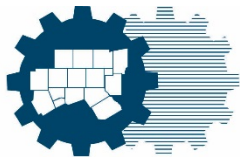


CLEAN AIR ACTION DAY RESULTS

Regional Transportation Council Meeting

Mindy Mize, Program Manager

August 10, 2017



**North Central Texas
Council of Governments**



Clean Air Action Day 2017



1,148 North Texans took steps toward improving air quality on Friday, June 23, 2017

Top actions:

- Take lunch to work
- Vehicle maintenance
- Buy local
- Drive efficiently
- Combine trips



STTC Clean Air Action Day Challenge Champion



Contacts



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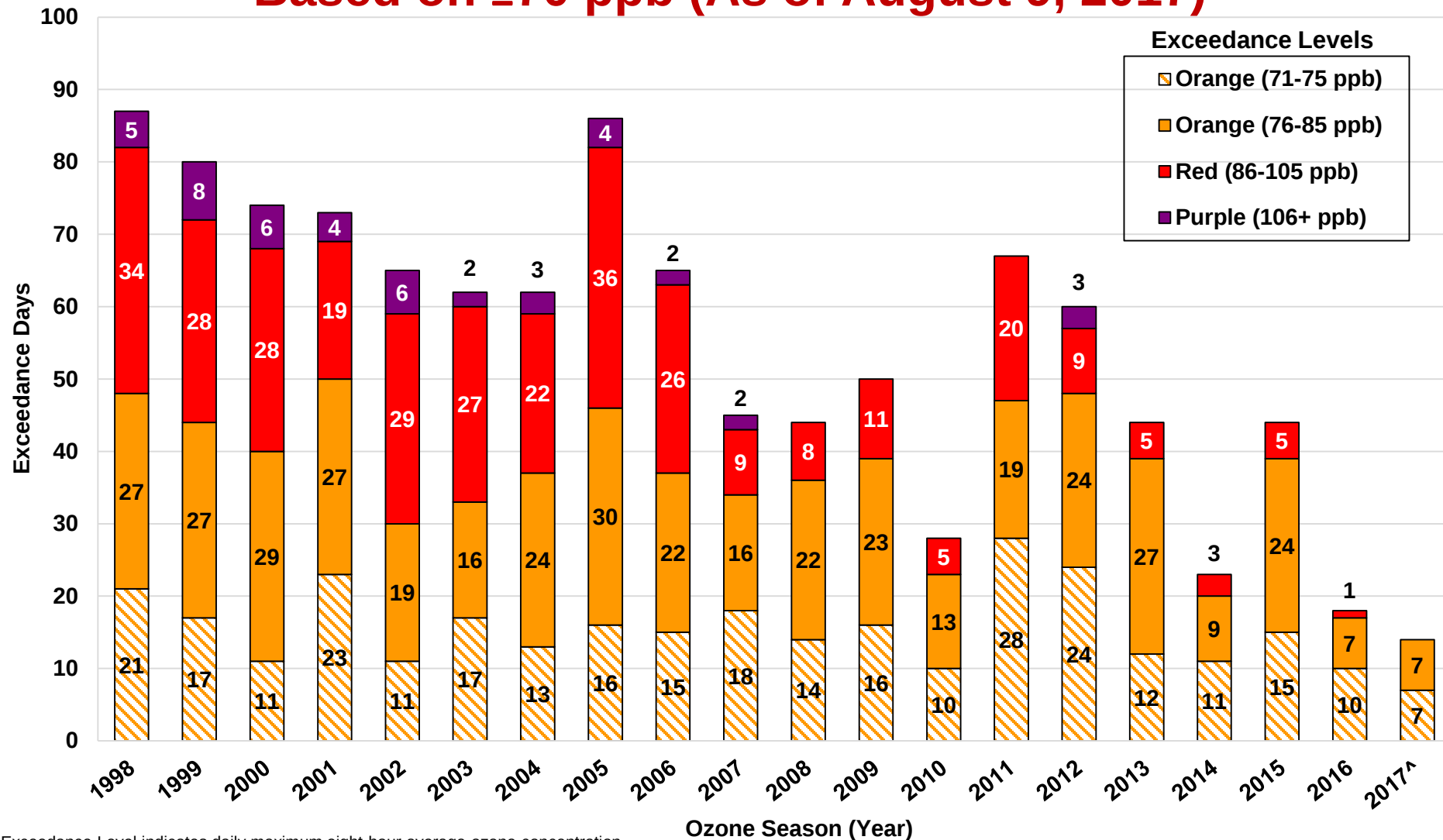
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EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 9, 2017)



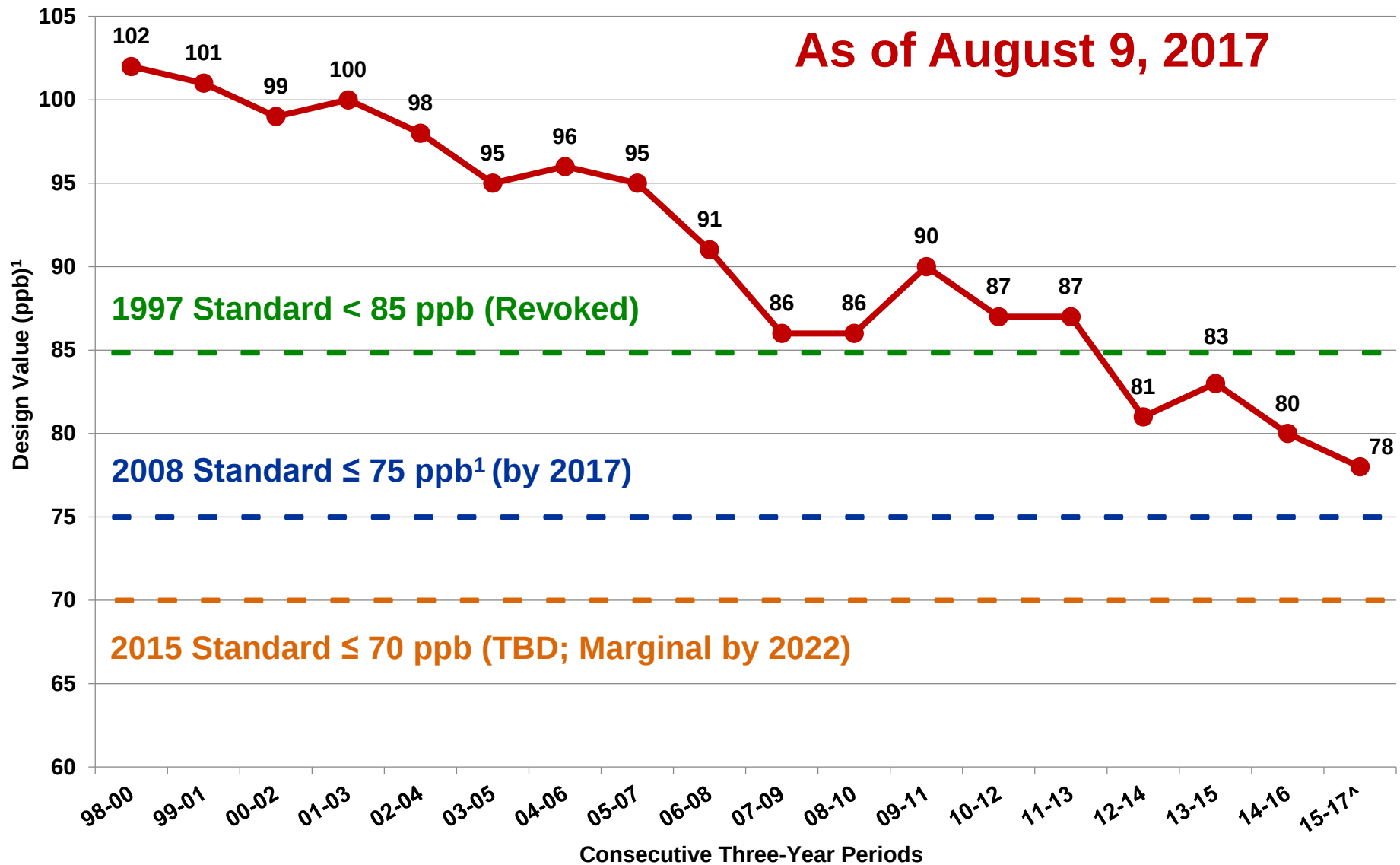
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

^Not a full year of data.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

[^]Not a full year of data.

AIR QUALITY PROJECT FUNDING

Regional Transportation Council

August 10, 2017

Lori Clark
Program Manager



North Central Texas
Council of Governments

ZERO-EMISSION VEHICLE REBATE

BACKGROUND & PROPOSAL

Existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project:

Emissions Reduction Strategies for Ozone Precursors Including Volatile Organic Compounds Controls and Other Designated Pollutants

Task 1: Administer Vehicle Technology Improvement Projects, \$300,000

Proposal:

Administer Funds as Rebates of up to \$2,500 Each on Public Sector Zero-Emission Vehicles*

Leverage with Fleets for the Future Cooperative Procurement Project

** Contingent on TxDOT Approval and Availability of Funds, as well as Reinstatement of Buy America Waivers for Clean Vehicle Projects*

ELECTRIFIED PARKING SPACE PROJECT

BACKGROUND & PROPOSAL

Subgrant to Convoy Solutions, LLC, DBA IdleAir to Install 80 Electrified Parking Spaces (EPS) at Four Trucking Terminals

Project Funding: \$300,700 (25%) EPA
 \$779,400 (75%) IdleAir

Rescope Project to Approximately 40 EPS at Two Trucking Terminals in the DFW Nonattainment Area

Project Funding: ~\$100,000 (25%) – EPA
 ~\$100,000 (25%) – ~~CMAQ~~ **RTC Local***
 ~\$200,000 (50%) – IdleAir

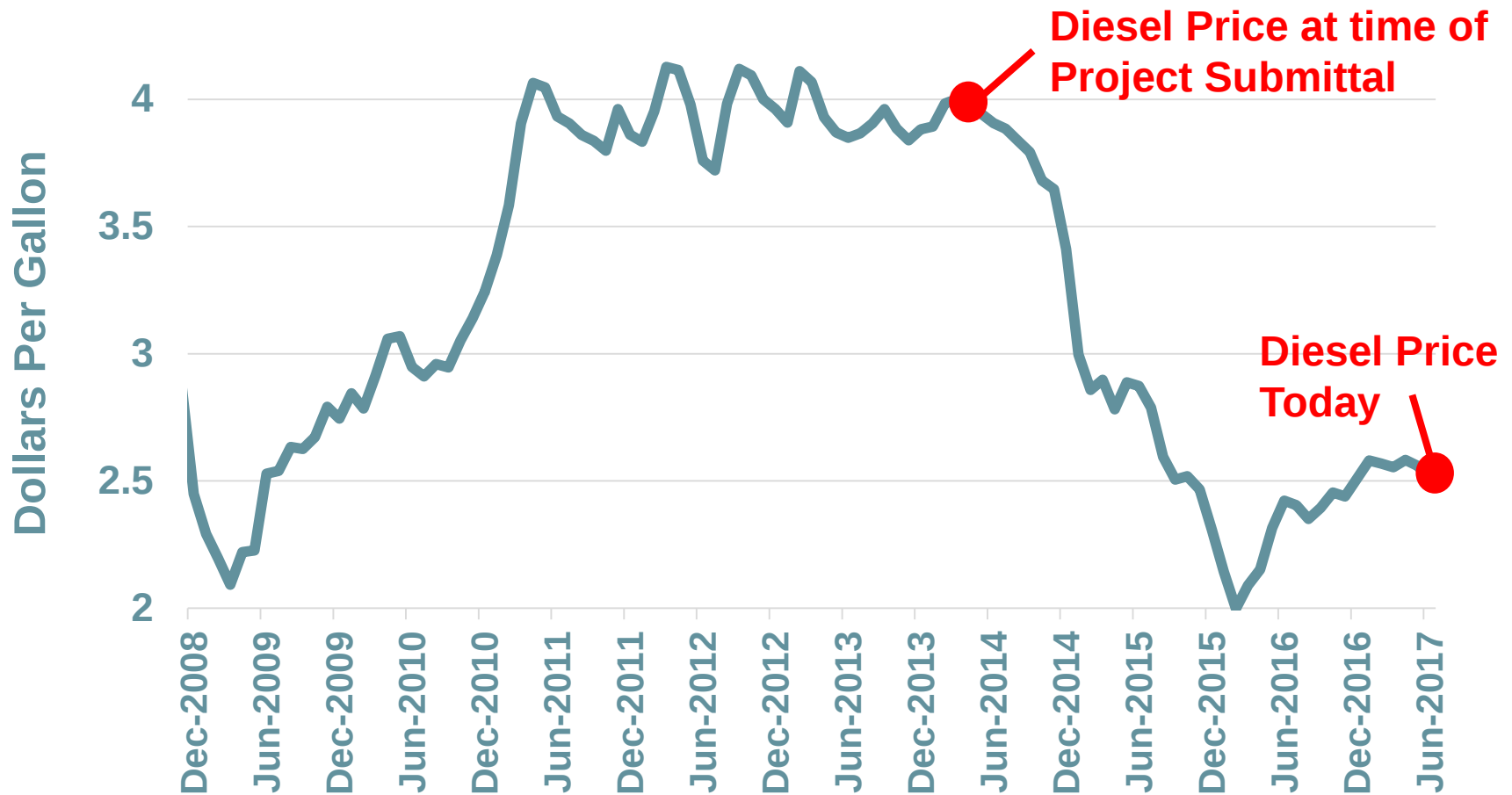
****Contingent on revenue-sharing plan to offset RTC Local contribution over 5-year project life.***

EPA = Environmental Protection Agency

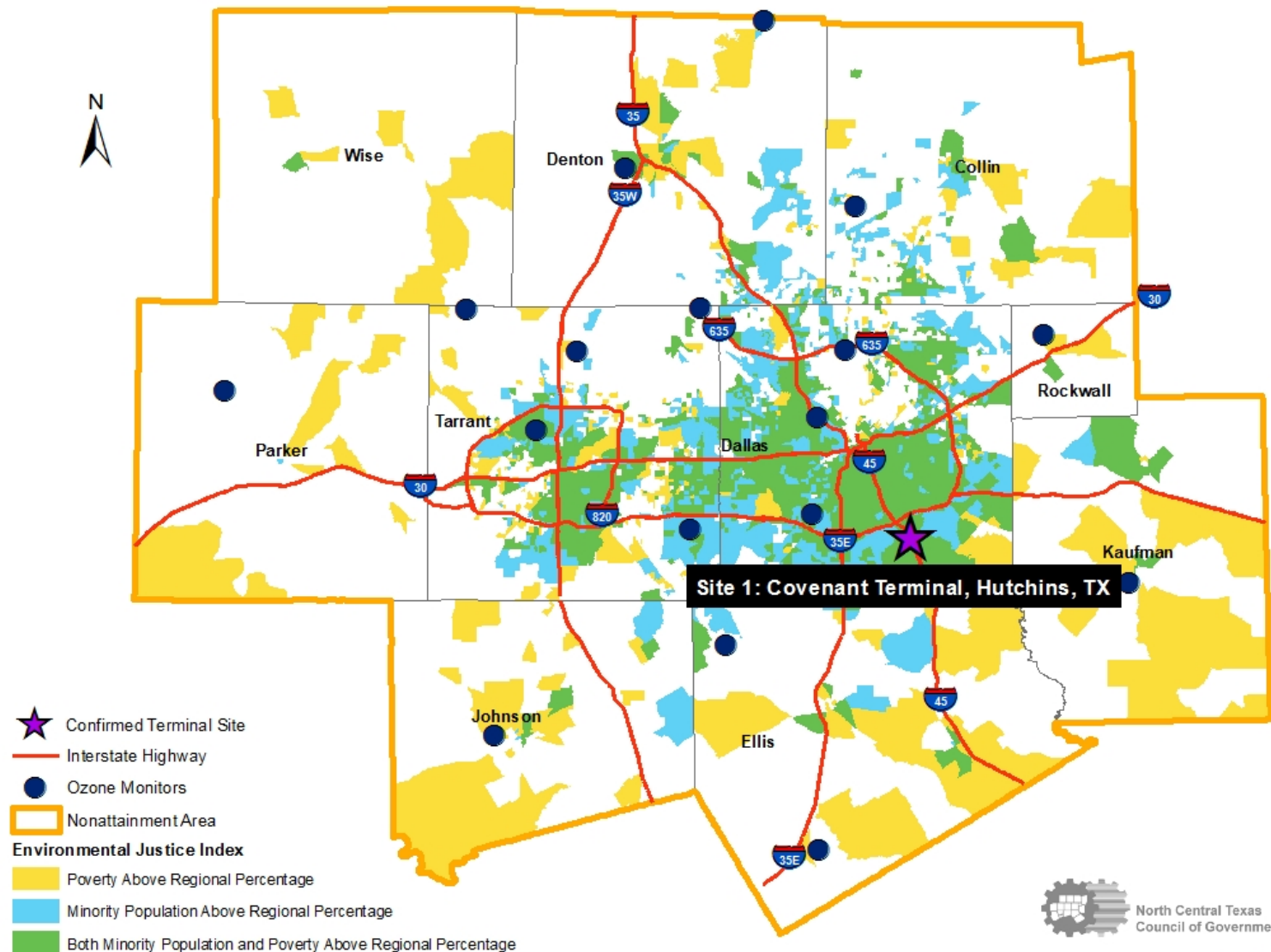
ELECTRIFIED PARKING SPACE PROJECT

THE CHALLENGE

U.S. Diesel Retail Prices



EPS PROJECT LOCATION RELATIVE TO OZONE MONITORS AND ENVIRONMENTAL JUSTICE AREAS



July 2017

**** IdleAir is currently working to confirm the second site location. If the second site cannot be secured to meet project deadlines, funding will be limited to \$50,000 for one location. 5***

DERA 2017 STAFF FUNDING

BACKGROUND & PROPOSAL

Background: NCTCOG Submitted a Grant Proposal to the EPA for DERA Fiscal Year 2017 Funding

Projects to Replace Diesel Vehicles or Equipment Owned by Local Governments or Their Private Sector Contractors

**NCTCOG Request: ~\$2,000,000 EPA Funds for Subgrants
~91,000 EPA Funds for Staff Administration
Match to Come from Subgrantees**

Proposal: Approve Up to \$25,000 RTC Local as “Backstop” for Staff Administration

**Once Subgrant Projects Implemented and Match Collected,
Backstop No Longer Needed**

ACTION REQUESTED

1. Zero Emissions Vehicle Rebate:

Approve Proposed Administration in Conjunction with Fleets for the Future and Proposed Rebate Structure

2. Electrified Parking Spaces at Truck Terminals:

Approve Use of up to \$100,000 ~~CMAQ~~ **RTC Local Funding to Facilitate Implementation**

3. Staff Administration on DERA 2017 EPA Proposal:

Approve Use of up to \$25,000 RTC Local as Backstop to Facilitate Staff Effort Until Match Collected

CONTACT INFORMATION

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North Central Texas
Council of Governments

Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards

Regional Transportation Council

**Thomas J. Bamonte
North Central Texas Council of Governments
August 10, 2017**

Automated Vehicle Program Funding Summary

Texas AV Proving Ground Network

- UTA campus/streets - \$350,000
- Second AV shuttle deployment - \$250,000
- I-30 test corridor (Managed Lanes 3.0) - \$1M

Transportation data infrastructure

- Traffic signal data sharing - \$250,000
- Transportation data sharing (Waze/511DFW)
\$250,000

“Mover” prototype - \$575,000

Friday 8/11/17
Texas Rangers
Lot J 9:00 a.m.



Traffic Signal Data Sharing Project



Traffic Signal Data Sharing Project

Proposed Awards

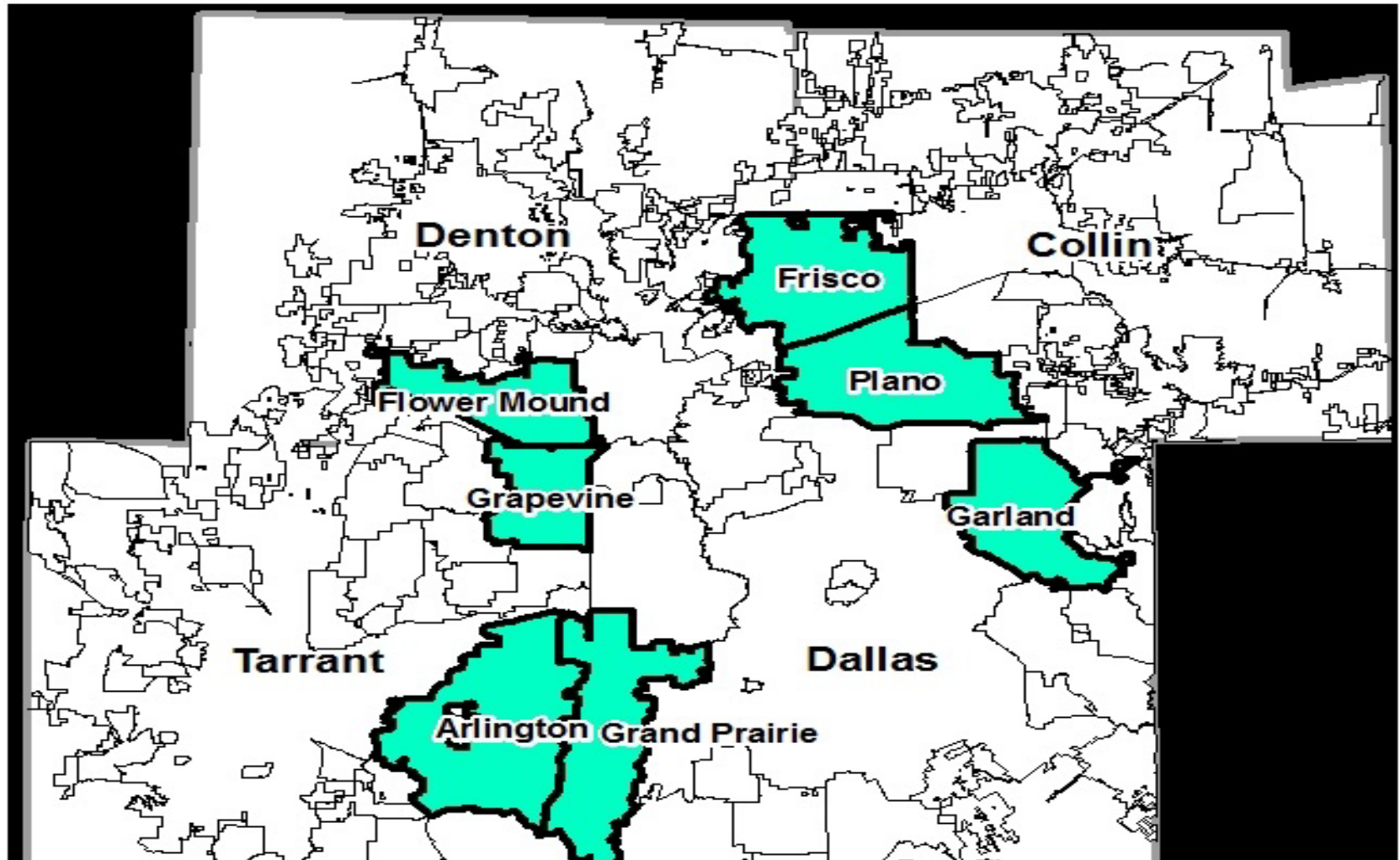
APPLICANT	TRAFFIC SIGNALS	AMOUNT
Arlington	348	\$25,000
Flower Mound	68	\$25,000
Frisco	124	\$25,000
Garland	192	\$25,000
Grapevine	75	\$25,000
Grand Prairie	199	\$25,000
Plano	236	\$25,000
TxDOT	5	\$25,000

Total awards: \$200,000

Total traffic signals: 1,247

Coverage in region: 27%

Traffic Signal Data Sharing Project



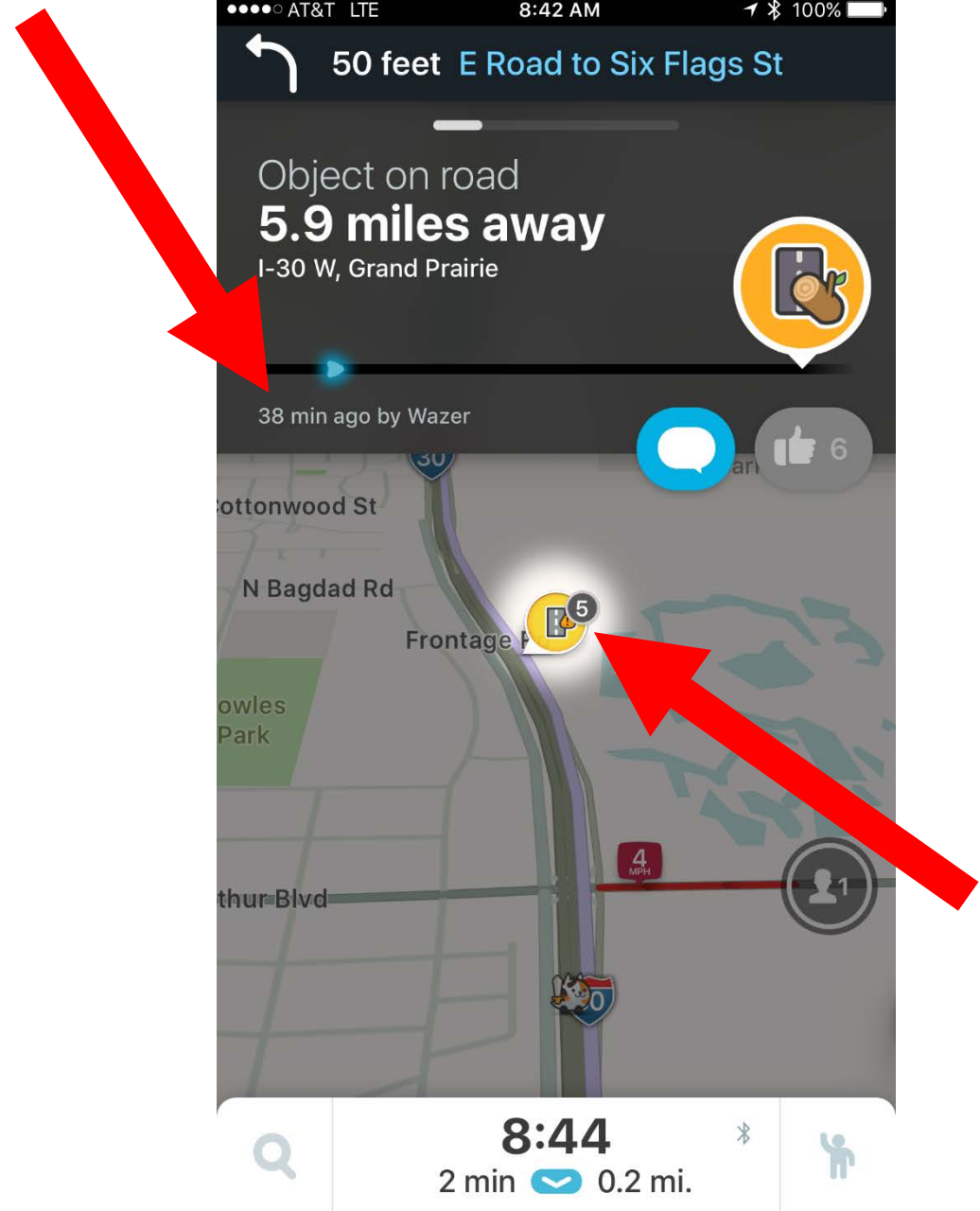
511DFW/Waze Data Sharing Project



Waze reports supplement 911 calls

Reported: 38 minutes ago by Wazer

5 validations of report



511DFW/Waze Data Sharing Project

Proposed Awards

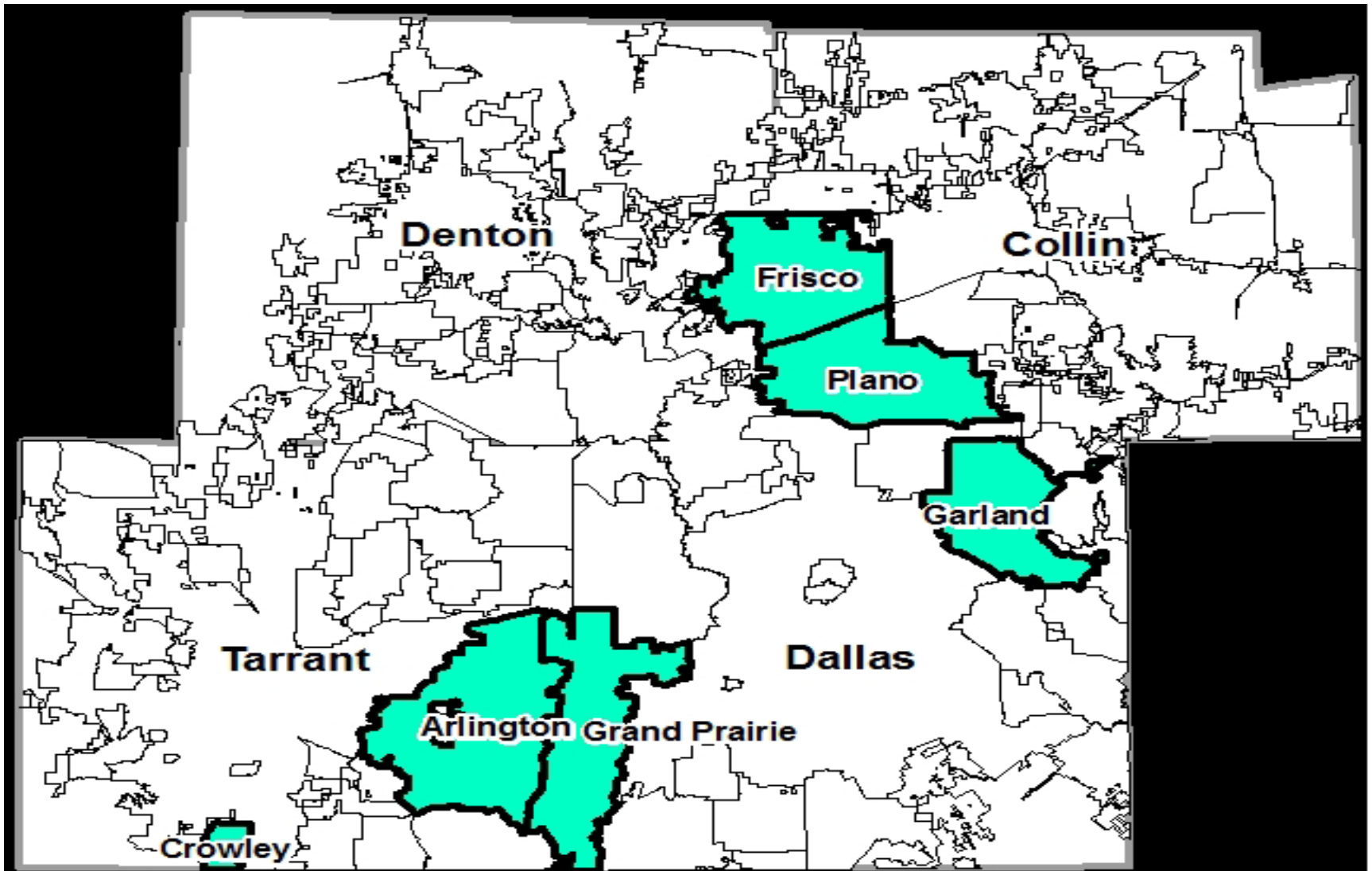
APPLICANT	WAZE CCP MEMBER	AWARD
Arlington	Yes	\$25,000
Crowley	No	\$16,500*
Frisco	Yes	\$25,000
Garland	Yes	\$15,000
Grand Prairie	Yes	\$25,000
Plano	Yes	\$25,000

Total awards: \$131,500

Total population (w/Fort Worth): 2,072,940

Population coverage in 4 core counties: 33%

511DFW/Waze Data Sharing Project



Proposed Action

Approval of proposed grants under Traffic Signal and Waze/511DFW data sharing projects.

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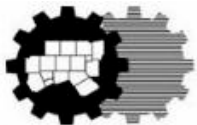
469-600-0524

[@TomBamonte](#)

FUNDING CHANGES TO IH 635 EAST AND PROPOSITION 1 PROJECTS

Regional Transportation Council

August 10, 2017



North Central Texas
Council of Governments
Transportation Department

2017-2018 CMAQ/STBG PROJECT FUNDING PROGRAMS

The Programs include:

- Federal/Local Funding Exchanges

- Automated Vehicle Program

- Strategic Partnerships

- Planning and Other Studies

- 10 Year Plan/Proposition 1 Adjustments**

- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects

- Transit Program

- Assessment Policy Program(s)/Project(s)

- Local Bond Program Partnerships

- Safety, Innovative Construction, and Emergency Projects

- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

2017-2018 CMAQ/STBG FUNDING PROGRAM: 10-YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

This action is the first phase of the 10-Year Plan and Proposition 1 Adjustments program.

These changes are needed early for inclusion in the 2018 Unified Transportation Program (UTP).

The second phase of this program will be brought back and will include:

- Year-of-Expenditure/Total Project Cost updates

- Adjustments due to revised construction costs

- Adjustments due to changes in funding allocations

PROPOSITION 1 FUNDING ADJUSTMENTS

In 2015, the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Years 2015-2019.

Since that time, revenue projections have been reduced.

As projects have let or have been implemented, there are cost overruns and underruns.

Funding adjustments are needed on several projects.

PROPOSED PROPOSITION 1 FUNDING ADJUSTMENTS

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (\$81,942,307) are being requested for eligible expenses.

All projects will remain funded.

Several projects will be pushed to FY 2027 temporarily.

IH 635 EAST PROJECT

The Texas Legislature declined to approve a bill that would have authorized IH 635 East to be funded through a Comprehensive Development Agreement (CDA).

The Texas Department of Transportation (TxDOT) and the RTC must develop a new funding partnership in order to implement this project.

If the whole project is not funded, the project will be built from West to East.

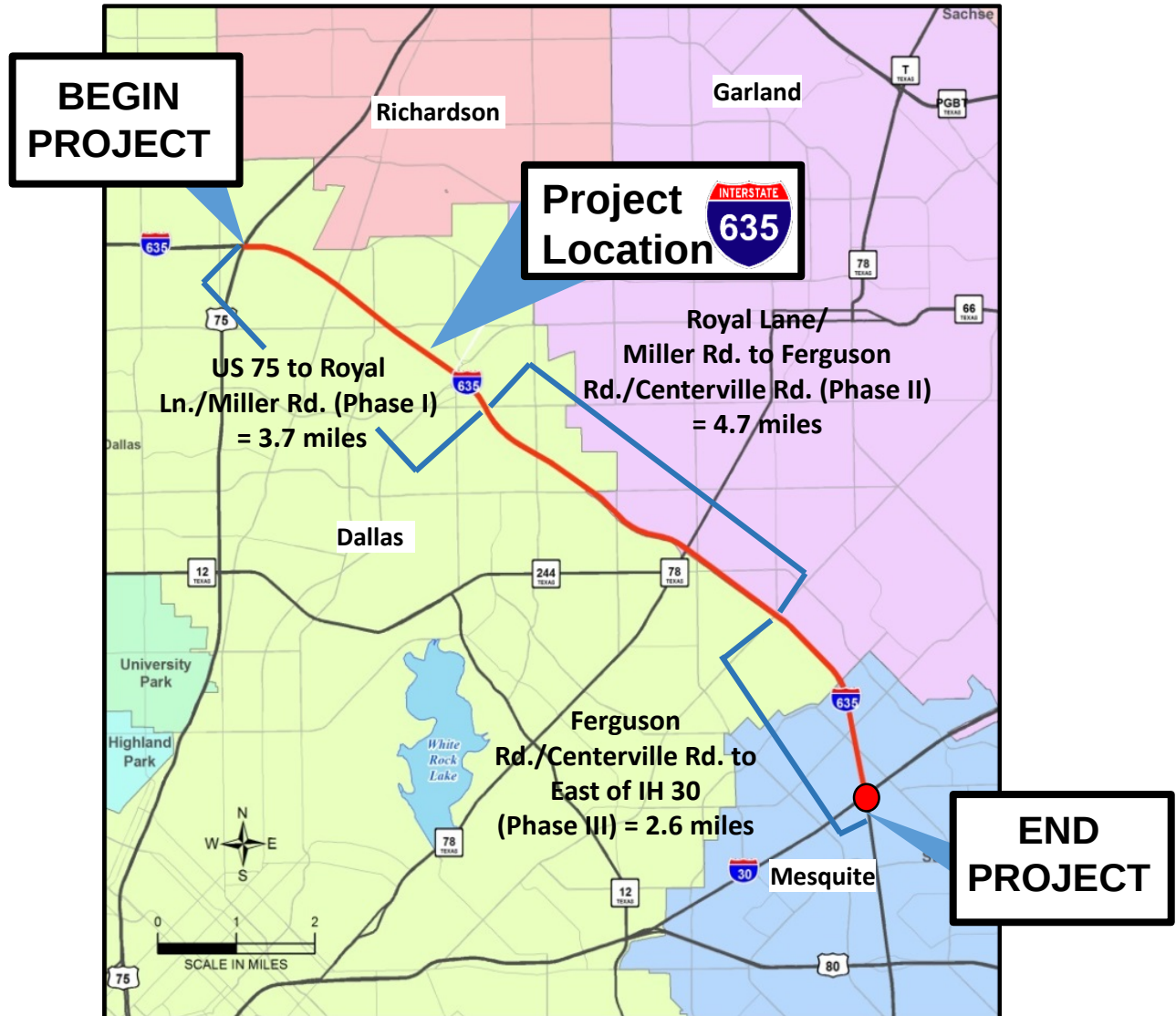
Initial focus is on Phase 1 of the IH 635 East Project, from US 75 to Royal/Miller Road (i.e., contingency)

Project includes tolled managed lanes

PROJECT LOCATION

Project
Limits: US
75 to IH 30

Project
Length: 11
miles



Source: Texas Department of Transportation

PROPOSED IH 635 EAST PROJECT FUNDING CHANGES

Reallocate existing toll-eligible funding (i.e., Category 2) from the 10-Year Plan to IH 635 East Phase 1.

Proposed action moves Category 2 funds from later phases of IH 635 East and 4 projects in Collin County to IH 635 East, Phase 1 (i.e., trading funding sources).

The funds from those four projects were replaced with Category 4 and 12 funds from later phases of IH 635 East.

The total funding in each county remains the same.

All four Collin County projects were made whole.

Funding temporarily reduced on later phases of IH 635 East

POSSIBLE FUNDING SOLUTIONS FOR FUTURE PHASES OF IH 635 EAST

Phase 1 would be fully funded with \$469 million of Category 2 funds (Skillman/Audelia and IH 635 East built together).

The rest of the project would still have \$293.7 million in Category 4 and 12 funds.

Later phases would receive 100% of toll revenue from Phase 1 until fully funded.

IH 635 East is a candidate to receive the \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan.

There are potential proprietary agreements with private sector partners that may include a TIFIA loan.

Texas Transportation Commission (TTC) review of the UTP is pending.

A potential federal funding initiative could be utilized (e.g., national infrastructure programs).

There is the option of tolling the entire corridor.

REQUESTED ACTION

RTC Approval of:

Funding changes to the affected Proposition 1 projects as summarized in Reference Item 6.1

Funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 6.2

Reviewing options to build IH 635 East as a single project.

Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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Transportation Planner II

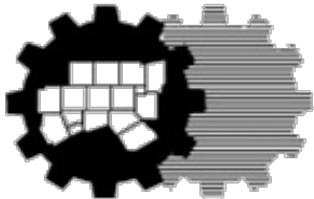
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LEGISLATIVE UPDATE

Regional Transportation Council

August 10, 2017



Amanda Wilson, AICP
North Central Texas Council of Governments

Federal Legislative Update

SENATE APPROPRIATIONS

Provides USDOT with \$1.5B more funding than 2017

Restores TIGER grants (\$550M)

Funds transit Capital Investment Grants (CIG) program

No funds for Automated Vehicle (AV) research

HOUSE APPROPRIATIONS

Provides USDOT with \$1.1B less funding than 2017

Cuts all funding for TIGER

Cuts to transit CIG program

\$100 million for AV research

\$800M Highway contract authority rescission

State Legislative Update

Special session began July 18

Committee hearings being held on many topics (LIRAP, emissions)

20 items included in Governor's call

- Sunset legislation for several agencies should pass both chambers
- Both chambers passed their own bills on tree regulations, school finance, property tax reform
- Still at odds on other issues

State Legislative Update

Preemption of local texting while driving regulations

SB 15 passed Senate, sent to House on July 27

Removing trees by property owners

SB 14 passed Senate, sent to House on July 27

Municipal regulation of tree removal on private property, tree mitigation fee credit

HB 7 passed House, passed Senate Committee on August 8

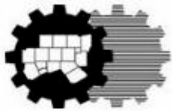
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www.nctcog.org/trans/legislative

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS UPDATE



**North Central Texas
Council of Governments
Transportation Department**

Regional Transportation Council
August 10, 2017

TAP FUNDING AT RISK OF LAPSING

- Federal regulations state that apportioned funds are available for obligation for the year of apportionment plus three years^{*}
- Any apportioned amounts that remain unobligated at the end of that period shall lapse
- TAP funds apportioned in Fiscal Year (FY) 2014 must be utilized by the end of federal FY 2017 (September 30, 2017)

^{*}Date of apportionment is not the same as the project award date

RISK ASSESSMENT

- Through coordination with implementing agencies and the Texas Department of Transportation (TxDOT), we determined the current status and expected let date for each project
- North Central Texas Council of Governments (NCTCOG) and TxDOT then verified if the timelines were realistic and which projects might obligate in FY 2017
- Though this collaborative effort the following risk levels were assigned:

Risk Level Categories

LOW RISK - Project on schedule to let in FY 2017

MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY 2017 deadline

RISK THIS YEAR: FY 2014 OBLIGATIONS

- Good news!
- As of July 2017, all of the \$8.2M of the FY 2014 TAP funds have obligated plus an additional \$700K
- Four (4) additional projects are on schedule to obligate prior to the end of FY 2017 with expected obligations of \$2.2M*
- Obligation requirement for FY 2017 has been met and no funding should lapse

*Represents projects identified as “Low Risk” on Electronic Item provided

RISK THIS YEAR: FY 2013 AND FY 2014 OBLIGATIONS

Allocation FY - DFW MPO TAP Funds	Federal Allocated Amount	Obligations	Excess Obligations Applied to Following FY
FY 2013	\$8.0M	\$8.0M	\$0
FY 2014	\$8.2M	\$8.9M ¹	\$0.7M
Sub Total	\$16.2M	\$16.9M	
Anticipated FY 2017 Obligations ²		\$2.2M	
Total	\$16.2M	\$19.1M	\$2.9M³

Notes:

¹Represents over-obligation in prior fiscal years of \$400K in FY 2016 and \$8.5M in FY 2017

²Represents projects which are identified as “Low Risk” on Electronic Item

³Obligations in excess of FY 2014 obligation requirement will be applied towards FY 2015 obligation requirement

RISK ASSESSMENT SUMMARY FOR FY 2014 OBLIGATIONS

Risk Level Category	Amount
LOW RISK - Project on schedule to let in FY 2017	\$2.2M
MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays	\$2.3M
HIGH RISK - Project not likely to meet FY 2017 deadline or no response from agency	\$5.4M

NEXT STEPS AND ACTION NEEDED

- NCTCOG will continue to work with TxDOT and agency staff to monitor project progression
- STTC members should coordinate with agency staff to insure that projects remain on schedule to let or obligate in the fiscal year identified in the TIP
- Focus should be on projects that are programmed in FY 2018 for the FY 2015 allocation/apportionment

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QUESTIONS?

REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects

Regional Transportation Council

Natalie Bettger

August 10, 2017



North Central Texas
Council of Governments

Presentation Overview



- **Programs Overview**
- **Eligible Projects**
- **Funding**
- **Proposed Evaluation and Scoring**
- **Proposed Schedule**



What are
these
Programs?

Programs Overview

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming along selected corridors.

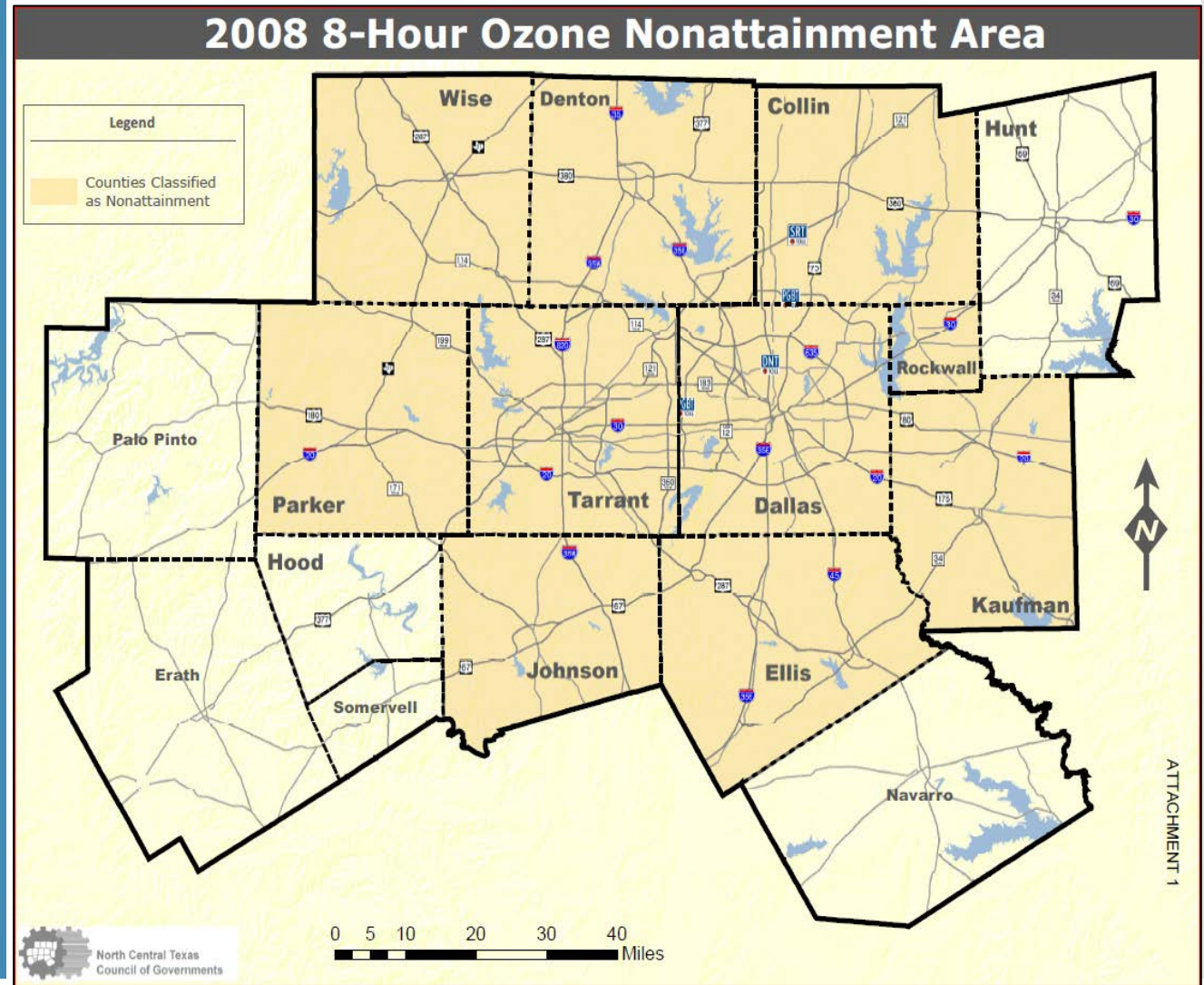
The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.



Eligibility



Eligible Project Areas Under NCTCOG's Call for Projects



Project Eligibility (Proposed)

2017 Call for Projects RTSRP

- Eighty Percent of Traffic Signals have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible

Project
Eligibility

(Proposed)

2017
Call for Projects
Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed \$50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time Not Eligible

Congestion
Mitigation
Air Quality
Funding

Local Match

**Regional Traffic
Signal
Retiming Program**

\$2,000,000

**Minor
Improvement
Program**

\$2,900,000

- **Twenty percent (minimum) local match**
- **Local match must be cash**





Evaluation and Scoring

Photo Credit: TxDOT

Proposed Evaluation and Scoring Criteria for RTSRP Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Communication	10	Communication between field devices and traffic management center.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.
Multi-Modal Operations	5	Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.
Multi-Jurisdictional Corridor	5	Corridors passing through more than one agency's jurisdictional boundary.
Data Cloud	5	Provide traffic signal data to the cloud.

Proposed

Evaluation and Scoring Criteria for Minor Improvement Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Recommended improvements	20	Recommended improvements from previous RTSRP phases by consultants.
Additional Local Match	5	Agency willing to contribute more than twenty percent local match.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.



Schedule

Proposed Schedule

Description	Meeting	Date
Information - Corridor Selection Criteria	STTC	July 28, 2017
Information - Corridor Selection Criteria	RTC	August 10, 2017
Action - Approval of Selection Criteria	STTC	August 25, 2017
Action - Approval of Selection Criteria	RTC	September 14, 2017
NCTCOG Call for Projects		September 15, 2017
Proposals Due		October 13, 2017 5:00pm
Scoring by NCTCOG		November 15, 2017
Public Meeting		October/November 2017
Information/Action - Projects Selected	STTC	December 1, 2017
Information/Action - Projects Selected	RTC	December 14, 2017

Questions?

Contact Information

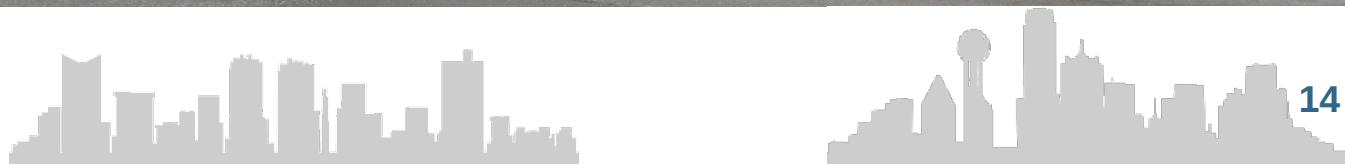
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North Central Texas
Council of Governments



JOINING FORCES

ALIGNING COMMUNITY & MILITARY MISSIONS



Regional Transportation Council

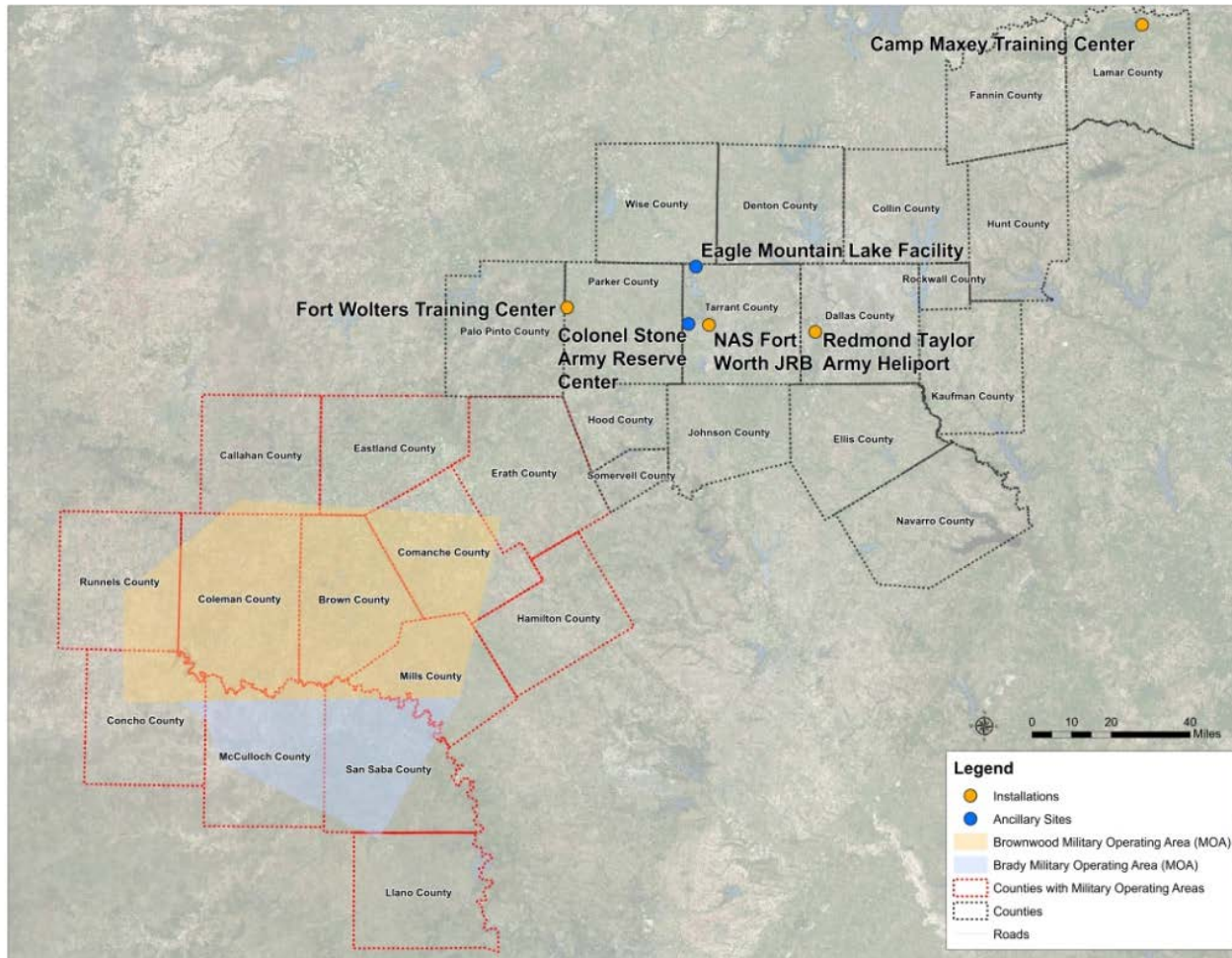
August 10, 2017

Amanda Wilson, AICP

STUDY PURPOSE

- *Joining Forces* is a collaborative effort among local governments, military installations, citizens and other stakeholders
- It identifies encroachment issues affecting both surrounding communities and current and future military missions; and
- Recommends strategies to promote compatibility through communication, education and the local planning process

STUDY AREA



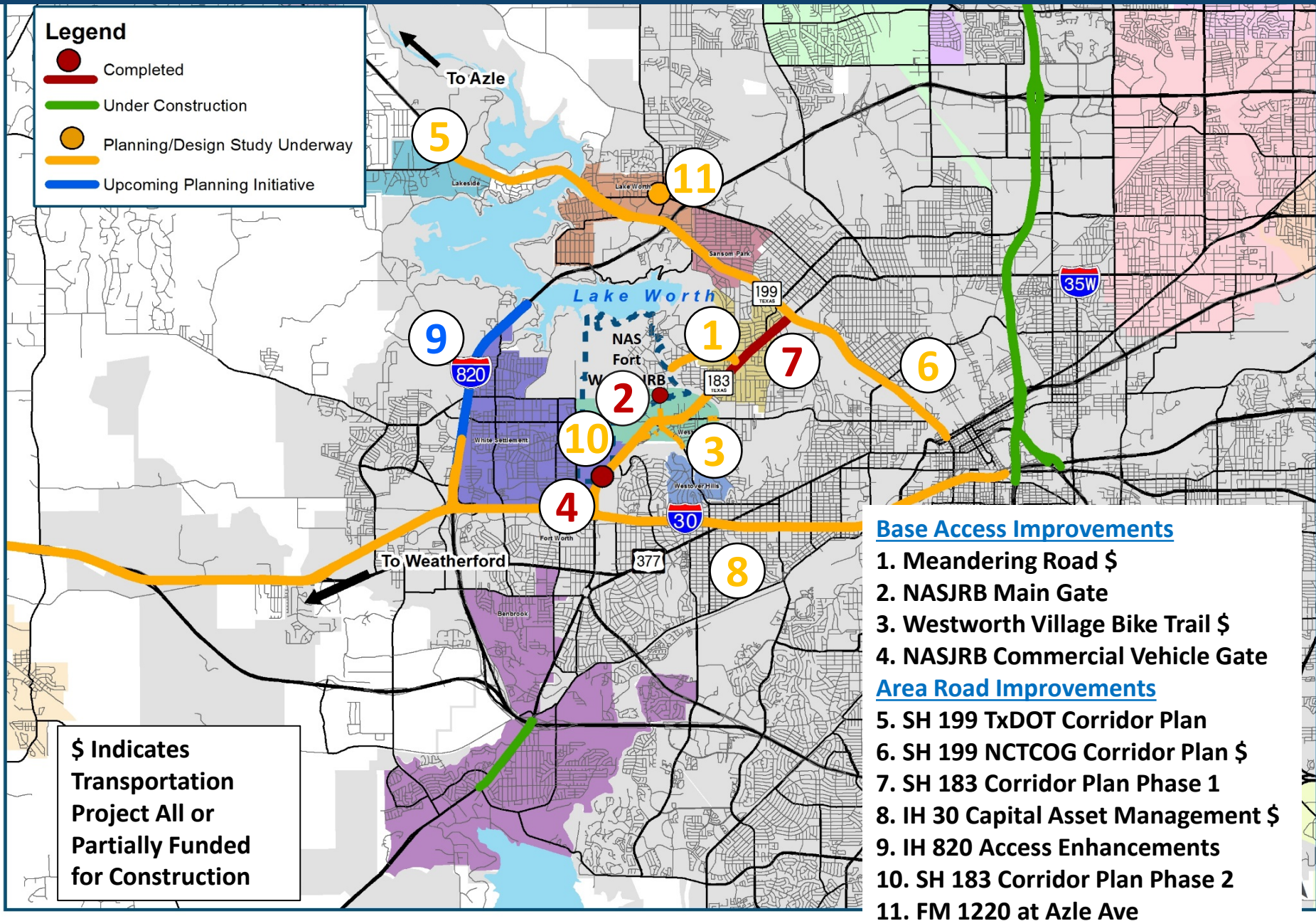
COMPATIBILITY ISSUES

- The JLUS analyzed compatibility in the following areas:
 - Air Quality
 - Aviation and Airspace Safety
 - Communication and Coordination
 - Economic Development
 - Energy Infrastructure
 - Environmental/Cultural Resources
 - Frequency Spectrum
 - Land Use
 - Local Government Plans
 - Military Plans/Operations
 - Noise Management/Avoidance
 - Outdoor Lighting/Signs
 - Physical Security
 - Statewide Policy/Legislative Actions
 - Stormwater Management
 - Transportation
 - Water
 - Wildfire

STRATEGY HIGHLIGHTS

- Approximately 150 actions identified with some overlapping strategies
- Desire for more coordination and strong support for military missions
- Establishing more formal channels of communication and coordination processes for all installations and surrounding communities
- Building on the collaboration among NAS Fort Worth JRB and neighboring communities and refining existing compatibility tools
- Addressing aviation and security risks associated with unmanned aircraft systems (UAS or drones)
- Addressing aviation and radar interference risks associated with incompatible utility-scale energy infrastructure siting
- Promoting regional and statewide compatibility solutions

Current and Future Transportation Improvements Near NAS Fort Worth, JRB



QUESTIONS

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Texas Transportation Innovation Activities

Regional Transportation Council

**Thomas J. Bamonte
North Central Texas Council of Governments
August 10, 2017**

ATCMTD Program

Advanced Transportation and Congestion Management
Technologies Deployment

Grants for large scale installation/operation of
advanced transportation technologies

5-10 awards/year

\$12M maximum award

Federal match: 50%

Fiscal Year	2016	2017	2018	2019	2020
Authorization	\$60 M	\$60 M	\$60 M	\$60 M	\$60 M

ATCMTD Applications from Region

Arlington: Micro On-Demand Rideshare System

- Dynamic rideshare vehicles
- Automated vehicles
- V2I applications

Dallas: North Central Texas Regional Smart Transportation System

- Deployment of next-gen traffic signal system
- Cloud-based SPaT data repository
- Cross-jurisdictional coordination

DART: Integrated Operations

- Command Center—consolidation of functions, tech
- Video analytics
- Smart kiosks and onboard WiFi

Texas Innovation Alliance

National Science Foundation 5G research platform

- R & D platform: Transportation applications
 - V2X
 - Emergency response
 - Infotainment systems
 - IoT applications
- Open and statewide
- Public and private researchers/developers
- Preliminary application approved
- Final application filed 7/31/17

Texas Innovation Alliance-cont.

Texas Mobility Summit

- October 16-17
- Teams forming
- Day 1 focus areas
 - Texas Automated Vehicle Proving Grounds
 - Connected Corridors
 - Transportation data sharing
- Day 2: Team presentations

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DFW Clean Cities 2016 Annual Report Results



Regional Transportation Council

August 10, 2017



Pamela Burns

Communications Supervisor

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Department of Energy Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020

DFW Clean Cities Goal to Increase Petroleum Reduction by 15% Every Year

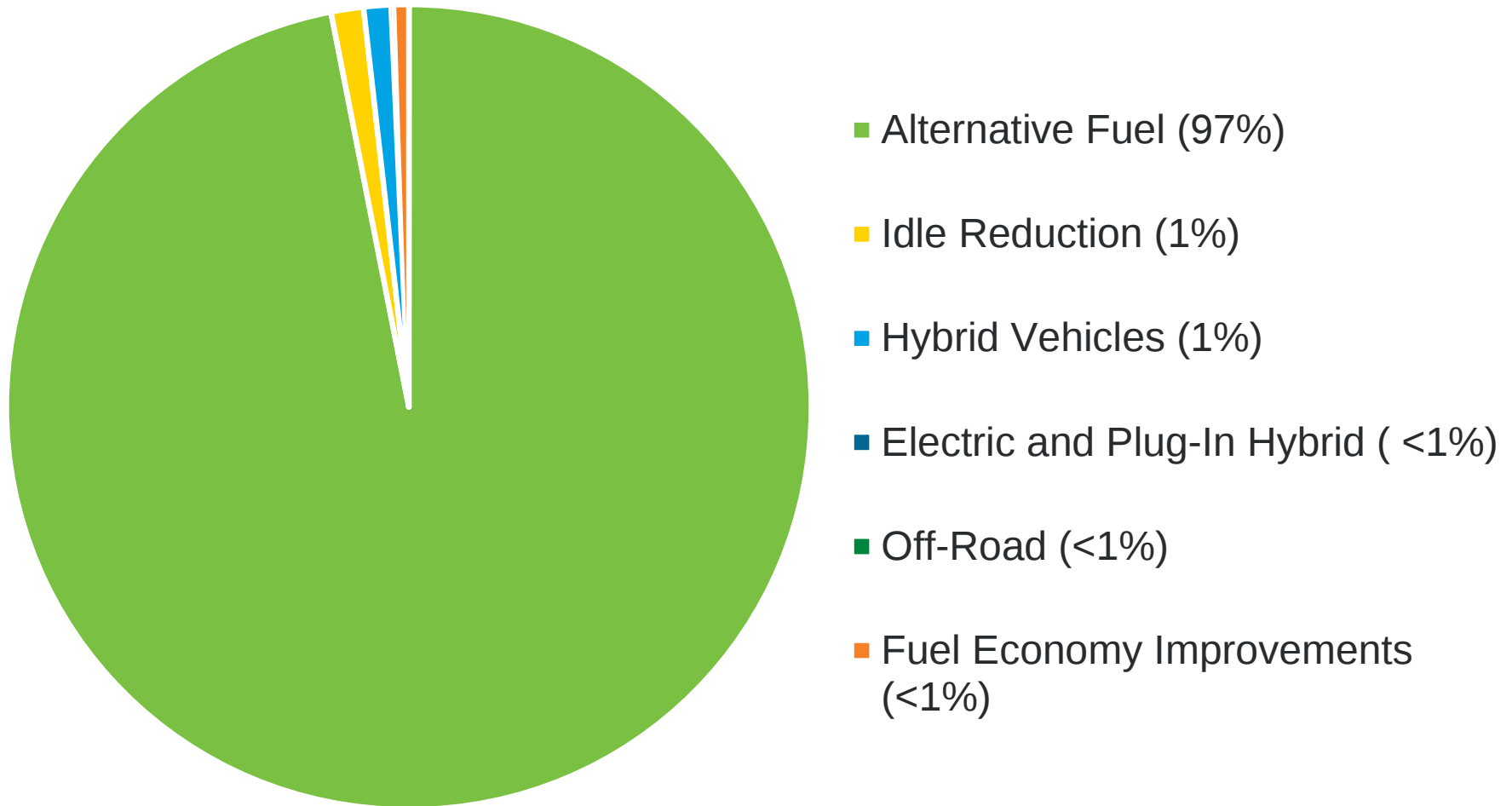
Combined Effort with Clean Fleet Policy

North Texas Fleet Data – Private Vehicles Not Included

Reports Collected Every March

www.dfwcleancities.org/annualreport

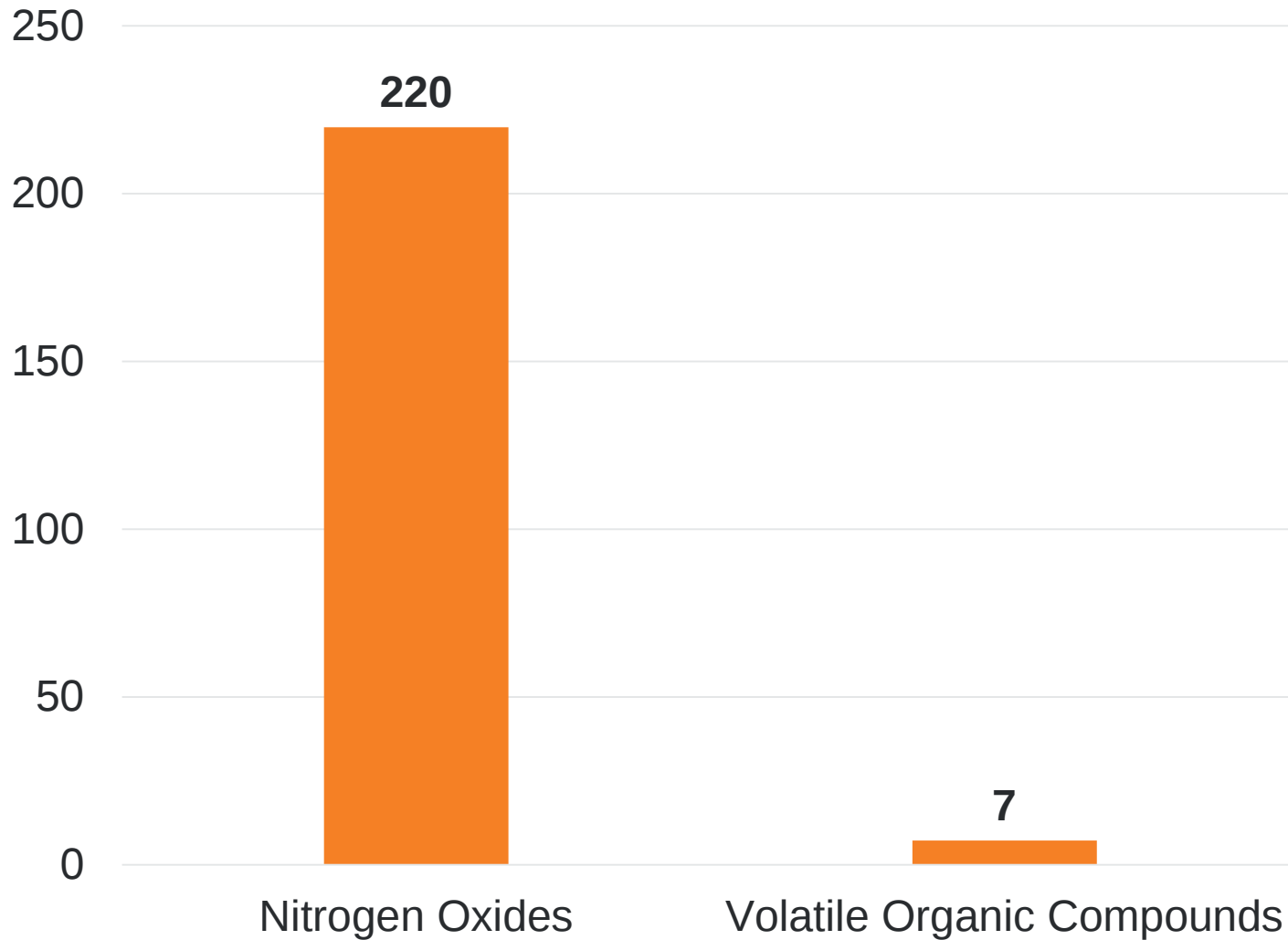
2016 Gallons of Gasoline Equivalent Reduced: 25,450,518



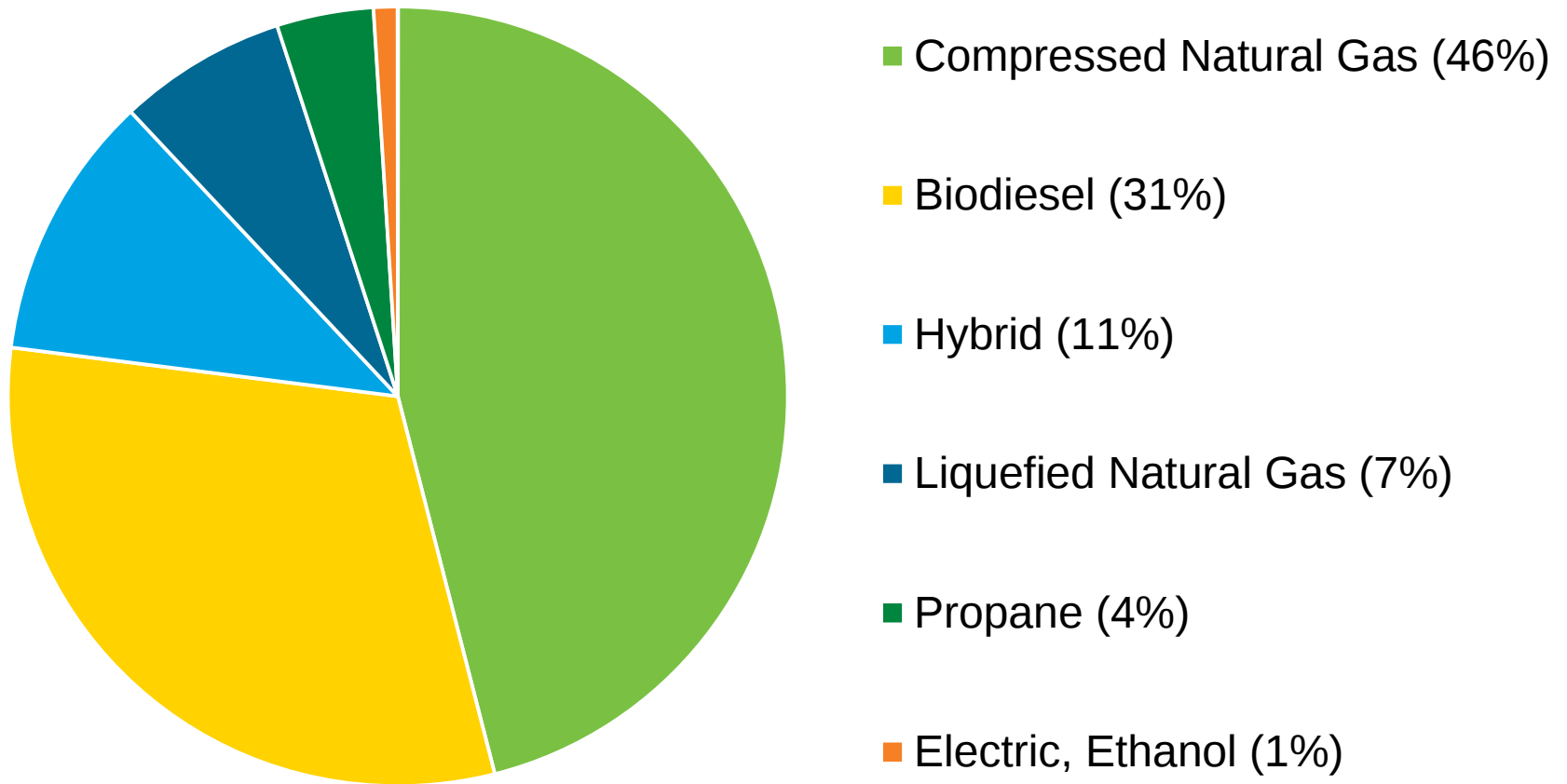
DFW Clean Cities 2016 Annual Report Results



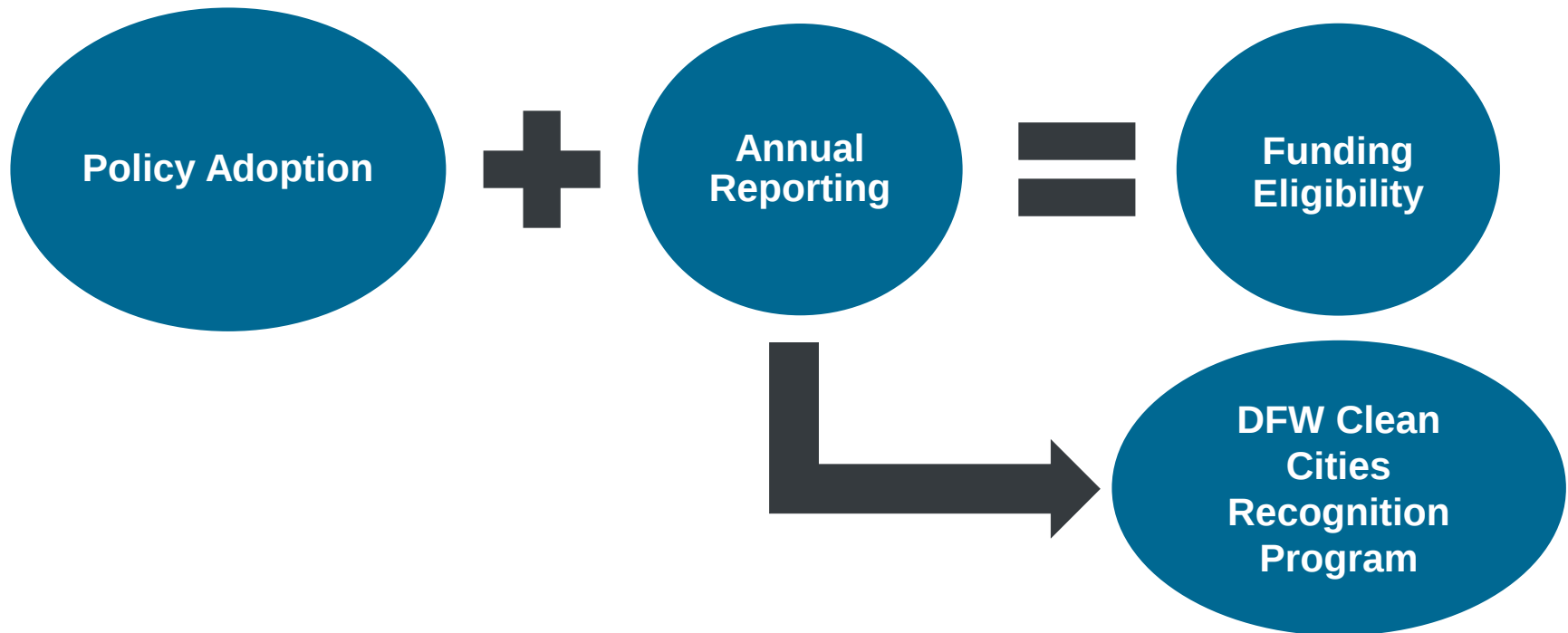
Criteria Pollution Reductions (Tons per Year)



Emissions Reduced By Fuel Type



RTC Funding Eligibility



2016 Reduction Short of 15 Percent Goal

Accurate Data Gathering Critical

Additional Fleet Engagement

Clean Fleet Policy + Annual Report = Recognition

Emissions Reduced Aid Transportation Conformity

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DFW Clean Cities Website
www.dfwcleancities.org

NCTCOG Funding Website
www.nctcog.org/aqfunding

Clean Fleet Policy Website
www.nctcog.org/fleetpolicy



Dallas-Fort Worth
CLEAN CITIES

VOLKSWAGEN SETTLEMENT UPDATE

**Regional Transportation Council
August 10, 2017**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**

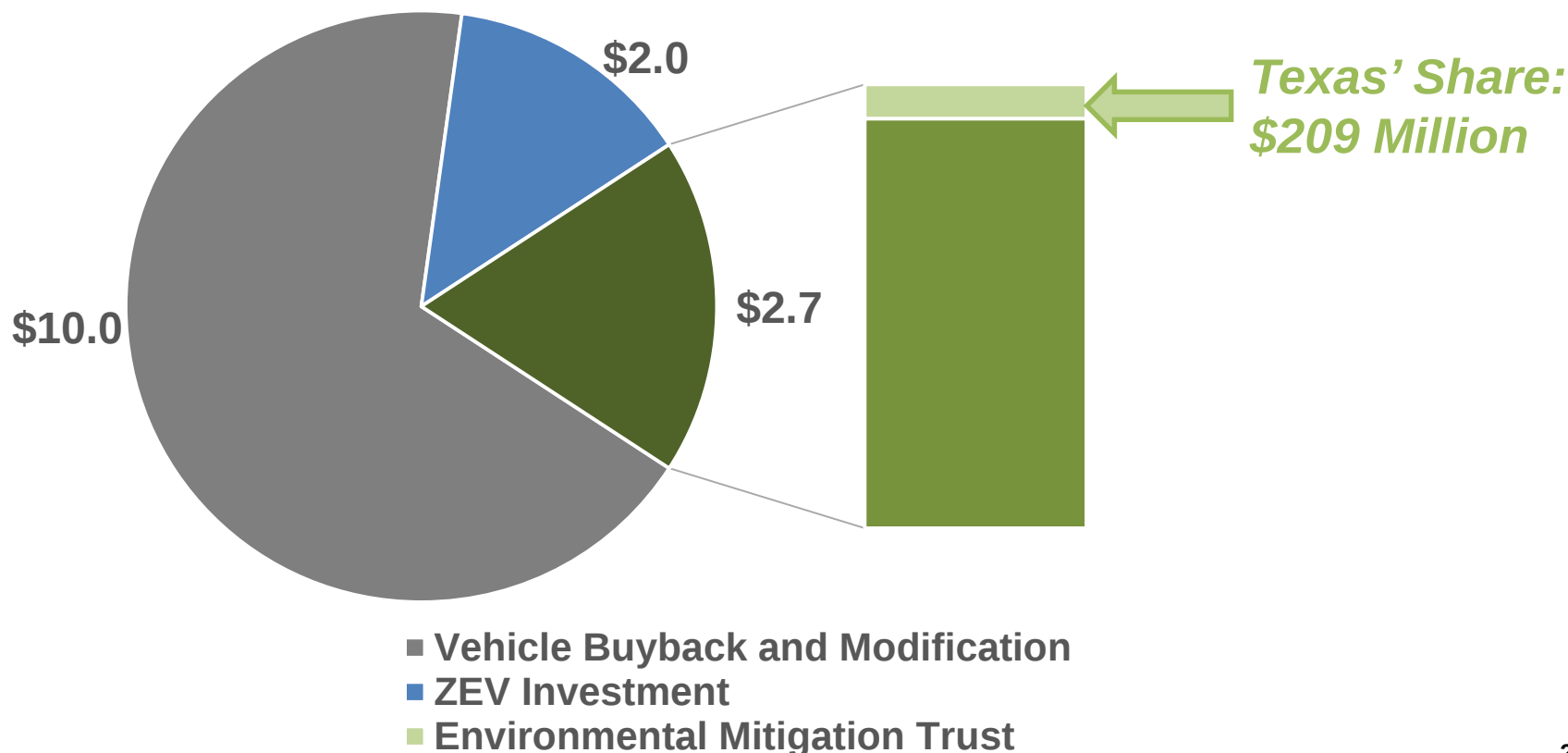
SETTLEMENT BREAKDOWN

Total Settlement to Date: \$14.7 Billion

Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

Environmental Mitigation Trust (EMT) - Distributed to States

Settlement Breakdown (\$ in Billions)



ZEV INVESTMENT

\$1.2 Billion Commitment Nationwide (Excludes California)

Cycle 1 (Q1 2017 – Q2 2019)	Cycle 2 (Q3 2019 - Q4 2021)	Cycle 3 (Q1 2022 – Q2 2024)	Cycle 4 (Q3 2024 – Q4 2026)	Full 10 years
\$300M	\$300M	\$300M	\$300M	\$1,200M



Charging Infrastructure Installation – Approximately \$250 Million

Long Distance Highway Network

Interstate Highway (IH) 30, IH 20, and IH 35 Named

Community Charging

Houston 1 of 11 Initial Metropolitan Areas

Public Education Initiatives – Approximately \$25 Million

ZEV Access Initiatives – Under Development

\$25 Million Reserved for Electrify America Administrative Costs

MITIGATION TRUST PROCESS



Trustee Selected

Wilmington Trust, N.A. Appointed March 15, 2017



Trust Agreement Finalized

Trust Considered Effective



Potential Government Beneficiaries Must File Certification Form to Become Beneficiary and Identify Lead Agency

Up to 60 days from Trust Effective Date



Trustee Files List of Designated Beneficiaries

Up to 120 days from Trust Effective Date



Beneficiaries Must Create Mitigation Plan

Summary of How the Beneficiary Intends to Use Allotted Funds



Mitigation Trust Administered by Trustee

Trustee Required to Transmit Determination of Beneficiary's Funding Request within 60 Days Upon Receipt

PREVIOUS RTC RECOMMENDATION

**State of Texas File As Beneficiary
\$209M**



Designate TCEQ as Lead Agency



**Allow Input from Regions and Other Interested Parties
to Develop the Mitigation Plan**



**Determine Project Priorities and Distribute Funds
through Regional Councils of Governments
(by TCEQ Directly if Region not Interested)**



**AACOG
\$27.4M**



**CAPCOG
\$32.9M**



**H-GAC
\$58.9M**



**NCTCOG
\$63M**



**RGCOG
\$5.9M**



**Others
\$20.9M**

*TCEQ = Texas Commission on Environmental Quality
CAPCOG = Capital Area Council of Governments
RGCOG = Rio Grande Council of Governments*

*AACOG = Alamo Area Council of Governments
H-GAC = Houston-Galveston Area Council*

RECENT DEVELOPMENTS

June 26 – Workshop in Austin, Texas

Governor's Office Requested Feedback:

- 1. Types of Projects to Fund**
- 2. Administration of Funds, Given Cap on State Employees**
- 3. Geographic Distribution of Funds**
- 4. Structure to Approve Funding Requests**

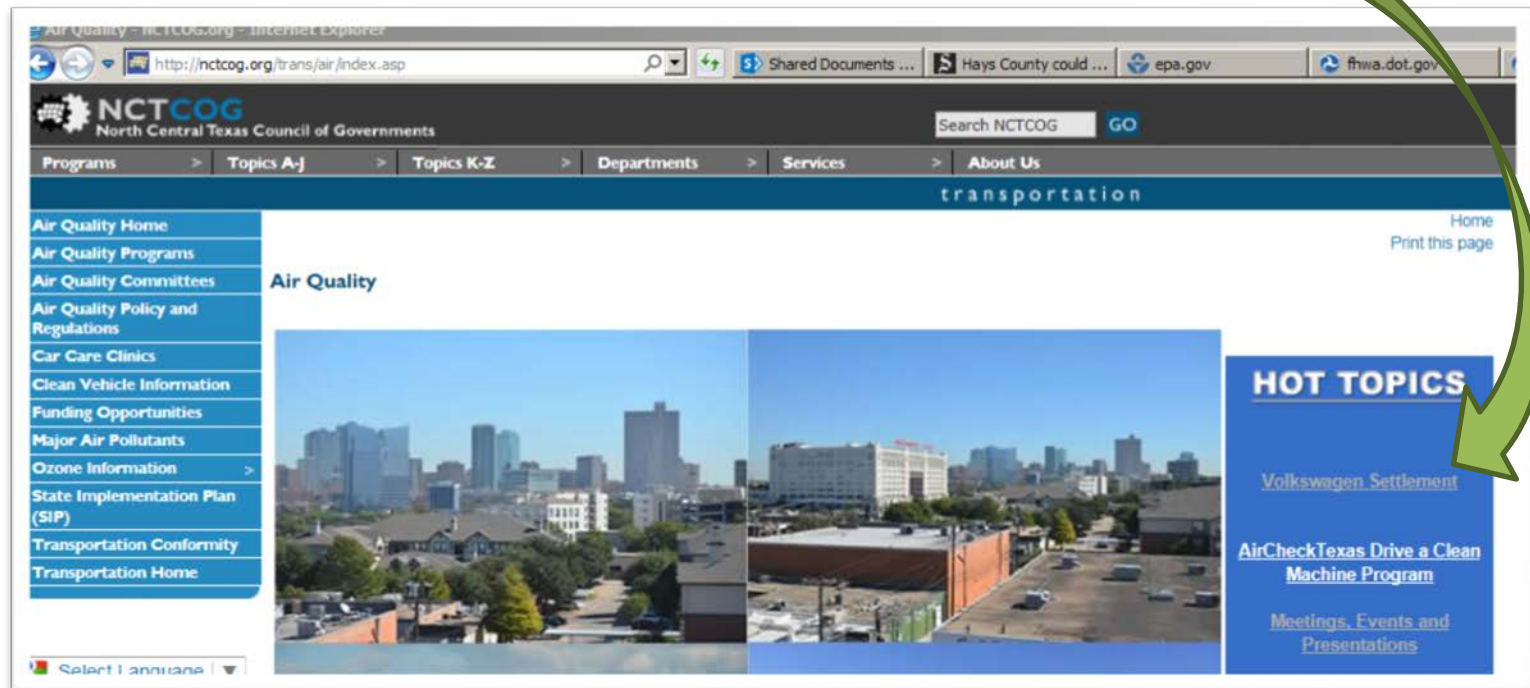
Discussion of Leveraging Economies of Scale through Bulk Purchases

NEXT STEPS

Work Toward Identifying Quantities and Types of Vehicles to be Replaced

NCTCOG Leading, Collaborating with Houston-Galveston Area Council and Capital Area Council of Governments

www.nctcog.org/airquality



On Volkswagen Page:
“NCTCOG Survey: Fleet Project Wish List”

FOR MORE INFORMATION

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