EAST-WEST FUNDING DISTRIBUTION FOR FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT

Public Meetings
March 13, 15, and 20, 2017
BACKGROUND
Fixing America’s Surface Transportation (FAST) Act

• Signed into law on December 15, 2015.
• Provides long-term funding for surface transportation infrastructure planning and investment.
• Authorizes $305 billion nationally from Fiscal Year (FY) 2016 to FY 2020.
  • Over five years Texas will receive $18.2 billion under the FAST Act.
• Expires at the end of FY 2020.
• As new transportation funding bills are approved, NCTCOG staff reassesses the East-West funding distribution.
EAST-WEST EQUITY REASSESSMENT PROCESS

NEW funding Transportation Bill

NCTCOG Reassessment of East-West Funding Distribution

Approved Funding Distribution is applied to RTC selected funding Programs

Committee and Council Action

Public Review and Comment

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FEDERAL/STATE FUNDING Allocation

Congestion Mitigation And Air Quality Improvement Program (CMAQ)

• Designed for air quality or transit projects that address attainment of national ambient air quality standards in nonattainment areas.
  • Allocations to the region are based on population and air quality nonattainment factors.
  • Ozone precursors include: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx)
Surface Transportation Block Grant Program (STBG)

- This program is designed for mobility (roadway or transit) and air quality projects that address transportation needs within the Metropolitan Area Boundaries with populations of 200,000 or greater.
- Allocation to the region is based on population.
- Previously named Surface Transportation Program – Metropolitan Mobility (STP-MM).
Note – CMAQ funding can only be used inside the nonattainment area.
### Funding Program vs. RTC Bylaws for Determining Funding Distribution

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>RTC Bylaws</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</td>
<td>Re-evaluated with each new funding bill</td>
</tr>
<tr>
<td>Surface Transportation Block Grant Program (STBG)</td>
<td>Re-evaluated with each new funding bill</td>
</tr>
<tr>
<td>Transit Section 5307 Urbanized Area Formula Funding</td>
<td>Re-evaluated annually with new Federal Transit Administration (FTA) apportionments.</td>
</tr>
</tbody>
</table>
## Previous Distribution Percentages

<table>
<thead>
<tr>
<th>Transportation Funding Bill</th>
<th>STP-MM Western Subregion</th>
<th>STP-MM Eastern Subregion</th>
<th>CMAQ Western Subregion</th>
<th>CMAQ Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISTEA(^1)</td>
<td>33%</td>
<td>67%</td>
<td>33%</td>
<td>67%</td>
</tr>
<tr>
<td>TEA-21(^2)</td>
<td>32%</td>
<td>68%</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td></td>
<td>31%</td>
<td>69%</td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>SAFETEA-LU(^3)</td>
<td>31%</td>
<td>69%</td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>MAP-21(^4)</td>
<td>32%</td>
<td>68%</td>
<td>34%</td>
<td>66%</td>
</tr>
</tbody>
</table>

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1 Intermodal Surface Transportation Efficiency Act (1991)
2 Transportation Equity Act for the 21st Century (1998). TEA-21 funding distributions of 32% in the west and 68% in the east were originally approved. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.
3 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
FAST ACT FUNDING DISTRIBUTION
Inputs and Assumptions

STBG
1. 2010 urbanized areas (UZAs)
2. 2014 NCTCOG demographics
3. Vehicle Miles Traveled (VMT) were derived from the 2014 demographic forecasts and roadway network.
4. Activity = Population + (1.587* Employment)
   • 1.587 is the latest employment ratio for the region

CMAQ
CURRENT FORMULA INPUTS FOR FAST ACT

<table>
<thead>
<tr>
<th>STBG Based on 12-County MPA Boundary</th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>34.11%</td>
<td>65.89%</td>
</tr>
<tr>
<td>Employment</td>
<td>30.72%</td>
<td>69.28%</td>
</tr>
<tr>
<td>Activity (Pop+Emp Equalized)</td>
<td>32.42%</td>
<td>67.58%</td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
<td>32.36%</td>
<td>67.64%</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td>32.40%</td>
<td>67.60%</td>
</tr>
<tr>
<td><strong>Rounded Average</strong></td>
<td><strong>32%</strong></td>
<td><strong>68%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CMAQ Based on 10-County Non Attainment Area</th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone Precursors tons per day(^1) (%)</td>
<td>64.68 (34.03%)</td>
<td>125.37 (65.67%)</td>
</tr>
<tr>
<td>Recommendation Ozone Precursors(^2)</td>
<td><strong>34%</strong></td>
<td><strong>66%</strong></td>
</tr>
<tr>
<td>Tons of VOC and NO(_x) (Rounded Average)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.  
\(^2\) VOC: Volatile organic compounds; NO\(_x\): Nitrogen Oxides
Environmental justice indicators show a minority and low income population distribution similar to the proposed funding distribution for western and eastern regions.
The proposed regional distribution of FAST Act funds is outlined below:

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>STBG</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td>CMAQ</td>
<td>34%</td>
<td>66%</td>
</tr>
</tbody>
</table>

Moving forward, new funding distribution applies as follows:

- CMAQ distribution applies to air quality programs, such as the Transportation Alternatives - Set Aside Program.
- STBG distribution applies to all federal and State RTC-selected mobility programs, such as Category 2, Texas Mobility Funds, Proposition 1, etc. (not including Regional Toll Revenue funding).
- Transit formula funding is determined each year based on FTA formulas.
Amanda Long-Rodriguez
Transportation Planner
(817) 608-2367
along@nctcog.org

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

Adam Beckom, AICP
Principal Transportation Planner
(817) 608-2344
abeckom@nctcog.org