



Background Information – Station Locations

City	Number of Unavailable Ports
Addison	2
Aledo	1
Allen	2
Arlington	6
Aubrey	1
Bedford	1
Carrollton	1
Celina	1
Colleyville	2
Coppell	2
Dallas	76
Denton	2

City	Number of Unavailable Ports
Duncanville	2
Fairview	2
Farmers Branch	1
Fort Worth	35
Frisco	10
Grand Prairie	2
Grapevine	7
Highland Village	2
Irving	12
Lewisville	3
Little Elm	1
McKinney	2

City	Number of Unavailable Ports
Mesquite	4
Murphy	4
North Richland Hills	4
Plano	21
Richardson	6
Rockwall	1
Rowlett	2
Sachse	1
Southlake	2
Sunnyvale	2
Westlake	2
Westworth Village	1

Two additional out of region stations considered for inclusion are a station along I-35 in Waco, and one along SH-80 in Wills Point



Background Information – NEVI Standards

DCFC stations along Alternative Fuel Corridors must offer at least four network connected DCFC ports at a minimum power rating of 150kW per port simultaneously

Level 2 stations and locations not along Alternative Fuel Corridors must offer at least four network connected DCFC or Level 2 charging ports capable of charging simultaneously

Charging stations must display price before initiating in session in \$/kWh and cannot change during a session

Charging stations must include a contactless payment method that accepts all major debit and credit cards and the option to pay by toll-free phone number or SMS message system

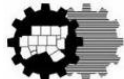
Charging stations must meet interoperability standards regarding communication protocols between vehicles and charging networks



PROJECT STATUS REPORT: FY2023/FY2024 PROJECT TRACKING

Surface Transportation Technical Committee

October 27, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Focuses on projects slated for implementation in FY2023 and FY2024
- Provides earlier monitoring and highlights potential problems in order to prevent and/or mitigate delays
- Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances
- TxDOT's proposed rulemaking for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) carryover funds increases the need to minimize carryover balances

FISCAL YEAR 2023 PROJECT TRACKING

END OF YEAR SUMMARY OF FY2023 CMAQ FUNDING

	NOVEMBER 2022	SEPTEMBER 2023
Total Federal Funding Programmed ¹	\$85,866,811	\$106,329,976
Federal Funding Obligated (2023) ^{2, 3}	(\$515,153)	\$98,841,840
FY2023 Project Phases	36	40
Project Phases Obligated to Date	0	26

¹ Programmed funding is comprised of what is included in the Transportation Improvement Program (TIP) (as of November 2023 mod cycle) as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 9/30/2023

35% of projects were delayed. The region obligated more funding than was programmed at the beginning of the fiscal year as a result of transit implementation.

END OF YEAR SUMMARY OF FY2023 STBG FUNDING

	NOVEMBER 2022	SEPTEMBER 2023
Total Federal Funding Programmed ¹	\$230,670,388	\$258,037,726
Federal Funding Obligated (2023) ^{2, 3}	(\$1,405,523)	\$109,915,100
Federal CRRSAA Funding Obligated (2023)	\$0	\$43,744,674
Total Federal Funding Obligated (2023)	(\$1,405,523)	\$153,659,774
FY2023 Project Phases	77	78
Project Phases Obligated to Date	0	40

¹ Programmed funding is comprised of what is included in the TIP (as of November 2023 mod cycle) as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 9/30/2023

~50% of projects were delayed

END OF YEAR SUMMARY OF FY2023 TRANSPORTATION ALTERNATIVES SET ASIDE (TASA) FUNDING

	NOVEMBER 2022	SEPTEMBER 2023
Total Federal Funding Programmed ¹	\$19,234,907	\$22,417,922
Federal Funding Obligated (2023) ^{2, 3}	(\$1,674,876)	\$14,766,494
FY2023 Project Phases	18	23
Project Phases Obligated to Date	0	11

¹ Programmed funding is comprised of what is included in the TIP (as of November 2023 mod cycle) as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 9/30/2023

The region was able to obligate enough funding to avoid federal funding lapse, 70% of TASA was obligated due to transit projects, but more than 50% of projects were delayed.

FISCAL YEAR 2024 PROJECT TRACKING

SUMMARY OF FY2024 CMAQ FUNDING

	OCTOBER 2023
Total Federal Funding Available ¹	\$58,264,161
Federal Funding Obligated (2024) ^{2, 3}	\$0
FY2024 Project Phases	55
Project Phases Obligated to Date	0

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 10/14/2023

SUMMARY OF FY2024 STBG FUNDING

	OCTOBER 2023
Total Federal Funding Available ¹	\$91,767,421
Federal Funding Obligated (2024) ^{2, 3}	\$0
FY2024 Project Phases	92
Project Phases Obligated to Date	0

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 10/14/2023

SUMMARY OF FY2024 TASA FUNDING

	OCTOBER 2023
Total Federal Funding Available ¹	\$58,325,584
Federal Funding Obligated (2024) ^{2, 3}	\$0
FY2024 Project Phases	14
Project Phases Obligated to Date	0

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 10/14/2023

QUESTIONS/COMMENTS?

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

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

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

Marcia Nascimento
Transportation Planner I
Ph: (817) 287-0031
mnascimento@nctcog.org



NCTCOG PRESENTATION

NORTH TEXAS TOLLWAY AUTHORITY (NTTA) STATE INFRASTRUCTURE BANK LOAN UPDATE

LIZA COX | FOR PRESENTATION TO THE SURFACE
TRANSPORTATION TECHNICAL COMMITTEE | 10-27-2023

HISTORY

- In 2012, TxDOT requested assistance from the Regional Transportation Council (RTC) to replenish the State Infrastructure Bank (SIB) by “purchasing” an NTTA SIB loan.
- NTTA originally took out the loan to finance construction of the President George Bush Turnpike (PGBT)
- In October 2012, the RTC agreed to assist TxDOT and assumed the NTTA SIB loan using Regional Toll Revenue (RTR) funds
 - Collin, Dallas, and Denton County RTR funds were utilized at their request to earn higher interest rates
 - Allowed the SIB additional capacity to make loans to other projects in other parts of the state
- As part of this partnership, the RTC and TxDOT finalized a strategy reducing TxDOT staff costs for on-system RTR projects – all funds were repaid



TERMS AND REPAYMENT

LOAN AMOUNT: \$138,972,560

Annual Interest Rate: 4.2%

	COLLIN	DALLAS	DENTON	TOTALS
% of initial loan	13.75%	72.5%	13.75%	100%
Principle Loan reduced with yearly payments	\$19,108,727	\$100,755,106	\$19,108,727	\$138,972,560
Interest Earned	\$5,445,669	\$28,006,298	\$5,445,669	\$38,897,636
Account Breakdown of Interest Earned	Acct 1 - \$3,500,787 Acct 2 - \$1,944,882	Acct 1 - \$17,892,913 Acct 2 - \$10,113,385	Acct 1 - \$3,500,787 Acct 2 - \$1,944,882	Acct 1 - \$24,894,487 Acct 2 - \$14,003,149

- In October 2022, the loan was paid in full.
- After the transaction posted, staff had to verify accounting and assign interest earned.



SUMMARY

- The RTC helped TxDOT by recapitalizing the SIB for future use on other projects across the state
- The partnership allowed TxDOT and the RTC to finalize and implement a successful strategy for how TxDOT charges on-system staff costs for RTR projects long-term
- The RTC and county RTR accounts benefitted from higher interest earned
- A plan is underway to program these funds



CONTACT/QUESTIONS



Liza A. Cox, Transportation Planner II

lacox@nctcog.org | 817-704-2503



Ken Bunkley, Principle Transportation Planner

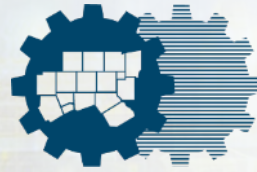
kbunkley@nctcog.org | 817-695-9288



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338





Climate Pollution Reduction Grants Update

**Savana Nance, Senior Air Quality Planner
Surface Transportation Technical Committee
10.27.2023**

CPRG Planning Grants Overview

North Central Texas Council of Governments (NCTCOG) received \$1 million in funds to develop a regional plan to improve air quality

- Environment and Development and Workforce Solutions of North Texas are assisting in development of CPRG deliverables

NCTCOG will collaborate with local governments and the public to develop the following Climate Pollution Reduction Grants (CPRG) Planning Grants deliverables:

- Priority Climate Action Plan (PCAP) – Due March 1, 2024
- Comprehensive Climate Action Plan (CCAP) – Due Summer 2025
- Status Report – Due Summer 2027

Deliverables will be incorporated into the NCTCOG's **Dallas-Fort Worth Air Quality Improvement Plan**



CPRG Implementation Grants Overview

\$4.3 billion available for general competition

- Individual awards will be between \$2 million and \$500 million
- Environmental Protection Agency (EPA) anticipates awarding 30-115 grants under this announcement

Tier	Grant Ranges	Funds Targeted for Each Tier	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$2B	4-10
Tier B	\$100M - \$199M	\$1.3B	6-13
Tier C	\$50M - \$99M	\$.6B	6-12
Tier D	\$10M - \$49M	\$.3B	6-30
Tier E	\$2M - \$9.9M	\$.1B	10-50



Eligible Implementation Grants Applicants

Lead organizations that were direct recipients of CPRG planning grants

State

Municipalities

Tribes

General competition designed to incentivize applicants to apply together

- Applications are scored based on the cumulative benefits the measures would create
- EPA will not award multiple grants to implement the same measure in the same location
- EPA anticipates awarding no more than two grants to applicants at the same level of government within a single jurisdiction (e.g., a single state, municipality, tribal area, or territory).



Eligible Implementation Grant Measures

Goals:

- Advance the transition towards a decarbonized economy
- Improve air quality
- Pursue innovative policies and programs that are replicable and can be “scaled up” across jurisdictions
- Benefit low-income and disadvantaged communities
- Incorporate high labor standards
- Support measures for which funding is unavailable or insufficient

Eligible Measures:

- New stand-alone measures
- Expansion of current measures that are already implemented
- New measures which needs additional funding
- There are no limits on the number of measures an application can include and applications are scored on the cumulative benefits from all measures

To be eligible for CPRG Implementation Grant funding a measure must be included in a PCAP



EPA Notice of Funding Opportunities Example Measures

Sector	Measures
Transportation	<ul style="list-style-type: none">- Programs to increase electric vehicles (EV) adoption (incentive programs, infrastructure, policies, etc.)- Transportation pricing programs, such as parking and road pricing- Policies to support transportation management incentive programs to reduce vehicle trips or travel and expand transit use- Programs to reduce greenhouse gas (GHG) emissions at port and freight terminals- Update building and zoning codes to encourage walkable, bikeable, and transit-oriented development- Encourage mode shift from private vehicles to walking, biking, and public transportation (complete streets, bike share programs, low speed e-bike subsidies, public transit subsidies)



CPRG Transportation Workshop Measures

Topic Area	Measures
Clean Fuels and Fuel Efficiency	<ul style="list-style-type: none">- Install monitors to show emissions produced when idling in areas with high idling (EX: school zones)- Incentivize electric vehicles (EV) and e-bikes with rebates*- Build more EV and alternative fuel infrastructure *- Identify and designate “low-emission corridors”
Sustainable Development	<ul style="list-style-type: none">- Implement the 15-minute city *- Improve sidewalks with solar panels or native trees*- Add more bike lanes and add barriers to bike lanes*- Expand the Safe Routes to Schools program*- Deploy “park once” programs*- Invest in cool/smart pavement

*EPA Notice of Funding Opportunities (NOFO) Example



CPRG Transportation Workshop Measures

Topic Area	Measures
Congestion Management	<ul style="list-style-type: none">- Encourage/incentivize flexible start/stop times at workplaces and hybrid work*- Encourage/incentivize delivery drivers to drive during off-peak times*- Educate the public on autonomous vehicles- Identify opportunities to utilize roundabouts- Add dedicated turn lanes to reduce congestion- Utilize unused lanes (such as service roads) during times of high congestion, or explore the use of contraflow lanes- Identify and update unsafe forced merges leading to accidents- Install of smart traffic light controllers- Improve existing railway crossings to minimize vehicle idling
Transit Planning & Operations	<ul style="list-style-type: none">- Subsidize the cost of public transportation*- Increase 511 DFW public awareness- Implement higher capacity on-demand vehicles (micro transit)*- Create bus/transit only lanes*- Improve access to transit stops and minimize wait times*- Implement parking maximums to encourage public transportation*- Reduce or eliminate toll fees for first/last mile services*- Identify and implement transit options for rural areas*



Seeking STTC Recommendations

New measures the region should implement

Current measures which should be expanded

Measures which need additional funding to continue

Current measures which need to be updated/improved

Recommendations can be sent to nctcog-cprg@PublicInput.com



Next Steps

Milestone	Date
Public Engagement Opportunities	Ongoing until February 2024
One-on-One Meetings with Local Governments	October - November
CPRG Workshop	November 29, 2023
CPRG Workshop	December 13, 2023
CPRG Workshop	January 17, 2024
Optional Notice of Intent to Apply to CPRG Implementation Grants	February 1, 2024
CPRG Applications Due	April 1, 2024
Anticipated Award of CPRG Implementation Grants	October 2024
CCAP Due	June 17, 2025
Status Report Due	June 17, 2027



Next Steps

Submit a letter of support by Friday, November 10, 2023, to notify NCTCOG of interest in participating in a regional application for the CPRG Implementation Grants

Template letter of support and agencies who have submitted are available at www.publicinput.com/nctcog-cprg



Contact Us



Savana Nance
Senior Air Quality Planner
snance@nctcog.org



Lori Clark
Senior Program Manager &
DFWCC Director
lclark@nctcog.org



Chris Klaus
Senior Program Manager
cklaus@nctcog.org



EPA NOFO Example Measures

Sector	Measures
Buildings Sector	<ul style="list-style-type: none">- Adoption of up-to-date energy codes- Incentive program for energy efficiency measures in existing government-owned commercial, and residential buildings- Incentive programs for energy-efficient appliances- Programs and policies to electrify government-owned, commercial, and residential buildings- Programs and policies to encourage electrification and EV charging at multi-unit dwellings- Implementation of building energy performance management program- Program to promote recovery and destruction of high-global warming potential hydrofluorocarbons used in existing appliances
Industrial Sector	<ul style="list-style-type: none">- Standards addressing GHG emissions from industrial facilities- Programs to incentivize energy efficiency measures in industry- Programs to expand the market for low-embodied carbon materials- Incentives for low/no carbon fuels, electrification, renewable energy, and process improvements in industrial facilities



EPA NOFO Example Measures

Sector	Measures
Waste, Water, and Sustainable Materials Management Sector	<ul style="list-style-type: none">- Standards and incentives to reduce methane emissions from landfills and wastewater treatment facilities, including collection for use or destruction- Programs and incentives to reduce or divert waste- Programs and incentives to reduce GHG emissions associated with plastic production, use, and waste management- Programs to expand composting and bio-digestion infrastructure- Programs and policies to reduce construction and demolition waste through building reuse, deconstruction, and material reuse- Installation of renewable energy and energy efficiency measures at wastewater treatment facilities
Agriculture Sector	<ul style="list-style-type: none">- Incentive programs to fund electric agricultural equipment- Incentives to reduce nitrous oxide emissions from fertilizer application- Incentives to promote anaerobic digestors
Carbon Removal Measures	<ul style="list-style-type: none">- Policies to promote improved forest management- Urban afforestation and green infrastructure programs- Restoration of degraded lands and forested lands to enhance carbon sequestration



EPA NOFO Example Measures

Sector	Measures
Electric Power Sector	<ul style="list-style-type: none">- Clean electricity and energy efficiency portfolio standards- Emission trading systems- Installation of renewable energy and energy storage on municipal facilities- Targeted incentives for renewable energy and energy storage systems on commercial and residential buildings- Development of community scale renewable energy, microgrids, and vehicle to grid in disadvantaged communities



CPRG Energy Workshop Measures

Focus Area	Measures
Municipal Improvements	<ul style="list-style-type: none"> - To minimize urban-heat island effect incentivize trees, install trellises along walls, landscaped islands in parking lots, reduce concrete - Retrofit old industrial facilities to community gardens* - Create an energy management plan and conduct energy benchmarking/audits* - Install renewable energy sources and energy efficient equipment (double paned windows, insulation, etc.)* - Create a regional marketing campaign encouraging energy efficiency strategies*
Electricity Generation and Industrial Facilities and Operations	<ul style="list-style-type: none"> - Implement more renewable energy projects including enhanced geothermal and solar* - Utilize more battery storage for resiliency* - Incentivize local industrial facilities to conserve energy* - Target industrial facilities utilizing refrigerant buildings*
Commercial and Residential Buildings	<ul style="list-style-type: none"> - Update building codes* - Create community solar projects* - Incentivize residents to purchase renewable or zero-emission electricity from contractors vetted by local governments* - Fund the retrofits of older, energy inefficient homes*



CPRG Water, Wastewater, and Solid Waste Workshop Measures

Focus Area	Measures
Solid Waste Facilities & Operations	<ul style="list-style-type: none">- Burn waste to keep it from going to landfill and, if possible, convert it to energy*- Create a regional composting program*- Create smaller landfills to minimize refuse trucks miles- Utilize brush/tree waste to create bark for parks*
Water Supply and Treatment Facilities and Operations	<ul style="list-style-type: none">- Incentivize more efficient appliances to minimize water consumption*- Encourage/incentivize zero-scaping- Utilize gray water for lawns- Create a policy to mandate gray water systems be installed for irrigation- Install automated metering infrastructure/smart water meters
Wastewater Treatment Facilities and Operations	<ul style="list-style-type: none">- Use woody material from brush to create a fuel to energy project- Implement more energy efficient blowers/motor/pumps to reduce energy consumption at treatment facilities*- Install smart hole manhole covers to quickly be updated on potential blockages

*EPA NOFO Example

