

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, May 28, 2021

North Central Texas Council of Governments

10:30 am Congestion Management Process Workshop (Videoconference)

1:30 pm Full STTC Business Agenda (Videoconference)

1:30 – 1:35 1. Approval of April 23, 2021, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Brian Moen, STTC Chair

Item Summary: Approval of the April 23, 2021, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:35 2. Consent Agenda (There are no items on the Consent Agenda)

☐ Action ☐ Possible Action ☐ Information Minutes : 0

1:35 – 1:45 3. Regional Pedestrian Safety Action Plan (2021)

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Matt Fall, NCTCOG

Item Summary: A recommendation for the Regional Transportation Council to endorse the regional Pedestrian Safety Action Plan will be requested.

Background: A regional Pedestrian Safety Action Plan (PSAP) was completed in early 2021 in response to the steadily increasing number of pedestrian fatalities across North Texas since 2010. Pedestrian fatalities in the North Texas region were well above State and national averages during that same time, leading the Federal Highway Administration to designate Texas as a focus state for pedestrian safety, and Dallas and Fort Worth as focus cities.

The purpose of the PSAP is to serve as a guide for improving pedestrian safety across the 12-county Metropolitan Planning Area. The PSAP was developed as one of the North Central Texas Council of Governments' many efforts to support the safety positions adopted by the Regional Transportation Council (RTC) and the Texas Transportation Commission. Staff will provide an overview of the PSAP including goals, policy recommendations, and action items and ask the Surface Transportation Technical Committee to take action to recommend RTC endorse the PSAP. Additional details are provided in [Electronic Item 3](#). The PSAP, including appendices, can be viewed at www.nctcog.org/pedsafetyplan.

Performance Measure(s) Addressed: Bike/Ped+, Safety

1:45 – 1:55

4. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request Committee approval of funding recommendations for the Clean Fleets North Texas 2020 Call for Projects (CFP) and North Texas Emissions Reduction Project 2020 CFP.

Background: The North Central Texas Council of Governments (NCTCOG) opened three different calls for projects, under three separate Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program awards; Clean Fleets North Texas 2020 CFP, North Texas Emissions Reduction Project 2020 CFP, and North Texas Freight Terminal Electrification 2020 CFP. These CFPs award grant funds for diesel vehicle or equipment replacement projects and installation of EPA-verified electrified parking spaces and related infrastructure in North Central Texas. The most recent application deadline was April 9, 2021. For those applications received, staff has completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 4.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 4.2](#) and [Electronic Item 4.3](#) provide detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:55 – 2:05

5. **Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Committee on the Fiscal Year (FY) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program dedicated for surface transportation infrastructure projects that will have a significant local or regional impact. Staff will provide details highlighting grant requirements, evaluation of potential project candidacy elements, and identify potential multimodal projects for submittal consideration.

Background: In April 2021, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the 2021 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation that will have significant local or regional impacts. This program replaces the Better Utilizing Investments to Leverage Development (BUILD) Grant program. [Electronic Item 5](#) is a copy of the Notice of Funding Opportunity that details the \$1 billion discretionary grant program for FY2021, as well as

the application requirements. Applications are due to the US DOT by July 12, 2021. For agencies in the region submitting projects, please be aware that you must complete the www.grants.gov registration process before submitting the application and that this process usually takes two-four weeks to complete. In addition, if an agency would like to receive a letter of support from the Regional Transportation Council (RTC), requests must be submitted to Kyle Roy by Monday, June 21, 2021, at kroy@nctcog.org.

Performance Measure(s) Addressed: Transit, Roadway

2:05 – 2:15

6. Congestion Management Process Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Bils, NCTCOG

Item Summary: Work is substantially complete on an update to the region's Congestion Management Process (CMP). Staff will present an overview of the CMP and proposed action going forward. The presentation will cover the corridor evaluation process and outcomes.

Background: The CMP is a systemic and regionally coordinated approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies for mitigating congestion that meets state and local needs. Federal requirements specify that urbanized areas with populations over 200,000 must implement and maintain a CMP. The current CMP for the North Central Texas region was adopted by the Regional Transportation Council in 2013. Additional information can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed: Roadway, Goods Movement

2:15 – 2:30

7. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

- Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery ([Electronic Item 7.1](#)) (www.nctcog.org/pm/covid-19)
- Metropolitan Planning Organization Federal Certification Review (at least every four years): June 14-16, 2021
- Federal Transit Administration Pilot Program for Transit-Oriented Development Planning Grant Application for Dallas Area Rapid Transit Silver Line ([Electronic Item 7.2](#))

- Texas Department of Transportation Funding Allocations
- IH 35E/LBJ “Y-Connector” Revenue Sharing Proposal
- Demonstration of GoCarma Capability to Assist in the Implementation of Technology Lanes on US 75 (\$10M) ([Electronic Item 7.3](#))

Performance Measure(s) Addressed: Roadway, Transit

2:30 – 2:40

8. 2022 Unified Transportation Program and Regional 10-Year Plan Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the latest activities being undertaken and the plan going forward for the 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan Update.

Background: In December 2016, the Regional Transportation Council (RTC) approved a set of projects in fiscal years 2017-2026 funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selected) funds. That action was the Dallas-Fort Worth region’s response to the House Bill (HB) 20 10-year planning requirement. A series of updates to the 10-Year Plan have been made annually in conjunction with the development of the UTP. Since the last update in 2020, North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2022 UTP. In response to a March 12, 2021, deadline set forth by TxDOT, staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project.

As part of this update to the 10-Year Plan, a proposal for a Category 2/Category 7 swap is being made. To reduce the region’s carryover balance of Category 7 funds, Category 2 funds would be removed from two projects that are slated for construction in Fiscal Year 2021 and replaced with Category 7 funds. The freed-up Category 2 funds would then be used to replace Surface Transportation Block Grant Program funds on projects across the region or to cover 10-Year Plan project cost overruns.

[Electronic Item 8.1](#) contains the proposed list of projects for the Regional 10-Year Plan. [Electronic Item 8.2](#) includes additional information about the process. [Electronic Item 8.3](#) contains additional details on the scoring methodology.

Performance Measure(s) Addressed: Roadway, Safety

2:40 – 2:50

9. Draft FY2022 and FY2023 Unified Planning Work Program

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: Staff will present a summary on the development of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP) for Regional Transportation Planning.

Background: North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, is developing the draft FY2022 and FY2023 UPWP. This document identifies NCTCOG staff work activities to be performed between October 1, 2021, and September 30, 2023. A summary of staff recommendations on local government and transportation agency project submittals received for consideration of inclusion in the UPWP is included as [Electronic Item 9](#). The draft UPWP document must be submitted to the Texas Department of Transportation (TxDOT) for review by June 4, 2021, and the final document submitted by July 30, 2021. A copy of the draft FY2022 and FY2023 UPWP will be provided to the Surface Transportation Technical Committee (STTC) concurrent with the submittal of the draft document to TxDOT. STTC action on the UPWP will be sought at the June meeting.

Performance Measure(s) Addressed: Administrative

2:50 – 3:00

10. Automated Vehicles 2.2/2.3 Program: Proposed Projects

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will provide a briefing on projects recommended for funding under the consolidated Automated Vehicles 2.2/2.3 Program.

Background: In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV 2.2) and \$20 million for automated vehicle deployments to explore use cases that further regional priorities (AV 2.3). In November 2020, with the funding now available, the RTC approved the application process and selection criteria for the consolidated program. In December 2020 staff held an information session for Committee members. From then until the end of March 2021, staff provided technical assistance to local partners considering applications. Staff will outline projects recommended for funding at this time. More information is provided in [Electronic Item 10](#).

Performance Measure(s) Addressed: Roadway, Safety

3:00 – 3:10

11. Legislative Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Legislative actions to be covered include the following:

- Federal Infrastructure Bill Update
- Approved and Pending Bills in the Texas Legislature

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature will adjourn on May 29, 2021.

Performance Measure(s) Addressed: Roadway, Transit

3:10 – 3:20

12. Regional Traffic Signal Program

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Gregory Masota, NCTCOG

Item Summary: Staff will provide an update of the Regional Traffic Signal Program, including an overview of the traffic signal minimum standards and equipment inventory.

Background: In 2002, the North Central Texas Council of Governments began the Regional Traffic Signal Retiming Program in partnership with local governments. The program has focused on the implementation of traffic signal retiming to maximize the capacity of the existing roadway system by improving traffic operations. In September 2020, staff presented a new approach for the evaluation of traffic signals and the implementation of traffic signal improvements as part of this program. [Electronic Item 12](#) includes an update on the program and the traffic signal minimum standards and equipment inventory.

Performance Measure(s) Addressed: Roadway, Safety

3:20 – 3:20

13. Fast Facts

☐ Action ☐ Possible Action ☒ Information Minutes: 0

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/aqfunding)
2. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
3. Status of Texas Volkswagen Environmental Mitigation Program Funding
([Electronic Item 13.1](#))
4. Status Report on Ozone Season ([Electronic Item 13.2](#))
5. Know Before You Fly Your Drone Workshops
(www.northtexasuas.com/UAS-Taskforce#Workshops)

6. Mobility Matters (www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021)
7. April Online Input Opportunity Minutes ([Electronic Item 13.3](#))
8. June Online Input Opportunity Notice ([Electronic Item 13.4](#))
9. Public Comments Report ([Electronic Item 13.5](#))
10. Written Progress Reports:
 - Local Motion ([Electronic Item 13.6](#))
 - Partner Progress Reports ([Electronic Item 13.7](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on June 25, 2021.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
April 23, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 23, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of March 26, 2021, Minutes:** The minutes of the March 26, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Changes to the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Resulting from Statewide Financial Constraints:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. Revisions resulting from changes proposed by the Texas Department of Transportation due to a determination that long-term State funding plans were not financially constrained were provided in Electronic Item 2.1.
 - 2.2. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 3:** Committee support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of \$326,000 in funding for education campaigns for Phase 3 transportation initiatives that will initiate in Fiscal Year (FY) 2021 was requested. The benefits of the initiative and cost savings obtained from bulk education campaign purchasing for the Transportation Department were provided in Electronic Item 2.2.1. A reminder of Phase 1 and Phase 2 FY2021 budgets previously approved, as well as more information on Phase 3 FY2021 education campaign costs and examples of past education campaigns were provided in Electronic Item 2.2.2.
 - 2.3. **Regional Vanpool Program Modifications to Improve Overall Efficiency:** A recommendation for Regional Transportation Council (RTC) approval of Regional Vanpool Program modifications to improve overall efficiency, including defined agency boundaries, temporary flexibility to the subsidy funding structure, and a regional cooperative vanpool procurement to create a more unified program that will benefit current and future riders was requested. Electronic Item 2.3 included additional details.
 - 2.4. **Public Transportation Agency Safety Plan Performance Measures:** A recommendation of Regional Transportation Council (RTC) approval of Public Transportation Agency Safety Plan regional transit safety targets, new federally required performance measures relating to improving transit safety in the region, was requested. Details were provided in Electronic Item 2.4.

A motion was made to approve the items on the Consent Agenda. Eron Linn (M); John Polster (S). The motion passed unanimously.

3. **“Trade Fair” Partnership with Lubbock and Rio Grande Valley Metropolitan Planning Organizations:** Ken Bunkley briefed the Committee on a proposed “Trade Fair” partnership with the Lubbock Metropolitan Planning Organization (MPO) and the Rio Grande Valley MPO. Given the large carry over balance of Surface Transportation Block Grant Program (STBG) funds, North Central Texas Council of Governments (NCTCOG) staff has been working on solutions to reduce the balance to a more manageable level. Current efforts include the Regional Transportation Council (RTC) Milestone Policy Round 2 and quarterly project tracking. As part of the Regional-10 Year Plan this year, staff will propose to advance projects currently funded with Category 2 funds, with STBG funds instead. In addition, staff proposed two “trade fair” partnerships to enable other regions to advance projects while implementing agencies in the Dallas-Fort Worth region finish getting projects ready for construction. Previous Texas Department of Transportation (TxDOT) coordination among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP) was highlighted. After each region selected projects for inclusion in the UTP in past years, TxDOT Headquarters held periodic “trade fair” meetings. In these meetings, different regions of the state “negotiated” or “balanced” project readiness with the availability of funding and “traded” annual allocation amounts moving funding allocations around, instead of being evenly distributed each year. This enabled projects to proceed in the year in which funds were needed versus the year in which funds were individually available to any given region. This proposed partnership underscores that formula allocation at the State level is necessary to ensure equitable distribution of funding across the region. Once each region is certain that their total allocations will not change, they are more likely to be willing to negotiate innovative programs and partnerships to expedite projects. It also continues the long-standing tradition with other partners in the state, buys down carryover balances, and reduces risk within the region’s STBG program. In early 2018, NCTCOG met with the Alamo Area Metropolitan Planning Organization (AAMPO) regarding a funding partnership for a feasibility study for High-Speed Transportation from Dallas-Fort Worth to Laredo. Initially, it was determined that the RTC would contribute \$300,000 in federal funds and AAMPO would provide a \$200,000 local match. It was later determined that moving local funds between regions was challenging. Instead in fall 2018, it was proposed and the RTC agreed to program \$500,000 in RTC Local funding for a NCTCOG-led feasibility study regarding High-Speed Transportation from Dallas-Fort Worth to Laredo. In return, AAMPO agreed to allocate \$200,000 in Congestion Mitigation and Air Quality Improvement Program funding to the Dallas-Fort Worth (DFW) region. A Memorandum of Understanding is in place for this agreement. Mr. Bunkley noted the Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between the DFW and Lubbock MPO regions. The Lubbock MPO receives \$6 million of STBG funding per year. In order to cashflow priority projects, the Lubbock MPO needs an additional \$10.5 million in FY2023 and additional \$10.5 million in FY2025 for two separate projects. Staff proposed the RTC loan the Lubbock MPO \$21 million in STBG cashflow in FY2023 and FY2025. In turn, the Lubbock MPO would transfer back \$21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid. In addition, the Rio Grande Valley MPO has approached NCTCOG staff about a potential trade fair partnership between the DFW and Rio Grande Valley MPO regions. The Rio Grande Valley MPO receives \$25 million of STBG funding per year. In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional \$14.6 million in FY2022. Staff proposed the RTC loan the Rio Grande Valley MPO approximately \$14.6 million in STBG cashflow in FY2022. In turn, the Lubbock Rio Grande Valley MPO will transfer back \$14.6 million of STBG allocations in FY2026. A table documenting the trade fair partnership program for FY2022 through FY2030 was highlighted. Additional information was provided in Electronic Item 3. Mike Galizio asked if the NCTCOG has done this kind of loaning to other MPOs before. Mr. Bunkley noted yes, AAMPO was an example of RTC funds loaned to another region. Michael Morris noted that annual trade fares were at one time a regular occurrence and added the proposed trade fair partnership would assist with obligating funds to help

prevent the region from losing obligation authority due to large carryover funding balances. The partnership does not negatively impact other projects and future trade fairs are not anticipated. Mr. Galizio also asked if there would be mechanisms in place for repayment of funds. Mr. Morris noted that agreements would include repayment terms and remedies. A motion was made to recommend Regional Transportation Council approval of a trade fair partnership with the Lubbock MPO of transferring: \$10,500,000 in STBG cash flow/allocation in FY2023; \$10,500,000 in STBG cash flow/allocation in FY2025; receiving \$6,903,818 back in FY2028; receiving \$6,994,465 back in FY2029; and receiving \$7,101,717 back in FY2030. Also included in the motion was a recommendation for RTC approval of a trade fair partnership with the Rio Grande Valley MPO of transferring: \$14,578,845 in STBG cash flow/allocation in FY2022 and receiving \$14,578,845 back in FY2026. In addition, action included a recommendation directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outline the terms of agreements and directing staff to monitor the funds transfer agreement process at TxDOT to ensure that the teams of agreements are honored over time. Mark Nelson (M); Wes McClure (S). The motion passed unanimously.

4. **American Rescue Plan Act Transit Funding Allocations: Round 3:** Edgar Hernandez presented a recommendation for Regional Transportation Council approval for the third round of funding to the public transportation industry from the Federal Transit Administration (FTA) in response to the Coronavirus. The American Rescue Plan Act of 2021 (ARP) provides approximately \$30.5 billion nationwide in additional emergency funds to help alleviate the funding shortfalls to the nation's public transportation systems due to COVID-19. In addition, a small amount of funding has been made available through the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). Funding is in addition to emergency funding received through the Coronavirus Aid, Relief, and Economic Security Act (CARES) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which in total provided approximately \$39 billion to the public transportation industry. ARP funding is not required to be included in the region's Transportation Improvement Program (TIP); however, funding will be added to the TIP later for informational purposes. Projects awarded under Section 5310 must be included or be consistent with the coordinated Public Transit Human Services Transportation Plan for the region, Access North Texas. Funding is being provided at a 100 percent federal share, no local match required, and prioritizes the funds for operational and payroll needs but does also support expenses traditionally eligible under the funding programs to help prevent, prepare for, and respond to COVID-19. The primary objective of the funding is to ensure public transportation agencies receive sufficient funding, combined with CARES Act and CRRSAA apportionments to equal at least 132 percent of the urbanized area's public transit operating costs. Expenses incurred on or after January 20, 2020, are eligible for reimbursement. ARP funding must be obligated by September 30, 2024, and disbursed by September 30, 2029. As the designated recipient of urbanized area formula funds for North Texas, the North Central Texas Council of Governments (NCTCOG) is responsible for allocating the funds within the region. Available funding was highlighted, which includes approximately \$340.4 million for the Dallas-Fort Worth-Arlington Urbanized Area and \$14.1 million for the Denton-Lewisville Urbanized Area across both programs. Funding has also been allocated for the McKinney Urbanized Area and will be administered by the Texas Department of Transportation. The methodology used to allocate funds was highlighted and follows the primary objective of legislation at the regional level which provided additional Section 5307 Urbanized Area Formula Program funds to urbanized areas below 132 percent of their 2018 operating expenses as reported to the National Transit Database. Five transit providers fall below the 132 percent threshold: Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, Public Transit Services (PTS), and STAR Transit. All other transit providers exceeded the 132 percent threshold of 2018 operating expenses due to the CARES Act. Section 5310 funding will be awarded

based on eligibility and overall need, projects must be included or consistent with Access North Texas, and project selection is not yet determined but will follow the TIP process. It was noted NCTCOG staff reviewed the formula allocations to ensure CARES Act and CRRSAA funding was correctly allocated and accounted for the Trinity Railway Express, confirmed ARP funding was allocated to North Texas because agencies were below the 132 percent threshold and which agencies were below the threshold, and that the RTC has discretion on how to distribute the ARP funds. Proposed ARP funding allocations for 5307 funds were highlighted. Details were provided in Electronic Item 4. The five transit agencies are all near the 132 percent threshold except for DART, but not enough Dallas-Fort Worth-Arlington Urbanized Area Formula funds were provided through ARP to bring DART up to the 132 percent threshold. The schedule for this effort was reviewed. Because two agencies recommended for additional funding are NCTCOG subrecipients, Executive Board approval will be requested at the May 27, 2021, meeting. A motion was made to recommend Regional Transportation Council approval of American Rescue Plan Act of 2021 funding allocations detailed in Electronic Item 4 and to recommend that staff revise administrative documents as appropriate to incorporate the additional funds. Eron Linn (M); Todd Plesko (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. Highlighted were metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Additional information was provided in Electronic Item 5.1 and available at www.nctcog.org/pm/covid-19. Travel behavior by mode was discussed, and he specifically noted that bicycle/pedestrian trips remained strong and freeway volumes decreased in February 2021 due to inclement weather. Aviation passenger numbers continued to increase slowly, and transit ridership has leveled. Financial implications by category were also highlighted, including toll transactions on SH 360 which have continued to operate higher than the rest of the system. Construction cost changes were also discussed and remained 10 percent lower than the previous year. Also highlighted was the status of projects being implemented in the region. He noted efforts were moving forward for high-speed transportation, autonomous transit, and the Y Connector. In addition, he discussed the SH 183 Section 2E project, as well as the revenue sharing proposal recently completed for the IH 35E/IH 635 Interchange. John Polster asked if staff could elaborate on the revenue sharing proposal with Cintra on the IH 35E/IH 635 Interchange project. Mr. Morris noted all impacted parties met earlier in the week. Cintra has two weeks to respond to the proposal and is expected to respond positively. Staff will provide an update to the Committee at its May 28 meeting.

Mr. Morris also presented information on a proposed recommendation for Regional Transportation Council (RTC) approval regarding SH 360 South. The North Texas Tollway Authority (NTTA) has been in discussions with North Central Texas Council of Governments (NCTCOG) staff about its desire to pay off the loan for the SH 360 project and place the project into the NTTA system. There is some urgency for NTTA to move forward due to increasing interest rates. Refinancing is expected to lower the interest rate from 4.25 percent to approximately 3.25 percent for a savings of approximately \$50 million through a larger refinancing effort. There are two agreements related to the SH 360 South project. The first is a project agreement between NTTA and that Texas Department of Transportation (TxDOT) that is related to the \$300 million loan and the interest accumulated, for a balance of \$330 million that NTTA would pay to TxDOT Headquarters. The second is a backstop agreement including TxDOT, NTTA, and the RTC. Repayment of the loan would release the RTC from the financial backstop for the project and eliminate RTC risk. In addition, NCTCOG previously set aside \$15 million as a contingency in case the loan backstop were utilized, so the \$15 million contingency funds could be released for project selection in the western subregion with Surface Transportation Block Grant Program funds. Other benefits

include the elimination of possible SH 360 toll rate increases due to low project performance, potential for next state SH 360 improvements beginning sooner, and consideration for some portion of the \$330 million being returned to the region by the Texas Transportation Commission in the next Unified Transportation Program. Another benefit, discussed at the recent local government meeting, was the advancement of NTTA system landscaping in the corridor. Mr. Morris also highlighted other items that were negotiated at the April 19 local government meeting. NTTA was asked and agreed to extend the wayfinding sign pilot program from five to ten years. Also negotiated was revenue sharing that will begin no later than 2053 and advancement of certain transportation improvements in the SH 360 corridor specifically SH 360 T Elbow, widening, interchange at US 287, and SH 360 T Section 2 previous to 2050. If the improvements do not occur, revenue sharing would begin in 2050. A motion was made to recommend Regional Transportation Council approval to terminate the SH 360 financial backstop. John Polster (M); Bryan Beck (S). The motion passed unanimously.

Mr. Morris also provided a status report on the Dallas City Council resolution regarding the D2 Alignment. He noted the D2 project and IH 345 are included in Mobility 2045, but that current alignments are in conflict. Efforts continue to garner interest for an adjusted D2 alignment and advancing IH 345 as a depressed facility instead of an elevated facility, to avoid conflict between the two projects and that meets the requirements of the Federal Transit Administration for core capacity and addresses IH 345 as a depressed facility with gravitational drainage. A map of the area was provided in Electronic Item 5.3. Mr. Morris also recognized Kevin Feldt for his commitment to the region and noted he has resigned from NCTCOG. He also recognized NCTCOG staff who have recently received the Dwight David Eisenhower Transportation Fellowship through the US Department of Transportation: 2020 – Catherine Osborn and Rachel Jenkins and 2021 – Vivian Fung and Nicholas Allen.

6. **Map Your Experience: Interactive Online Tool for Public Comments:** James McLane presented information on Map Your Experience, a new online mapping tool that allows the general public to submit comments on their transportation experiences at specific locations in the region. Functionality of the system was highlighted. The focus is on specific issues, not projects and fits into current data-driven planning initiatives of the North Central Texas Council of Governments (NCTCOG). Once submitted, comments are routed to the correct staff by category for roadway, transit, and bicycle/pedestrian. Mr. McLane noted the application was initially created to engage the public at in-person community events but became an important online strategy as in-person events were cancelled. As comments are received, they are processed and integrated into the current public comment framework. Recent developments include a Spanish translation of the interface. In addition, staff are working on various summary and dashboard tools to help summarize the types of comments received and categories of comments. Staff will continue to refine the interface as needed to respond to feedback and ensure the needs of the user are fulfilled. An additional tool will be introduced through the Mobility 2045 Update public involvement process. Mr. McLane discussed the value of public comments to NCTCOG when developing/evaluating policies, programs, and projects as well as determining if draft recommendations are meeting the region's needs, how recommendations could be adjusted, and if additional programs are needed to address recurring issues. Public comments are also valuable to agencies in the region to help address transportation needs in communities. Comments can help identify where issues are occurring, and which specific issues are most important to citizens. Highlighted were various options for connecting agencies with the comments received including online dashboards, maps, customized reports, exported comment data, and direct connection to the comment data feed. Details were provided in Electronic Item 6 and access to the tool is available at www.nctcog.org/MapYourExperience. Committee Chair Brian Moen asked if communication with agencies for which comments have been submitted was currently occurring, or if the method for that communication was still being developed. He

also asked if there was any interest in agencies providing comments received through their processes to NCTCOG. Mr. McLane noted that information was not currently being provided to agencies, but that staff would be happy to work with interested agencies on data-sharing options. He added there is potential for a two-way information flow and that receiving comments related to transportation would be helpful to NCTCOG. John Polster discussed the public comment process and noted he believed raw data should not be input without significant review, particularly if the data were to be used as a method to score projects. Michael Morris noted that this was a public involvement tool for engagement with citizens in the region and there was no intention of using data as part of project scoring. As comments from the dashboard or categorized, it will help staff focus on areas of concern for which they may not have been otherwise aware.

7. **Regional Pedestrian Safety Action Plan (2021):** Matt Fall provided an update on the regional Pedestrian Safety Action Plan (PSAP) completed in early 2021 in response to the steadily increasing number of pedestrian fatalities across North Texas. Texas is one of the seven states that account for 54 percent of pedestrian fatalities nationwide, with fatality rates that are consistently above the national average. For this reason, the Federal Highway Administration designated Texas as a pedestrian focus state and the Cities of Dallas and Fort Worth as focus cities. To address the region's pedestrian fatality rates being consistently above the national average, the North Central Texas Council of Governments (NCTCOG) developed a regional Pedestrian Safety Action Plan that will compliment Mobility 2045 goals and policies with a more targeted focus on pedestrian safety. Key elements of the plan include the analysis of the demographics and contributing factors to determine who is involved in pedestrian crashes and how they occur, crash density maps, and pedestrian safety corridors that identify areas with the highest frequency of documented crashes between motor vehicles and pedestrians. Infographics developed through analysis of the PSAP data were highlighted. Of note, approximately 95 percent of fatal and serious crashes happen in urban areas, with two-thirds of those occurring in non-intersections. Analysis also revealed that two-thirds of all pedestrian crashes and 80 percent of fatal pedestrian crashes happen in dark lighting conditions. Mr. Fall highlighted key elements of public outreach throughout development of the plan, which included a public opinion survey that was conducted online between May and July 2019. Key results of the online survey showed that residents want to work more and want to walk on wide sidewalks and shared-use paths. They viewed the absence of sidewalks as the most significant barrier to not walking more frequently and favorably ranked the use of various pedestrian safety treatments on walkable facilities. Respondents also favorably ranked educational programs for all roadway users including bicyclist and pedestrians, not just motorists. He noted that the Texas Department of Transportation's (TxDOT's) Research and Technology Implementation Office completed a crash data research project just prior to the completion of NCTCOG's PSAP in the 12-county region. Coordination with researchers was beneficial to NCTCOG's work including the guidance they provided while developing the methodology to identify safety corridors. The full TxDOT report is included as an appendix in the PSAP. Also highlighted was pedestrian crash density. The highest concentration of crashes occurs in the core areas of Dallas and Tarrant Counties, mainly Dallas and Fort Worth. A total of 105 safety corridors were identified within four counties and ten cities. Crashes reported along the safety corridors comprise 30 percent of all reported pedestrian crashes even though the linear miles of the safety corridors in the plan comprise less than 1 percent of the total centerline miles of the region. PSAP goals, policies, and action items were also highlighted. Details were provided in Electronic Item 7 and also available in the finalized plan available at www.nctcog.org/pedsafetyplan. In summary, Mr. Fall noted that the top five takeaways from the plan are residents desire to walk more, targeting key corridors is the most effective way to stretch limited funding for safety measures, level of service needs to be an integral part of infrastructure development, regionally significant corridors should be prioritized for project selection, and local governments are encouraged to develop their own

detailed local pedestrian safety plans. The schedule for this effort was reviewed, with action requested for endorsement of the PSAP at the May 28, 2021, Committee meeting. The ultimate intent is for the plan to be adopted by reference as part of the Mobility Plan 2045 Update. In the near future, NCTCOG staff will facilitate the initial round of road safety audits focused on pedestrian safety in some of the safety corridors identified in the plan. John Polster discussed data analysis that indicated approximately two-thirds of all pedestrian crashes and 80 percent of fatal crashes happen in dark lighted conditions and noted he believed staff should focus on these areas. If 80 percent of the problem can be resolved by fixing what happens in dark lighted conditions, he noted focusing on dark lighted conditions will address 30 percent of the fatalities in the most urban areas. He also suggested that staff include review of the percentage of pedestrian crashes and fatalities that involve pedestrian alcohol use, as well as time of day. Mr. Fall noted that staff has reviewed alcohol related incidents and will include information involving both pedestrian and motorist alcohol use in the next presentation to the Committee. Alonzo Liñán noted that in review of data related to fatalities that occur in dark conditions, staff should be sure not to inadvertently interpret that the fatalities happen because it is dark even though they occurred in the dark and cautioned against concluding that additional lighting will solve all fatalities that occur in dark lighted conditions.

8. **2023-2026 Transportation Improvement Program Development:** Cody Derrick briefed the Committee on the 2023-2026 Transportation Improvement Program (TIP) development process. North Central Texas Council of Governments (NCTCOG) staff have been reviewing all active projects currently in the Transportation Improvement Program and will be scheduling meetings with agencies to discuss projects. Meeting attendees should include staff from the appropriate departments that can answer questions about the status of projects and fiscal managers to answer questions about expenditures, agreements, and invoicing. Texas Department of Transportation (TxDOT) staff will also be present to help set realistic expectations regarding timing and process. During the meetings, agencies should provide project information by phases, estimated start and end dates in month/year format, and the availability of local match. The status of advanced funding agreements with TxDOT and interlocal agreements with NCTCOG will also be needed. Agencies were reminded to submit timely invoices to TxDOT for federal and State funds, and to complete monthly invoicing and reporting to the Revenue and Project Tracking System for Regional Toll Revenue (RTR) projects. Mr. Derrick also noted that requests for project modifications will also be included as part of the TIP-development process. Agencies can request changes to project scope or limits and funding changes (advancing or delaying a project, additional funding, cost savings), but certain changes may not be possible due to funding availability. Changes to implementing agencies should also be noted. During development of the 2022-2026 TIP, NCTCOG staff will focus on project readiness as well as projects on the Metropolitan Planning Organization Milestone Policy list, Federal Highway Administration (FHWA) Inactive list, FHWA Preliminary Engineering Audit list, and projects in the Transportation Alternatives Set-Aside program. Additionally, staff will review requests for projects to be placed in the first of the new TIP (FY2023) to determine project readiness and seek TxDOT concurrence when possible. Staff will also focus on closing out completed RTR projects. The timeline for this effort was highlighted. Draft listings are expected to be presented to the Committee in February 2022, followed by public meetings and presentation to the RTC. Action on final listings is expected by the Committee in April 2022 and RTC in May 2022. Upon approval, the final document will be submitted to TxDOT with Texas Transportation Commission approval expected in August/September 2022 and federal/State approval anticipated in October/November 2022. Details on the 2023-2026 TIP development process, timeline, and focus areas were provided in Electronic Item 8. John Polster asked if staff was closing out all RTR projects, or only existing RTR projects. Mr. Derrick noted that staff will be closing out recently or previously completed RTR projects. Wes McClure asked

if staff would also be reviewing TxDOT-managed RTR projects for close out. Mr. Derrick noted that staff has been coordinating with TxDOT about on-system close outs and will continue to focus on that effort.

9. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. He noted the Biden Administration's infrastructure plan provides approximately \$2.3 trillion in funding over an eight-year period, with approximately \$571 billion for transportation. The bill's expansive definition of "infrastructure" is controversial as it includes items not traditionally considered transportation infrastructure such as broadband, childcare, and long-term care facilities. Republicans have been vocal about a less expansive plan and have released details of an alternative plan. A partisan vote is anticipated in the Senate, so the bill must move forward through a budget reconciliation. Mr. Allen highlighted some of the major transportation funding allocations in the American Jobs Plan, which include electric vehicles and charging infrastructure, maintenance highways, roads, and bridges, Amtrak, mega projects, reconnecting minority neighborhoods, road safety, and ports (including land ports). A separate surface transportation reauthorization bill will still be needed since the Fixing America's Surface Transportation Act expires on September 30, 2021. An update on State legislative actions was also provided. On April 6, 2021, the Senate approved its version of the budget, SB 1. On April 22, 2021, the House approved its version of a Committee Substitute for SB 1. The bill is expected to head back to the Senate to be heard in conference committee. Some version of the FY2022-23 budget is expected to go to the Governor on or before the May 31, 2021, deadline. Bill topics related to the RTC Legislative Program were highlighted. Related to transportation funding are bills that would require registration fees for alternatively fueled vehicles, as well as a bill that would allow the Texas Transportation Commission to issue Texas Mobility Fund obligations in FY2022. Related to high-speed transportation, a bill related to creation of a High-Speed Rail Legislative Review Committee was approved by the full Senate and the House version of the bill was heard on April 1. Other bills include those related to constraining high-speed rail projects in Texas, which have seen no new action. Several safety bills of interest were highlighted and included a bill that would allow Texas Department of Transportation districts to temporarily lower speed limits on certain roads and several bills related to pedestrian and bicycle safety. Air quality-related bill topics include a bill that would create the Texas Transportation Electrification Council to prepare and assess public electric vehicle charging infrastructure and develop a plan to implement the infrastructure and associated technologies throughout the state. Other bills include preemption of local regulations on greenhouse gas emissions and a bill that would allow for counties that paid into the LIRAP program to remit them and use them on air quality focused LIP projects. Also of interest is unmanned aircraft systems (UAS). On April 21, 2021, a committee substitute was heard in the Senate Veterans Affairs and Border Security Committee that would add military installations and airports to the list of critical infrastructure where UAS are prohibited. In addition, bills have been filed that would prohibit arming unmanned aircraft and that would have important implications for the definition of surveillance and image for the UAS industry in Texas. Legislative updates will continue to be provided to members.
10. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Brendon Wheeler provided an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. The objective of the study is to evaluate high-speed transportation alternatives (both alignments and technology) to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state, enhance and connect Dallas-Fort Worth to the regional transportation system, as well as obtain federal environmental approval of the viable alternative. The initial set of alignments/corridors and modes of transportation being screened during Level 1, Level 2, and Level 3 evaluations were highlighted, with the resulting recommendation of three alignments along IH 30 recommended for Phase 2 efforts to develop the draft environmental study documentation.

Further refinement of these alignments along IH 30 provides the opportunity for options to incorporate the design of the HST system with the IH 30 ultimate redesign efforts from IH 35W to west of Cooper Street. The project team has also identified the possibility of incorporating the HST system along IH 30 from east of Cooper Street to IH 35E within the existing managed lane footprint. Each of these opportunities will be compared with designing the HST system along the periphery of the existing IH 30 main lanes for the length of the corridor. Mode recommendations from the screenings include hyperloop (emerging technology) and high-speed rail (proven technology). He noted the project team went through an extensive effort to understand the technologies in order to properly rank options based on NASA's technology readiness scale regarding how the technologies compete for commercial application readiness. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings, with the project team having hosted over 60 presentations, briefings, and meetings over the last year. Also highlighted was a new online engagement activity to incorporate additional public input that will allow the public to review Level 3 alignments directly and provide feedback on areas of significance and concern. In addition, he noted upcoming virtual public meetings scheduled for noon on May 19 and 6 pm on May 20. The upcoming schedule for this effort was highlighted, and Mr. Wheeler noted action on the alignment and mode recommendations to proceed into Phase 2 efforts would be requested at the June Committee meeting and July RTC meeting. John Polster noted one of the alignment alternatives mentioned was in Texas Department of Transportation right-of-way. When the region was pursuing the hyperloop test track, he asked if he recalled correctly that TxDOT Headquarters indicated this type of technology could not be implemented in the right-of-way and asked if there had been some type of policy change. Michael Morris noted that TxDOT Headquarters never provided a response about whether a hyperloop certification facility could be included in TxDOT right-of-way but noted a meeting in which the Governor's direction was to stay on public-sector property. He noted NCTCOG would move forward with the proposed recommendations and look forward to hearing comments from all parties.

11. **Status Report on Engine Off North Texas:** Huong Duong presented an overview of the updated Engine Off North Texas program. Engine Off North Texas was created to address unnecessary idling from heavy-duty vehicles in the Dallas-Fort Worth region which creates nitrogen oxides emissions. In 2007, locally enforced idling restrictions were added to the Dallas-Fort Worth State Implementation Plan and the North Central Texas Council of Governments began encouraging local governments to sign the Texas Commission on Environmental Quality Memorandum of Agreement which authorized local governments to enforce the vehicle idling restriction rule. Engine Off North Texas Program purpose is to improve the air quality in the region by reducing the emissions related to unnecessary idling. In March 2021, Engine Off North Texas launched a revitalized program and continues to encourage local governments to adopt an idling restriction policy, offers outreach and educational materials about the effects of idling, and also offers alternative strategies to idling. Available resources include a local government guide that offers multiple options for implementation of idle restriction policy and enforcement strategies, regulatory signs, posters, brochures, a complaint hotline, and other information that can help bring awareness to the impacts of idling and available solutions. Materials are available online at www.engineoffnorthtexas.org or by email at engineoffnorthtexas@nctcog.org. The Engine Off North Texas Program has contributed to the adoption of idling policies in several cities, but much more remains to be done. Engine Off North Texas will continue to partner with local businesses and governments to identify problem areas in the region, continue to provide resources and bring awareness to the effects of idling, as well as promote idling alternatives. Lastly, staff will continue to encourage the adoption and enforcement of idling restriction policies. Committee members were asked to provide the appropriate contacts within their member agencies to help in efforts to improve air quality in the region. Kevin

Overton asked what happens when a complaint is received through the hotline. He also asked what happens when a MOA has expired. Ms. Duong noted the complaint is recorded in a database and the agency for which the complaint was made is then contacted. Regarding expired MOAs, she noted that expiration could impact whether an agency could continue to enforce idling restriction rules. Specifically for the City of Dallas, if the idling rule was included in city ordinances, the City could continue to enforce idling restrictions. Details were provided in Electronic Item 11.

12. **North Texas Regional Integration of Sustainability Efforts Coalition:** Tamara Cook presented information regarding the North Texas Regional Integration of Sustainability Efforts (RISE) Coalition, an extension of an original effort to promote sustainability and environmental initiatives on a regional scale. In 2020, the original cities formed the RISE Coalition to facilitate peer exchange opportunities on a variety of sustainability efforts. Key topics for FY2021 were highlighted, and it was noted that the North Central Texas Council of Governments (NCTCOG) specifically supports two programs: a regional emissions inventory focused on greenhouse gas emissions and subsequently after the inventory is complete the development of a tool kit or menu of strategies that could be adopted by local governments. Currently, RISE voting members include the cities of Cedar Hill, Dallas, Denton, Farmers Branch, Fort Worth, Lewisville, Plano, and the Tarrant Regional Water District. She noted the purpose of the presentation was to bring the information to a broader audience and encourage local governments interested in expanding their sustainability efforts to participate. Participation is open to local governments eligible for membership in NCTCOG. In-person meetings are held quarterly, with the next meeting schedule for April 26. Additional information was provided in Electronic Item 12 and at [North Central Texas Council of Governments - RISE Membership \(nctcog.org\)](https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle). Michael Morris encouraged members to provide this information to broader city/county staff as transportation and environmental policies potentially overlap in the future. Committee Chair Brian Moen asked what department or staff positions are active in this area. Ms. Cook noted that involved staff include sustainability coordinators, as well as staffs from a variety of departments.
13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 13.1)
 2. East/West Equity Update (Electronic Item 13.2)
 3. Deadline to Submit Requests for Transportation Improvement Program Modifications through the August 2021 Cycle – April 23, 2021 (<https://rtrinternal.nctcog.org/login/>)
 4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 6. Commercial Motor Vehicle Violations: Enforcement, Prosecution, and Reporting Training Opportunity for Prosecutors and Judges,
 7. May 18 and 19, 2021 (<https://www.nctcog.org/trans/quality/safety/transportation-safety/commercial-vehicle-enforcement>)
 8. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 13.3)
 9. Status Report on Ozone Season (Electronic Item 13.4)
 10. March Online Input Opportunity Minutes (Electronic Item 13.5)
 11. Public Comments Report (Electronic Item 13.6)
 12. Written Progress Reports:
 - Local Motion (Electronic Item 13.7)
 - Partner Progress Reports (Electronic Item 13.8)

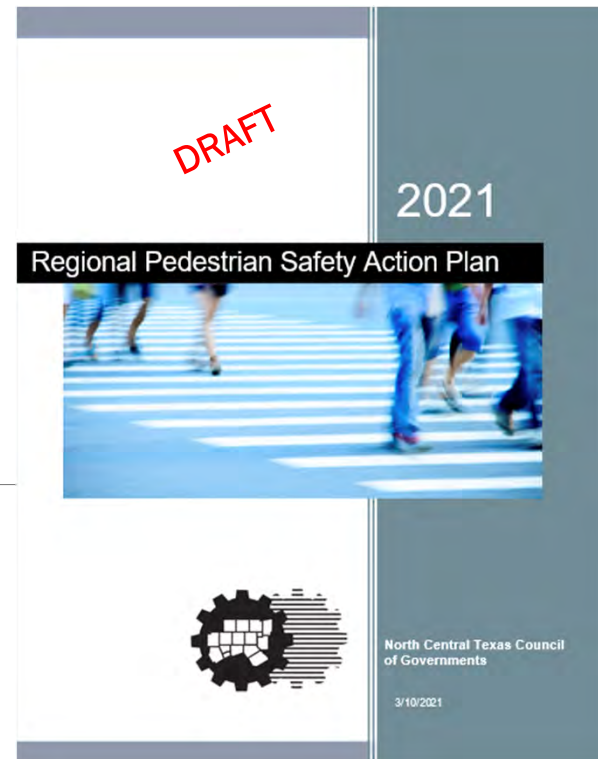
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 28, 2021.

The meeting adjourned at 4:05 pm.



REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Surface Transportation Technical Committee
May 28, 2021



Matt Fall, Senior Transportation Planner, Sustainable Development

Regional Pedestrian Safety

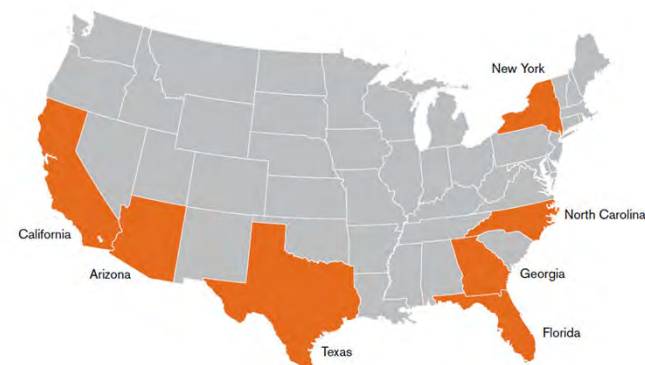
Action by Regional Transportation Council (RTC)
February 14, 2019

Regional Safety Position

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

Dallas and Fort Worth
are designated by FHWA as
Pedestrian Safety Focus Cities

7 States
Account for 54% of Pedestrian Deaths,
Jan-June 2020



Source: State Highway Safety Offices

Regional Pedestrian Safety Action Plan

NCTCOG initiated the regional PSAP in response to a decade of increasing pedestrian-involved crashes and fatalities



- Complements Mobility 2045
- Enhances Mobility 2045 goals and policies with a more targeted focus on pedestrian safety
- Creates a specific roadmap for activities, investments, and improvements in the region
- Creates a guide/template for partners to develop detailed local plans

Note: A future request will entail an equivalent bicycle safety plan to be completed.

Key Elements of the Regional Plan



1. **Demographics and contributing factors** based on reported crashes
2. **Pedestrian Crash density maps**
3. **Priority Pedestrian safety corridors** based on areas with highest reported crash history
4. **Goals and Policies** in support of RTC safety position and regional coordination
5. **Action Plan** to guide pedestrian safety projects and programs

Plan Goals:

- ❖ **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050
(Supports RTC and the TxDOT/TTC safety goals)
- ❖ **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users
- ❖ **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities
- ❖ **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements
- ❖ **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/Evaluation/Encouragement	Collaborate to implement the Plan
2	Education/Evaluation/Encouragement	Develop educational programs and resources
3	Engineering	Integrate proven safety countermeasures as part of all future roadway projects
4	Engineering	Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors
5	Engineering	Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process
6	Enforcement	Provide law enforcement information and training of the laws concerning the most vulnerable roadway users
7	Enforcement	Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)

Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/ Evaluation/ Encouragement	Develop performance measures
2	Education/ Evaluation/ Encouragement	Coordinate/support educational programs/campaigns
3	Education/ Evaluation/ Encouragement	Coordinate/support policies, programs and marketing campaigns
4	Education/ Evaluation/ Encouragement	Update the Plan at least every five years
5	Education/ Evaluation/ Encouragement	Conduct annual monitoring
6	Engineering	Facilitate projects and programs that improve pedestrian safety
7	Engineering	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors
8	Engineering	Implement safety improvements in the pedestrian safety corridors
9	Enforcement	RTC legislative program related to safety
10	Enforcement	Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)

Next Steps



2021-2022:

Road Safety Audits for Select Corridors

2022+:

Future Regional **Bicycle** Safety Action Plan to be developed

June 2022:

STTC and RTC will be requested to approve the PSAP **by reference** with the ***Mobility 2045 Update***

Project Schedule

April 2019:	Stakeholder Committee Meeting #1
May 6 – July 5, 2019:	Online public opinion safety survey
May 2020:	Stakeholder Committee Meeting #2
January 2021:	Stakeholder Committee Meeting #3
February 24, 2021:	Bicycle and Pedestrian Advisory Committee Briefing
April 23, 2021:	STTC Information
May 13, 2021:	RTC Information
 May 28, 2021:	STTC Action
June 10, 2021:	RTC Action

Requested Action

Recommend the Regional Transportation Council endorse the Pedestrian Safety Action Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 Update, as appropriate.

Thank You!

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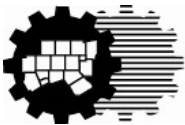
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Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

**Surface Transportation Technical Committee Meeting
May 28, 2021**

**Jason Brown
Principal Air Quality Planner**



**North Central Texas
Council of Governments**



Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Calls for Projects	Project Types	Available Funding
Clean Fleets North Texas (CFNT) 2020 – Bucket 1	Replace Heavy-Duty Diesel Vehicles and Equipment	\$109,116*
North Texas Emissions Reduction Project (NTERP) 2020 – Bucket 2	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	\$1,321,690
North Texas Freight Terminal Electrification (NTFTE) 2020 – Bucket 3	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	\$960,225

* Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.

Eligibility and Selection

	Bucket 1	Bucket 2	Bucket 3
Eligibility	Operate in Required Geographic Area		
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy		
Scoring Criteria	Cost Per Ton NO _x Emissions Reduced 75% Purpose: Maximize Emissions Reductions		
	Subrecipient Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden	Location and Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden	

Bucket 1 - Summary of Applications

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
City of Dallas	6	Yes	6	\$385,704	6	\$385,704
Funds Remaining after Recommended Subaward*						\$109,116

Refer to Electronic Item 4.2 for more details.

*** Next Round of Calls for Projects Currently Open for Remaining Balances**

Bucket 2 and Bucket 3 - Summary of Applications

Bucket 2

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
DHL Supply Chain	2	Yes	2	\$314,340	2	\$314,340
Jack Cooper Transport	1	Yes	1	\$288,730	1	\$288,730
PACCAR Leasing	1	Yes	1	\$154,915	1	\$154,915
Funds Remaining after Recommended Subaward*					\$1,321,690	

Bucket 3

No Applications Received; EPA Funds Remaining \$960,225*

Refer to Electronic Item 4.3 for more details.

*Next Round of Calls for Projects Currently Open for Remaining Balances

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Subaward and Rebate	May 28, 2021
RTC Approval of Recommended Subaward and Rebate	June 10, 2021
Executive Board Authorization	June 24, 2021
Next Interim Application Deadline (Rolling 90-Day Deadline until All Funds Awarded or Final Application Deadline Reached)	July 9, 2021
Final Application Deadline	October 8, 2021
Project Implementation Deadline	February 26, 2023*

*Deadline has been extended per EPA no cost time extension.

Action Requested

Recommend RTC Approval of Subaward and Rebate Recommended Awards:

Bucket 1 - Clean Fleets North Texas 2020

\$385,704 to the City of Dallas to Replace Six Dump Trucks

Any Funds Released From Prior Awards to be Applied to Balance
Available to Future Awards

Bucket 2 - North Texas Emissions Reduction Project 2020

\$314,340 to DHL Supply Chain to Replace Two Terminal Tractors;

\$288,730 to Jack Cooper Transport to Replace One Class 6-7 Truck;

\$154,915 to Paccar Leasing to Replace One Class 6-7 Truck

For More Information

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ELECTRONIC ITEM 4.2

Awarded Projects - CFNT 2020																											
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria				Other Environmental Benefits			
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
City of Kennedale	1	On-Road	Class B Pumper Truck	2001	Diesel	1,000	3500	300	2021	USLD	\$660,000	25%	\$165,000	\$-	\$165,000	\$165,000	\$495,000	0.52	\$318,287	1	30	31	22	53	0.05	0.17	0.00
Total Projects											\$660,000			\$0	\$165,000	\$165,000	\$495,000	0.52	\$318,287						0.05	0.17	0.00

Awarded Projects - CFNT 2019 Round 1																													
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria				Other Environmental Benefits					
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	Rank	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton (Max 11 Points)	Cost Per Ton (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
City of Dallas	5	Non-Road	Construction - Other	2000	Diesel	200		2300	2019	B20	\$325,000	25%	\$81,250	\$	81,250	\$0	\$81,250	\$243,750	11.37	\$7,144	11	64	75	12	87	0.51	0.43	0.00	
City of Dallas	8	On-Road	Class 8 Refuse Hauler	2001	Diesel	3,216	14,230		2019	B20	\$218,074	25%	\$54,519	\$	54,519	\$0	\$54,519	\$163,556	1.65	\$32,994	10	55	65	12	77	0.08	0.54	0.00	
City of Dallas	9	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,490	11,357		2019	B20	\$218,074	25%	\$54,519	\$	54,519	\$0	\$54,519	\$163,556	1.32	\$41,339	9	55	64	12	76	0.06	0.43	0.00	
City of Dallas	7	Non-Road	Construction - Crawler Tractors	2010	Diesel	10,069		1412	2019	B5	\$741,104	25%	\$185,276	\$	185,276	\$0	\$185,276	\$555,828	1.42	\$45,020	8	55	63	12	75	0.13	2.50	0.00	
City of Dallas	6	Non-Road	Construction - Crawler Tractors	2010	Diesel	15,665		1311	2019	B5	\$741,104	25%	\$185,276	\$	185,276	\$0	\$185,276	\$555,828	3.82	\$48,522	7	55	62	12	74	0.12	2.29	0.00	
City of Dallas	10	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,333	9,757		2019	B20	\$218,074	25%	\$54,519	\$	54,519	\$0	\$54,519	\$163,556	1.13	\$48,022	6	55	61	12	73	0.05	0.37	0.00	
City of Dallas	4	On-Road	Construction - Other	2006	Diesel	1,061		517	2019	B20	\$118,750	25%	\$118,750	\$	118,750	\$0	\$118,750	\$356,250	1.23	\$66,592	5	55	50	12	67	0.03	0.64	0.00	
City of Dallas	11	On-Road	Class 8 Short Haul	2004	Diesel	388	10,379		2019	CNG	\$165,000	35%	\$57,750	\$	57,750	\$0	\$57,750	\$107,250	0.39	\$149,457	4	50	54	12	66	0.04	0.01	-0.05	
City of Dallas	1	On-Road	Class 8 Refuse Hauler	2005	Diesel	2,994	8,436		2019	B20	\$320,000	25%	\$80,000	\$	80,000	\$0	\$80,000	\$240,000	0.45	\$176,600	3	40	43	12	55	0.03	0.13	0.00	
City of Dallas	2	On-Road	Class 8 Short Haul	2006	Diesel	1,007	6,080		2019	CNG	\$165,000	35%	\$57,750	\$	9,670	\$48,080	\$57,750	\$107,250	0.23	\$255,305	2	30	32	12	44	0.03	0.01	-0.06	
City of Benbrook	1	On-Road	Class 8 Ladder Truck	1999	Diesel	1463**	871		2019	ULSD	\$1,300,000	25%	\$325,000	\$	-	\$325,000	\$325,000	\$975,000	0.25	\$1,283,570	1	31	2	24	26	0.02	0.07	0.00	
Total Projects													\$881,528	\$373,080	\$1,254,608	\$3,631,823	25.96	\$48,329				1.11	10.41	-0.11					
Total													\$881,528	\$1,001,234	\$1,882,762	\$5,075,483	28.05	\$67,112											

Ineligible Projects - CFNT 2020													Eligibility Comments		
City of Dallas	1	On-Road	Class 8 Refuse Hauler	2008	Diesel	5,242	15,214		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements	
City of Dallas	2	On-Road	Class 8 Refuse Hauler	2008	Diesel	3,982	13,201		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements	
City of Dallas	3	On-Road	Class 8 Refuse Hauler	2008	Diesel	3,187	8,270		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements	
City of Dallas	4	On-Road	Class 8 Refuse Hauler	2008	Diesel	3,425	8,585		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements	
City of Dallas	5	On-Road	Class 8 Refuse Hauler	2008	Diesel	4,689	13,752		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements	
City of Dallas	6	On-Road	Class 8 Short Haul	2009	Diesel	946	13,792		2022	ULSD	\$219,495	25%	\$54,874	Old Engine Model Year Not Eligible Per EPA Requirements	
Ineligible Projects - CFNT 2019													Eligibility Comments		
City of Dallas	3	Non-Road	Construction - Other	2008	Diesel	71		456	2019	B20	\$206,000	25%	\$51,500	Annual Usage Hours Less than 500 Hours	

***The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference_cost_effectiveness_tables/.

North Texas Emissions Reduction Project Call For Projects Funding Recommendations

Projects Recommended for Funding - NTERP																											
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO _x Benefits		Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2019 Funds	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
Exel Inc., dba DHL Supply Chain	1	Nonroad	Terminal Tractor	2001	Diesel	7,791	8,645	4,368	2021	Electric	\$349,266	45%	\$157,170	\$157,170	\$157,170	\$192,096	25.71	\$6,114	1	64	65	24.5	89.5	0.05	0.53	294	
Exel Inc., dba DHL Supply Chain	1	Nonroad	Terminal Tractor	2010	Diesel	5,194	NA	6,112	2021	Electric	\$349,266	45%	\$157,170	\$157,170	\$157,170	\$192,096	10.60	\$14,833	1	64	65	24.5	89.5	0.05	0.46	294	
Jack Cooper Transport Company, LLC	1	On-Road	Class 6-7 Truck	2005	Diesel	5,019	NA	NA	2021	Electric	\$641,622	45%	\$288,730	\$288,730	\$288,730	\$352,892	2.03	\$142,583	1	50	51	24.5	75.5	0.17	0.46	294	
Paccar Leasing Company	1	On-Road	Class 6-7 Truck	2015	Diesel	2,500	20,000	NA	2021	Electric	\$344,256	45%	\$154,915	\$154,915	\$154,915	\$189,341	0.13	\$1,189,825	1	10	11	24.5	35.5	0.01	0.05	169	
Total Projects		\$1,684,410										\$757,985				\$757,985	\$926,426	38.46	\$1,353,355						0.29	1.50	1,050

Awarded Projects - NTERP																										
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO _x Benefits		Scoring Criteria					Other Environmental Benefits		
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2019 Funds	Total Grant Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
Alliance Aviation Services	1	Nonroad	Airport Support Equipment	2005	Diesel	4354	NA	558	2020	Electric	\$120,856	45%	\$54,385	\$54,385	\$54,385	\$66,471	0.59	\$92,303	1.00	55.00	56	25	81	0.05	0.53	293.90
Alliance Aviation Services	1	Nonroad	Airport Support Equipment	2007	Diesel	4354	NA	500	2020	Electric	\$120,856	45%	\$54,385	\$54,385	\$54,385	\$66,471	0.53	\$103,237	1.00	50.00	51	25	76	0.05	0.46	293.90
Paccar Leasing Company	1	On-Road	Class 6-7 Service Truck	2001	Diesel	1,500	5000	NA	2021	Electric	\$359,011	45%	\$161,555	\$161,555	\$161,555	\$197,456	0.36	\$442,859	1.00	10.00	11	25	36	0.08	0.18	101.25
Total Projects											\$600,723		\$270,325		\$270,325	\$330,398	1.48	\$638,399						0.18	1.17	689.04

Funds Available for Call for Projects	\$2,350,000
Total Funds Recommended for Award	\$1,028,310
Balance Available for Future Project Solicitation	\$1,321,690

EPA = Environmental Protection Agency
NO_x = Nitrogen Oxides; PM2. 5= Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide
B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
**Default DEQ value used in place of unknown information.
***The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/.

Cost Effectiveness Tiers Based On Data Produced By FHWA***	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10 or less

G4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Consolidated Appropriations Act, 2021

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2021 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program was formerly known as BUILD Transportation Grants

DATES: Applications must be submitted by 5:00 PM Eastern on July 12, 2021.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at www.transportation.gov/RAISEgrants.

SUPPLEMENTARY INFORMATION: Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

A. Program Description

1. Overview

The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020) (“FY 2021 Appropriations Act”) appropriated \$1 billion to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments (now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants.) RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. In addition to capital awards, DOT will award no more than \$30 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2021 RAISE funding, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty.

Since this program was created, \$8.9 billion has been awarded for capital investments in surface transportation infrastructure over 12 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact consistent with DOT's strategic infrastructure goal.¹ FY 2021 RAISE grants continue to align with DOT's infrastructure goal by guiding strategic investments that enable more efficient movement of people and goods. The FY 2021 RAISE round also highlights this Administration's priorities to invest in national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

Section E of this NOFO, which outlines FY 2021 RAISE Grant selection criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria.

Consistent with DOT's R.O.U.T.E.S. initiative, DOT seeks rural projects that address deteriorating conditions and disproportionately high fatality rates on rural transportation infrastructure. Please visit <https://www.transportation.gov/rural> to learn more about DOT's efforts to address disparities in rural infrastructure.

2. Additional Information

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title "National Infrastructure Investments" and assistance listing number 20.933.

¹ See U.S. Department of Transportation Strategic Plan for FY 2018–2022 (Feb. 2018) at <https://www.transportation.gov/dot-strategic-plan>.

3. Changes from the FY 2020 NOFO

National Infrastructure Investments are now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly TIGER and BUILD Transportation Grants. This FY 2021 RAISE Notice updates the FY 2020 RAISE NOFO to reflect this Administration's priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity. Consistent with the FY 2021 Appropriations Act requirement that the Secretary shall consider and award projects based solely on the selection criteria from the FY 2017 Notice of Funding Opportunity, the seven selection criteria remain the same as FY 2017. The primary selection criteria are safety, environmental sustainability, quality of life, economic competitiveness, and state of good repair. The secondary selection criteria are partnership and innovation. The Department revised the descriptions of the criteria to clarify how they align with long-term project outcomes. A summary of these changes is provided below, but applicants should refer to Section E for descriptions of the selection criteria.

Consistent with the environmental sustainability merit criterion, the Department seeks to fund projects under the RAISE Program that considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects that incorporate such planning considerations are expected to better address climate change and advance long-term environmental sustainability. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. This objective is consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). As part of the Department's implementation of that Executive Order, the Department seeks to fund

projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened² communities. Section E describes climate change and environmental justice considerations an applicant can undertake. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

Consistent with the quality of life and partnership merit criteria, the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). Section E describes racial equity considerations that an applicant can undertake to address these criteria. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.4 of this NOFO for program requirements.

² Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.

The FY 2021 Appropriations Act allows for up to \$30 million to be awarded for the planning, preparation or design of projects eligible for RAISE Grants, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty planning projects. Areas of persistent poverty are defined in Section C.3.iii.

The Department published a FY 2021 RAISE NOFO on January 19, 2021 and withdrew that NOFO on January 22, 2021. This notice supersedes the withdrawn NOFO. Unless repeated here, the content of the withdrawn NOFO is ineffective.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2021 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

B. Federal Award Information

1. Amount Available

The FY 2021 Appropriations Act appropriated \$1 billion to be awarded by DOT for the RAISE grant program. FY 2021 RAISE grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. DOT will award no more than \$30 million (of the \$1 billion) for the planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty (as defined in Section C.3.iii.). DOT refers to awards for the planning, preparation or design of eligible projects as RAISE planning grants. The FY 2021 Appropriations Act also allows DOT to retain up to \$20 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program. In addition to the FY 2021 RAISE funds, unobligated program funds may be made available from prior rounds and awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior

year funds. The Department expects not more than \$30 million of prior year funds may be awarded. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2021 Appropriations Act allows up to 20 percent of available funds (or \$200 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2021 RAISE funds would further the purposes of the RAISE grant program.

2. Award Size

The FY 2021 Appropriations Act specifies that RAISE grants may not be less than \$5 million, except that for projects located in rural areas (as defined in Section C.3.ii) the minimum award size is \$1 million. Grants may not be greater than \$25 million. There is no minimum award size for RAISE planning grants, regardless of location. Applicants are strongly encouraged to submit applications only for eligible award amounts.

3. Restrictions on Funding

Pursuant to the FY 2021 Appropriations Act, no more than 10 percent of the funds made available for RAISE grants (or \$100 million) may be awarded to projects in a single State. The Act also directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to rural projects (as defined in section C.3.ii) and directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to urban projects (as defined in section C.3.ii). Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas including in tribal areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2021 Appropriations Act requires that FY 2021 RAISE grants funds are available for obligation only through September 30, 2024. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement.³ All FY 2021 RAISE funds must be expended (the grant obligation must be liquidated or actually paid out to the grant recipient) by September 30, 2029. After this date, unliquidated funds are no longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider a project's likelihood of being ready to proceed with an obligation of RAISE grant funds within the statutory timeline. No waiver is possible for these deadlines.

5. Previous BUILD/TIGER Awards

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous BUILD/TIGER award, or application, does not affect competitiveness under the FY 2021 RAISE competition.

³ Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

C. Eligibility Information

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for RAISE grants are State, local, Tribal, and U.S. territories' governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, a letter of support from the designated entity must be included in the application.

2. Cost Sharing or Matching

Per the FY 2021 Appropriations Act, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent for a project located in an urban area.⁴ The Secretary may increase the Federal share of costs above 80 percent for projects located in rural areas and for planning projects located in areas of persistent poverty. Urban area and rural area are defined in Section C.3.ii of this notice. Areas of persistent poverty are defined in Section C.3.iii. DOT shall give priority to projects that require a contribution of Federal funds to complete an overall financing package.

⁴ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

3. Other

i. Eligible Projects

(a) Capital Projects

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3)

passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) intermodal projects; and (6) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.⁵

Other than projects described in this section, improvements to Federally owned facilities are ineligible under the FY 2021 RAISE program. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv.

(b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a).

In addition, eligible activities related to multidisciplinary projects or regional planning may include: (1) Development of master plans, comprehensive plans, or corridor plans; (2) Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (3) Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; (4) Risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.

⁵ Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area⁶ that had a population greater than 200,000 in the 2010 Census.⁷ If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is \$1 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Areas of Persistent Poverty

Areas of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding December 27, 2020, as measured by the 1990 and 2000⁸ decennial census and the most recent

⁶ Lists of UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

⁷ See www.transportation.gov/RAISEBUILDgrants for a list of UAs.

⁸ See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

annual Small Area Income Poverty Estimates as estimated by the Bureau of the census⁹; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census¹⁰; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2019 Small Area Income Poverty Estimates. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at <https://www.transportation.gov/RAISEgrants>.

The FY 2021 definition for Area of Persistent Poverty may differ from other DOT programs, including the FY 2020 FTA Hope Discretionary Grant program.

This definition for Areas of Persistent Poverty affects two aspects of the program: (1) there is no minimum grant size for a planning projects that are located in or are to directly benefit an area of persistent poverty, and (2) the Secretary may increase the Federal share above 80 percent to pay for the costs of a planning project that is located in or is to directly benefit an area of persistent poverty.

The Department will only consider direct benefits to Areas of Persistent Poverty that are clearly and explicitly described in the application narrative. Unless the application addresses the direct benefits to an Areas of Persistent Poverty consistent with the definition in this section, the Department will not assume the project benefits an Area of Persistent Poverty.

⁹ See <https://www.census.gov/data/datasets/2019/demo/saie/2019-state-and-county.html> for December 2019 Small Area Income Poverty Dataset

¹⁰ See <https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

iv. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses

selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address to Request Application Package

Instructions for submitting applications can be found at www.transportation.gov/RAISEgrants along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. Applicants are encouraged to also complete SF-424C and attach to their application the “RAISE 2021 Project Information” form available at www.transportation.gov/RAISEgrants.

DOT recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Selection Criteria	See D.2. iv. and E.1
V. Environmental Risk Review	See D.2. v. and E.1.ii
VI. Benefit Cost Analysis	See D.2.vi. and E.1. iii.

The project narrative should include the information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Lack of supporting information provided with the application negatively affects competitiveness of the application, as described in Section E.2.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. DOT recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative, but evaluators are not required to review supporting documents as part of the merit review described in Section E. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly reference these in the respective section of the project narrative. DOT recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,”) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a description of the project, the transportation challenges that it is intended to address, and how it will address those challenges.

This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. Applicants may also include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location, and description of connections to existing transportation infrastructure. The application should also identify:

(a) whether the project is located in an Area of Persistent Poverty including the relevant County and/or census tract; and

(b) the Census-designated urbanized area in which the project is located, if relevant.

If the project is not located in an Area of Persistent Poverty but is a project to directly benefit such an area, the application should clearly and explicitly describe those benefits and the affected county or census tract(s). For a project to directly benefit an Area of Persistent Poverty, measurable and non-trivial outcomes, consistent with the selection criteria describe in Section E of this NOFO, must be located in that Area of Persistent Poverty.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding). This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. Funding sources should be

grouped into three categories: non-Federal, RAISE, and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4, or for cost sharing, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2. At a minimum, it should include:

- (a) Costs for the FY2021 RAISE project;
- (b) For all funds to be used for eligible project costs, the source and amount of those funds;
- (c) For non-Federal funds to be used for eligible project costs, documentation of funding commitments. Documentation should also be included as an appendix to the application. If the applicant is not a State DOT and matching contributions from a State DOT are included as non-Federal match, a supporting letter from the State indicating the source of the funds; and
- (d) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's

expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

iv. Selection Criteria

This section of the application should demonstrate how the project aligns with the criteria described in Section E.1 of this notice. DOT encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested addresses each criterion separately and promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities. The application should provide evidence to support the claimed level of effectiveness of the project in reducing accidents, serious injuries, and/or fatalities. If applicable, the applicant should also include information on how the project will improve safety

at highway-rail grade crossings and/or contribute to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

This section of the application should describe how the project addresses the environmental sustainability criterion (described in Section E.1.i.(b) of this notice). Applicants are encouraged to provide information demonstrating that they have considered climate change and environmental justice in the planning stage, in addition to a description of specific project elements that address climate change impacts. Applicants are encouraged to include information demonstrating how the project will reduce emissions, promote energy efficiency, incorporate electrification or zero emission vehicle infrastructure, increase resiliency, improve stormwater management, and recycle or redevelop existing infrastructure. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

(c) Quality of Life

This section should describe how the project increases or improves transportation choices for individuals, expands access to essential services, improves connectivity for citizens to jobs, health care, and other critical destinations; proactively addresses racial equity and barriers to opportunity; or otherwise addresses the quality of life criterion (described in Section E.1.i.(c) of this notice).

(d) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global

economy, reduces burdens of commuting, and improves overall well-being. Applicants could also describe whether project delivery and implementation provides opportunities for workers to find good-paying jobs directly related to the project, including opportunities through unions, project labor agreements¹¹, local hiring provisions, or other targeted preferential hiring provisions¹² The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(e) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(e) of this notice), including the project's current condition, how the proposed project will improve it, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(2) Secondary Selection Criteria

(a) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

¹¹ Project labor agreement must be consistent with Executive Order 13502.

¹² Preferential hiring provisions must be authorized and comply with Sec. 199B of the FY2021 Appropriations Act.

Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

(b) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.ii.(b) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2)

directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

v. Environmental Risk

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA, risk and mitigation strategies, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

- (1.) all necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2024¹³), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- (2.) the project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2029; and

¹³ The statutory obligation deadline is September 30, 2024. The Department assesses risk against an earlier deadline of June 30, 2024 to allow time to complete administrative processing and address challenges before the statutory deadline.

(3.) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary.

(b) Required Approvals

1. Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

- i. Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

- ii. Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,¹⁴ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.
 - iii. Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
 - iv. A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
 - v. A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.
2. State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP

¹⁴ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

funding. For projects acquiring State DOT-owned right of way, applicants should demonstrate they have coordinated the project with the State DOT or transportation facility owner. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

3. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects¹⁵, including intermodal projects located at airport facilities¹⁶. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are

¹⁵ Under 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a RAISE grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

¹⁶ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration. Because projects have different schedules, the construction start date for each RAISE grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(c) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to

maximize the use of domestic goods, products, and materials in constructing its project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/RAISEgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

RAISE planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

vi. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

The appendix should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate (i.e., the discount rate net of the inflation rate) of 7 percent per year to the project's streams of benefits and costs. The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio for the project.

The primary economic benefits from projects eligible for RAISE grants are likely to include savings in travel time costs, vehicle or terminal operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public

agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in DOT's guidance for conducting BCAs for projects seeking funding under the RAISE grant program (see www.transportation.gov/RAISEgrants/additional-guidance).

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. DOT may not make a RAISE grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

4. Submission Dates and Times

Applications must be submitted by 5:00 PM Eastern on July 12, 2021. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that DOT will not consider late applications that are the result of failure to register or comply

with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at

<http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

5. Other Submission Requirements

(a) Submission Location

Applications must be submitted to Grants.gov.

(b) Consideration of Applications:

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award.

Applicants are strongly encouraged to make submissions in advance of the deadline.

(c) Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact RAISEgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number;"
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;
- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and

(6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After DOT reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

(d) Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

E. Application Review Information

1. Criteria

(a) Capital Projects

This section specifies the criteria that DOT will use to evaluate and award applications for RAISE grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. For each proposed project, DOT will review the potential long-term benefits for the primary and secondary merit criteria described in this section. DOT does not consider any primary merit criterion more important than the others. Applications that do not demonstrate the project will, more likely than not generate benefits in one or more merit criteria for at least the useful life of the project; demonstrate moderate local or regional

impact; and contain sufficient information to assess the projects benefits will not proceed in the evaluation process. In evaluating the primary and secondary merit criteria, DOT will review the project's local or regional impact as well as the content and credibility of information used to explain project benefits. As described in section E.2, projects that address primary merit criteria will be more competitive than projects that only address secondary merit criteria.

i. Primary Merit Criteria

(a) Safety

DOT will assess the project's ability to foster a safe transportation system for the movement of goods and people, consistent with the Department's strategic goal to reduce transportation-related fatalities and serious injuries across the transportation system. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the degree to which the project addresses vulnerable roadway users, the degree to which the project addresses inequities in crash victims, the extent to which the project improves safety at highway/rail grade crossings; the project's incorporation of roadway design and technology that is proven to improve safety; or the project's contribution to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

DOT will consider the extent to which the project incorporates considerations of climate change and environmental justice in the planning stage and in project delivery, such as through incorporation of specific design elements that address climate change impacts. DOT will evaluate the degree to which the project is expected to reduce emissions, promote energy efficiency, support fiscally responsible land use and transportation efficient design, incorporates electrification or zero emission vehicle infrastructure, increases resiliency, reduces pollution, and recycles or redevelops brownfield sites, particularly communities that disproportionately

experience climate-change-related consequences. DOT will assess whether the project has addressed environmental sustainability, including but not limited to the following examples:

(1) A Local/Regional/State Climate Action Plan which results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;

(2) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;

(3) The project sponsor has used environmental justice tools such as the EJSCREEN to minimize adverse impacts to environmental justice communities

(<https://ejscreen.epa.gov/mapper/>); or

(4) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;

(5) The project supports a modal shift in freight or passenger movement to reduce emissions, or reduce induced travel demand. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;

(6) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;

(7) The project supports the installation of electric vehicle charging stations;

(8) The project promotes energy efficiency;

(9) The project serves the renewable energy supply chain;

(10) The project improves disaster preparedness and resiliency;

(11) The project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity;

(12) The project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm (e.g. brownfield redevelopment);

(13) The project supports or incorporates the construction of energy- and location-efficient buildings;

(14) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

(c) Quality of Life

DOT will consider the extent to which the project: (i) increases transportation choices and equity for individuals; (ii) expands access to essential services for communities across the United States, particularly for underserved or disadvantaged communities; (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, or (iv) proactively addresses racial equity¹⁷ and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project addresses quality of life, including but not limited to the following examples:

(1) A racial equity impact analysis has been completed for the project;

(2) The project sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall project delivery and implementation.

(3) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity

¹⁷ Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).

or that proactively create new connections and opportunities for underserved communities that are underserved by transportation;

(4) The project includes new or improved walking, biking, and rolling access for the disabled, especially access that reverses the disproportional impacts of crashes on people of color, and mitigate neighborhood bifurcation; or

(5) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.

(d) Economic Competitiveness

DOT will assess the degree to which the project will (1) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities; (2) improve long-term efficiency or reliability, or reduce costs in the movement of workers or goods; (3) offer significant regional and national improvements in economic strength by increasing the economic productivity of land, capital, or labor, and improving the economic strength of regions and cities; (4) result in long-term job creation by supporting good-paying jobs directly related to the project with the choice of a union, and supporting American industry through compliance with domestic preference laws, the use of project labor agreements, local hiring provisions, or other targeted preferential hiring requirements; or (5) help the United States compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S., and facilitating efficient and reliable freight movement. This criterion is consistent with DOT's strategic objective to promote investments that bring lasting economic benefit to the Nation.

Projects that bridge gaps in service in rural areas and projects that attract private economic development both support local or regional economic competitiveness.

(e) State of Good Repair

- ii. Consistent with the Department's strategic objective to maintain and upgrade existing transportation systems, DOT will assess whether and to what extent:
 - (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized, including whether project sponsor has conducted scenario planning and/or fiscal impact analysis to understand the future impact on public finances; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; (5) the project will maintain or improve transportation infrastructure that supports border security functions; and (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair. DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth. Secondary Merit Criteria

(a) Partnership

DOT will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities, particularly minority business enterprises. DOT will consider applicants that partner with State, local, or private entities for the completion and operation of

transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits, especially equity-focused community outreach and public engagement in the project's planning in underserved communities. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, affordable housing projects, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

(b) Innovation

Consistent with DOT's objectives to encourage transformative projects that take the lead in deploying innovative technologies and practices that drive outcomes in terms of safety, equity, climate and resilience, and economic strength, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing.

1. Innovative Technologies

Consistent with overarching goals to support good-paying jobs with the choice of a union, DOT will assess innovative technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making RAISE grant award decisions, DOT will consider

any innovative technological approaches proposed by the applicant, particularly projects which incorporate innovative technological design solutions, enhance the environment for connected, electric, and automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative technological approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything V2X Technologies (e.g. technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);
- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);

- Cybersecurity elements to protect safety-critical systems;
- Broadband deployment and the installation of high-speed networks concurrent with the transportation project construction;
- Technology at land and sea ports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges; or
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users.

For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.¹⁸

2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an

¹⁸ <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Infrastructure investment also provides opportunities for workers to find good-paying jobs with the choice to join a union, and supports American industry through the application of domestic preference requirements. Projects that use project labor agreements and deploy local hiring provisions or targeted preferential hiring provisions also contribute to innovative project delivery.

While RAISE grant award recipients are not required to employ innovative approaches, DOT encourages RAISE grant applicants to describe innovative project delivery methods for proposed projects.

3. Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing or using congestion pricing or other demand management strategies to address congestion in major urban areas.

iii. Demonstrated Project Readiness

During application evaluation, DOT may consider project readiness to assess the likelihood of a successful project. In that analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Capacity, and Financial Capacity. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation. The Technical Capacity will be reviewed for all eligible applications and will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient's experience working with Federal agencies, previous experience with BUILD or INFRA awards,

and the technical experience and resources dedicated to the project. The Financial Capacity assessment reviews the availability of matching funds and whether the applicant presented a complete funding package. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

DOT may consider the costs and benefits of projects seeking RAISE grant funding. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project into ranges based on its estimated BCR, and DOT will assign a level of confidence associated with the estimated BCR range. DOT will use these ranges for BCR: Less than 1; 1–1.5; 1.5–3; and greater than 3. The confidence levels are high, medium, and low. Projects for which the BCR is less than 1 will not advance to the Secretary as Highly Rated and will not be selected for an award, unless the project demonstrates clear, unquantified outcomes, as identified by the SRT, consistent with the environmental sustainability and quality of life criteria.

(b) Planning Grants

Planning grant applications will be evaluated against the same criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit

criteria. DOT will not evaluate the benefits and costs (as expressed in a benefit-cost analysis) or environmental risks of projects that do not include construction.

(c) Additional Considerations

The FY 2021 Appropriations Act requires DOT to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of urban and rural areas, including Tribal areas, and investment in a variety of transportation modes when selecting RAISE grant awards.

2. Review and Selection Process

DOT reviews all eligible applications received by the deadline. The RAISE grants review and selection process consists of at least a Technical Review and a Senior Review. In the Merit Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Unacceptable. For a capital project to receive a Highly Recommended rating, (1) the project must demonstrate that, more likely than not, it will generate long-term benefits in one or more primary merit criteria and does not appear to negatively affect any of the other merit criteria; (2) the project must have a clear, direct, significant, and positive local or regional impact (i.e. the project will, more likely than not, reduce the problem or use the opportunity that project proposes to address); and (3) the application contains sufficient information to assess project benefits and the benefits claimed by the applicant appear reasonable and justifiable. Planning projects will receive the same merit review and rating as capital projects, except that for planning projects the review does not include an assessment of whether the application contains sufficient information to assess project benefits and whether those benefits appear reasonable and justifiable. If the project has not substantively changed from prior submissions to BUILD or other Department programs, staff may rely on previous analysis. The

Senior Review Team, which includes senior leadership from OST and the operating administrations, determines which projects to advance to the Secretary as Highly Rated. The FY 2021 Appropriations Act mandated RAISE grant awards by November 22, 2021. The Secretary selects from the Highly Rated projects for final awards. Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/RAISEgrants. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement, and are ineligible match for cost share requirements.

2. Administrative and National Policy Requirements

(a) Administrative Requirements

Please visit <https://www.transportation.gov/policy-initiatives/build/grant-agreements> for the General Terms and Conditions for BUILD 2020 awards. The RAISE 2021 Terms and Conditions will be similar to the BUILD 2020 Terms and Conditions, but may include relevant updates.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and

applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/#build18>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

(b) Program Requirements

i. Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619).

a. Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined

by the Department, will be required to do before receiving funds for construction, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009).

3. Reporting

(a) Progress Reporting on Grant Activities

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

(b) System Performance Reporting

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g travel time savings, greenhouse gas emissions, passenger counts, level of service, etc). Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

(c) Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made

available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at www.transportation.gov/RAISEgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on

the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program’s objectives.

3. Department Feedback on Previous Applications

DOT strives to provide as much information as possible to assist applicants with the application process. DOT will not review applications in advance, but DOT staff are available for technical questions and assistance. To efficiently use Department resources, DOT will prioritize interactions with applicants who have not already received a debrief on their FY 2020 RAISE grant application. Program staff will address questions received at RAISEgrants@dot.gov throughout the application period. DOT staff will make reasonable

efforts to schedule meetings on projects through May 15, 2021. After that date, DOT staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.

Issued in Washington D.C. on April 13, 2021

A handwritten signature in black ink, appearing to read "P. Buttigieg", written over a horizontal line.

Secretary of Transportation

Peter Paul Montgomery Buttigieg

Congestion Management Process Update

Surface Transportation
Technical Committee

May 28, 2021

Michael Bills



North Central Texas
Council of Governments

CMP Overview

One of 5 federally-mandated planning documents
(MTP, TIP, UPWP, Public Participation Plan, CMP)

**Required for urbanized areas with populations exceeding 200,000
(also known as Transportation Management Areas “TMA”)**

First enacted under ISTEA (1991) as Congestion Management System (CMS)

1994: First regional CMS adopted by Regional Transportation Council

2005: CMS amended via MTP Update

2007: CMS renamed CMP by SAFETEA-LU (2007)

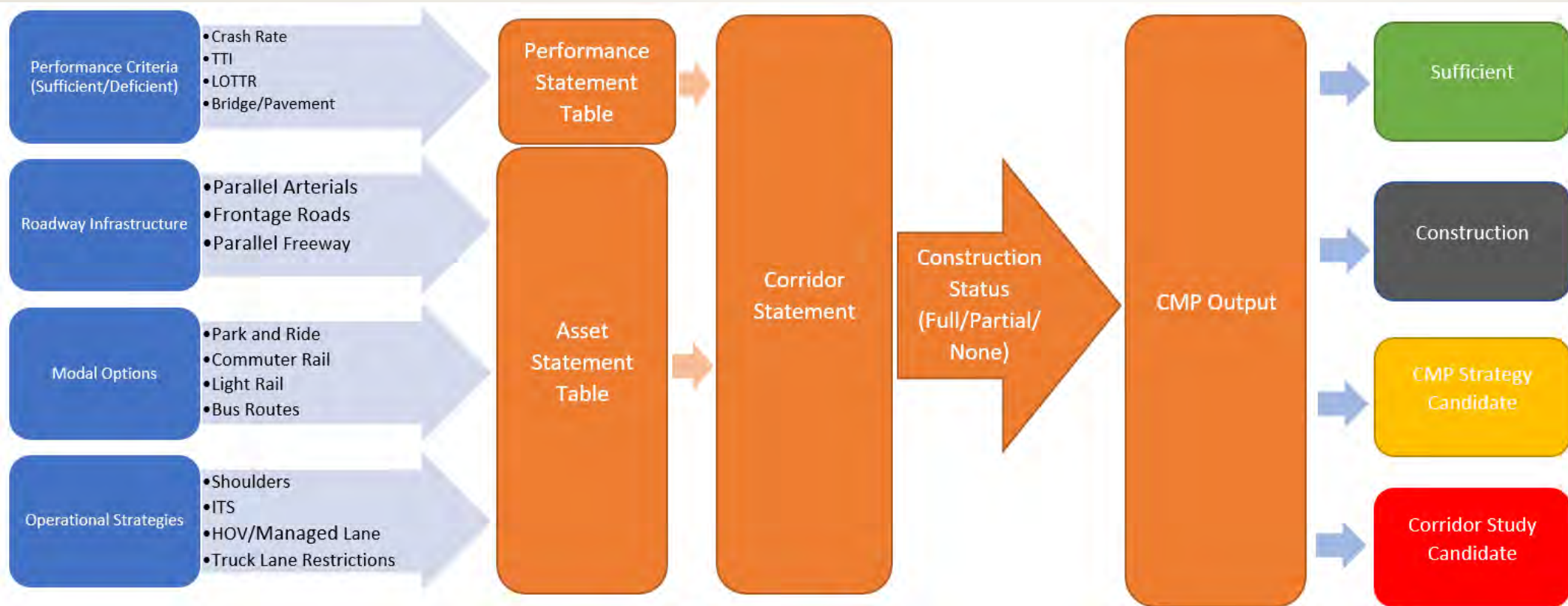
2013: Most recent update of CMP for NCTCOG



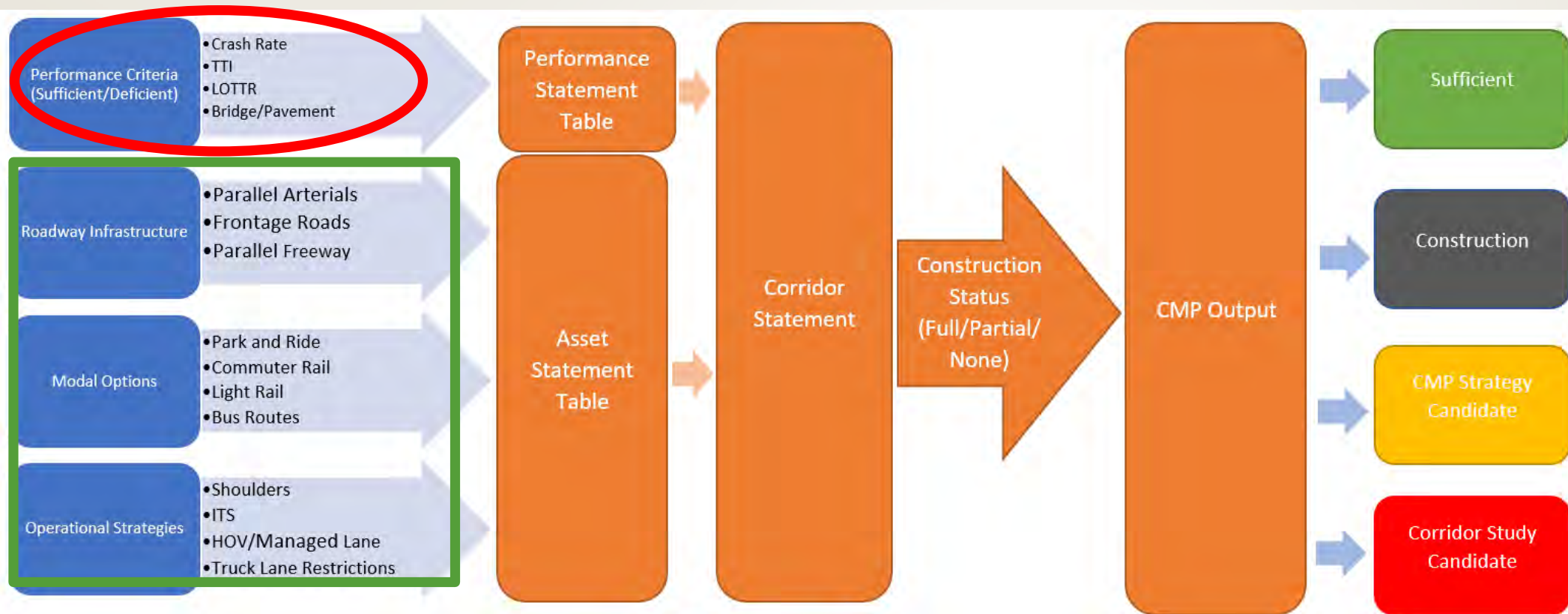
Why Do We Need Such a Process?

- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all Using System
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners

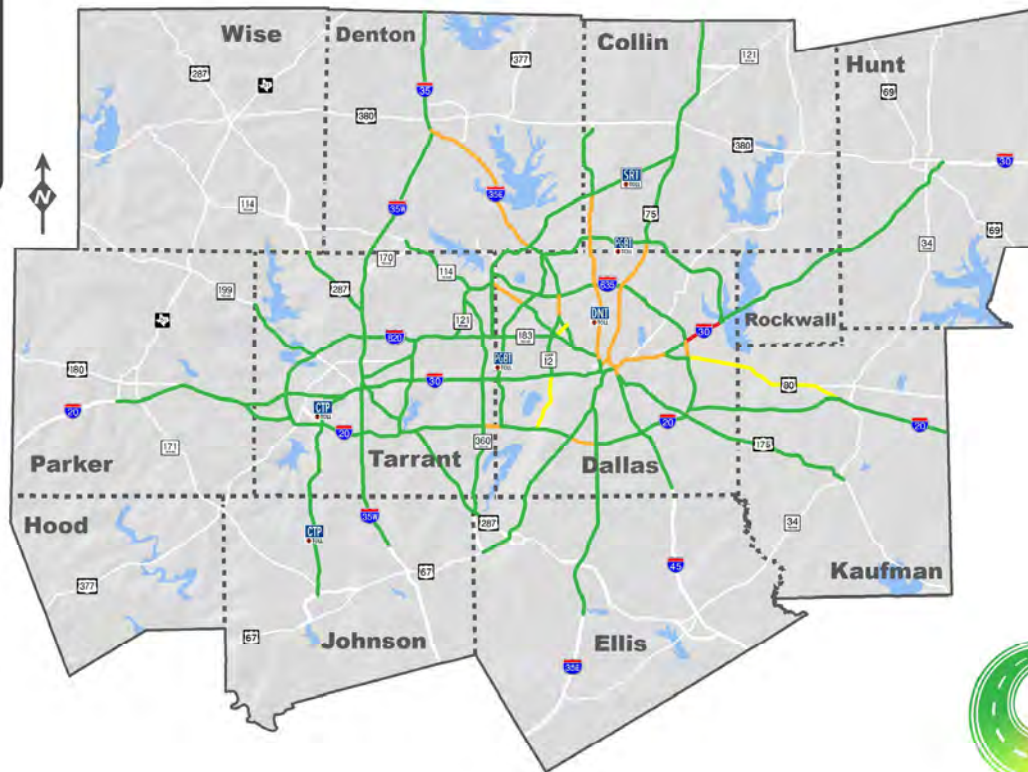
Congestion Management Process Flow



Performance Measures



Process Outputs



CMP Strategy Selection

Internal Review Process

Performance
Criteria
Deficiencies

Available Assets

Identify Possible
Strategies

CMP Strategy Selection (cont.)

Expert Review Process

Review
Possible
Strategies

Evaluate
Smaller
Segments

Select
Strategies

Add to TIP



CMP Strategy Corridor Review Process

- Organize Review Group for CMP Strategy Corridors
 - Cities, TxDOT/NTTA, Transit Agencies, Counties
 - NCTCOG staff in associated program areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects for CMP Strategy Corridors
 - Request STTC and RTC Approval
 - Program into TIP



Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
 - Before/After Speeds
 - Before/After Volumes
 - Before/After Crash Rate
 - Transit Ridership/Mode Split
 - Changes in Asset Condition
 - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

CMP Schedule

Committee	Dates
STTC Workshop and STTC Information	May 28, 2021
Public Online Input Opportunity	June 7, 2021-July 6, 2021
RTC Information	June 10, 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
May 2021

Michael Morris, P.E.
Director of Transportation



Imagery Provided By Getty

POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

METRIC 3: Benefits of travel behavior responses to areas of RTC responsibility

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1:

TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+73%, March)

0

Freeway Volumes (-6%, March)

Airport Passengers (-28%, March)

Toll Roads (-34%, February)

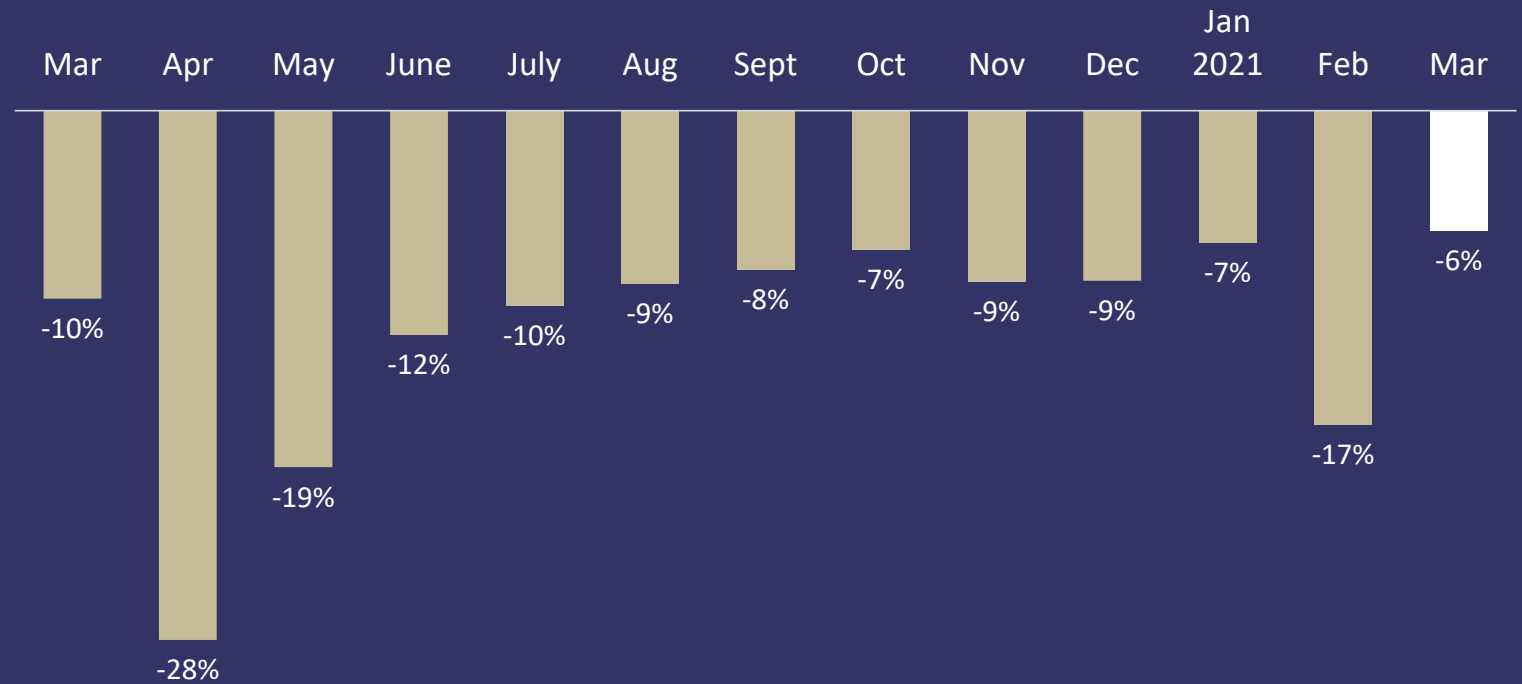
Transit Ridership (-50%, March)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



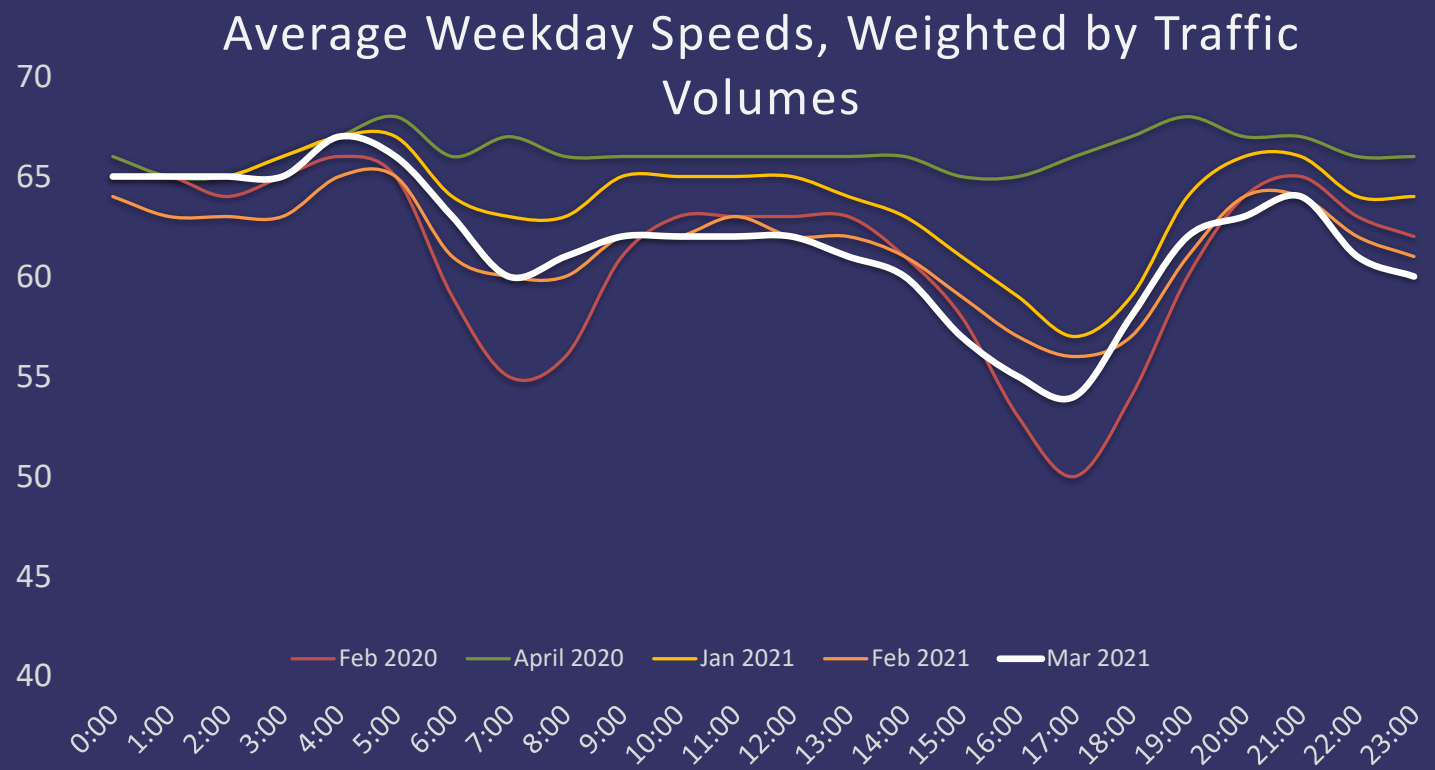
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth

Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

ROADWAY TRENDS

Regional Average
Freeway Speeds

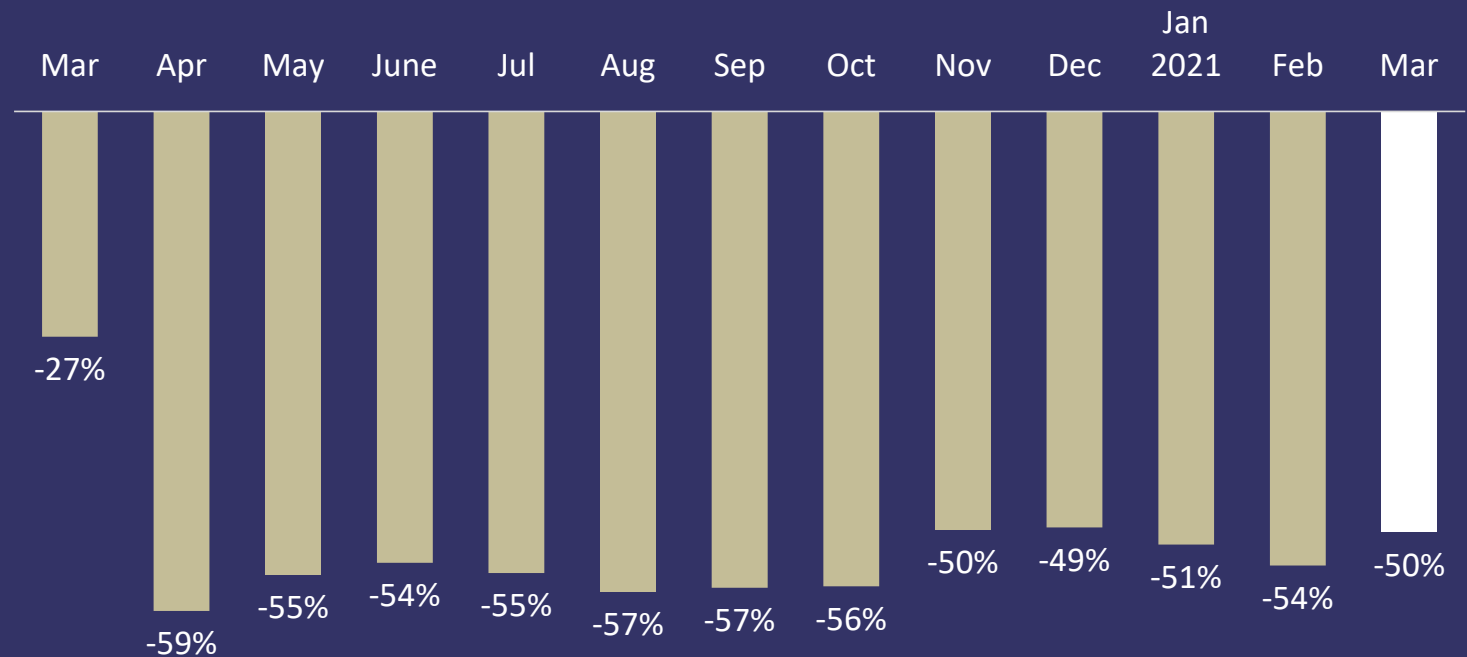


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



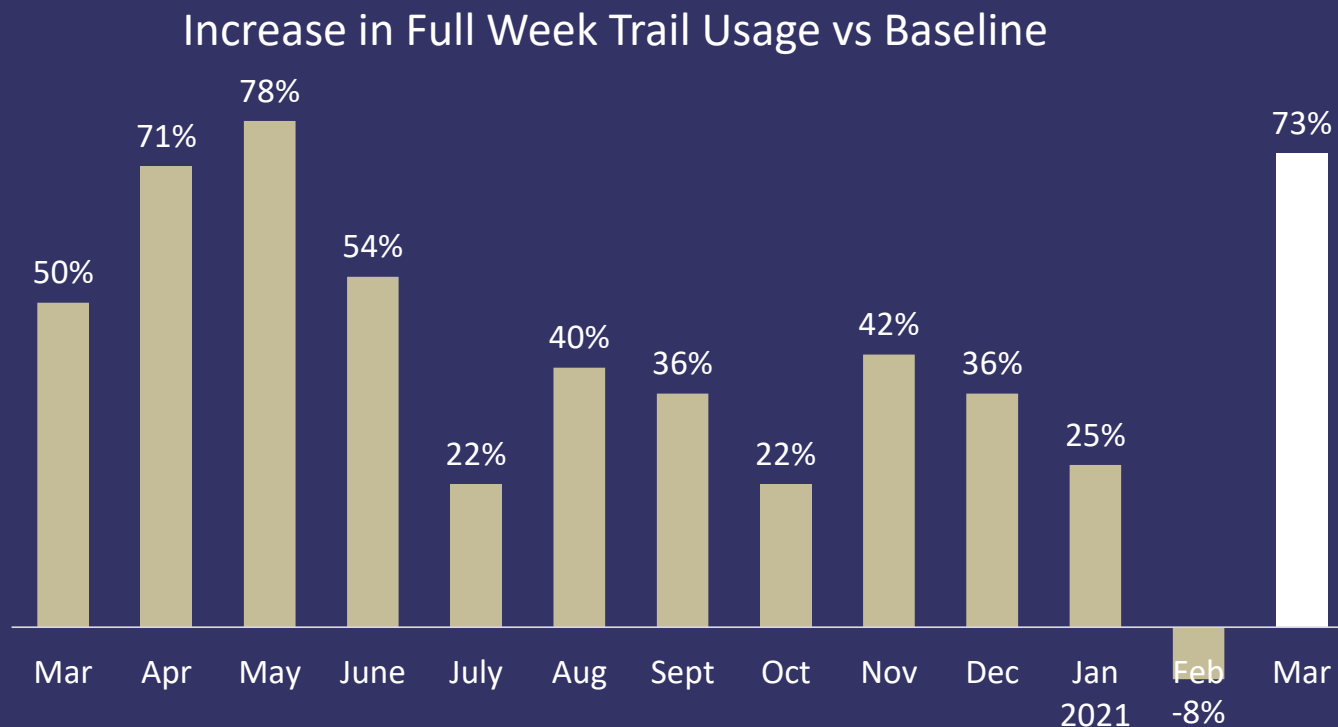
Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts



Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

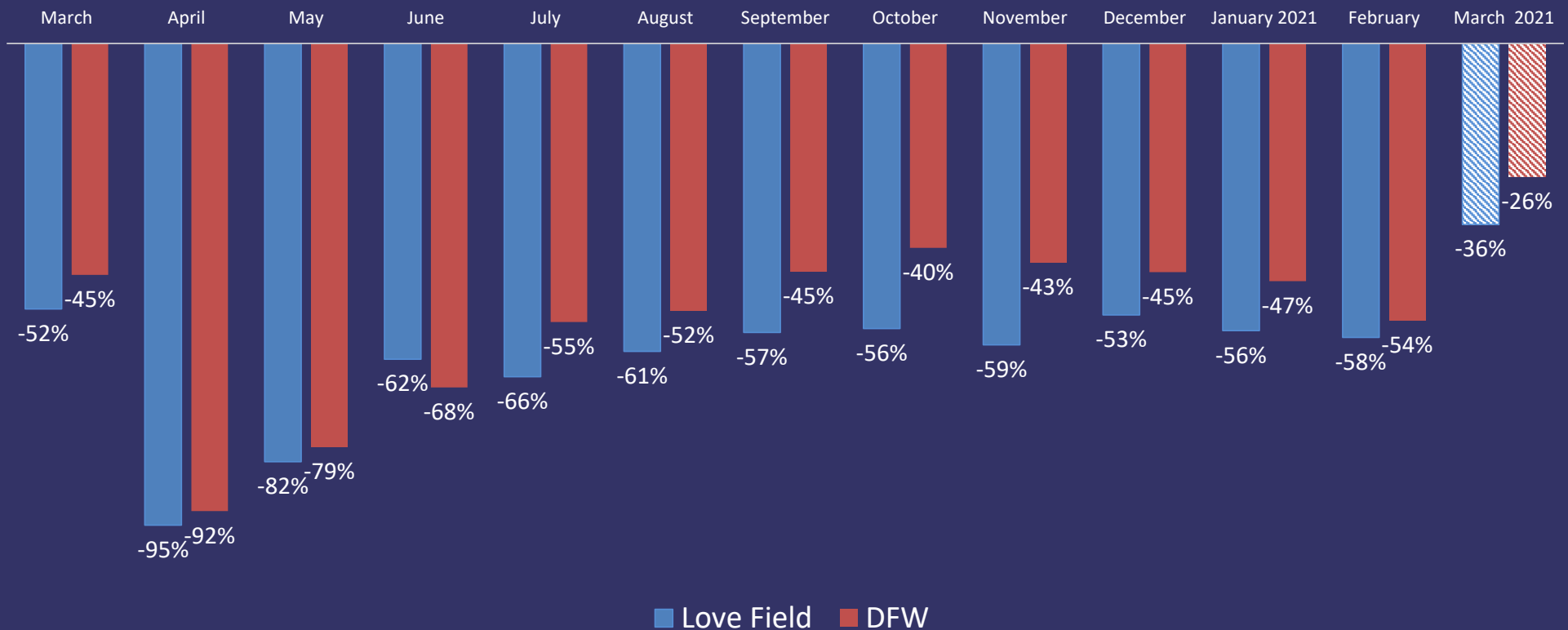
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.

Metric 2:

FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FINANCIAL IMPLICATIONS



0



Transit Sales Tax Allocation (-5.8%, February)

Motor Fuel Tax (-5.2%, February)

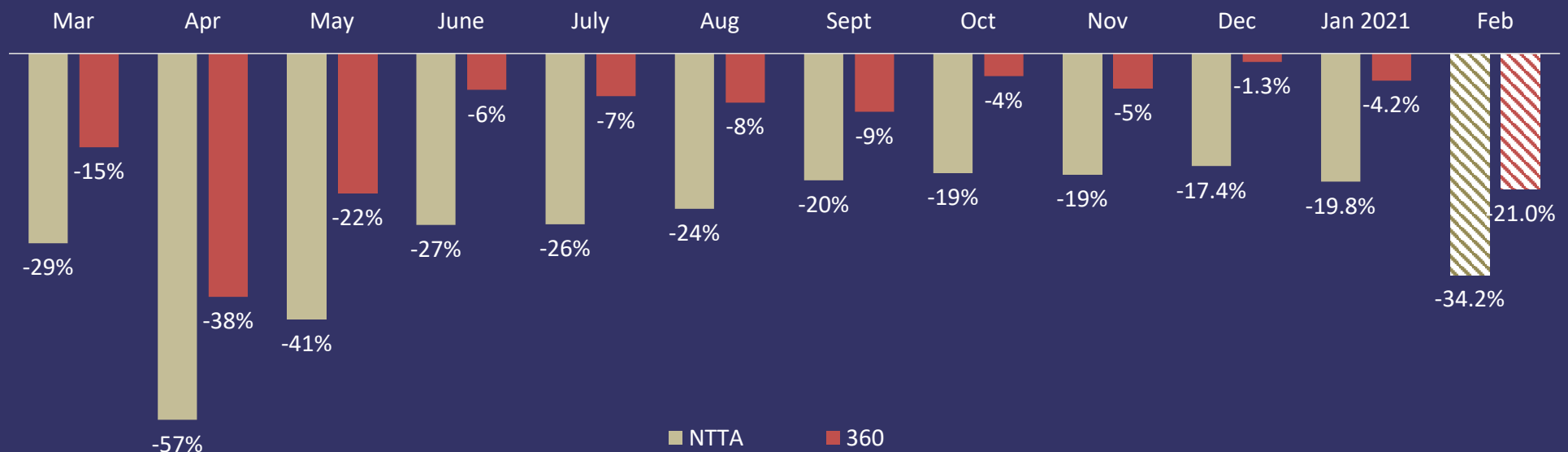
Sales Tax (-13.3%, February)

Motor Vehicle Sales and Rental Tax (-13.8%, February)

FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions vs Baseline



Source: NTTA

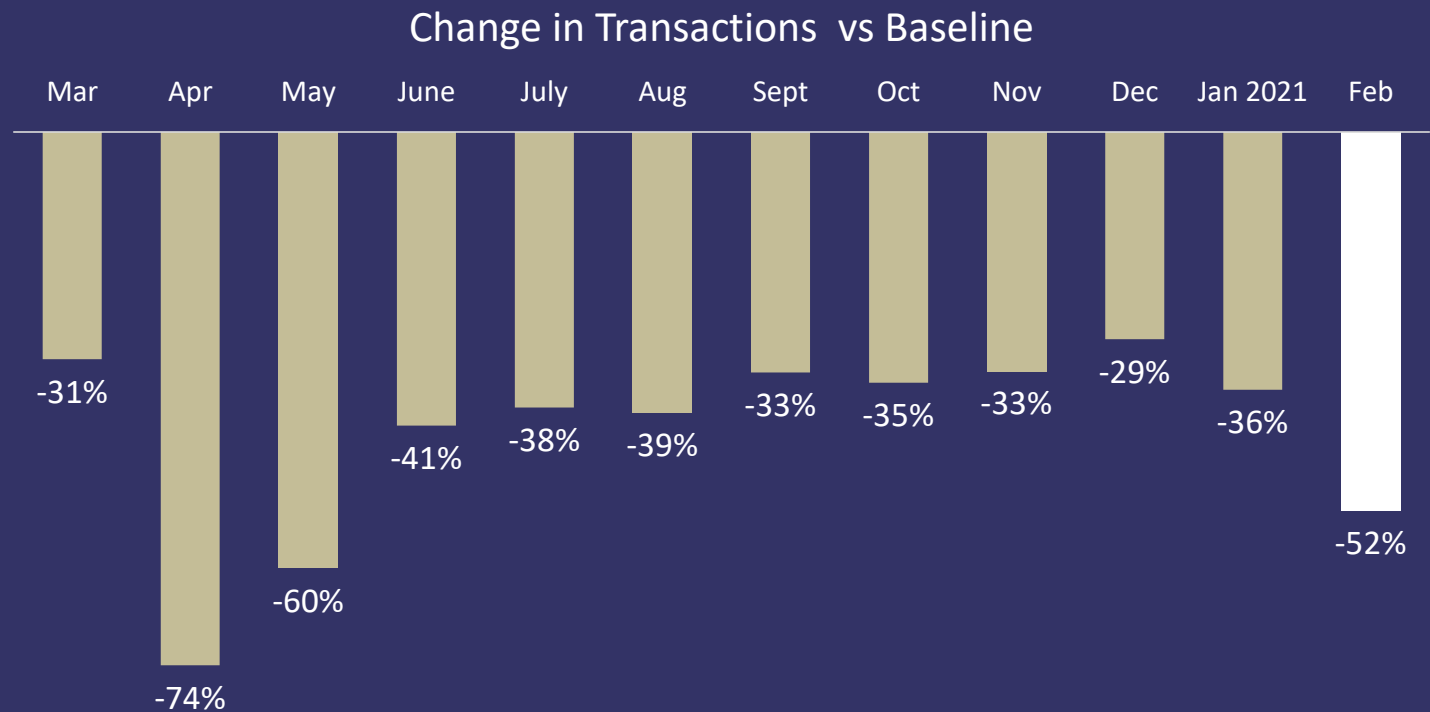
Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway; Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions



Source: TxDOT

Note: Baseline is March 2019-February 2020; TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

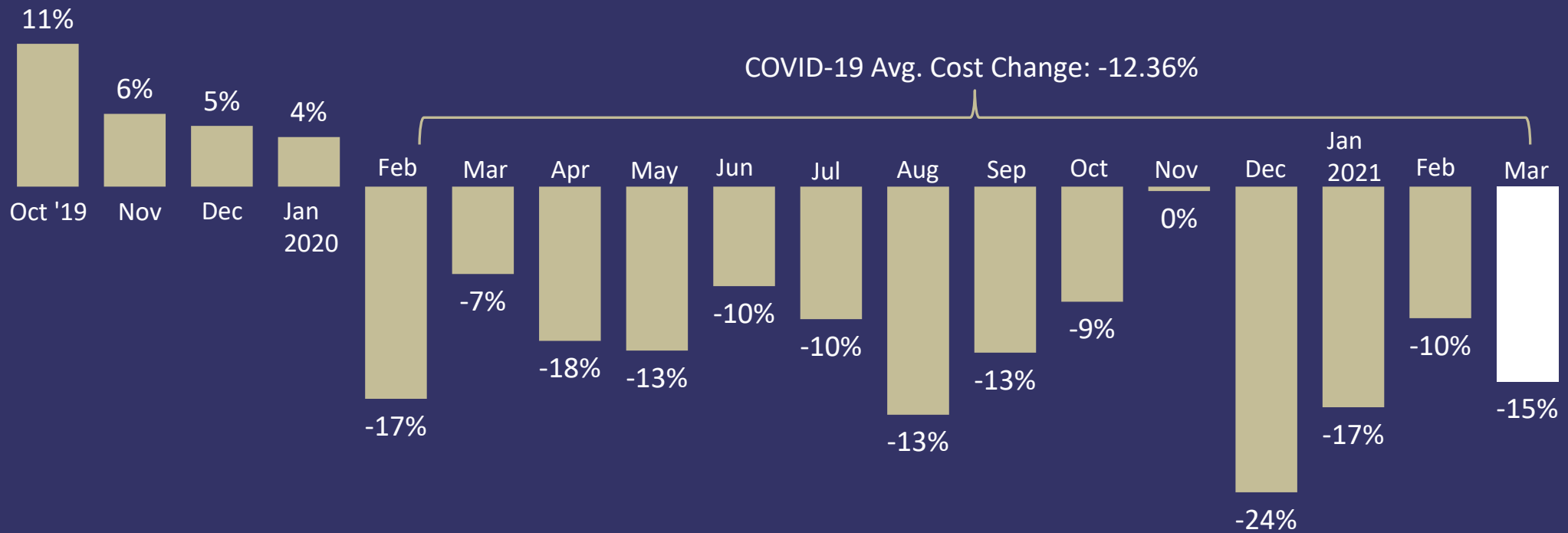
Metric 3:

Benefits of Travel Behavior Responses to Areas of RTC Responsibility

Construction Cost Changes

October 2019 to March 2021

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

Metric 4:

Prioritization of
infrastructure improvements
that offset unemployment
increases

\$1 billion in transportation investment = 12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

Transportation impact on the economy

Sources: Federal Highway Administration, McKinsey & Company

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



Imagery Provided By Getty

DASHBOARD PLATFORM

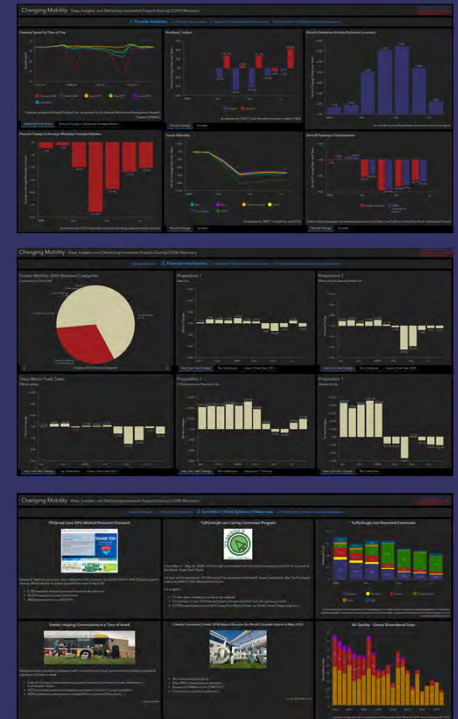
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

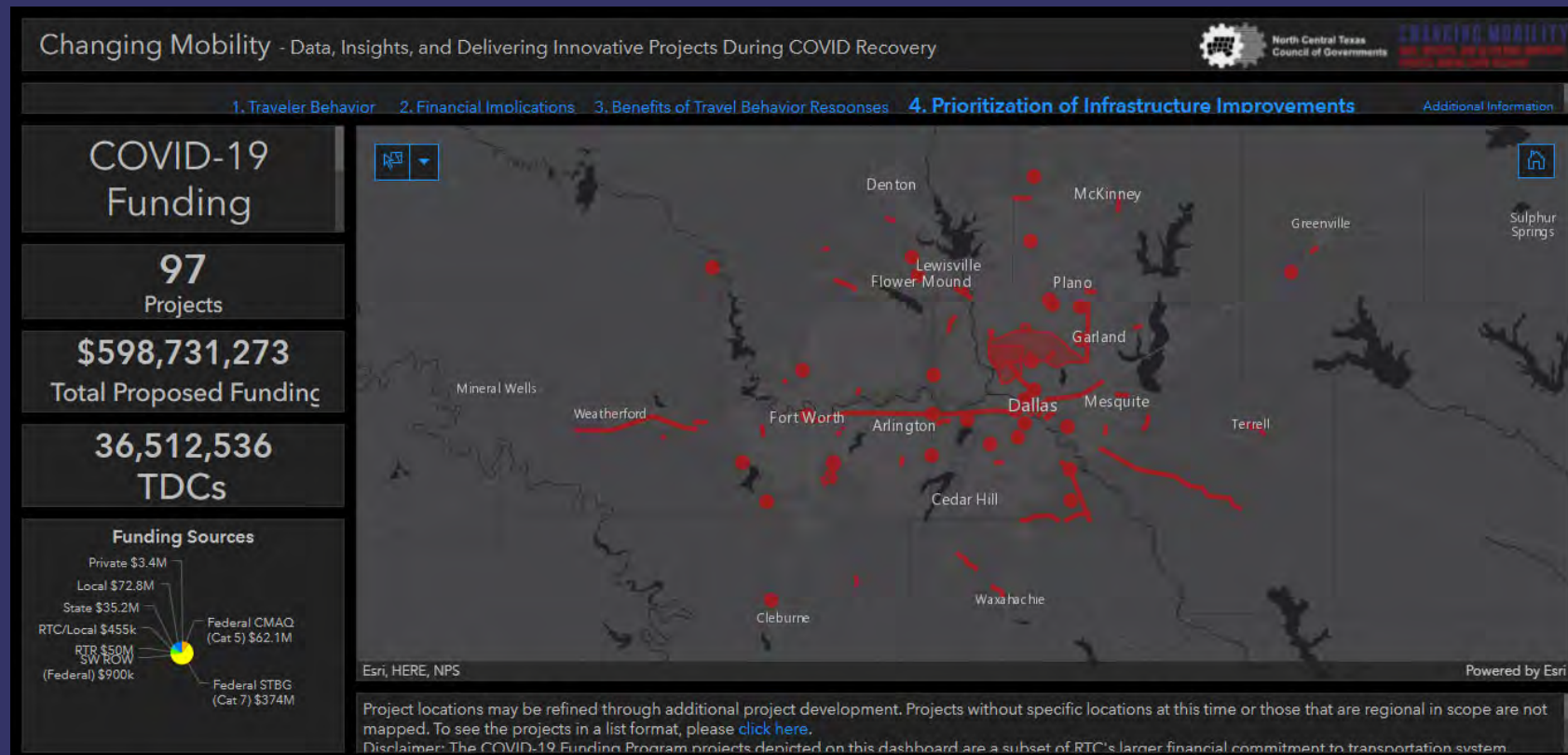
Clean layout to help the public understand the story of the metrics at a glance



DASHBOARD PLATFORM

www.nctcog.org/pm/covid-19

Map and list of all projects funded through COVID-19 #00X Program



FTA Pilot Program for TOD Planning Grant Application for DART Silver Line

Grant application due June 21, 2021 www.transit.dot.gov/TODPilot

Goal: Maximize opportunity for ridership on new DART Silver Line and regional connections to DFW Airport and TEX Rail

Scope: NCTCOG's \$800,000 FTA planning funds application:

- Corridor jobs/housing balance analysis and TOD recommendations
- Bicycle and pedestrian routes to rail stations infrastructure needs assessment
- Targeted stakeholder engagement
- Parking utilization data collection and policy recommendations

Partnership: cities of: Dallas, Carrollton, Addison, Richardson, Plano, Grapevine; and DART and DFW International Airport

NCTCOG to provide local match of \$200,000. No financial request from partners



Transit-Oriented Development (TOD)

Higher density with a mix of land uses designed for convenient walk and bike access from a high-frequency transit station.



North Central Texas
Council of Governments

GoCarma Demonstration on US 75 Technology Lanes

Surface Transportation System Funding Alternatives Program \$10M

RTC commit \$925,000 in RTR East Set Aside

Federal Funds \$5M

Carma In-Kind \$4.075M

TxDOT commit to move forward with US 75 Technology Lane

Project Letting within 6 months - \$32.5M Programmed

Framework Options:

- a) Revenue payment to carpoolers
- b) Toll component for SOV's

Safety (minimize fatalities and crashes), Air Quality and Congestion Relief (traffic signal frontage road retiming)

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding	\$34,891,277	\$34,793,244	\$34,793,244	\$34,793,244							89.25
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550							89.82
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with-\$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000							N/A
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July-January 2022	2022	Project also has \$2,500,000 of Category 1 funding for potential cost overruns	\$24,107,754 \$20,179,763	\$24,107,754	\$20,179,763	\$24,107,754							85.74
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July-January 2022	2022		\$11,360,404 \$11,167,795	\$11,360,404	\$11,167,795	\$11,360,404							84.96
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022	Project also has \$4,500,000 of Category 1 funding for potential cost overruns	\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571							84.79
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; <u>Project completed in August 2020</u>	\$2,746,785	\$2,746,785			\$2,746,785	\$2,746,785					81.78
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025 August 2022	2026 2022	<u>Propose to reduce funding and move to CSJ 0047-04-031, which is ready to advance sooner</u>	\$26,723,141 \$22,859,947	\$6,000,000			\$22,859,947	\$6,000,000					81.22
Collin	TBD	TBD	North/ South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0		\$0	\$0			70.56	
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0						70.00	
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0						70.00	
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021		\$54,174,694	\$54,174,694			\$54,174,694	\$54,174,694					84.75

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	September 2021 December 2020	2022 2021	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$38,783,754 \$35,100,000	\$38,783,754	\$35,150,000	\$38,783,754							87.89
Collin	13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	June 2025 February 2023	2025		\$16,802,639 \$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							72.39
Collin	13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2028 December 2022	2028 2023	Project also has \$3,092,629 of Category 1 funding; <u>Staff proposes to move Category 2 funding to a breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney</u>	\$125,981,920 \$80,408,352	\$0	\$77,315,723	\$0							78.69
Collin	TBD	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney. Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)	\$86,750,627	\$86,750,627	\$0	\$86,750,627							78.69
Collin	TBD	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	September 2022	2023	Staff proposes to add project to the 10-Year Plan; Funding to be offset by reductions on CSJ 1012-02-030 and TIP 55112/CSJ 0353-05-120	\$31,699,658	\$31,699,658			\$0	\$31,699,658					73.19
Collin	TBD	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$21,952,000	\$21,952,000	\$0	\$21,952,000							60.18
Collin	TBD	0135-15-002	US 380	JCT US 380/BUS 380 to New Extension of Spur 399	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	December 2022	August 2026	2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; TxDOT to request Category 12 funding from the TTC for this project	\$807,520,000	\$807,520,000	\$0	\$109,996,800	\$0	\$104,307,200	\$0	\$593,216,000			87.62
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2026 March 2023	2026 2025	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$38,496,804 \$19,273,554	\$19,273,554	\$19,273,554	\$19,273,554							80.91
Collin	TBD	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	August 2027	2027	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$9,968,000	\$9,968,000	\$0	\$9,968,000							67.27
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; <u>Project also has \$11,000,000 of Collin County funds</u>	\$63,683,197 \$41,097,161	\$52,683,197	\$41,097,161	\$52,683,197							81.70
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$5,722,380 \$4,521,469	\$5,722,380	\$4,521,469	\$5,722,380							76.46
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			72.91
Collin	TBD	0135-03-053	US 380	SH 5 (New Extension of Spur 399) to FM 1827 SH 5 to FM 75	Reconstruct 6 lane arterial to 6 lane freeway and add <u>0 to</u> 4 lane frontage roads	October 2022	August July 2026	2026	US 380 breakout project; <u>Reduce Category 2 and 4 funding and move to various breakout projects</u>	\$16,083,200 \$602,000,000	\$16,083,200	\$278,000,000	\$16,083,200	\$150,000,000	\$0					95.51

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FY 2017 - FY 2031

DRAFT

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed		
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
Collin	TBD	0135-04-036	US 380	JCT US 380/BUS 380 to CR 560 FM 75 to East of SH 78	Reconstruct 6 lane arterial to 6 lane freeway and add <u>0 to</u> 4 lane frontage roads	<u>April 2023</u> December 2022	<u>October 2024</u> January 2025	2025	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; <u>Remove \$60,000,000 of Category 2 funds and replace with \$60,000,000 of Collin County funds to complete the swaps on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; TxDOT to request Category 12 funding from the TTC for this project</u>	\$127,008,000 \$565,000,000	<u>\$67,008,000</u>	\$87,000,000	<u>\$27,000,000</u>			\$0	<u>\$40,008,000</u>			87.62	
<u>Collin</u>	<u>TBD</u>	<u>0135-02-065</u>	<u>US 380</u>	<u>Coit Road to JCT US 380/BUS 380</u>	<u>Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads</u>	<u>December 2022</u>	<u>August 2026</u>	<u>2026</u>	<u>Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053</u>	<u>\$165,692,800</u>	<u>\$165,692,800</u>	<u>\$0</u>	<u>\$120,000,000</u>	<u>\$0</u>	<u>\$45,692,800</u>					<u>69.40</u>	
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; <u>Project completed in April 2020</u>	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387							N/A	
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	<u>March 2022</u> December 2021	<u>2022</u> 2025	Project also has \$2,500,000 of Category 1 funding; <u>Staff proposes to fund the gap on this project with savings from the US 75 Peak Hour Lane project (TIP 30006/CSJ 0047-06-158)</u>	<u>\$35,100,696</u> \$28,655,102	\$26,155,102	\$26,155,102	\$26,155,102							79.42	
Collin	30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed; <u>Staff proposes to move \$8,945,594 STBG from this project to the US 75 at Ridgeview Interchange</u>	<u>\$6,973,925</u> \$15,000,000	\$0								94.24		
Collin	30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$10,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	<u>\$5,692,037</u> \$10,000,000	\$0								91.62		
Collin	20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway; Reconstruct 4 to 4/6 lane frontage roads	June 2012 (Actual)	September <u>2024</u> - 2023	<u>2025</u> 2024	<u>TxDOT to request Category 12 funding from the TTC for this project</u>	<u>\$67,384,036</u> \$107,000,000	<u>\$67,384,036</u>					\$0	<u>\$67,384,036</u>			91.35	
												Total Proposed Funding - Collin County								\$1,641,878,697	
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	<u>\$80,581,578</u> \$71,368,576	<u>\$80,581,578</u>	\$71,368,576	<u>\$80,581,578</u>							75.69	
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December <u>2022</u> 2021	<u>September 2024</u> April 2023	2025	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$11,000,000			\$11,000,000	\$11,000,000					88.54	
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	<u>January 2023</u> December 2020	August <u>2025</u> 2024	<u>2025</u> 2024		\$250,000,000	\$0					\$0	\$0			76.19	

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FY 2017 - FY 2031

DRAFT

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	<u>December June 2020 (Actual)</u>	<u>February 2025 August 2022</u>	<u>2025 2022</u>	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of \$111 funding; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Strategic Priority funding increased and Clear Lanes funding decreased in UTP; Project also funded with \$15,989,529 of Category 3 funding; <u>TxDOT to request Category 12 funding from the TTC for this project</u>	<u>\$451,538,342</u> \$265,989,529	<u>\$451,538,342</u>	\$0	<u>\$0</u>		\$25,000,000	\$25,000,000	\$325,000,000	<u>\$426,538,342</u>	81.67	
Dallas	13043	<u>0009-11-259</u> 0009-11-129	IH 30	IH 635 to Bass Pro Drive	<u>Operational improvements and bottleneck removal</u> Reconstruct and widen 8 to 10 general purpose lanes and reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads	<u>October 2021 June 2020</u>	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <u>TxDOT to request additional Category 12 funding from the TTC for this project</u>	<u>\$70,507,801</u> \$250,000,000	<u>\$70,507,801</u>			\$0	<u>\$70,507,801</u>				80.71	
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664			\$24,549,664	\$24,549,664					N/A
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000			\$11,000,000	\$11,000,000					N/A
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879					86.81
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157		\$22,355,107	\$22,355,107				85.20
Dallas	13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 6/8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 discontinuous frontage roads	April 2023	<u>March 2026</u> September 2023	<u>2026</u> 2024	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Category 12 funding amount remains at \$25,000,000 in the UTP	\$1,108,449,456	\$25,000,000				\$25,000,000	\$25,000,000				77.40

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 6 / 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682	\$202,562,682			\$229,655,586	\$229,655,586			77.05
Dallas	13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							77.05
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	February 2023 June 2022	2023 2022	Project also has \$583,000 of STBG funds	\$13,245,644	\$12,662,644	\$12,662,644	\$12,662,644							89.30
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027	2027		\$428,320,000	\$0					\$0	\$0			72.81
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027		\$636,480,000	\$0					\$0	\$0			68.59
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2027	Funding was previously removed from this project	\$0	\$0									74.33
Dallas	55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	October January 2025	2026 2025		\$400,000,000	\$0					\$0	\$0			77.58
Dallas	55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	October January 2025	2026 2025		\$80,000,000	\$0					\$0	\$0			78.18
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042							93.22
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	August 2021 September 2022	2021 2023	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$3,667,581	\$3,667,581			\$3,667,581	\$3,667,581					83.30
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000	\$46,393,000					\$4,377,000	\$4,377,000	93.14
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$30,500,000	\$132,848,147	\$132,848,147	\$20,399,786	\$20,399,786			90.44
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500	\$43,422,500							83.25
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 781 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$8,430,000	\$42,151,853	\$42,151,853	\$110,843,147	\$110,843,147			87.35

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782	\$167,122,782							81.07
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904	\$195,293,904							85.92
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867					\$306,495,867	\$306,495,867			90.08
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500	\$56,732,500							82.89
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948					N/A
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							71.09
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							68.99
Dallas	TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$270,000,000	\$0	\$0	\$0							72.81
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0							65.95
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							65.95
Dallas	55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518							96.67
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 1 or 11 funding to cover cost overruns	\$11,687,425	\$9,915,000	\$7,900,000	\$7,900,000					\$2,015,000	\$2,015,000	85.16
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 November 2020	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000							84.62
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.94

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FY 2017 - FY 2031

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2027 2030	2028 <u>2031</u>	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Project also has \$1,116,185 of Category 1 funding; <u>Staff proposes to defund this project given discussions on specific scope have not concluded, and move funding to CSJ 0047-04-031</u>	\$17,200,000 <u>\$19,264,001</u>	<u>\$0</u>			\$17,200,000	<u>\$0</u>					78.89
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March <u>August</u> 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$43,045,357	<u>\$0</u>	\$35,235,869	<u>\$0</u>							79.83
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March <u>August</u> 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$67,236,678	<u>\$0</u>	\$53,105,708	<u>\$0</u>							77.62
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.89
<u>Dallas</u>	<u>TBD</u>	<u>0261-02-081</u>	<u>US 67</u>	<u>At Lake Ridge Parkway</u>	<u>Construct grade separation (Phase 1)</u>	<u>February 2021 (Actual)</u>	<u>March 2027</u>	<u>2027</u>	<u>Project split out from TIP 55014/CSJ 0261-01-041; Category 2 funding offset by reduction on TIP 55014/CSJ 0261-01-041</u>	<u>\$27,487,146</u>	<u>\$4,421,204</u>	<u>\$0</u>	<u>\$4,421,204</u>							<u>64.93</u>
Dallas	30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000 <u>\$4,781,453</u>	\$0									92.85
<u>Dallas</u>	<u>53110.2</u>	<u>2374-02-162</u>	<u>IH 635</u>	<u>At US 80</u>	<u>Reconstruct existing interchange</u>	<u>April 2020 (Actual)</u>	<u>September 2024</u>	<u>2025</u>	<u>Staff proposes to move \$90,000,000 from TIP 53110/CSJ 0095-02-096 and \$10,350,386 from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT to request Category 12 funding from the TTC to fund the rest of the project</u>	<u>\$210,426,225</u>	<u>\$210,426,225</u>			\$0	<u>\$100,350,386</u>	<u>\$0</u>	<u>\$110,075,839</u>			<u>74.65</u>
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to <u>East of</u> Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024 <u>2023</u>	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; <u>Staff proposes to move \$10,350,386 to TIP 53110/CSJ 2374-02-162</u>	\$305,005,199 <u>\$94,649,614</u>	<u>\$94,649,614</u>			\$105,000,000	<u>\$94,649,614</u>	\$0	\$0			82.45

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024 2023	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; <u>Reduce Category 4 funding and move to CSJ 2374-02-162; TxDOT to request Category 12 funding from the TTC for the rest of the project</u>	\$206,481,677 \$192,096,816	<u>\$206,481,677</u>			\$100,000,000	<u>\$10,000,000</u>	\$0	<u>\$196,481,677</u>			79.95
Dallas	53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2024 2023	2025	<u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$66,972,608 \$58,015,042	<u>\$66,972,608</u>					\$0	<u>\$66,972,608</u>			75.63
Dallas	55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24
											Total Proposed Funding - Dallas County								\$3,596,985,275	
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January <u>August</u> 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$44,660,582 \$42,817,890	<u>\$44,660,582</u>	\$42,817,890	<u>\$44,660,582</u>							91.11
Denton	TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$0	\$0							59.61
<u>Denton</u>	<u>TBD</u>	<u>0195-03-099</u>	<u>IH 35E</u>	<u>N. Texas Blvd to IH 35W</u>	<u>Reconstruct interchange and existing 4 to 4/8 lane frontage roads (facility transition area)</u>	<u>October 2019 (Actual)</u>	<u>January 2023</u>	<u>2025</u>	<u>Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding to be moved from TIP 13033.3/CSJ 0195-03-090</u>	<u>\$43,821,225</u>	<u>\$43,821,225</u>	<u>\$0</u>	<u>\$35,008,319</u>					<u>\$0</u>	<u>\$8,812,906</u>	<u>71.42</u>
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	<u>January 2012 (Actual)</u>	January 2023	2023	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; <u>\$8,812,906 of Category 12 funding to be moved to CSJ 0195-03-099</u>	<u>\$130,812,652</u>	<u>\$130,812,652</u>							\$139,625,558	<u>\$130,812,652</u>	82.76
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to Cooke County Line <u>South of Belz Rd</u>	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2022 <u>December 2025</u>	2023 <u>2026</u>	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$29,050,000 of Category 11 funding; <u>\$196,670,000 of Category 12 funds to be moved to TIP 55197.2/CSJ 0195-02-081</u>	\$483,232,084 \$602,790,000	<u>\$454,182,084</u>			\$54,090,000	<u>\$131,202,084</u>			\$519,650,000	<u>\$322,980,000</u>	90.11
<u>Denton</u>	<u>55197.2</u>	<u>0195-02-081</u>	<u>IH 35</u>	<u>South of Belz Rd to Cooke County Line</u>	<u>Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads</u>	<u>October 2019 (Actual)</u>	<u>December 2024</u>	<u>2025</u>	<u>Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds to be moved to this project from TIP 55197/CSJ 0195-02-074</u>	<u>\$196,670,000</u>	<u>\$196,670,000</u>							<u>\$0</u>	<u>\$196,670,000</u>	<u>90.11</u>
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2022 <u>January 2023</u>	<u>2023</u>	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	<u>\$223,357,330</u>	<u>\$223,357,330</u>			\$16,360,575	<u>\$43,647,905</u>	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11
Denton	55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,745,863 \$27,231,547	<u>\$27,745,863</u>			\$369,251	<u>\$883,567</u>			\$26,862,296	\$26,862,296	87.58

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2026	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$0	\$0	\$0							78.82
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$45,022,538 \$43,805,797	\$45,022,538	\$43,805,797	\$45,022,538							78.08
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$96,444,954 \$82,179,822	\$96,444,954	\$82,179,822	\$96,444,954							82.90
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Denton Priority Project #5; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$79,809,723 \$72,883,443	\$79,809,723	\$72,883,443	\$79,809,723							81.45
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 TBD	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 23033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$0	\$0	\$0							76.34
Denton	25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025 April 2022	2025 2022	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$72,094,705 \$62,176,453	\$72,094,705	\$62,176,453	\$72,094,705							89.53
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	March 2013 (Actual)	January 2028 2026	2028 2026	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 and TIP 13033/CSJ 0196-02-124; Decrease Category 2 funding and move to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.2/CSJ 0196-01-109	\$65,059,297 \$45,000,000	\$3,735,754	\$34,014,485	\$3,735,754							68.29

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FY 2017 - FY 2031

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway and reconstruct 4 to 4/6 lane frontage roads	<u>July 2021</u> October 2020	<u>September 2023</u> July 2021	<u>2024</u> 2021		\$90,000,000	<u>\$0</u>					\$0	\$0			91.84
Denton	55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway and reconstruct 2/4 to 4/6 lane frontage roads	<u>July 2021</u> October 2020	<u>September 2023</u> July 2021	<u>2024</u> 2021		\$338,580,457	\$0					\$0	\$0			86.73
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	<u>September 2025</u> January 2024	<u>2026</u> 2024	<u>TxDOT to request Category 12 funds from the TTC for this project</u>	<u>\$376,973,505</u> \$310,692,449	<u>\$376,973,505</u>					\$0	<u>\$376,973,505</u>			86.76
Denton	55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021	2021		\$52,218,505	\$52,218,505	\$26,109,253	\$26,109,253	\$26,109,253	\$26,109,253					100.00
Denton	55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	<u>August 2025</u> March 2022	<u>2025</u> 2022	<u>Project has \$30,000,000 of STBG funds as approved via the COVID-19 Infrastructure Program (Round 3); TxDOT to request Category 12 funds from the TTC for this project</u>	<u>\$84,372,179</u> \$62,964,313	<u>\$54,372,179</u>	\$0	\$0			\$0	<u>\$54,372,179</u>			93.14
Denton	55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	August 2020 (Actual)	<u>August 2025</u> March 2022	<u>2025</u> 2022		<u>\$20,467,084</u> \$15,605,530	<u>\$20,467,084</u>	\$0	<u>\$20,467,084</u>							93.17
Denton	51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000							89.06
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ	\$24,604,172	\$1,098,811	\$1,098,811	\$1,098,811							N/A
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,214,077	\$13,444,113	\$13,444,113	\$13,444,113							93.81
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 of Category 1 funds	\$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000							N/A
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund	\$18,599,014	\$17,839,014	\$17,839,014	\$17,839,014							91.90
Denton	20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423							87.93
Total Proposed Funding - Denton County																				\$2,026,138,045

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	November 2021	September 2025 <u>March 2026</u>	2026		\$50,718,644 <u>\$26,260,060</u>	\$25,000,000	\$25,000,000	\$25,000,000							70.00
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000							N/A
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028 <u>2023</u>	2028 <u>2023</u>		\$39,017,716 <u>\$46,661,591</u>	\$32,145,761	\$32,145,761	\$32,145,761							82.22
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2025 <u>2023</u>	2025 <u>2023</u>		\$93,073,891 <u>\$108,694,468</u>	\$25,000,000	\$25,000,000	\$25,000,000							81.42
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2025 <u>2023</u>	2025 <u>2023</u>	Breakout of TIP 13035.1/CSJ 1051-01-051	\$39,673,559 <u>\$46,972,575</u>	\$10,000,000	\$10,000,000	\$10,000,000							71.72
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	September 2022 <u>February 2023</u>	2023		\$41,970,617 <u>\$49,432,235</u>	<u>\$49,432,235</u>			\$41,970,617	<u>\$49,432,235</u>					78.12
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000	\$42,000,000					90.84
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	June 2022 <u>February 2023</u>	2022 <u>2023</u>	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$15,684,914 <u>\$18,648,267</u>	<u>\$11,998,257</u>	\$9,034,914	<u>\$11,998,257</u>							80.46
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	August 2022 <u>September 2025</u>	2022 <u>2026</u>	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$44,709,469 <u>\$62,648,178</u>	<u>\$62,648,478</u>	\$6,223,337	<u>\$28,648,178</u>					\$34,000,000	\$34,000,000	76.70
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 <u>August 2021</u>	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,004,170	<u>\$0</u>	\$8,770,170	<u>\$0</u>							83.87
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 <u>August 2021</u>	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,893,729	<u>\$0</u>	\$10,297,729	<u>\$0</u>							77.58
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding	\$27,676,261	\$26,700,000			\$26,700,000	\$26,700,000					86.84
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	October 2023 <u>March 2027</u>	2023 <u>2027</u>	Project added to the 10-Year Plan via 2020 UTP; \$10,000,000 of Category 1 funding added to UTP	\$45,115,259 <u>\$30,694,054</u>	<u>\$30,694,054</u>	\$35,115,258	<u>\$30,694,054</u>							64.93
Total Proposed Funding - Ellis County																				\$332,718,485

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Kaufman	TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	August 2023 June 2022	2023 2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,003,816 of Category 1 funding and \$1,882,263 of Category 6 funding	\$9,239,667	\$6,443,588			\$6,443,588	\$6,443,588					87.33
Kaufman	55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2026 March 2023	2026 2023		\$39,613,924 \$27,221,220	\$8,448,796	\$8,448,796	\$8,448,796							80.78
Kaufman	55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026 2023	2026 2025	Project split out from TIP 55111/CSJ 2588-01-017	\$64,419,678 \$49,551,204	\$49,551,204	\$49,551,204	\$49,551,204							80.78
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021		\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618							79.23
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$3,163,200	\$2,163,200	\$2,163,200	\$2,163,200							78.16
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	August 2023 June 2022	2023 2022		\$133,000,000 \$140,021,693	\$133,000,000			\$133,000,000	\$133,000,000	\$0	\$0			87.15
										Total Proposed Funding - Kaufman County										\$212,532,406
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,917,861	\$8,325,063	\$8,325,063	\$8,325,063							N/A
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2026 2023	2026 2023		\$8,592,968 \$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000							78.71
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds; <u>Increased funding offset by reduction on TIP 55221/CSJ 0009-12-215</u>	\$304,603,781 \$260,984,096	<u>\$254,603,781</u>	\$68,764,518	<u>\$76,783,395</u>			\$142,219,578	<u>\$177,820,386</u>			80.07
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; <u>Move \$35,600,808 to TIP 13036/CSJ 0009-12-219</u>	\$178,424,272 \$214,025,080	<u>\$178,424,273</u>			\$32,000,000	\$32,000,000	\$182,025,080	<u>\$146,424,272</u>			81.35
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; <u>Ramp modifications and interchange at FM 740 across Lake Ray Hubbard</u> ; Ramp modifications	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$93,302,686 \$107,211,136	<u>\$93,302,686</u>	\$69,111,136	<u>\$55,202,686</u>			\$38,100,000	\$38,100,000			83.74
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$8,000,000	\$7,000,000			\$7,000,000	\$7,000,000					96.33

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026 February 2023	2026 2025	Project split out from TIP 55074	\$61,219,472 \$37,352,578	\$24,032,505	\$24,032,505	\$24,032,505							83.19
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026 2023	2026 2023		\$5,525,459 \$6,206,000	\$5,525,459	\$5,525,459	\$5,525,459							88.75
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1	\$17,257,442	\$14,900,000	\$14,900,000	\$14,900,000							N/A
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165	\$719,165	\$719,165							N/A
Total Proposed Funding - Rockwall County																				\$593,032,931
Various	TBD	<u>0918-00-341</u>	VA	<u>Regional Mobility Assistance Patrol (Dallas District)</u>	<u>Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</u>	N/A	<u>September 2022</u>	<u>2023</u>	<u>Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG</u>	<u>\$6,084,000</u>	<u>\$1,696,500</u>							<u>\$0</u>	<u>\$1,696,500</u>	N/A
Various	TBD	<u>0918-00-342</u>	VA	<u>Regional Mobility Assistance Patrol (Dallas District)</u>	<u>Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</u>	N/A	<u>September 2023</u>	<u>2024</u>	<u>Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG</u>	<u>\$6,588,000</u>	<u>\$2,013,000</u>							<u>\$0</u>	<u>\$2,013,000</u>	N/A
Various	TBD	<u>0918-00-362</u>	VA	<u>Regional Mobility Assistance Patrol (Dallas District)</u>	<u>Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</u>	N/A	<u>September 2024</u>	<u>2025</u>	<u>Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG</u>	<u>\$7,056,000</u>	<u>\$2,331,000</u>							<u>\$0</u>	<u>\$2,331,000</u>	N/A
Total Proposed Funding - Various County																				\$6,040,500
			Total Category 2, 4, and 12 Funding								\$8,409,326,339	\$2,707,018,470	\$2,657,662,581	\$1,204,744,782	\$1,314,759,841	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
			Total Amount Remaining for Programming								\$516,526,595	(\$87,104,004)	\$441,940,155	\$18,914,467	\$74,586,440	\$0	\$0	\$0	\$0	
			Total Allocation/Authorizations								\$8,925,852,934									

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
2022-2031	\$1,508,546,723	\$842,309,037	\$3,320,762,424
Total	\$2,657,662,581	\$1,314,759,841	\$4,436,903,917

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000							\$1,000,000	\$1,000,000	63.12
Total Proposed Funding - Denton County																				\$1,000,000
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWVR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0	\$0							N/A
Hood	54018 , 54019	0080-03-049 0080-04-081	US 377	End of Old Acton Highway to Brazos River Bridge <u>End of Brazos River Bridge to Holmes Drive</u>	Widen 4 lane continuous two way left turn lane to 6 lane divided with interchange at BU 377H <u>Widen 3/4 lane to 4/6 lane divided with interchange at SH 144 and FM 51</u>	September 2022	May April 2026	2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76
Total Proposed Funding - Hood County																				\$25,000,000
Johnson	13040	0747-05-043	FM 157	8th Street to North of County Road 1088 South of CR 109	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September December 2021	<u>May 2024</u> August 2023	<u>2024</u> 2023	Project split out from TIP 13041/CSJ 0747-05-042	\$6,700,000 <u>\$4,500,000</u>	\$6,700,000	\$4,500,000	<u>\$6,700,000</u>							78.10
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	September December 2021	<u>May 2024</u> August 2023	<u>2024</u> 2023		\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000							87.39
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	<u>February 2022</u> October 2021	August 2026	2026		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84
Johnson	11955	1181-02-033	FM 917	West of Ave F to Main Street - Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	<u>June 2022</u> December 2021	<u>July 2024</u> February 2023	<u>2024</u> 2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
Johnson	11955	1181-03-036	FM 917	South Main Street to <u>East</u> of SH 174	Construct railroad grade separation and realign FM 917	<u>June 2022</u> December 2021	<u>July 2024</u> February 2023	<u>2024</u> 2023	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
Johnson	13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	<u>May 2021</u> April 2022	<u>February 2024</u> January 2023	<u>2024</u> 2023		\$22,000,000 <u>\$15,000,000</u>	<u>\$22,000,000</u>			\$15,000,000	<u>\$22,000,000</u>					84.42
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	<u>Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals</u> Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	<u>August 2021</u> October 2020	<u>August June</u> 2021	2021	Project added to the 10-Year Plan via 2020 UTP; <u>Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance</u>	\$22,800,000	<u>\$0</u>	\$22,800,000	<u>\$0</u>							78.96
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000							N/A
Total Proposed Funding - Johnson County																				\$130,450,000

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,550,000	\$12,000,000	\$12,000,000	\$12,000,000							85.32
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	<u>September 2024</u> October 2023	2025	\$11,000,000 of Category 1 funded in UTP; <u>TxDOT to request Category 12 funding to replace Category 1 funding and cover the remaining funding needed</u>	\$32,000,000 <u>\$52,000,000</u>	<u>\$52,000,000</u>			\$21,000,000	\$21,000,000	\$0	<u>\$31,000,000</u>			75.83
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	<u>Reconstruct IH 20 frontage roads, reconstruct ramps, reconstruct main lanes for freight clearance, and construct shared-use paths from FM 1187/FM 3325 to Walsh Ranch Parkway</u> Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2022	January 2025	2025	Project split out from CSJ 1068-05-014	\$30,000,000 <u>\$29,000,000</u>	\$29,000,000			\$29,000,000	\$29,000,000					79.21
Parker	13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2022	January 2025	2025	Grouped project	\$10,000,000 <u>\$6,000,000</u>	\$6,000,000			\$6,000,000	\$6,000,000					78.99
Parker	14012	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0								76.15
Total Proposed Funding - Parker County																				\$99,000,000
Tarrant	11244	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,109,245	\$0	\$0							N/A	
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
Tarrant	13027	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	<u>August 2031</u> January 2024	<u>2031</u> 2024	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$300,000,000	\$0	\$0	\$0							76.01
Tarrant	13027	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements	June 2023	<u>January 2025</u> 2024	2025	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084	\$300,000,000 <u>\$125,000,000</u>	\$50,000,000	\$50,000,000	\$50,000,000					\$0	\$0	76.01
Tarrant	55043	2374-05-066	IH 20	IH 820 to Park Springs	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	<u>September 2021</u> June 2021	<u>2022</u> 2021	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645	\$536,545,645	\$330,215,646	\$330,215,646	\$153,000,000	\$153,000,000			\$53,330,000	\$53,330,000	82.70
Tarrant	55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	<u>September 2021</u> June 2021	<u>2022</u> 2021	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715							85.40
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000					77.27

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Tarrant	13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	September March 2025 <u>September 2026</u>	2025 <u>2026</u>	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; <u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$130,000,000 <u>\$637,144,167</u>	<u>\$130,000,000</u>	\$0	\$0			\$0	<u>\$130,000,000</u>			73.24
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2021 <u>2020</u>	September March 2023 <u>September 2024</u>	2025	<u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$140,000,000 <u>\$90,000,000</u>	<u>\$140,000,000</u>	\$0	\$0	\$90,000,000	\$90,000,000	\$0	<u>\$50,000,000</u>			79.63
Tarrant	TBD	1068-02-072	IH 30	US 287 <u>East of IH 35W</u> to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2025 <u>August 2027</u>	2025 <u>2027</u>	<u>Staff proposes to move funding to a project being implemented in an earlier year; Project will be funded in a future 10-Year Plan Update</u>	\$1,000,000,000 <u>\$500,000,000</u>	<u>\$0</u>	\$10,000,000	<u>\$0</u>							60.78
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	April December <u>2021</u>	September April 2023 <u>September 2024</u>	2025	TxDOT to build safety barriers into managed lane design	\$127,820,000 <u>\$103,820,000</u>	<u>\$127,820,000</u>			\$103,820,000	<u>\$127,820,000</u>					80.82
Tarrant	TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	November 2022	August 2027	2027	<u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$75,000,000	<u>\$75,000,000</u>							\$0	<u>\$75,000,000</u>	83.01
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and remove 4 to 0 CD lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September June 2021 <u>September 2022</u>	2021 <u>2022</u>	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding	\$819,422,670	\$469,422,670	\$39,820,670	\$39,820,670			\$429,602,000	\$429,602,000			81.89
Tarrant	13005	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	September 2025 <u>February 2024</u>	2025 <u>2026</u>	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84
Tarrant	13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August September <u>2025</u>	2026 <u>2025</u>	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000							80.42
Tarrant	13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August September <u>2025</u>	2026 <u>2025</u>	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000							79.36
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000							80.68
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000					\$370,000,000	\$370,000,000			N/A
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$28,400,000	\$0	\$0	\$0							N/A

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since October 2020 RTC meeting
Carryover funds from previous years are not accounted for.

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$154,000,000	\$154,000,000							\$154,000,000	\$154,000,000	63.12
Tarrant	13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	<u>November 2023</u>	<u>June 2024</u> January 2022	<u>2024</u> 2025		<u>\$20,000,000</u> \$10,000,000	<u>\$20,000,000</u>	\$10,000,000	\$10,000,000							61.51
<u>Tarrant</u>	<u>TBD</u>	<u>0094-01-032</u>	<u>SH 183</u>	<u>At UP RR</u>	<u>Replace railroad underpass</u>	<u>August 2021</u>	<u>August 2022</u>	<u>2022</u>	<u>Staff proposes to add project to the 10-Year Plan; Project also has \$12,000,000 of Category 6 funding</u>	<u>\$30,000,000</u>	<u>\$18,000,000</u>	<u>\$0</u>	<u>\$18,000,000</u>							<u>88.61</u>
Tarrant	TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
Tarrant	TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$862,000,000	\$0									72.81
Tarrant	13005	0171-05-068	SH 199	<u>South End of Lake Worth Bridge</u> Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	<u>September 2025</u> February 2024	<u>2026</u> 2025	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
Tarrant	13037	0171-05-094	SH 199	West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2023	<u>2023</u> 2025		\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515							78.28
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020		\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000					90.50
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000					89.09
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	<u>August 2024</u> October 2022	2025	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000							94.82
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	August 2024	2024		<u>\$20,000,000</u> \$22,718,955	\$20,000,000	\$20,000,000	\$20,000,000							77.49
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018		\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000							N/A
Tarrant	13059	0172-09-037	US 287	<u>Union Pacific Railroad Heritage Parkway</u> to Johnson County Line	<u>Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization</u> Construct 0/4 to 4 lane frontage roads	<u>August 2021</u> October 2020	<u>August June 2021</u>	2021	Project added to the 10-Year Plan via 2020 UTP; <u>Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance</u>	\$11,250,000	<u>\$0</u>	\$11,250,000	<u>\$0</u>							76.90
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	<u>September June 2021</u>	<u>2022</u> 2021	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000			\$30,000,000	\$30,000,000					80.36

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Street	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September June 2021 September 2021	2022 2021	Project is part of the Southeast Connector; Design-build project	\$89,874,140	\$89,874,140	\$49,874,140	\$49,874,140	\$40,000,000	\$40,000,000					80.20
Tarrant	13063	0014-15-078	US 81/US 287	IH 35W South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks Construct frontage roads and intersection improvements	December January 2021 December 2021	September 2024 August 2023 September 2024	2023 2023	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010 \$70,000,000	\$13,000,000	\$5,000,000	\$5,000,000		\$8,000,000					81.86
Total Proposed Funding - Tarrant County																				\$3,007,811,181
Wise	13004	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	July 2021	September January 2024 September 2024	2025	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70
Wise	13004	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	July 2021	September January 2024 September 2024	2025		\$17,000,000 \$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so <u>previously</u> changed to Category 2; <u>Project also has Category 6 funding under CSJ 0312-04-029</u>	\$26,000,000 \$14,000,000	\$26,000,000	\$14,000,000	\$26,000,000							72.48
Wise	13004	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	July 2021	September January 2024 September 2024	2025	Split from TIP 13004/CSJ 2418-01-013; Project also has \$8,000,000 of Category 1 funding	\$32,700,000 \$24,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44
Total Proposed Funding - Wise County																				\$59,600,000
Various	TBD	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Staff proposes to request Category 12 funds from the TTC for this project. Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500							\$0	\$812,500	N/A
Various	TBD	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Staff proposes to request Category 12 funds from the TTC for this project. Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG	\$3,780,000	\$875,000							\$0	\$875,000	N/A
Various	TBD	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Staff proposes to request Category 12 funds from the TTC for this project. Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 of STBG	\$4,032,000	\$900,000							\$0	\$900,000	N/A
Total Proposed Funding - Various County																				\$2,587,500
Total Category 2, 4, and 12 Funding											\$3,325,448,681	\$1,399,966,181	\$1,388,116,181	\$601,813,000	\$640,813,000	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Total Amount Remaining for Programming											(\$389,499,068)	(\$311,726,464)	(\$294,159,293)	(\$58,969,674)	(\$95,339,775)	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations											\$2,935,949,613									

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022-2031	\$1,232,159,781	\$526,820,000	\$771,519,500
Total	\$1,388,116,181	\$640,813,000	\$1,296,519,500

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since October 2020 RTC meeting
Carryover funds from previous years are not accounted for.

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031				MPO Project Score
												Cat 2 Hunt Approved	Cat 2 Hunt Proposed	Cat 12 Hunt Approved	Cat 12 Hunt Proposed	
												\$57,350,000	\$67,022,160	\$142,000,000	\$150,569,206	
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	January 2021	May 2026 2024	2026 2025	Hunt County is doing environmental clearance; <u>TxDOT to request Category 12 funding for this project</u>	\$16,800,000 \$15,000,000	\$16,800,000	\$15,000,000	\$15,000,000	\$0	\$1,800,000	82.54
Hunt	13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	January 2021	May 2028 2024	2028 2025	<u>TxDOT to request Category 12 funding for this project</u>	\$24,640,000 \$22,000,000	\$24,640,000			\$0	\$24,640,000	90.27
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2023 2025	Project also has \$11,485,840 of Category 7 funds; <u>TxDOT to request Category 12 funding for this project</u>	\$21,056,000 \$18,800,000	\$8,066,160	\$7,314,160	\$7,314,160	\$0	\$752,000	82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	August 2023 2022	2023 2022	Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; <u>TxDOT to request Category 12 funding for this project</u>	\$31,200,000 \$30,000,000	\$31,200,000			\$22,000,000	\$23,200,000	75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	September 2022 2024	2023 2025	Project also has \$6,450,000 <u>\$14,450,000</u> of Category 7 funds	\$37,908,000 \$30,000,000	\$23,408,000	\$15,550,000	\$23,408,000			76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; <u>TxDOT to request additional Category 12 funding for this project</u>	\$26,000,000 \$25,000,000	\$26,000,000			\$25,000,000	\$26,000,000	77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; <u>TxDOT to request additional Category 12 funding for this project</u>	\$26,000,000 \$25,000,000	\$26,000,000			\$25,000,000	\$26,000,000	76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; <u>TxDOT to request additional Category 12 funding for this project</u>	\$31,200,000 \$30,000,000	\$31,200,000			\$30,000,000	\$31,200,000	82.02
Hunt	13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$44,800,000 \$40,000,000	\$16,781,206			\$40,000,000	\$16,781,206	62.27
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2025	<u>Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3)</u>	\$4,200,000	\$0					64.92
Hunt	13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	September 2024	2025	<u>TxDOT to request Category 12 funding for this project</u>	\$5,096,000 \$4,900,000	\$5,096,000	\$4,900,000	\$4,900,000	\$0	\$196,000	65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021		\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86
												Total Proposed Funding - Hunt County				\$217,591,366
																</

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Corridor Preservation Program**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	April 2023	2023		\$67,954,081	\$500,000
Collin	13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection	December 2022	September 2023	2024		\$21,201,649	\$500,000
Collin	55257	0549-03-031	SH 121	at SH 5	Reconstruct interchange	December 2022	September 2023	2024		\$26,548,591	\$500,000
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	July 2023	2023		\$14,055,246	\$500,000
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	October 2019 (Actual)	January 2024	2024		\$7,795,805	\$500,000
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	October 2019 (Actual)	January 2024	2024		\$45,190,870	\$500,000
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	May 2019 (Actual)	December 2025	2026		\$8,990,001	\$500,000
Dallas	55232	0095-13-038	IH 20	Lawson Road to Kaufman County Line	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2027	2027		\$72,990,000	\$500,000
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000
Dallas	11950	0353-06-063	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000
Dallas	11951	0353-04-111	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000
Dallas	52569	0353-06-064	SH 114	SL 12 to SH 183	Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/6/8 continuous frontage roads (ultimate)		August 2029	2029			\$500,000
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	February 2019 (Actual)	September 2022	2023		\$136,301,942	\$500,000
Denton	55239	1951-01-011	FM 1515	Masch Branch Road in City of Denton to Bonnie Brae Street	Widen and reconstruct 2 lane rural to 4/6 lane urban	September 2020	August 2028	2028		\$36,775,382	\$500,000
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	January 2024	2024		\$310,692,449	\$500,000
Denton	20175	2250-02-013	SL 288	US 380 West of Denton to IH 35 at LP 288	Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant & interchange	September 2020 (Actual)	September 2026	2027		\$18,200,869	\$500,000
Denton	53075	2250-02-014	SL 288	US 380 West of Denton to IH 35W South of Denton	Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)	September 2020 (Actual)	September 2026	2027		\$40,052,869	\$500,000
Denton	55229	0081-06-040	US 377	US 380 to North of BUS 377E	Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)	October 2020	August 2028	2028		\$127,615,463	\$500,000

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Corridor Preservation Program**

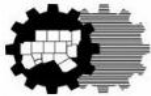
County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Ellis	83223	1051-01-038	FM 664	US 287 in Waxahachie to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	September 2020 (Actual)	September 2025	2026		\$48,559,701	\$500,000
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	June 2019 (Actual)	November 2022	2023		\$30,000,000	\$500,000
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	June 2019 (Actual)	November 2022	2023		\$30,000,000	\$500,000
Kaufman	TBD	2588-01-020	FM 548	US 80 to FM 1641	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 (Actual)	April 2028	2028		\$1,295,925	\$500,000
Kaufman	55256	1217-01-019	FM 1641	FM 548 to FM 148	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 (Actual)	April 2028	2028		\$43,573,208	\$500,000
Kaufman	55219	0095-14-027	IH 20	Dallas County Line to SP 557	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	April 2027	2027		\$373,040,000	\$500,000
Kaufman	55220	0495-01-071	IH 20	SP 557 to East of CR 138 (Wilson Road)	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	April 2027	2027		\$143,730,000	\$500,000
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	April 2019 (Actual)	February 2023	2023		\$67,147,628	\$500,000
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	August 2019 (Actual)	March 2023	2023		\$25,455,639	\$500,000
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	August 2019 (Actual)	March 2023	2023		\$16,278,334	\$500,000
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	August 2019 (Actual)	March 2023	2023		\$21,105,442	\$500,000
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019 (Actual)	March 2023	2023		\$45,544,229	\$500,000
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2019 (Actual)	February 2023	2023		\$67,862,132	\$500,000
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	May 2019 (Actual)	August 2026	2026		\$15,838,439	\$500,000

Proposed Category 2/STBG Funding Exchanges

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Programmed Category 2 To Be Released	Category 7 To Be Programmed
Eastern Subregion												
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$43,045,357	(\$35,235,869)	<u>\$35,235,869</u>
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$67,236,678	(\$53,105,708)	<u>\$53,105,708</u>
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,004,170	(\$8,770,170)	<u>\$8,770,170</u>
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,893,729	(\$10,297,729)	<u>\$10,297,729</u>
											(\$107,409,476)	\$107,409,476
Western Subregion												
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	<u>Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals</u> Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	October 2020 August 2021	June 2021 August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; <u>Remove Category 2 funding and replace with STBG funding</u>	\$22,800,000	(\$22,800,000)	<u>\$22,800,000</u>
Tarrant	13059	0172-09-037	US 287	<u>Union Pacific Railroad Heritage Parkway</u> to Johnson County Line	<u>Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization</u> Construct 0/4 to 4 lane frontage roads	October 2020 August 2021	June 2021 August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; <u>Remove Category 2 funding and replace with STBG funding</u>	\$11,250,000	(\$11,250,000)	<u>\$11,250,000</u>
											(\$34,050,000)	\$34,050,000

2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

**Surface Transportation Technical Committee
May 28, 2021**



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)
- Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's UTP

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- To satisfy a March 12, 2021 deadline set forth by TxDOT, a draft project listing was developed that included project scores, project revisions, and potential new projects.

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2022 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

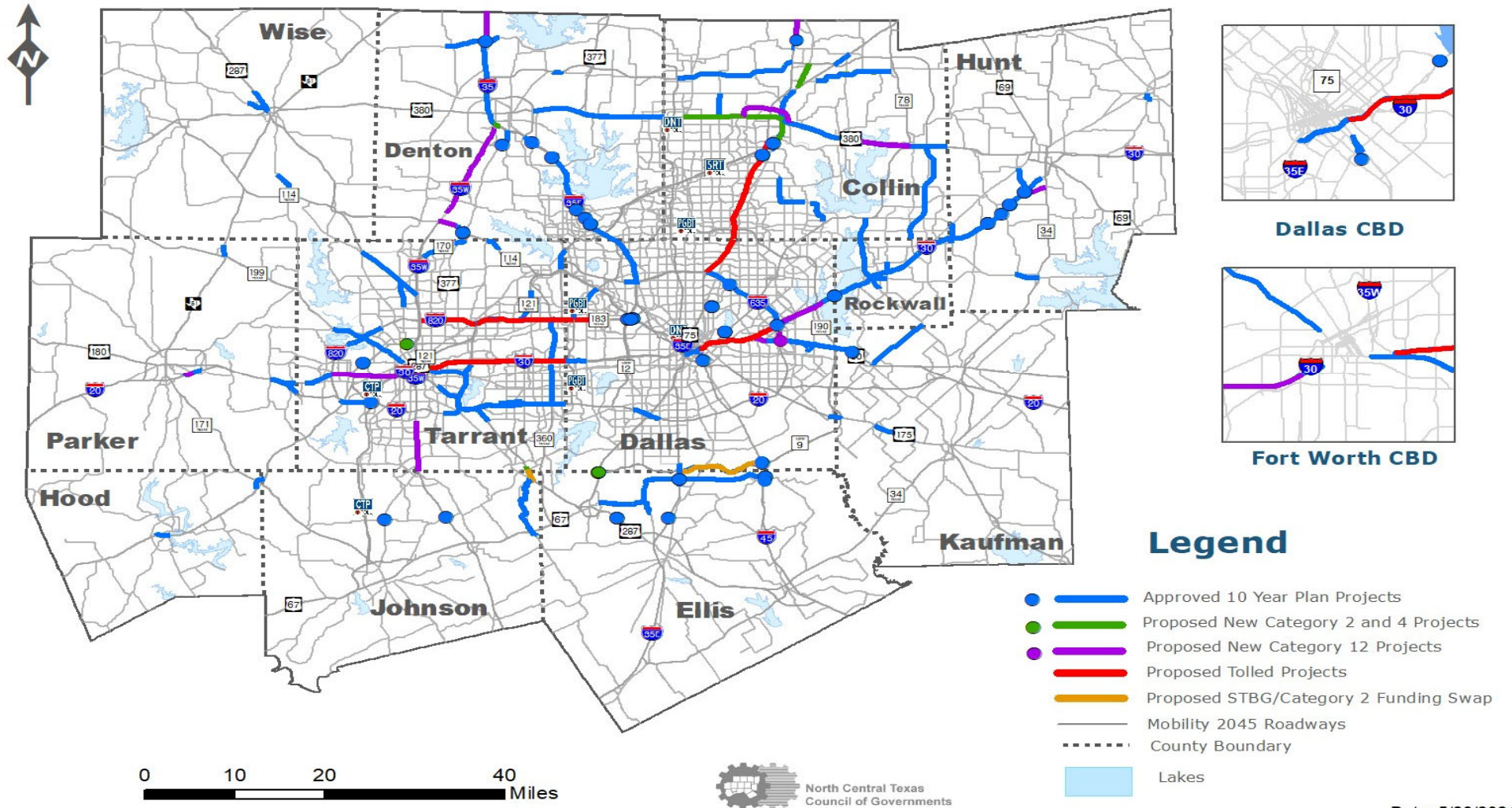
Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Proposed Allocation
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	TBD
Total Allocation	\$5.426B	\$7.290B	\$6.864B	\$8.094B	\$7.342B	\$4.279B

PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

- Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.
- Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties
- The US 287 projects have ~\$34M of Category 2 funding, which will be exchanged with ~\$34M of STBG funds
- The State Loop 9 projects have ~\$107M of Category 2 funding, which will be exchanged with ~\$107M of STBG funds
- Both projects were selected because they can be let in FY 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.
- A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031



NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Await decisions by the TTC on Category 12 funding
- Bring back listings to the committees for approval
- Bring back any project changes to the STTC and RTC once the TTC weighs in and approves the UTP

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2021
Initial draft list due to TxDOT	March 12, 2021
STTC Information	May 28, 2021
RTC Information	June 10, 2021
Public Meeting	June 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021
TxDOT Public Meetings for 2022 UTP	June/July 2021
Anticipated TTC Approval of 2022 UTP	August 2021

CONTACT/QUESTIONS?

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Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1st 10 years of Mobility 2045? If so, project continues to be scored.
The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State’s interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)					
Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)									
Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization					
Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
Town of Addison				
	Planning Assistance to Develop a 5-year Plan of Action to Incorporate Additional EVs into the City Fleet	Assistance is requested in the development of a 5-year roadmap that will lay out a path to add more EVs to the Town's fleet.	Lori Clark	Include in the UPWP as part of Subtask 3.03, Air Quality Management and Operations, Dallas-Fort Worth Clean Cities. Funding source will be DOE.
City of Cedar Hill				
	West Side Mobility	Assistance is requested with finding alternatives to the current proposed roadway alignments for a route west of US 67, relief of congestion on segments of FM 1382 and US 67, and provision of another emergency route for first responders.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance. Funding source will be TPF.
	Circulator	Technical assistance is requested on the feasibility of a circulator, transit on demand, or similar service to provide transportation to key points in the city, to include the viability of such a service to these attractions, businesses/organizations that could provide the service to Cedar Hill, service availability times and routes, short-term and long-term costs for the city, and costs to the riders.	Gypsy Gavia	Include in the UPWP as part of Subtask 3.05, Transit Management and Operations, Strategic Partnership Program. Funding source will be FTA.
	Seniors & ADA Mobility	Technical assistance is requested in finding viable transportation options for the City's seniors and citizens who are unable to drive due to disabilities, to include the viability of transportation service for the special populations, businesses/organizations that could provide the service to Cedar Hill,	Gypsy Gavia	Include in the UPWP as part of Subtask 3.05, Transit Management and Operations, Strategic Partnership Program. Funding source will be FTA.

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		service availability times and routes, short-term and long-term costs for the city, and costs to the riders.		
Collin County and the Cities of Frisco, Plano, Richardson, Allen, McKinney, Wylie, and Garland				
Case Studies of Mixed-use Developments in DFW Region		Local case studies are requested that compare the travel patterns of several mixed-use developments (with and without transit) in the region to the travel patterns of traditional suburban developments, and if the results show that some are working but others are not, a determination on why that is so such as lack of transit service, mix of uses, or age of the development.	Shawn Conrad	Include in the UPWP as a new initiative under Subtask 5.03, Land-use/Transportation Initiatives, Case Studies of Mixed-use Developments. Funding source will be STBG through a Transportation Improvement Program modification.
City of Dallas				
Area Planning Program		Technical assistance and analysis support is requested to ensure a successful outcome of proposed transportation infrastructure improvements that come out of the planning processes initiated in West Oak Cliff, East Oak Cliff/Cedar Crest/Lancaster Corridor, and South Dallas-Fair Park Area as they relate to potential Thoroughfare Plan amendments.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance. Funding source will be TPF.
Dallas Bike Plan Update		Assistance is requested to update the 2011 Dallas Bike Plan, including travel forecasts and travel modeling to evaluate the impacts of reduced road capacity, truck traffic volumes, roadway data, and technical guidance on the development of bike plans.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
				as Category 2 technical assistance. Funding source will be TPF.
	Comprehensive Plan Update	Technical assistance and modeling support is requested through the scenario planning and evaluation steps of the City's update of its <i>forwardDallas</i> Comprehensive Plan to ensure that transportation impacts of alternative scenarios are appropriately evaluated in the context of the regional transportation network.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance. Funding source will be TPF.
	Grand Avenue Study (3G to I-30)	An engineering study is requested to identify needed improvements to Grand Avenue between Garland/Gaston and I-30, including travel forecasts and travel modeling support, as well as management of an update to the prior NCTCOG 2010 study that extended from the Dallas/Garland City limits to Garland/Gaston Avenue. Opportunities to partner with TxDOT will be explored.		Do not include in the UPWP; not TPF eligible. <i>NCTCOG Transportation Department will pursue STBG funding through the Transportation Improvement Program to advance the project.</i>
	Travel Demand Management Studies	Additional studies are requested of regional air quality data relative to COVID-19 short-term reductions in emissions due to the increased number of virtual workers, and, as appropriate, modelling of implementing continued home-office work, alternative commute strategies (both days and hours), and other travel demand management strategies to assess effectiveness towards meeting regional air quality attainment goals.	Sonya Landrum	Include in the UPWP as part of Subtask 5.05, Congestion Management Planning and Operations, Regional Trip Reduction Program. Funding source will be STBG.

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
	Dallas Freight Master Plan	Technical assistance is requested on development of the City's Freight Master Plan and data on truck volumes, freight centers, and truck-generating land uses, etc.	Jeff Hathcock	Include in UPWP as part of Subtask 5.06, Regional Freight Planning. Funding source will be STBG.
	Update to State Implementation Plan (22-23)	A study is requested to define the programmatic changes necessary to improve regional air quality towards compliance with air quality standards, along with the modeling to assess effectiveness and work towards the updated State Implementation Plan.	Jenny Narvaez Lori Clark	Already included in the UPWP as an annual activity under Subtask 3.02, Regional Air Quality Planning, Air Quality Planning. Funding source is TPF. Also already included as part of Subtask 3.03, Air Quality Operations and Management, Air Quality Initiatives: Fleets, Consumers, and Communities. Funding source is STBG.
	Connections to Midtown Automated Transportation System	Overall assistance is requested in the conduct of a planning study of connections to the Automated Transportation System (people mover) in the IH 635 area of Council District 10 (east of US 75), including an evaluation of potential improvements and demand for access to the future Automated Transportation system, and prioritization of improvements.	Brendon Wheeler	Already included in the UPWP as part of Subtask 5.01, Regional Transportation Studies, Regional Automated Transportation System Initiative. Funding source is STBG. Recommendations will also be incorporated into the Mobility Plan.
	Vision Zero Action Plan	Development of a Vision Zero Action Plan on how to achieve goal of zero fatalities and a 50 percent reduction in severe injuries by 2030.		Include in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
	Dallas On-street Parking/Curb Management Policy	Development of an On-street Parking/Curb Management Policy report that will guide decisions around setting parking pricing, managing uses of the curb, and allocating its use to different functions (e.g., mobility, vehicle storage, deliveries, etc.).		Include in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
	Hensley Field Master Plan	Planning effort to reimagine the former Dallas Naval Air Base on Mountain Creek Lake as a walkable mixed-use community. Technical assistance is requested.	Shawn Conrad	Already included in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region. Also already included as a technical assistance activity under Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development.
	IH 30/Fair Park Area Street Grid Planning Study	A planning study is requested of the street grid south and north of IH 30 in the area bound by IH 45 to the west, Carroll Avenue to the east, Main Street to the north, and Fitzhugh to the south to support system redundancy and traffic incident management process, including travel forecasts and travel modeling support. This project will include study of the CBD/Fair Park link.		Do not include in the UPWP. <i>NCTCOG Transportation Department will pursue STBG funding through the Transportation Improvement Program to advance the project.</i>
	Convention Center Master Plan	In coordination with several other projects and/or initiatives happening at or around the		Include in the UPWP as part of Chapter IX, Other Metropolitan Transportation

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		section of IH 30 from IH 35E to IH 45, this is a planning study to help identify needed improvements to the street grid, since the frontage roads are eliminated, to provide the redundancy that is needed for rapid response to incidents, in addition to supporting multi-modal movements in the area. Multimodal travel forecasts and travel modeling support is requested.		and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
	Oak Farms Study	Study will include infrastructure asset inventory to identify needed improvements, produce preliminary engineering for the overall improvements, and if funds are sufficient, produce detailed engineering for the priority needs.		Include in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
Denton County Transportation Authority				
	Commuter Vanpool Utilization Study	Data collection is requested to assist in documenting the mode shift effects associated with the DCTA commuter vanpool program.	Gypsy Gavia	Include in the UPWP as a regional commuter vanpool utilization study that includes all three transit agencies under Subtask 5.05, Congestion Management Planning and Operations, Regional Vanpool Program. Funding source will be STBG funds, and consultant assistance will be utilized.
	A-Train Trail Corridor Utilization Study	A study is requested to gather data documenting the level of bicycle and pedestrian use along the A-train Corridor Trail to assist DCTA in trail amenity planning, trail-oriented development potential, and for	Kevin Kokes	Already included in the UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives, Bicycle and Pedestrian Planning. Funding source is STBG.

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		agency use when applying for trail-related funding.		
	Mobility Hub Deployment and Operating Plan	Preparation of a data-driven operating plan for DCTA to prioritize and initiate development of Mobility Hubs at key locations within the DCTA service area.	Andrew Pagano	Include in the UPWP as part of the Denton County transit planning study under Subtask 3.04, Public Transportation Planning, Denton County Transit Planning Study. Funding source will be FTA, and consultant assistance may be utilized.
	Zero Emissions Facilities Roadmap	A study is requested to include an assessment of existing and future need; inventory of alternative fueling infrastructure within DCTA service area; inventory of alternative fuel fleets (DCTA, public, and private); potential locations of EV charging and alternative fueling infrastructure at stations and/or planned mobility hubs; and rough order of magnitude assessment of potential capital and operating cost implications.	Lori Clark	Include in the UPWP as part of Subtask 3.03, Air Quality Management and Operations, Dallas-Fort Worth Clean Cities. Inventory of existing alternative fuel infrastructure and fleets will be carried out through the Dallas-Fort Worth Clean Cities efforts. Funding source will be DOE. <i>Potential future infrastructure elements will be integrated with similar requests from Oncor and DFW Airport and funding pursued for a regional EV infrastructure plan.</i>
	DCTA Origin-Destination Study	Assistance is requested with the provision of origin-destination data, focused on DCTA local bus service, UNT Shuttle, North Texas Xpress, and A-train, to support transition to on-demand transit services.	Andrew Pagano Hua Yang	Include in UPWP as part of Subtask 3.04, Public Transportation Planning, Regional Transit Planning Assistance. Funding source will be TPF. <i>Staff activities will include application of the regional travel model for demand analysis.</i>

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
	Transit-oriented Development Planning Analysis of the Kansas City Southern (KCS) Rail Corridor	As a separate right-of-way for freight rail, the KCS corridor between the University of North Texas in Denton and Hebron Parkway in Plano will be the focus of a study to determine opportunities to enhance regional transit connectivity and spur economic development throughout Denton County.		Already included in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
DFW Airport				
	US DOT Discretionary Grant Applications	Development of competitive grant applications is requested to include the US DOT BUILD Program, as well as any other federal and state grant programs for DFW Airport projects.		Do not include in the UPWP, not in the scope of NCTCOG activities.
	Regional EV Infrastructure Planning	Assistance is requested to complete an updated analysis of charging technology and the electric vehicle market in the Dallas-Fort Worth region that will inform future investments for EV charging infrastructure.		Do not include in the UPWP; not TPF eligible. <i>Integrate with similar requests from DCTA and Oncor and pursue funding for a regional EV infrastructure plan.</i>
	Regional Energy Planning Study	A planning study is requested to identify resiliency and infrastructure improvements to our electric grid, including a review of energy storage technologies, cybersecurity, microgrids, risk assessments, and strategic planning; recommendations for action should be assessed based on cost, feasibility, and effectiveness.		Do not include in the UPWP; not TPF eligible. <i>Pursue funding for a Regional Energy Plan in coordination with NCTCOG's Emergency Preparedness and Environment and Development Departments.</i>
	DFW Automation Innovation Test Bed	Assistance is requested in acquiring and reviewing regional mobility data and		Do not include in the UPWP; not TPF eligible.

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		committing to a cost share (in-kind and/or cash cost share) for development of the proposed DFW Airport Automation Innovation Testing Center for the purpose of demonstrating and accelerating the deployment of advanced mobility options for greater energy and time efficiency for over 60,000 employees at DFW Airport.		<i>Consider for future inclusion as part of AV2.0 when ready for deployment.</i>
	Airside Mobility and Digital Twin Development (Athena Part II)	A study is requested to develop a pathway toward electrification of ground support equipment on the airside, including 1) vehicle data collection and electrification analysis, and 2) SOW development for full GSE electrification and airside digital twin.		Do not include in the UPWP; not TPF eligible and beyond the scope of NCTCOG capacity.
Oncor				
	Analysis of Electric Vehicle Public Infrastructure Requirements to Enable Projected Growth and Estimation of Impacts on Various Communities	A study is requested to 1) identify what charging options should be provided at key locations throughout the COG counties and the steps necessary to enable rapid deployment, 2) calculate the environmental impact of EV adoption at various rates in nonattainment areas, 3) estimate the economic impact of EV charging infrastructure on rural counties and areas, and 4) estimate the racial equality/ socioeconomic benefits of EV charging infrastructure in underserved areas.		Do not include in the UPWP; not TPF eligible. <i>Integrate with similar requests from DCTA and DFW Airport and pursue funding for a regional EV infrastructure plan.</i>
City of Plano				
	Understanding the Public Return on Investment for Transportation Funding	A regional study is requested providing data and scientific evidence of the cost-benefit	Brendon Wheeler	Include in the UPWP as a regional study under a new Subtask 4.05,

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		ratio for various transportation modes specific to the region.		Understanding the Public Return on Investment of Transportation Infrastructure. Funding source will be TPF.
City of Plano Thoroughfare Standards Update		Assistance is requested with providing available information regarding context-sensitive thoroughfare design best practices and, in particular, any regional examples of thoroughfare design standards that have incorporated these best practices.	Shawn Conrad	Include in the UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives. Funding source will be TPF.
Preston Road Grade Separation Study		A Preston Road Grade Separation Study is requested to evaluate the costs, benefits, and other related impacts of grade-separated intersection design at major thoroughfare crossings.		Do not include in the UPWP; previous funding was removed from the Transportation Improvement Program at the request of the City. <i>City needs to set up a meeting with NCTCOG to explain previous action of the Council.</i>
Interlocal Agreement Between University of Texas at Dallas and the City of Plano for Collaboration Research on Air Quality Monitors		Research partnership to test newer and less expensive technology, to include building and calibrating a 44-monitor system for deployment in Plano that will provide real-time estimates of PM1, PM2.5, PM10, and CO2.		Include in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
Expressway Corridor and Environmental Health Study		Implementation of the results of a 2018-initiated study to consider the health effects of adjacency to major transportation corridors in regards to air and noise pollution.		Include in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
				planning projects that will occur within the region.
	Silver Line Corridor Market Assessment and Economic Development Strategy	A study to assess the market potential of Plano's transit corridors and offer economic development strategies to guide future investment, as well as land-use planning and zoning activities in the areas.		Include in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
Texas A&M Transportation Institute				
	Characterizing Vehicle Idling Emissions at School Zones	A study is requested to understand and characterize vehicle idling at school locations in the North Central Texas region, investigating the specific operational and idling characteristics of school buses, passenger cars, and delivery trucks.	Lori Clark	Already included in the UPWP as part of Subtask 3.03, Air Quality Management and Operations, Idle Free School Zones. Funding source is CMAQ.
	Feasibility and Benefit Assessment of Electric School Buses	A study is requested to assess the feasibility and benefits of school bus electrification as an emissions reduction strategy in the North Central Texas region, to include the in-use lab testing of three types of school buses: electric, propane, and diesel.		Do not include in the UPWP; research focused, not regional planning.
Trinity Metro				
	Pedestrian Improvement Plan	A study is requested that will identify pedestrian (and other active transportation) gaps and barriers to transit access along high-frequency (15 minute) routes and near existing transfer centers, park-and-ride lots, and rail stations. Study would also consider	Kevin Kokes	Include in the UPWP as a new initiative under Subtask 3.04, Public Transportation Planning, Pedestrian Improvement Plan. Funding source will be TPF, and consultant assistance may be utilized.

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		wayfinding signage improvements, prioritize recommendations, and make cost estimates for access improvements.		
	Before and After Study	Planning assistance is requested in gathering and analyzing demographic and ridership impact data and preparing the Before and After Study for FTA relative to the launch of TEXRail.		Do not include in the UPWP; beyond the scope of available TPF funding. <i>Pursue funding through the Transportation Improvement Program for a new Before study to reestablish baseline and reimagine expectations for the corridor.</i>
	Alliance Transit Center Site Selection	A study is requested to identify an exact location for a transit hub in the Alliance area to support high-intensity bus/guaranteed transit and identify the types of amenities and corresponding modes to be included.		Do not include in the UPWP; not TPF eligible. <i>Pursue funding through the Transportation Improvement Program as part of the IH 35W high-intensity bus project.</i>
	TOD Plans	Detailed Transit-oriented Development plans are requested for the areas surrounding existing or soon-to-be constructed transit facilities, including the Northside Station, Mercantile Center Station, and the future Medical District stations along TEXRail.		Do not include in the UPWP; will be included as part of other larger Trinity Metro group of initiatives funded through the Trinity Metro priorities effort.
	Real-Time Origin-Destination Analysis	To supplement the current on-board origin-destination survey, a NCTCOG purchase of cell phones, GPS-based travel data for the general public, and development of an online tool for transit agencies in the region (and road planners as well) to be able to query and analyze prevailing travel patterns for	Andrew Pagano Hua Yang	Include in the UPWP as part of Subtask 3.04, Public Transportation Planning, Regional Transit Planning Assistance. Funding source will be TPF.

PROJECT SUBMITTALS FOR FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		both transit riders and non-riders alike in real time is requested.		<i>Staff activities will include application of the regional travel model for demand analysis.</i>
	Boarding and Alighting Count	Assistance is requested in calibrating a new Intelligent Transit System with manual counts and developing a report for submittal to the Federal Transit Administration for Automatic Passenger Counter system certification.	Kathy Yu	Already included in the UPWP as part of Subtask 2.01, Travel Forecasting Support, Transit Travel Survey. Funding source is STBG. <i>Additional funding will be pursued through the Transportation Improvement Program.</i>
	Transit Priority Study	A study is requested of the existing system to identify opportunities for implementing transit priority treatments, including dedicated lanes, traffic signal transit priority, queue jumps, protected turn lanes and signals, pull-outs, pedestrian crossing improvements at transfer points, and other potential roadway, traffic control, and signage improvements that would reduce average travel times for transit passengers.		Do not include in the UPWP; will be included as part of other larger Trinity Metro group of initiatives funded through the Trinity Metro priorities effort.
	East Lancaster Avenue Transit-oriented Development Plan	Development of a Transit-oriented Development Plan for station areas along East Lancaster Avenue from downtown Fort Worth to Handley Drive in support of future high-capacity transit improvements.		Already included in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.

Item 10: Recommended AV2.2/2.3 Projects

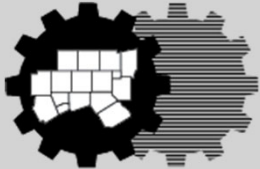
Implementing Agency	Description	AV2.2: Infrastructure	AV2.3: AV Service	Local	Federal	Total (Local + Federal)	RTC TDCs	Agreement Expectation
Dallas College	Cedar Valley College AV Service/Workforce Development	\$1,150,000	\$2,840,000	\$810,000	\$3,990,000	\$4,800,000	0	Dallas College & TxDOT
Dallas College	Eastfield College AV Service/Workforce Development	\$1,150,000	\$3,560,000	\$990,000	\$4,710,000	\$5,700,000	0	Dallas College & TxDOT
NCTCOG	Paul Quinn College Food & internet delivery	\$250,000	\$1,325,000	\$0	\$1,575,000	\$1,575,000	375,000	NCTCOG & TxDOT
City of Fort Worth	I-35W AV Truckport	\$2,500,000	\$2,297,578	\$0	\$4,797,578	\$4,797,578	1,009,516	City of Fort Worth & TxDOT
City of Richardson	Richardson CAV Infrastructure	\$1,500,000	\$3,300,000	\$171,000	\$4,800,000	\$4,971,000	789,000	City of Richardson & TxDOT
DART	DART Love Link AV Bus Service	\$500,000	\$1,250,000	\$0	\$1,750,000	\$1,750,000	350,000	DART & FTA
Total		AV2.2 \$7,050,000	AV2.3 \$14,572,578	Local \$1,971,000	Federal \$21,622,578	Total (Local + Federal) \$23,593,578	RTC TDCs 2,523,516	

REGIONAL TRAFFIC SIGNAL PROGRAM

Surface Transportation Technical Committee

Gregory Masota

May 28, 2021



**North Central Texas
Council of Governments**



Regional Traffic Signal Program

1. Traffic Signal Assessment Survey and Develop Minimum Standards
2. Identify Traffic Signal Performance Measures
3. Procure Traffic Signal Monitoring Platform
4. Fund Recommended Improvements



Assessment Survey and Minimum Standards

Develop Traffic Signal Minimum Equipment Standards

Develop Survey Questions

Develop Survey Tool

Initial Draft Recommended Minimum Standards

- Controller (meets current ATC, NEMA, and/or NTCIP standards)
 - NEMA TS-2
 - 2070
 - ATC
- Cabinet (meets current NEMA, Caltrans/TEES and/or ATC standards)
 - NEMA TS-2
 - Caltrans/TEES 33x
 - ATC
- Accurate and Reliable Time-keeping
- Reliable Remote Communications (per existing NCTCOG guidance)
- Accurate and Reliable Detection (at least side streets and left turns)
- FYA for Protected-Permitted Left Turns (per TMUTCD standard)
- LED Signal Heads (per 2006 NCTCOG guidance)



Survey Questions and Tool

Developed with Partner Agencies

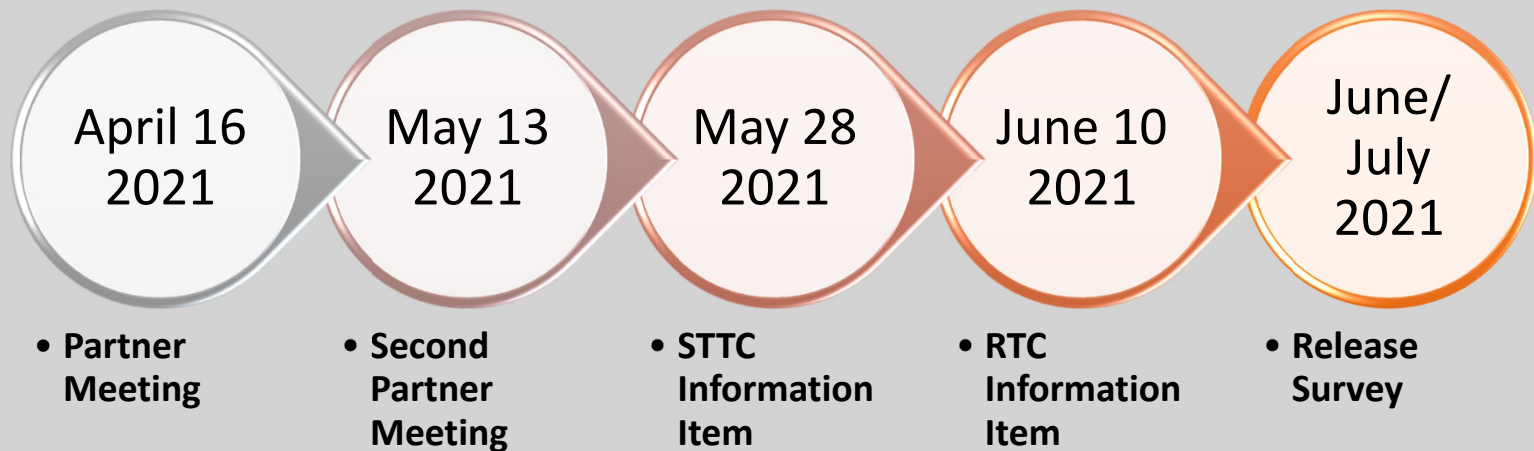
Basic Elements of the Minimum Regional Standards Including:

- Controller
- Cabinet
- Clock
- Communications
- Detection (vehicle and pedestrian)
- Other Operational Parameters

Facilitate Collection of Necessary Information

Excel Format

General Schedule





Traffic Signal Performance Measures and Monitoring Platforms

Region-wide Data – Pilot to Test Platforms and Evaluate:

- Crashes
- Intersection Delay
- Ratio of Arrival on Red/Green
- Travel Times
- Others

Timeframe: July 2021 to December 2021

Fund Improvements

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Capacity Improvement
5. Others

Funds to Continue to Operate and Maintain

Timeframe: December 2021 and Beyond



Questions, Feedback, Other Ideas

Natalie Bettger

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Gregory Masota

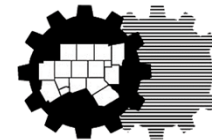
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STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
May 28, 2021**

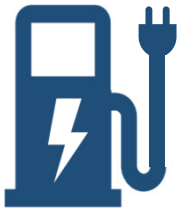


North Central Texas
Council of Governments

KEY TAKEAWAYS



NCTCOG Region Remains the Only Region That Has Exceeded Demand of All Available Funding for Diesel Replacements



Nearly 100 New Level 2 Rebates Requested, Totaling \$200,000



The Majority of Level 2 Funds Requested are for Publicly Available Charging Stations

TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

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 \$3,832,085 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,765,496 Requested \$5,215,224 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	\$732,500 Requested \$322,500 Awarded \$10,143,458 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	Possible Opening Summer/Fall 2021	

*Data reflects information posted at www.texasvwfund.org as of May 11, 2021

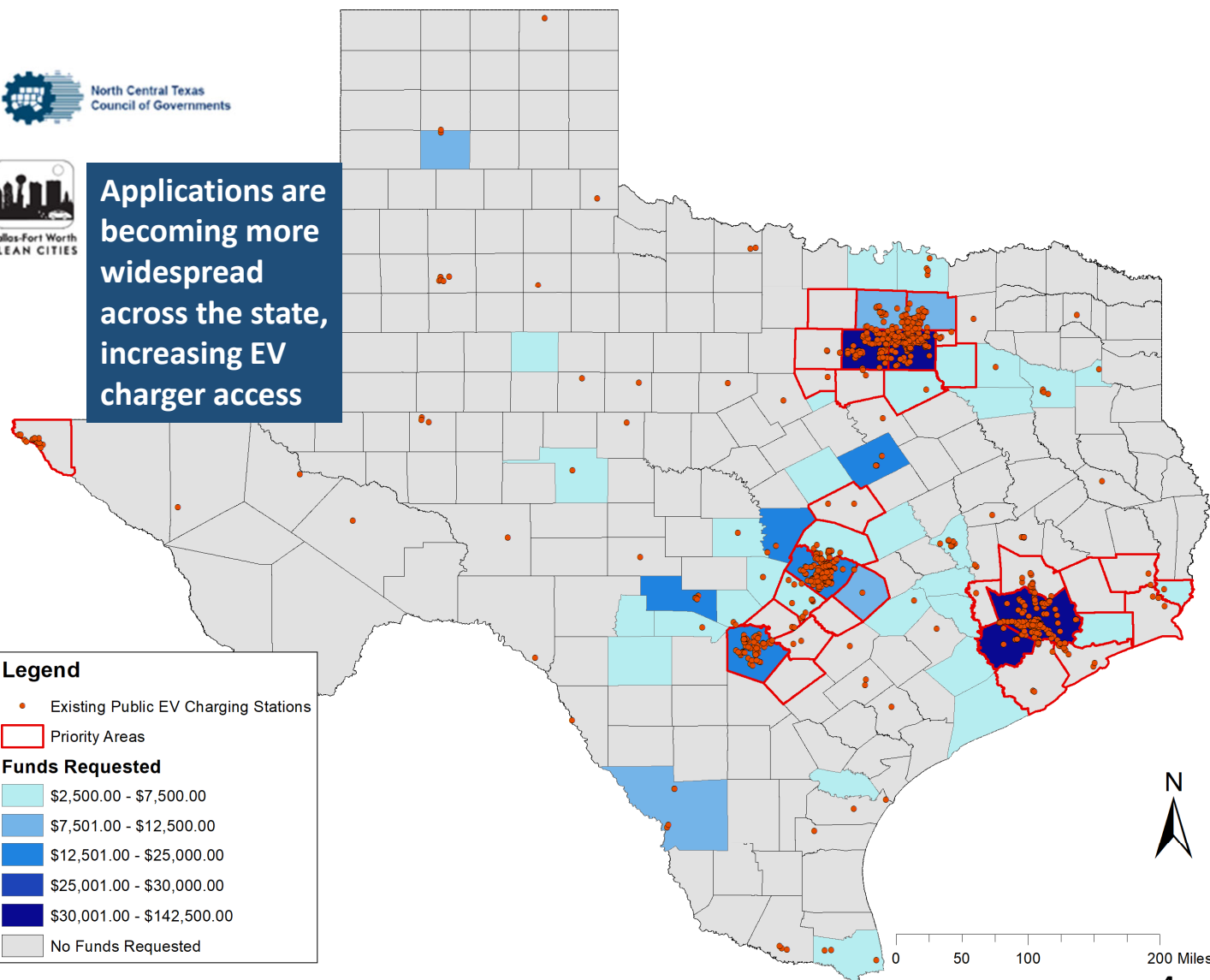
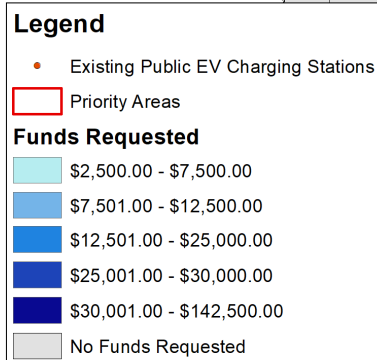
GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

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

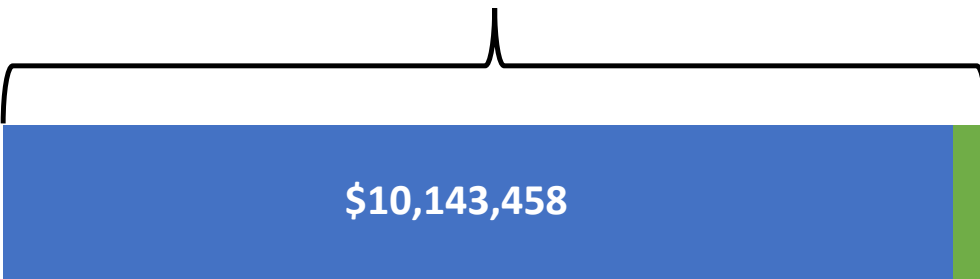


Applications are becoming more widespread across the state, increasing EV charger access



TxVEMP ZEV Infrastructure Level 2 Rebate

Total Statewide Allocation of Funds = **\$10,465,958**



■ Funds Remaining

■ Funds Awarded
\$322,500

All Rebates First Come, First Served

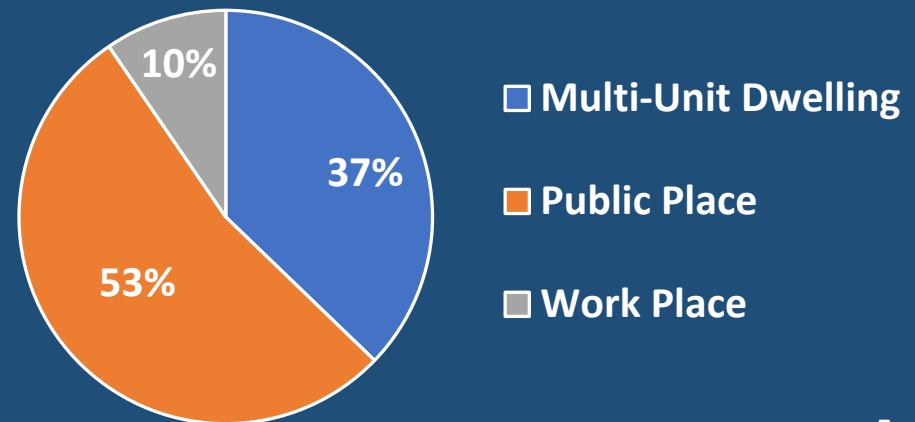
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Quick Facts

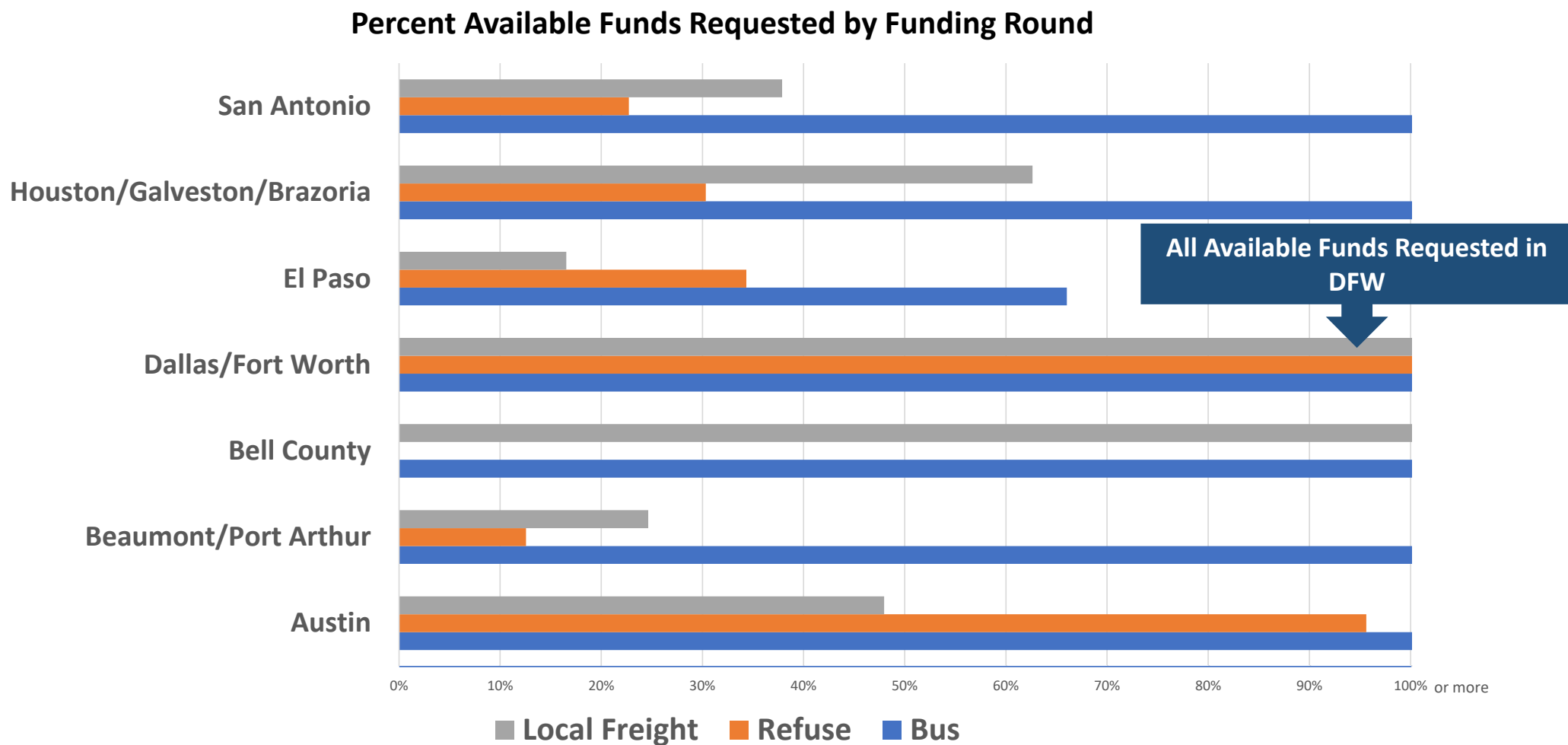
305

**Charger Rebates Requested
For Total of \$732,500**

Infrastructure Distribution to Date

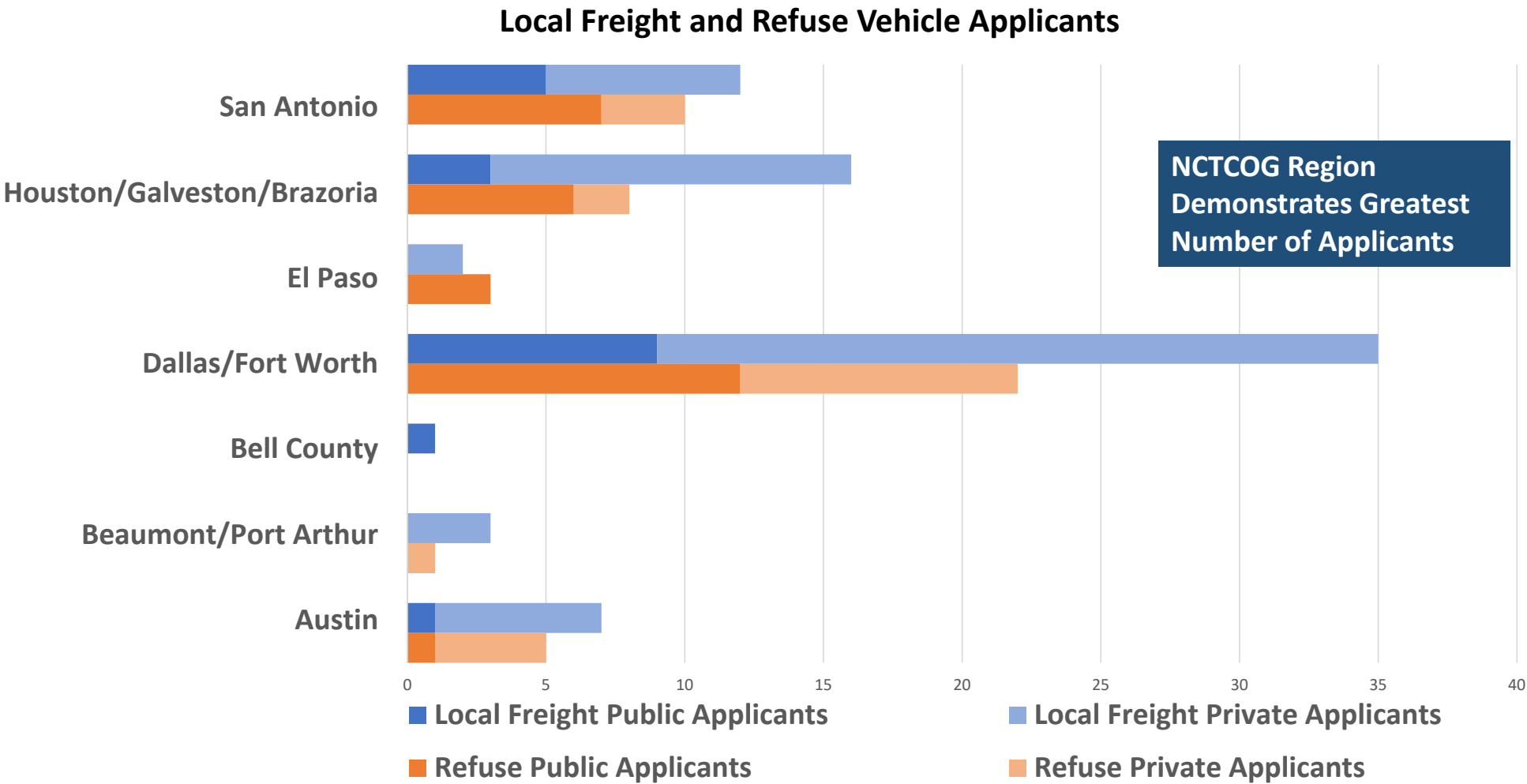


PERCENT FUNDING REQUESTED BY REGION



Data reflects information posted at www.texasvwfund.org as of May 11, 2021

NUMBER OF APPLICANTS BY REGION



Data reflects information posted at www.texasvwfund.org as of May 11, 2021

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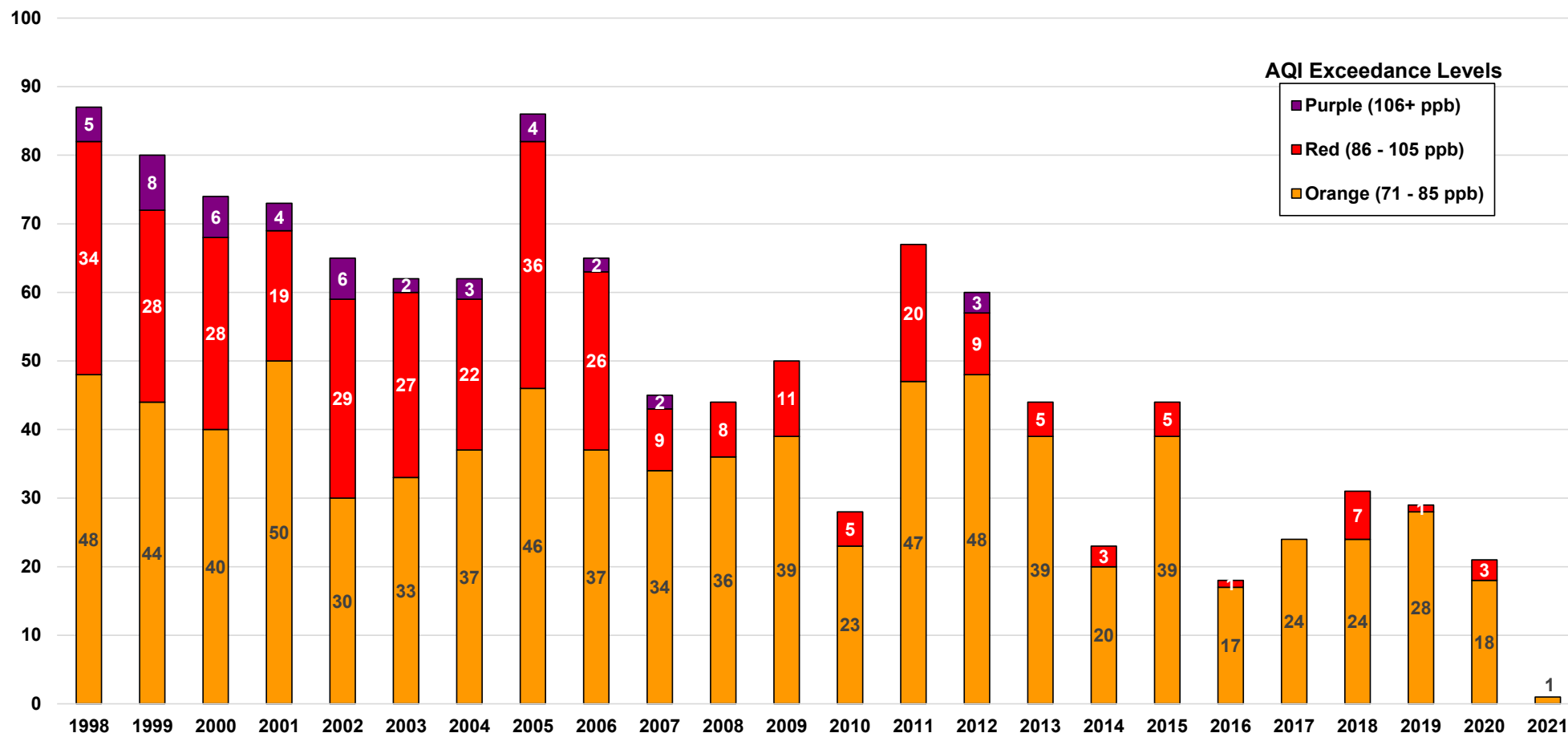
www.nctcog.org/aqfunding, “Hot Topics”



**North Central Texas
Council of Governments**

8-HOUR OZONE NAAQS HISTORICAL TRENDS

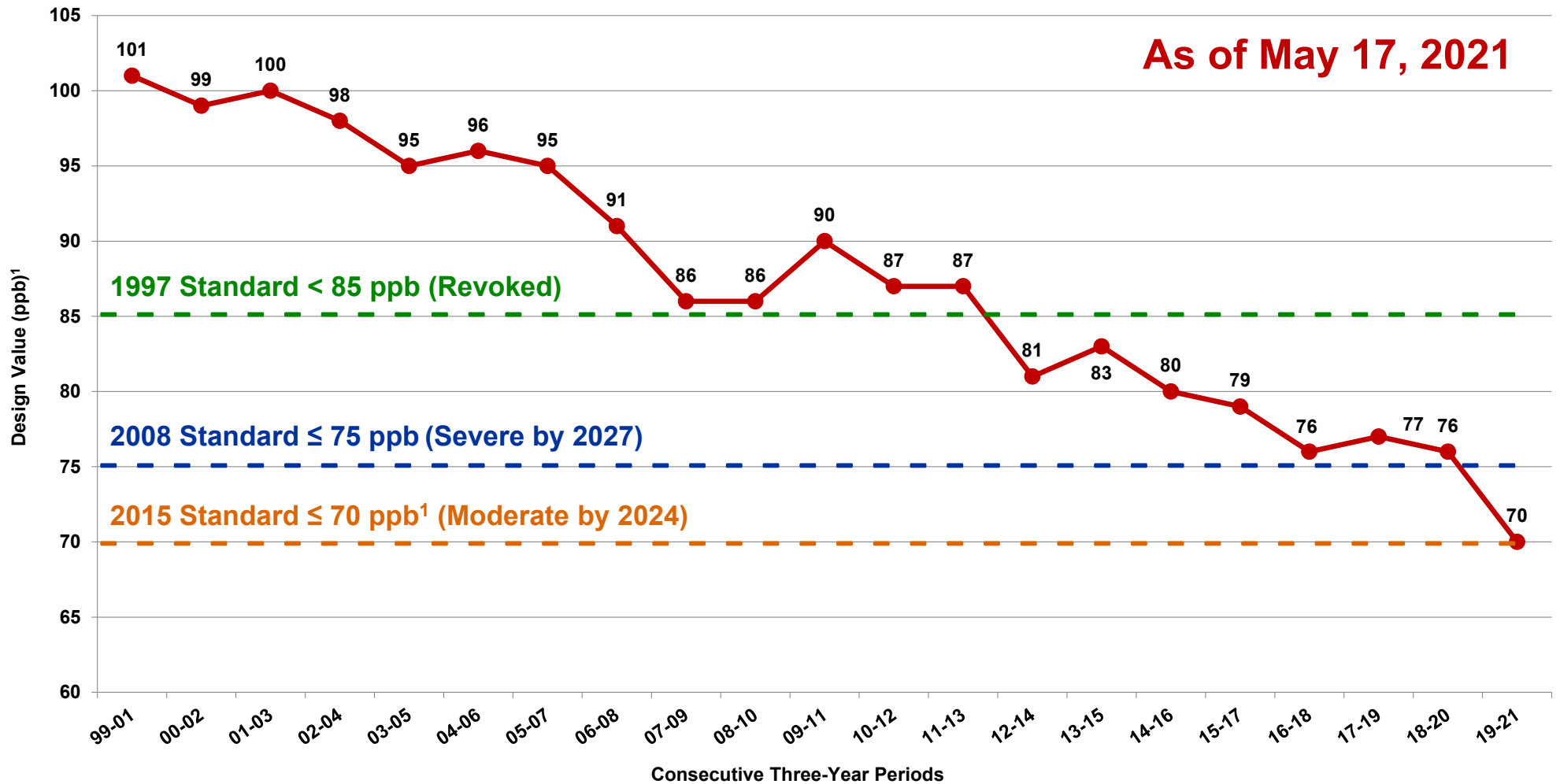
Based on ≤ 70 ppb (As of May 17, 2021)



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.

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

8-HOUR OZONE NAAQS 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).

FOR MORE INFORMATION

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<https://www.nctcog.org/trans/quality/air/ozone>

MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****COVID-19 #00X Transportation Infrastructure Program: Round 4****Regional Trip Reduction Resolution for Single Occupancy Vehicle Trips****Start of 2021 Ozone Season****Car Care Awareness****Online Public Input Opportunity Dates**

Monday, April 12, 2021 - Tuesday, May 11, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. COVID-19 #00X Transportation Infrastructure Program: Round 4
2. Regional Trip Reduction Resolution for Single Occupancy Vehicle Trips
3. Start of 2021 Ozone Season
4. Car Care Awareness

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing transinfo@nctcog.org.

Summary of Presentations***COVID-19 #00X Transportation Infrastructure Program: Round 4 presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/04/C/OVID-19-INFRASTRUCTURE-PROGRAM-ROUND-4.pdf>

Project list:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/04/C/OVID-19-Handout.pdf>

Due to the COVID-19 outbreak, the economy has suffered large setbacks, and there is an urgency to stimulate it. The main idea behind the COVID-19 Infrastructure Program is to inject much needed cash into the local and state economy using infrastructure investment.

Most of the projects included on the program's project list have been the subject of discussions between NCTCOG staff and regional partners over the past several years and meet one or more of the Regional Transportation Council policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance measures. NCTCOG staff is recommending funding a fourth round of projects.

Projects were divided into project types and evaluated against each other. Selection criteria included air quality benefits, cost effectiveness, consistency with Mobility 2045, traffic volumes, if the project addressed a safety issue and if the project addressed federal performance measures.

Additionally, when the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was signed into law in December 2020, \$9.8 billion of additional funding was set aside for transportation infrastructure, with approximately \$54 million allocated to the Dallas-Fort Worth region. This program proposes to incorporate the aforementioned funding into this fourth round of project selection.

For a comprehensive list of projects being funded, please refer to the project listing on the public input page: www.nctcog.org/input.

Regional Trip Reduction Resolution for Single Occupancy Vehicle Trips presentation:
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/04/Regional-SOV-Trip-Reduction-Res.pdf>

NCTCOG's Travel Demand Management (TDM) goal is to reduce single-occupancy vehicle (SOV) travel on roadways by offering alternatives to driving alone. Traditional TDM strategies include telecommuting, transit, ridesharing, vanpools and flexible work schedules.

In October 2020, staff introduced the development of a Regional Transportation Council (RTC) resolution in an effort to retain some of the positive benefits of reducing trips realized during COVID-19 restrictions. The resolution outlines support for the establishment of a regional trip reduction target of 20 percent to reduce the number of SOV commute trips during the peak period. It encourages public and private sector employers to reduce employee SOV trips by implementing employer-specific trip reduction programs, encourages both public and private sector employers to monitor and track agency participation through an online commute tracking platform and encourages use of www.TryParkingIt.com to aid in tracking and monitoring activities.

The RTC will evaluate public agencies' participation and implementation of the program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundle with non-participation possibly impacting the level of Transportation Development Credits received through the Policy Bundle Survey process. For private sector agencies, the RTC will monitor the agency's participation and implementation of the program through www.TryParkingIt.com or a comparable tracking platform, with participation possibly resulting in awarding regional funding for TDM-related efforts such as transit passes.

In addition, NCTCOG staff will provide the RTC with annual updates on the status of the trip reduction target to reduce SOV commute trips and include www.TryParkingIt.com usage rates, number of users, trips reduced and emissions reduced.

The RTC is expected to take action on the Regional Trip Reduction Resolution for Single Occupancy Vehicle Trips on May 13, 2021.

Start of 2021 Ozone Season presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/04/Start-of-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The attainment deadline for the 2008 standard was July 20, 2018. The region did not meet the standard, and therefore, its air quality status was reclassified as serious. It must achieve attainment by July 20, 2021. The nonattainment deadline for the 2015 standard is August 3, 2021.

Everyone in the region can help improve air quality by working from home, using mass transit, avoiding unnecessary trips, carpooling, etc. More information on air quality and ozone alerts is available at <https://www.airnorthtexas.org>.

Car Care Awareness presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/04/CCA-Final.pdf>

The Car Care Awareness campaign aligns with National Car Care Awareness Month in both April and October. The campaign seeks to advance air quality benefits for the region, informs owners about vehicle maintenance and helps build stronger community relations.

NCTCOG began hosting car care clinics in April 2013. The clinics, which have a hands-on, educational approach, provide vehicle owners the chance to speak with qualified technicians about their check engine light and any other issue they might be experiencing with their vehicle.

Due to the pandemic, NCTCOG staff moved the campaign entirely online and hopes to be able to return to an in-person approach in October 2021. The Car Care Clinic website, which launched in 2016, houses free educational materials, vehicle maintenance tips and program status updates.

For more information, visit www.ntxcarcare.org. Email comments and questions to ntxcarcare@nctcog.org.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Email

COVID-19 #00X Transportation Infrastructure Program: Round 4

John Godwin, City of Terrell

I am writing to express our great appreciation for and continued support of those two projects included in Infrastructure Program Round 4 for the City of Terrell. We believe these safety enhancement projects will have significant positive impacts on our overall downtown, especially US 80 and Spur 227, and be a tremendous first step for us as we work towards the development of complete streets. Accessibility, equity, and safety are keys to our long term success.

We also hope for consideration of future opportunities for funding for access road construction along Interstate 20 in Terrell and all of Kaufman County as we move forward over the next few years. This project, including interchange improvements, is a partnership with Kaufman, which has approved bonds in support of the work. Upon completion, this project will have significant impacts on safety, economic development, and traffic congestion in our area.

On behalf of the city council and staff of the City of Terrell, we again thank you for your support of the two approved projects, as well as the ability to use some of our transportation credits towards their completion. We look forward to working with you in the future on these and other significant transportation projects.

Regional Trip Reduction Resolution for Single Occupancy Vehicle Trips

Michael Harrington

I am a statistician. After creating Combarry™ I now can count Hariot, Pascal, and Fibonacci as my peers.

Studies of traffic patterns have happened and demonstrate some inescapable truths. The first is that forced Car Pooling is quite impossible. This is due to shopping behaviors, errands people run, work place hours, schools they or their children attend, meetings, doctors appointments, and so forth. In fact it is the subject of math where $N \neq NP$ versus $N = NP$ type solutions.

On a pure basis it cannot succeed from the drive way anyways, people need a way to meet up after all for the ride or the likelihood that their rides will match is as near as impossible as can be.

Not only would the system ultimately fail it would cost every politician involved to be voted out of office quickly and would end any other plans said politicians had desires to implement.

Response by NCTCOG Transportation Department Staff

Mr. Harrington,

Thank you for providing your feedback on the proposed resolution to establish a regional target to reduce drive alone vehicle trips on our regional roadways during peak driving periods. The purpose of the resolution is not to force commuters to carpool. It is our goal to reduce roadway congestion and improve our region's air quality by reducing the number of drive-alone trips by encouraging commuters to use alternative commute options. This can be achieved through an assortment of Travel Demand Management (TDM) strategies that are available in the North Central Texas region. In addition to carpooling, these alternatives to driving alone include vanpooling, taking transit, biking, walking, telecommuting, and flexible or variable work schedules. We understand that every commuter is different and their commute needs may differ. The proposed

resolution gives commuters the option to choose the alternative commute solution that works best for them and does not mandate carpooling.

For additional information on TDM strategies available in North Central Texas, we welcome you to visit www.nctcog.org/trans/manage/tdm. We also welcome you to track your alternative commutes at TryParkingIt.com where commuters can earn rewards by using alternatives to driving alone.

Mail

Phyllis Silver

Please see attachment for comment submitted via mail.

Carli;

4/29/2021

These are my comments and questions for
the Regional Transportation Public Input
Opportunity due May 11!

Proposed Regional Single - Occupancy Vehicle Trip
Reduction Target Development Resolution = perfect!

Comments:

This is a great idea - taking something as negative
as the Pandemic and observing the positive effects
of such things as the reduction of air pollution.
Then you're taking the extra step - devising ways
that we can maintain some of these effects, at
least to a degree, under better (non-pandemic)
circumstances.

Especially like the notation on Pg (no Pg. #) -
Regional Target Setting Areas of Consideration.
Recommending a realistically achievable target that
results in high benefits and reduced negative impacts.

Recommendation

on the same page, realizing that parking lots
are generally private property & trusting that design
recommendations ^{standards} will be made to reduce accidents,
I recommend that more safety features, such as fewer
exits from parking lots so that it will not interfere
with oncoming traffic and also better visibility (free
from barriers to visibility) as motorists are leaving a
parking lot to enter the main road.

MAY - 5 2021

TRANSPORTATION

COVID-19 Infrastructure Program? Round 4 Packet:
Question
Page 4 -

Eligibility Criteria- what is a Major Collector
and what is the Federal Functional Classification
System?

Comment -

I am pleased with the choice of projects listed
in the packet, as summarized in the chart on page 7.

Start of 2021 Ozone Season Packet.

Comments: Thank you for making the distinction between
the two types of ozone and for reminding us what
contributes to the bad ground-level ozone.

Question - page 8 - on the bar graph, what do the numbers
in the purple, red, and orange areas of the graph
represent? Is it the number of days that we exceeded
each level of the Air Quality Index?

COVID-19 ID# 00X Infrastructure Program
(Round 4) Funding Recommendations; Bridge - Rehabilitation

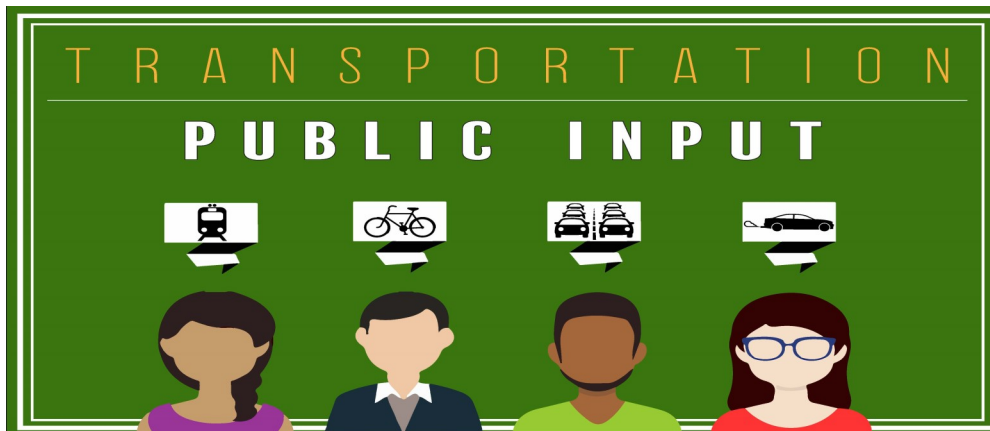
Comment: COVID-19 ID# 052 - I am pleased that
sidewalks will be constructed in this area - I would
like it to be sooner than FY2023.

Same report Funding Recommendation Complete Streets

Question I'm not sure why the two Richardson Projects
have no ID #. I notice the total scoring is only 50.
Are you planning on implementing these projects? I'm not
sure I understand these entries. Can you clarify this for me?

Car Care Awareness

Comment: Thank you for the Car Care tips, especially as it
relates to tire inflation.



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **June 7 - July 6, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

10-Year Plan Update

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY 2022 to FY 2031, including a proposal to swap funding sources on several projects to draw down the region's carryover balance, will be presented for review and comment.

Congestion Management Process

Federal regulations mandate urbanized areas with populations over 200,000 must implement and maintain a Congestion Management Process (CMP) for measuring transportation congestion levels and prioritizing management strategies. Staff will present a brief overview of federal CMP requirements and topics considered in the CMP update.

Public Transportation Funding: American Rescue Plan & FY21 Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the American Rescue Plan Act of 2021 and the final award of Fiscal Year 2021 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in programs of projects.

FY2022 and FY2023 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2022 and Fiscal Year 2023 UPWP will be presented for public review and comment.

Project Proposals for AV2.2 and AV2.3

In October 2018, the Regional Transportation Council adopted the Automated Vehicles 2.0 Program. NCTCOG staff is requesting funding for several automated vehicle projects and will present details on each project being recommended for approval.

Federal Certification Review of the Metropolitan Transportation Planning Process

Federal regulations require the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to conduct a joint certification review every four years for large metropolitan areas. Details of this review process will be presented for public review and comment. The presentation and a survey from the federal agencies are available online at www.nctcog.org/input. To request printed copies, call 817-608-2365. All public comments should be submitted directly to FHWA and FTA.

(ONLINE REVIEW & COMMENT; NO AUDIO PRESENTATION)

Proposed Modifications to the List of Funded Projects: www.nctcog.org/input

RESOURCES AND INFORMATION

- Access North Texas: www.nctcog.org/accessntx
- Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding
- Mobility 2045 Administrative Revisions: www.nctcog.org/input



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org.

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email:

cbaylor@nctcog.org.

Se harán las adaptaciones razonables.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Saturday, March 20, through Monday, April 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

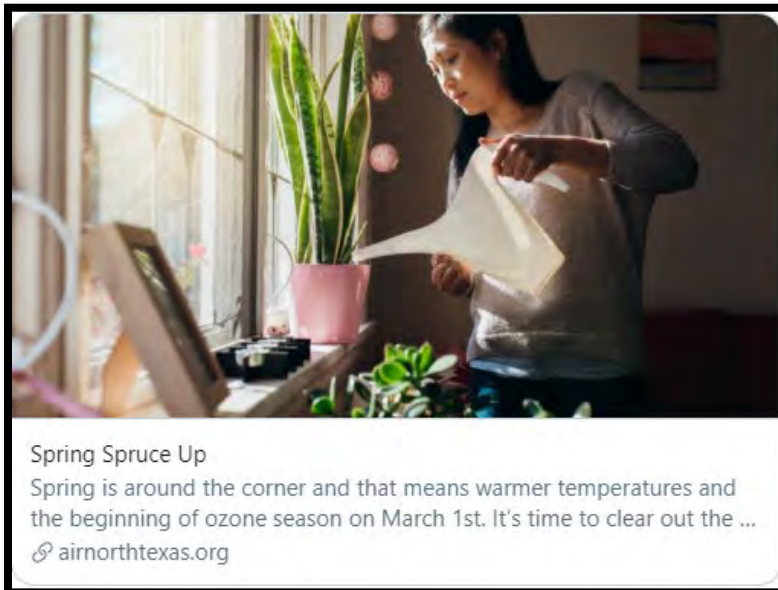
This month, public comments were received on a number of topics across social media platforms and via email. Transit comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 43 bicycle and pedestrian comments, three transit comments and 22 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. It's Spring! That means warmer temperatures and the beginning of ozone season from March 1st to November 30th. @NCTCOGtrans has some sustainable spring-cleaning tips, easy gardening ideas, and some important ozone season info. #mindfulliving



Spring Spruce Up

Spring is around the corner and that means warmer temperatures and the beginning of ozone season on March 1st. It's time to clear out the ...

airnorthtexas.org

Project Planning

Email –

1. Kevin Keough

Hello, where can I go to find the most current information regarding the Dallas-Fort Worth (DFW) Regional Outer Loop, which at some point of the planning process was contemplated to run through/by Aubrey? Thank you.

Response by NCTCOG staff

Good morning,

Thank you again for your question and your patience as we compiled an answer.

The latest work performed on the Denton County portion of the proposed Regional Outer Loop was the work Kate Zielke managed in preparing the Denton Greenbelt Corridor Feasibility Study. The study was made possible through a Federal Highway Administration (FHWA) grant aimed at integrating sustainability best practices into transportation planning according to the web-based Infrastructure Voluntary Evaluation Sustainability Tool (INVEST). The study provided recommendations on a development plan for the Regional Outer Loop across the Denton Greenbelt that also provided environmental stewardship and sustainability measures by preserving recreational trails and nearby wildlife habitats. The final report for the feasibility study can be accessed directly at:

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Environ/Denton-Greenbelt-Corridor-Feasibility-Study_FINAL_3-2019.pdf.

At roughly the same time the linked report above was being finalized and completed, the Texas Department of Transportation (TxDOT) Dallas District had initiated a feasibility study for the US 380 corridor in Denton County to determine if, how, and where a future US 380 freeway facility could be located. In addition to an alternative that could reconstruct the existing US 380 corridor, by December 2020 TxDOT had identified several potential new-location corridors for evaluation, including an option that could utilize the existing FM 428 and proposed Regional Outer Loop corridors between Loop 288 in Denton and the future Dallas North Tollway (DNT) extension in Celina. NCTCOG is currently providing technical assistance and coordination for TxDOT, Denton County, and numerous local governments and other stakeholders assessing the economic, environmental, and engineering viability of all the proposed options, as well as obtaining feedback for those agencies and the public regarding each alternative's possible benefits and impacts. TxDOT anticipates conducting at least one additional public meeting opportunity in late 2021 before completing the feasibility study final report in early 2022 with the recommendation of a preferred alternative. The preferred alternative would then advance into a greater and more in-depth Federal environmental analysis that once approved could result in phased construction over time (dependent on available funding). More details on TxDOT's US 380 Denton County Feasibility Study, including maps and slides prepared for the most recent December 2020 virtual public meeting, can be found at:

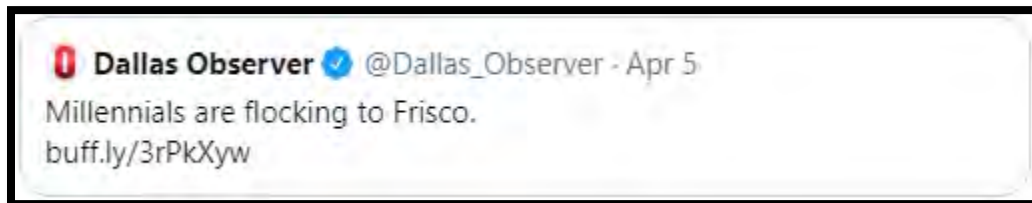
<http://www.keepitmovingdallas.com/projects/us-highways/us-380-denton-county-feasibility-study>.

If you have any additional questions, please let us know.

Twitter –

1. I don't find the Census Bureau data that could support annual population variation by age band, and this is a stupid definition of millennial

BUT as long as we let @TxDOT and @NCTCOGtrans continue to subsidize suburbs at our expense, we shouldn't be surprised to see Frisco grow – not seeking eric johnson's endorsement (@PhilipTKingston)



2. "We need to focus on the human scale and build the rest of the infrastructure around that." - Michael Morris from @NCTCOGtrans #FutureDallas – Gillea Allison (@GilleaA)

3. "We need to focus on the human scale and build the rest of the infrastructure around that." - Michael Morris from @NCTCOGtrans #FutureDallas – Coalition Dallas (@CoalitionNewDAL)

So is Micheal Morris still Lord Voldemort when it comes to Walkable infrastructure or is he just saying this cause of the new administration? That's the real question here... – Itz Ya Boy (@Tivo_Kinevil)

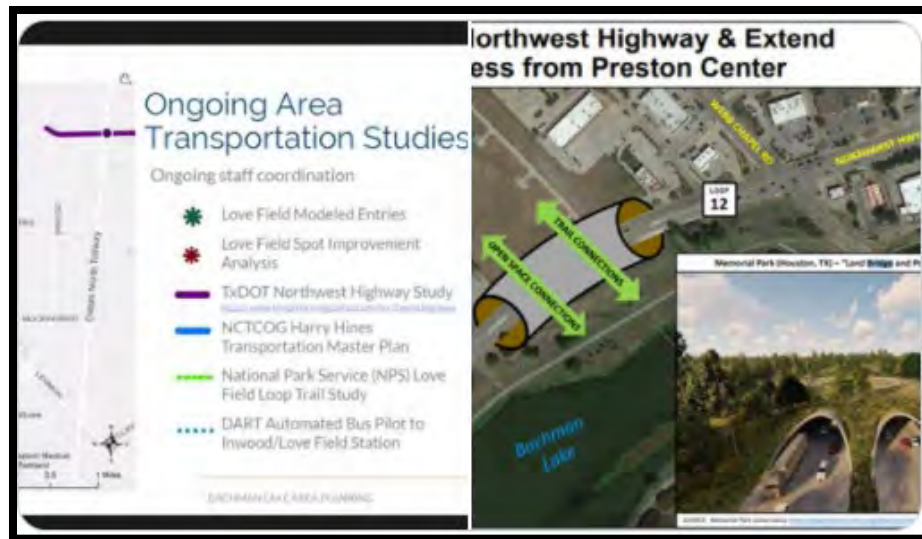
Public Involvement

Twitter –

1. For my fellow NW Dallasites, @NCTCOGtrans is currently holding a meeting about the possible future of Bachman Lake. Docs and meeting registration here:

<https://nctcog.org/trans/plan/land-use/land-use-projects/bachman-lake-area-planning-study>

Note, especially, the potential entrances to @DallasLoveField and the "land bridge" being studied. – Robert Wilonsky (@RobertWilonsky)



Will the land bridge be called Bachman Lake Overdrive? – Matt Rigney (@ShotTheSerif)

I'll believe the changes when I see them, but airing all my internal grievances in map sure was cathartic – Eric Haney (@EricHan39664040)

Thanks for the work you do to keep Dallas citizens informed. – Kelley Sparkman (@KelleySparkman)

2. Don't forget to register for this week's webinar: Communicating Data During COVID-19! Contact Caitlin Cook, ccook@ampo.org for registration details.

Not a working group member? No problem! It's not too late to sign up for our AMPO working groups: <https://ampo.org/working-groups/working-group-application> – Association of Metropolitan Planning Organizations (@Assoc_MPOs)

GIS & Data Visualization Webinar

JAMES MCCLANE
North Central Texas COG
Presenter

PAUL FLAVIEN
Broward MPO
Presenter

LISA HOUDE
Denver Regional COG
Presenter

Join the AMPO GIS & Data Visualization Working Group for our upcoming webinar:

Communicating Data During COVID-19

Wednesday, March 31
2:00 PM ET

4

3. How are #transportation agencies such as @iowadot, @MaineDOT1 & @NCTCOGtrans increasing inclusivity with virtual public involvement?

The Spring issue of #HNTB's #TransportationPoint magazine explores #PIMA — the tool making this possible. Learn more. <https://bit.ly/2PSnhaD> – HNTB (@HNTBCorp)



4. I'm moderating a CILT webinar on Apr 13 on The Exciting Future of Urban Planning and Mobility. Speakers from @ArupGroup @sidewalklabs @NCTCOGtrans @TransportforWM @seattledot

Hope you can join. Free to attend.

Short ad <https://youtube.com/watch?v=E7vkjpRUCoU>

Register <https://ciltna.com/events/technology-innovations-and-the-future-of-urban-mobility/> – Andrew Young (@ajcgyoung)



Safety

Email –

1. Darwin Yeary

Dear Sirs, I live in Weatherford Texas, 30 miles west of Ft Worth.

, The last several years, driving to Ft worth has become a freighting experience. Tractor trailer rigs and OVR tractor box trailer rigs, going 70 MPH in all lanes has become a death defying experience. I know some states require some big rigs to remain in one lane, with the exception of turning on an exit lane. Can new speed signs and requiring one lane for these Big Rigs improve the safety for passenger car Drivers in automobiles, as well as what other states have done?

For over 10 years now, loud muffler and no muffler noise, has made life miserable with "Disturbing the Peace" laws being disregarded by pickups with glass packs, and Cecil trucks louder than ever in Texas Cities and Towns. These unconcerned, once enforced laws certainly need new regulation requirements from nctcog. This use of no-noise control by younger motorist, has led to street racing, and annual multiple police complaint calls. Loss of life has resulted in vehicles competing in running and racing. These auto and truck mechanical requirements, left out of Texas laws by Auto manufactures is unacceptable.

On Hwy 51 N in Weatherford, the "City Traffic and Safety Board" has ignored the need for Traffic monitored speed control, as well as neglecting Red Traffic Lite protection for pedestrians as well as Auto crossing safety. Heavy residence areas are living in that north side area of Weatherford. The City is gambling with the lives of taxpayers, in order to save spending money to provide the protection needed on this Hwy 51N side of town. This certainly amounts to unequal discrimination against taxpaying Citizens, living in this area.

Thank you for addressing these long ignored Traffic safety changes needed, for these Texas residents and motorist.

Transit

Email –

1. Tiffani Hodges

As a 17 year DeSoto resident, I DO NOT want public transportation in my city and wish this issue would stop coming up. Residents of Desoto want better dining, shopping, and entertainment options. We do not want or need public transportation. Not now or ever.

2. Staci Blakemore

Good Day everyone

I would like to vote no for public transportation of any kind. I believe it would add to the traffic and take away moving lanes on the street. Beltline has traffic from I-20 Beltline all the way down in the evening on any given day.

Thank you have a wonderful day

Twitter –

1. PSA: @CityOfDallas -stop spending energy on social niceties - just clean up your messes.

Saw 2 piles of HUMAN FECES at the Victory Center Rail Station rotting behind the handicap ramp; w/ weeds everywhere, dim lighting and no security presence: it's reminiscent of a horror film. – rachel + leotta 🐾🐾🐾 (@rachel_leotta)

I'm rarely one to complain about mass transit. It is what it is. And it's usually better than my expectations.

But I really felt like I'd stepped into a dark, scary place once I left the AAC Victory Center Plaza less than a parking garage away. That was wholly unexpected. – rachel + leotta 🐾🐾🐾 (@rachel_leotta)

I've used mass transit, & that station, for 10+ years. I've never once felt threatened by traveling alone the way I did tonight.

Neglect is the worst kind of abuse.

Taxpayers provided the infrastructure - please don't let it rot. @CityOfDallas @TarrantTransit @NCTCOGtrans – rachel + leotta 🐾🐾🐾 (@rachel_leotta)

I used to live there (Keller)... has it gotten bad? – Steve Wilson (@R9Dissemination)

Keller, even in its center is nowhere near the same as Dallas.

Keller still has plenty of space, single family housing, and lots of growth.

Dallas is clinging to high density dvlpmnt & ent. districts for stability while city bureaucracy slows growth and keeps mobility stagnant. – rachel + leotta 🌟🐱🌟 (@rachel_leotta)

Safety, presumably a top 5 local government priority, is the first to go when development dollars aren't flowing.

In order for a city to maintain a healthy budget and allocate dollars responsibly, minimize the special projects, listen to residents and prioritize from there. – rachel + leotta 🌟🐱🌟 (@rachel_leotta)

2. Going through old stuff on my phone and wish I could remember where this was from.

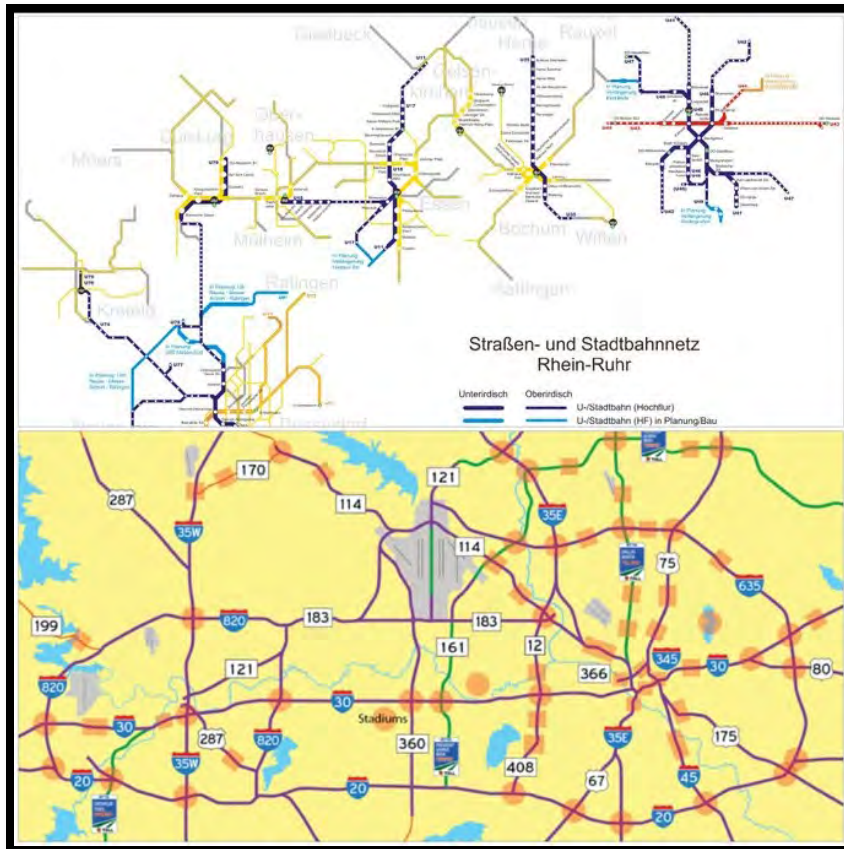
It's amazing how often "you have to do something" becomes "let's build a new road/lane." – Loren S. (@txbornviking)

Michael Morris, transportation director for the North Central Texas Council of Governments, credits tolls for the \$14 billion in new road projects under construction in the Dallas-Fort Worth area.

"If you're the fourth-largest region in the country and you're growing by 1 million people every 10 years, you have to do something," Morris said.

Imagine, had @NCTCOGtrans invested/directed the same \$14B over the past decade in better public #transit along w/ improved land-use policies, I'm positive we'd have better mobility through DFW.

(pic is rail network for Rhine-Ruhr region of German. Similar population&size as DFW) – Loren S. (@txbornviking)



3. In near future there will be a connection to DART'S Silver Line which will go all the way to Plano. @TrinityMetro is working on extending TEXRail to Fort Worth's @nearsouthside. Exciting news! https://star-telegram.com/news/business/growth/article250621594.html?fbclid=IwAR3JLj8G--PveyHX8vW8MsLQs8L-I_2H6I9bNSu41Yt6uA0pfX2ei0PdIk0. @CityofFortWorth @DFWAirport @TarrantCountyTX @NCTCOGtrans – Sal Espino Michel (@SAL_FW)



4. People with the funds to travel by plane will never want to take 3 or 4x the time and hassle to get to the airport versus driving/uber. Total waste of money. I can drive to DFW in 20 minutes. Why would I drag my bags on a train and have it take 2 hours? – Matthew Marchant (@MatthewMarchant)



Roadway

Email –

1. William Mills

The orange lane marking lines on the pavement on SH 121 are a great idea. Thanks.

Facebook –

1. The White Settlement bridge in Fort Worth is now open and some are so excited, they've crossed the bridge and gone around the roundabout multiple times! Read more about it here: <https://www.kens5.com/.../287-82619cd2-ed20-4990-93e8....> – NCTCOG Transportation Department



Congratulations on this huge accomplishment! – Dallas Lite & Barricade, Inc.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

May 2021

INSIDE

Pick up your bike and get active in May

Bike Month kicked off May 1 and will include Bike to Work Week, which culminates in Bike to Work Day. Historically an opportunity for people across the country to bicycle to the office, Bike to Work Week and Bike to Work Day have looked a little different since the onset of the coronavirus pandemic last year.

For ideas of how you can get active, throughout the month, even if you can't bike to work, see the story on page 2.

New program allows fleets to try before buying

If you have been thinking about purchasing an alternative fuel vehicle or advanced technology, but you still have questions, a new program allows you to try the technology first.

Try and Drive Alternative is a regional initiative managed by the Dallas-Fort Worth Clean Cities Coalition (DFWCC) that provides fleet managers and consumers the chance to borrow clean vehicle technologies, such as alternative fuel vehicles, for a trial period before making an investment.

Fleets and consumers are connected to participating technology providers via a directory maintained by DFWCC. Technologies listed in the directory include telematics, alternative fuel vehicles, alternative fueling infrastructure and more. The directory, more information about the program and how to be listed as a provider are available at www.nctcog.org/dfwtrydrive.

Vehicles and equipment can be borrowed for a single day, a week, or longer, depending on the arrangement with the vendor. This trial period can provide the opportunity for side-by-side comparisons with traditional equipment and ensure that operational needs can be met without a commitment to purchase. In addition, alternative fuel vehicles and other clean vehicle technologies can provide several benefits including reduced emissions, as well as maintenance and fuel cost savings.

By providing first-hand experiences of clean vehicle technologies, Try and Drive Alternative can play an important part in helping fleets see the benefits of these technologies with the hope of increasing their adoption and improving regional air quality. This effort is important because Dallas-Fort Worth is in nonattainment for ozone and is working to meet the federal government's standards for the pollutant. For more information, visit www.dfwcleancities.org.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

North Texans encouraged to ride their bikes to work, elsewhere in May

Since spring of 2020, when the COVID-19 pandemic struck, North Texans have sought opportunities to enjoy the outdoors, including using the region's bicycle and pedestrian trails. Trail usage was up substantially in 2020 and last year's gains have been sustained in 2021. May is National Bike Month, and with many people still at home and driving fewer miles, there are still opportunities to turn to active transportation, whether to exercise or take a leisurely ride with friends or family.



Bike to Work Week kicks off May 17. There are many opportunities to enjoy two-wheel transportation this month, even for people still working from home during the pandemic.

Some people who have returned to their offices may want to try a different kind of commute. National Bike to Work Week will be celebrated May 17-23, while Bike to Work Day is Friday, May 21. Bicycling to the office is not an option for everyone. But many of those working from home find themselves with more flexible schedules.

Maybe they have been wanting to explore a trail near home but have not found the time. With the weather warming up and more daylight, exploring it before or after the workday is an option, or they may want to pedal to the neighborhood coffee shop to meet a friend.

For those who live close enough to work to allow them to travel by bike, a two-wheel commute is less expensive and better for the region's air quality. While not everyone can bicycle all the way to work, due to distance or other obstacles, they have options. They may choose to commute by multiple modes, bicycling to a transit station and riding public transportation the rest of the way.

The region's transit agencies make this easier by allowing bicycles on their buses and trains. Residents who use their bicycles to get to work, whether they pedal all the way or use a combination of modes, can record their trips at www.tryparkingit.com, the region's alternative-commute and ride-matching website, and earn rewards.

Even for those who haven't ridden in a while, May is a good month to give biking a try. Hop on that bike for a quick spin around the neighborhood or for a short trip to the store or a restaurant.

Bike Month was established in 1956 and is celebrated by cities across the nation, according to the League of American Bicyclists.

TRANSIT

Check out the spring Mobility Matters

The Spring 2021 issue of Mobility Matters, NCTCOG's semiannual newsletter, is available.

The latest issue highlights the North Texas Center for Mobility Technologies, a partnership involving the Texas Research Alliance, local universities and NCTCOG. This center aims to help develop mobility innovations and solutions, while providing the region's employers with the necessary talent and research capacity.

This issue also profiles Ann Zadeh, Fort Worth Councilmember and secretary of the RTC. She discusses her passion for public engagement and outreach and how it changed due to COVID-19.

Changing Mobility, a project that identifies the impacts of COVID-19 on transportation and air quality, is also featured. Changing Mobility also examines ways infrastructure projects can aid the region's economic recovery.

This issue of Mobility Matters also features a message by Director of Transportation Michael Morris on how the transit agencies are preparing to welcome riders back and an update on the DFW High-Speed Transportation Connections Study.

Read Mobility Matters online at www.nctcog.org/mobilitymatters.

REGIONALNews

NCTCOG updating Access North Texas plan

NCTCOG staff has begun updating Access North Texas, the regional public transportation coordination plan, to document transportation needs and challenges for older adults, individuals with disabilities, low-income individuals, and transportation-disadvantaged individuals.

The effort kicked off in April and is expected to be finalized next spring, with implementation set for summer 2022.

Access North Texas is also an effort to coordinate public, human service and community transportation in the 16-county region, as well as outline strategies to improve access to work, medical appointments, education and the community over the next four years.

Public outreach is being conducted virtually through 1) county-specific virtual meetings, 2) a public transportation survey, and 3) NCTCOG's Map Your Experience tool. These three public outreach efforts will continue through July 2021 and will provide opportunities for residents to identify transportation needs in their communities.

To learn more about Access North Texas or provide feedback on regional public transportation, visit the Access North Texas website at www.accessnorthtexas.org or contact NCTCOG staff directly at accessnorthtexas@nctcog.org.

Silver Line will connect to TEXRail at DFW Airport

The Dallas Area Rapid Transit Board of Directors has taken the next step in the development of the Silver Line commuter rail project from Plano to Dallas Fort Worth International Airport.

In April, the board authorized a payment of \$21.5 million to Trinity Metro for the construction of rail and platform facilities that will link the Silver Line to Terminal B at DFW Airport, where it will meet Trinity Metro's TEXRail. With the connection at DFW Airport, the \$1.3 billion Silver Line will complete a commuter rail link from downtown Fort Worth to Plano when the rail line opens in 2023,

TEXRail has offered passenger service from downtown Fort Worth to DFW airport since January 2019.

The 26-mile Silver Line will run through Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano, and include 10 new stations.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$21.5 million

The payment DART authorized for the construction of rail and platform facilities that will link the Silver Line with TEXRail at DFW Airport.

PUBLIC *Involvement*

High-speed transportation meetings set May 19-20



HIGH-SPEED TRANSPORTATION

DALLAS - FORT WORTH

NCTCOG is continuing analysis of high-speed transportation between Dallas and Fort Worth as part of the DFW High-Speed Transportation Connections Study.

The third series of virtual public meetings will be held at noon Wednesday, May 19, and 6 pm Thursday, May 20, allowing North Texans to hear about the study and share their opinions.

The study is evaluating high-speed transportation alternatives to modernize and enhance travel between Dallas, Arlington and Fort Worth. The alternatives analysis portion of this study is in its final stages before the federal environmental documentation process begins. These public meetings will help planners develop an assessment of the remaining 10 alignments (seven near the Interstate Highway 30 corridor and three near SH 180) and three travel technologies (high-speed rail, maglev and hyperloop).

North Texans may participate in the meetings online at www.nctcog.org/dfw-hstcs. Residents can also participate by calling 855-756-7520. They should use extension 72698# for the May 19 meeting and extension 72699# on May 20. Comments received between May 14 and June 18 will be considered and included as part of the official public meeting record. Comments and questions can be submitted at DFW_HST@nctcog.org or on the project webpage. Presentation materials will be posted for review before the meetings at www.nctcog.org/dfw-hstcs.

Capable of traveling up to 250 mph, high-speed transportation provides an alternative to driving across town, including during peak traffic hours, and could also change how North Texans access other regions. In time, the technology selected will offer a connection to other planned high-speed transportation systems.

To request printed copies of the information, call 817-695-9240 or email DFW_HST@nctcog.org.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation. Imagery provided by Getty Images and NCTCOG staff.

DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

TxDOT CALLS FOR SAFER DRIVING AS WORK ZONE TRAFFIC DEATHS RISE DURING PANDEMIC

Unsafe Speed Is One Of The Main Causes Of Crashes In Work Zones

STATEWIDE – Even with less traffic during the pandemic, Texas work zone fatalities increased 9% in 2020 compared to 2019. That’s why TxDOT is calling on drivers to make safety their number one priority at all times and especially when passing through active construction and maintenance work zones on the roadway. Last year, there were more than 22,000 traffic crashes in Texas work zones with 186 people killed, including four road workers.

“We know driving through work zones can be challenging,” said TxDOT Executive Director James Bass. “There can be extra congestion, slow-moving heavy equipment, temporary barriers, and vehicles that make sudden stops. We can’t stress enough how important it is to give driving your full attention and slow down—for your own safety and that of the people who work alongside the road.”



IT'S A WORK ZONE. NOT A RACETRACK.

When driving through work zones, slow down, stay alert, don't tailgate, and put the phone away. Remember, traffic fines double when workers are present.

BE SAFE. DRIVE SMART. TxDOT

#EndTheStreakTX

Poster for the 2021 “Be Safe. Drive Smart.” campaign, which reminds habitual speeders of the dangers and consequences involved if driving at high speeds in work zones.

Drivers and their passengers account for the majority of those who have died in work zone crashes. In 2020, 147 motorists and vehicle passengers were killed in Texas work zones, along with 35 pedestrians and bicyclists and four road workers.

— **More on the BACK PAGE...** —

Continued from Cover Story...



EYES UP! SEE WHAT YOU'RE MISSING.

BE SAFE. DRIVE SMART. TxDOT #EndTheStreakTX

TxDOT graphic

Roadside billboard art for the 2021 “Be Safe. Drive Smart.” campaign, which focuses on staying alert out there on the highways and byways.

The “Be Safe. Drive Smart.” campaign outlines five key steps drivers can take to safely navigate a work zone:

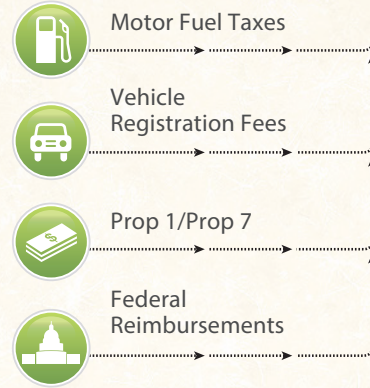
SLOW DOWN	PAY ATTENTION	WATCH OUT FOR ROAD CREWS	DON'T TAILGATE	ALLOW EXTRA TIME
				
Follow the posted speed limit and drive to conditions. Unsafe speed is one of the main causes of crashes in work zones.	Avoid distractions, keep your mind on the road and put your phone away.	The only protective gear they wear is a vest, a hardhat and safety boots. Remember, they want to get home safe, too.	Give yourself room to stop in a hurry if you need to. Rear-end collisions are the most common kind of work zone crashes.	Road construction can slow things down. Count on it, and plan for it.

SOURCE: Texas Department of Transportation.

TxDOT graphic

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

I. FUNDING SOURCES



SOURCE: Texas Department of Transportation

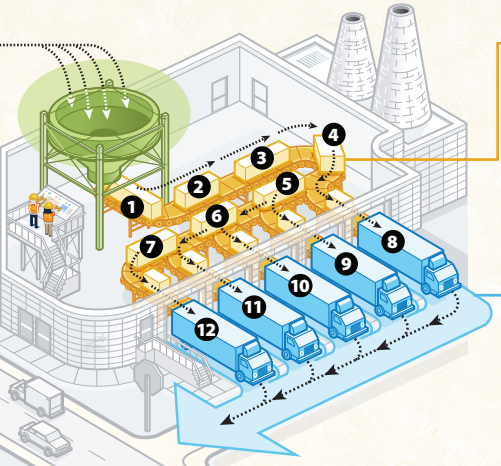
II. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

III. MOBILITY AND MAINTENANCE PROJECTS

8. Connectivity
9. Preservation
10. Safety
11. Mobility
12. Roadway Maintenance

DEAN HOLLINGSWORTH/TxDOT Information Specialist

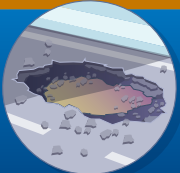


DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:
Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

APRIL 2021 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER				HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ³	CONTRACTOR
1 – 8	0918-47-212	VA	Various locations in Dallas			Improve traffic signals/add sidewalks	\$2.03	\$2.04	0.69%	\$2.43	Durable Spec., Inc.
¹ District FY 2021 Letting Volume Cap includes the IH 35 Phase II project for \$708,268,750.						EST. APRIL 2021 TOTALS	\$2.03	\$2.04	0.69%	\$2.43	
						DISTRICT FY ACCUMULATIVE LETTINGS	\$448.41	\$406.32			
² District Volume Cap subject to change pending final FIN Division Approval.						² DALLAS DISTRICT FY LETTING VOLUME CAP	\$1,451.35 M ¹				

¹District FY 2021 Letting Volume Cap includes the IH 35 Phase II project for \$708,268,750.

²District Volume Cap subject to change pending final FIN Division Approval.

³Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

MAY 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
* 0918-47-290	Various	On Wintergreen Rd. at New Clark Rd.	New signal improvement including retiming	\$0.35
2 0009-02-067	SH 78	At Gaston Ave.	Reconfigure intersection with sidewalk improvements	\$5.30
3 0047-06-170	US 75	Dallas County Line to Valley Creek Trail	Full Depth Concrete Repair	\$0.50
4 0047-14-086	US 75	Valley Creek Trail to Grayson County Line	Full Depth Concrete Repair	\$0.09
5 0091-04-066	SH 289	Eldorado Parkway to FM 455	Full Depth Concrete Repair	\$0.09
6 0091-05-078	SH 289	Dallas County Line to Eldorado Pkwy.	Full Depth Concrete Repair	\$0.20
7 0135-02-066	US 380	Lake Forest at US 75	Full Depth Concrete Repair	\$0.05
8 0135-03-054	US 380	SH 5 to Airport Rd.	Full Depth Concrete Repair	\$0.03
9 0135-05-029	US 380	CR 608 to Hunt County Line	Full Depth Concrete Repair	\$0.02
10 0135-12-030	FM 3537	SH 289 to FM 2478	Full Depth Concrete Repair	\$0.02
11 0281-01-035	SH 78	N of BS 78G South to FM 6	Full Depth Concrete Repair	\$0.02
12 0281-02-074	SH 78	Dallas County Line to N of BS 78G South	Full Depth Concrete Repair	\$0.10
13 2056-01-052	FM 2551	McWhirter Rd. to FM 2514	Full Depth Concrete Repair	\$0.02
14 2351-01-024	FM 2478	SH 121 to US 380	Full Depth Concrete Repair	\$0.03
* 0135-02-063	US 380	N Stonebridge Dr. to W of SH 5 to in McKinney	Improve traffic signals	\$0.97
16 0135-03-051	US 380	W of SH 5 to Airport Dr. to in McKinney	Improve traffic signals	\$0.18
17 2250-01-028	SL 288	S of US 377 in Denton to E McKinney St. in Denton	Improve traffic signals	\$0.12
* 2250-02-019	SL 288	Kings Row to S of US 377 in Denton	Improve traffic signals	\$0.51
* 0918-00-326	Various	Various locations	DMS rehabilitation	\$1.12
* 0918-00-361	Various	Various intersections	Upgrade traffic signal controller cabinets	\$1.70
21 0995-01-026	FM 637	At Cedar Creek (S of FM 2859)	Replace bridge and approaches	\$1.36
* 1393-01-015	FM 308	At Draw (0.3 mile NW of I-35E)	Replace bridge and approaches	\$1.03
23 2374-03-074	I-20	At Bonnie View Rd. in Dallas	Improve approach, widen bridge to add turn lanes, & replace traffic signal system	\$2.37
ESTIMATED TOTAL				\$16.18 M

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM APRIL 1-30, 2021)

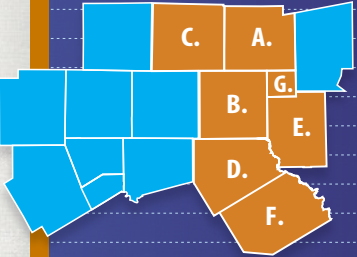
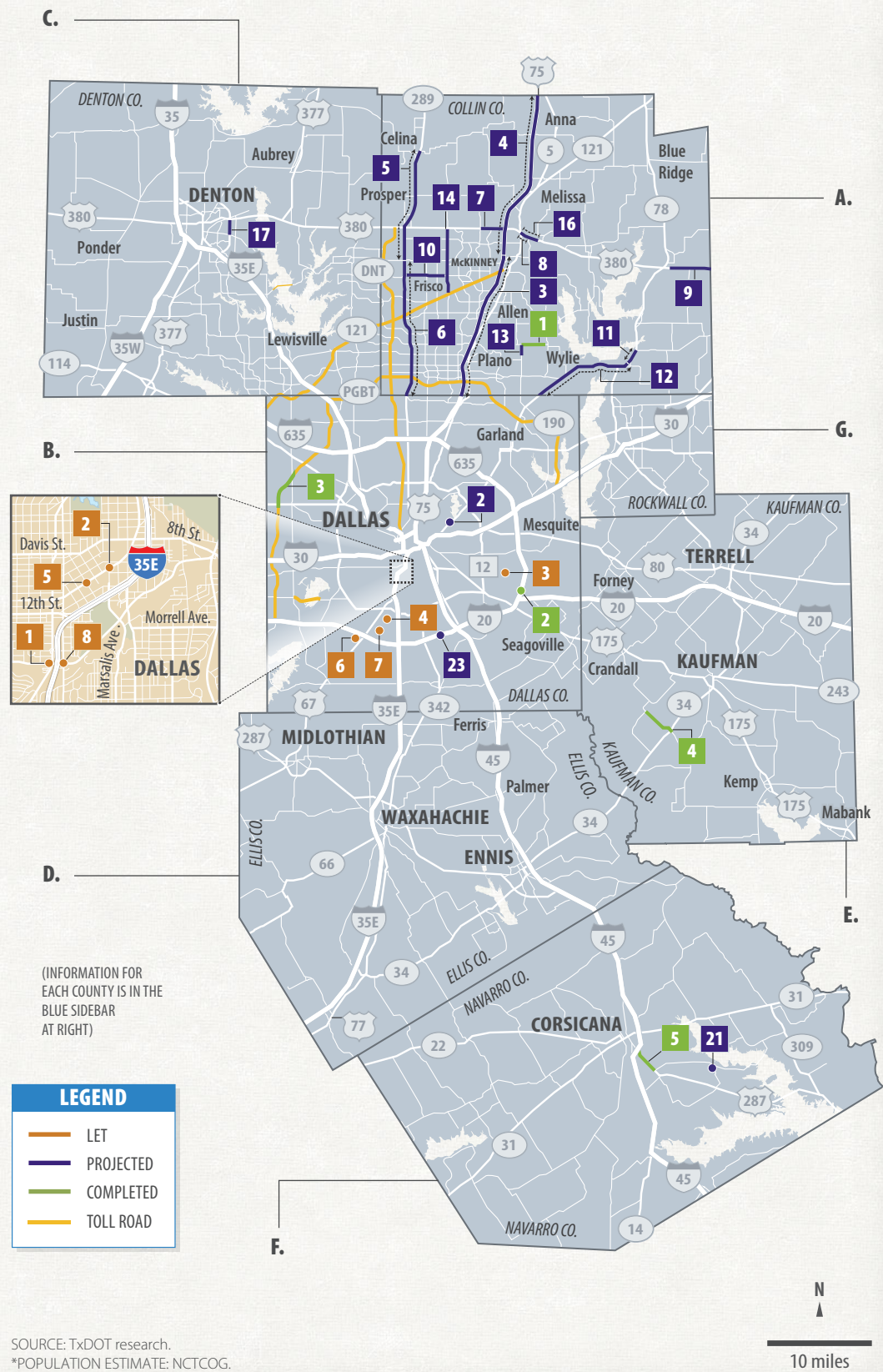
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1 2679-02-008	FM 2514	FM 2551 to West of FM 1378	Reconstruct 2 lane rural to 4 lane urban divided	\$19.08	04/27/2021
2 2374-02-147	I-635	At Seagoville Rd.	Replace bridge deck	\$9.21	04/15/2021
3 2964-01-048	SH 161	South of SH 183 to north of Beltline Rd.	Widen/constr. 4 (6 lns during peak travel) to 6/8 GPLs	\$20.93	04/15/2021
4 0751-02-026	FM 148	FM 1390 to SH 34	Reconstruct existing pavement and add shoulders	\$7.82	04/15/2021
5 0122-01-043	US 287	I-45 to FM 637	Pavement repair, overlay and pavement markings	\$2.79	04/22/2021
ESTIMATED TOTAL				\$59.83 M	

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in April, are projected to let in May, or have recently been completed.



2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,451,460
*POPULATION ESTIMATE | 5,046,435
LANE MILES | 10,945.063

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 815,746
*POPULATION ESTIMATE: 1,033,046
LANE MILES: 1,554.718

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,006,193
*POPULATION ESTIMATE: 2,647,576
LANE MILES: 3,374.238

C. | DENTON COUNTY

VEHICLE REGISTRATION: 694,485
*POPULATION ESTIMATE: 886,563
LANE MILES: 1,665.964

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 665,303
*POPULATION ESTIMATE: 188,464
LANE MILES: 1,541.650

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 128,716
*POPULATION ESTIMATE: 135,410
LANE MILES: 1,207.916

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 47,117
*POPULATION ESTIMATE: 52,013
LANE MILES: 1,252.710

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 93,900
*POPULATION ESTIMATE: 103,363
LANE MILES: 347.867