

trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on an FFCS amendment within the Fort Worth TxDOT District. This amendment involves the new construction of a roadway and interchange, which are included in the current Transportation Improvement Program. Staff also requests the Council to reapprove a series of proposed amendments to the FFCS which were previously approved by the RTC in 2013 and 2018. It is unclear if these amendments received final approval from the Federal Highway Administration after their review from TxDOT Transportation Planning and Programming. The Surface Transportation Technical Committee recommended the approval of the one new amendment and the previously approved 2013 and 2018 amendments at its last meeting. Additional information is provided in [Electronic Item 3.1.1](#) and [Electronic Item 3.1.2](#).

Performance Measure(s) Addressed: Administrative, Roadway

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

Presenter: Jason Brown, NCTCOG

Item Summary: Regional Transportation Council approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects will be requested.

Background: The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. The most recent application deadline was January 14, 2022. From the applications received, staff 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 3.2.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 3.2.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:20 – 1:30

4. **Orientation to Agenda/Director of Transportation Report**

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

1. Recognition of Members Concluding Service on the Regional Transportation Council (RTC): W. Jeff Williams, P.E., Former Mayor, City of Arlington; Jungus Jordan, Former Council Member, City of Fort Worth
2. Air Quality Funding Opportunities for Vehicles
www.nctcog.org/agfunding
3. Dallas-Fort Worth Clean Cities Events
www.dfwcleancities.org/events
4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.1](#))
5. February Public Meeting Minutes ([Electronic Item 4.2](#))
6. March Public Meeting Notice ([Electronic Item 4.3](#))
7. Public Comments Report ([Electronic Item 4.4](#))
8. Recent Correspondence ([Electronic Item 4.5](#))
9. Recent News Articles ([Electronic Item 4.6](#))
10. 2022 ATRI Top 100 National Truck Bottlenecks
<https://truckingresearch.org/2022/02/08/top-100-truck-bottlenecks-2022/>
11. Recent Press Releases ([Electronic Item 4.7](#))

1:30 – 1:50

5. **Executive Session**

Action Possible Action Information Minutes: 20
Presenter: Michael Morris, NCTCOG

Item Summary: Executive Session pursuant to Chapter 551 of the Texas Government Code.

Background: Under the authority granted under the Open Meetings Act, the Regional Transportation Council will be convened in Executive Session under:

- 1) Section 551.072, to deliberate the purchase, exchange, lease, or value at real property related to critical regional infrastructure; and
- 2) Section 551.071, to consult with its attorney on legal matters.

1:50 – 1:55

6. **Consideration of Items Discussed During Executive Session: Approval of Funding for Land Banking for Critical Regional Infrastructure**

Action Possible Action Information Minutes: 5
Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council will consider whether to take any action related to items pursuant to Section 551.072 and Section 551.071 of the Open Meetings Act discussed during Executive Session.

Performance Measure(s) Addressed: Air Quality

1:55 – 2:05

7. **Mobility 2045 Update: Draft Plan and Public Meeting Schedule**

Action Possible Action Information Minutes: 10

Presenter: Brenden Wheeler, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045 - 2022 Update. Staff will present a brief overview of the progress to date and will request Regional Transportation Council action to begin the official public comment period on April 1, 2022. In addition, staff will present information regarding:

- Draft roadway project recommendations
- Draft transit project recommendations
- Project recommendations identification tables
- Draft financial plan
- Public comment period overview
- Schedule for completion

Draft roadway and transit recommendations identified graphically and in tabular format, as well as draft plan documents, are available at www.nctcog.org/PlanInProgress.

Background: Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway, which will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan. Development will be completed by April 1. The Mobility 2045 Update will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. NCTCOG staff will seek RTC action permitting staff to open the official public comment period as outlined in the NCTCOG Public Participation Plan. The RTC is expected to take final action on the Mobility 2045 Update in June 2022. Additional information is included in [Electronic Item 7.1](#) and [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Roadway, Transit

2:05 – 2:15

8. **Updates to Regional TDC Program and TDC Annual Report**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of proposed changes to the Transportation Development Credit (TDC) program will be requested, and the Council will be briefed on the TDC Annual Report.

Background: Since 2012, the RTC has received 994,351,658 TDCs from (TxDOT) to be utilized in lieu of the local match on projects and programs with federal funding. Once TDCs come to the region, they are allocated into several categories with various goals. (NCTCOG) staff proposes to make allocation adjustments to several of those categories. Details on the proposed changes can

be found in [Electronic Item 8.1](#). The TDC Annual Report, which must be submitted annually to TxDOT, is included as [Electronic Item 8.2](#).

Performance Measure(s) Addressed: Air Quality, Transit

- 2:15 – 2:20** 9. **Cancellation of Trade Fair with Lubbock MPO and the Rio Grande Valley MPO**
- Action Possible Action Information Minutes: 5
- Presenter: Ken Bunkley, NCTCOG
- Item Summary: Staff will request Regional Transportation Council (RTC) approval to cancel the Trade Fair Partnerships with the Lubbock and Rio Grande Valley MPOs that were approved by the RTC in May 2021. TxDOT has determined that no funding allocation is needed from the North Central Texas Council of Governments (NCTCOG).
- Background: In May 2021, the RTC approved the trade of a total of \$21,000,000 of Surface Transportation Block Grant (STBG) Program funds with the Lubbock MPO in FY2023 and FY2025, to be repaid to NCTCOG over three years beginning in FY2028. The intent of the trade was for NCTCOG to provide the funding necessary to expedite the construction of two regionally important projects in the Lubbock MPO. The RTC also approved the trade of \$14,578,845 of STBG funds to the Rio Grande Valley MPO in FY2022 to be repaid in FY2026. Funding was to be utilized to expand the Veterans International Bridge at Los Tomates. Since that time, (TxDOT) has coordinated with the Lubbock and Rio Grande Valley MPOs and developed a funding plan that does not require borrowing the funding allocation from NCTCOG. Staff recommends cancelling the agreements with the Lubbock and Rio Grande Valley MPOs. Additional information is included in [Electronic Item 9](#).

Performance Measure(s) Addressed: Administrative, Roadway

- 2:20 – 2:30** 10. **IH 20 Passenger Rail Corridor Update and Resolution**
- Action Possible Action Information Minutes: 10
- Presenter: Rebekah Gongora, NCTCOG
- Item Summary: Staff will provide an overview of recent efforts to operate a long-distance passenger rail connection along the Interstate Highway 20 (IH-20) corridor connecting Dallas-Fort Worth to Atlanta, Georgia, and request approval of a resolution reaffirming support for passenger rail along the corridor.
- Background: (NCTCOG) continues to coordinate with the IH-20 Corridor Council, a non-profit organization and multi-state coalition made up of elected officials and stakeholders along the corridor working to establish a long-distance passenger rail connection between Dallas-Fort Worth and Atlanta, Georgia, and ultimately connecting to the East Coast. Canadian Pacific Railway and Amtrak have recently announced plans to conduct a study to operate passenger rail along the IH-20 corridor, pending Surface Transportation Board approval. A corridor map can be found in

[Electronic Item 10.1](#). A 2007 joint Memorandum of Understanding on coordinated planning for future passenger rail service between the North Central Texas Region and the East Texas Region can be found in [Electronic Item 10.2](#). Action is being sought for approval for a resolution reaffirming support for passenger rail along the IH-20 corridor, a copy of the resolution can be found in [Electronic Item 10.3](#).

Performance Measure(s) Addressed: Transit

2:30 – 2:40

11. **Automated Vehicles Program 2: Round 2 Projects**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris and Clint Hail, NCTCOG

Item Summary: Staff seeks approval of a second round of projects recommended for funding under the consolidated Automated Vehicles Program 2.0, or “AV2.0” and launching a new initiative: Travel Demand Substitution and Accessibility Improvements Using Technology: Foundation for Classification of a Transportation Mode.

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 (AV2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV2.3). As part of this approval, RTC adopted three policy initiatives aimed at 1) increasing innovation within the region; 2) giving equal access to this innovation to all local partners; and 3) addressing equity gaps in the deployment of these innovations. In keeping with these policy initiatives, in July 2021, the RTC approved the first round of projects. The remaining funds were consolidated to form “Round 2”, and from August until mid-November 2021, staff provided technical assistance to local partners considering applications for this second round of proposals. Projects recommended for advancement include expanding a current on-demand shuttle service in Arlington; an automated parking/curb management test bed at Dallas Fort Worth International Airport; service delivery solutions using automated vehicle platforms in McKinney and South Dallas; and a three-part technology initiative in South and Southeast Fort Worth. These two last projects are part of the two-phase initiative: Travel Demand Substitution and Accessibility Improvements Using Technology. This initiative seeks to use new technologies to deliver transportation demand management solutions for underserved communities across the region. Additional information provided in [Electronic Item 11](#).

Performance Measure(s) Addressed: Roadway, Transit

2:40 – 2:50

12. **Fiscal Year 2022 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 Council on the Fiscal Year (FY) 2022 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. Additionally, staff will discuss a proposal to generate a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix to optimize the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Infrastructure Investment and Jobs Act (IIJA).

Background: In January 2022, the United States Department of Transportation (US DOT) is announced the solicitation of project applications for the FY 2022 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that will have significant local or regional impacts.

[Electronic Item 12.1](#) is a copy of the Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$1.5 billion program. Applications are due to the US DOT by April 14, 2022. For agencies in the region submitting projects, please be aware you must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Kyle Roy by Wednesday, March 30, 2022, at kroy@nctcog.org. IIJA includes many new competitive discretionary grant programs in addition to RAISE, more than any previous surface transportation authorization. While some programs are devoted to specific purposes and project types, other programs may have compatibility where certain projects could be effective candidates in multiple instances. To maximize the region’s competitiveness, improve collective responsiveness to increased opportunities, and further streamline delivery of needed projects among all types, staff will outline a conceptual framework for a comprehensive strategic evaluation matrix encompassing characteristics of all existing and pending IIJA discretionary grant programs. With feedback and collaboration from the Council and other partners, the objective for this tool will be a more informative, effective, efficient, and proactive process for screening and selecting projects in advance of each IIJA competitive opportunity, enabling enhanced chances for future funding to be awarded to the region. Upcoming efforts for the FY 2022 RAISE Grant will help lay initial groundwork for this proposed process. Additional information is included in [Electronic Item 12.2](#) and [Electronic Item 12.3](#).

Performance Measure(s) Addressed: Roadway, Goods Movement

2:50 – 3:00

13. **2023-2026 Transportation Improvement Program Development**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council on the 2023-2026 Transportation Improvement Program (TIP) development process and provide a draft listing of current RTC commitments.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 13](#) contains an overview of the TIP development process, focus areas, and schedule. By the meeting date, the financially constrained draft project listings for the 2023-2026 TIP will be available at the following weblink:

<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>.

Local agency comments on the draft listings must be provided by March 31, 2022, in order to be included in the final listings.

Performance Measure(s) Addressed: Roadway, Transit

14. **Progress Reports**

Action Possible Action Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 14.1](#))
- STTC Attendance and Minutes ([Electronic Item 14.2](#))
- Local Motion (<https://www.nctcog.org/trans/about/publications/locmo/local-motion-march-2022>)

15. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

16. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

**REGIONAL TRANSPORTATION COUNCIL
February 10, 2022**

The February 10, 2022, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members, and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Daniel Alemán Jr., Richard E. Aubin, Adam Bazaldua, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Kevin Falconer, George Fuller, Raul H. Gonzalez, Barry L. Gordon, Rick Grady, Lane Grayson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Laura Mackey, Alison Maguire, B. Adam McGough, William Meadows, Cara Mendelsohn, Cary Moon, Omar Narvaez, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Bobby Stovall, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the January 13, 2022, Minutes:** The minutes of the January 13, 2022, meeting were approved as submitted in Electronic Item 2. Cara Mendelson (M); Richard Aubin (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda. **Item 3.1 and Item 3.3 were removed from the Consent Agenda and presented by staff.**
 - 3.1. **Federal Functional Classification System Amendment** While inclusion in the Federal Functional Classification System (FFCS) is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Berrien Barks presented four recommended amendments to the FFCS: 1) Copenhagen Ave./Olympus Blvd, 2) East/West Connector, 3) Panther Creek Parkway, and 4) Sunrise Road. He clarified that the East/West Connector (shown in Electronic Item 3.1.2) is located in Tarrant County, not Dallas County, and Panther Creek Parkway (shown in Electronic Item 3.1.3) is located in Collin County, not Dallas County. Other than the correction to the location of the projects, all maps were accurate as provided in the mailing. Electronic Item 3.1.1, Copenhagen Ave./Olympus Blvd., and Electronic Item 3.1.4, Sunrise Road, were also presented as proposed FFCS amendments.
 - 3.2. **Traffic Incident Management Regional Transportation Council Local Funds for Farmersville:** In support of the North Central Texas Council of Governments Traffic Incident Management Training Program, the 2020 Incident Management Equipment Purchase Call for Projects (CFP) made Congestion Mitigation and Air Quality Improvement Program funds available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. In July 2020, the RTC approved the project recommendations submitted as part of the 2020 Incident Management Equipment Purchase CFP. Due to the City of

Farmersville not meeting federal procurement requirements, staff requested to reallocate \$8,264.70 from CMAQ funds to RTC Local funds to fund the purchase of an Incident Management Trailer for the City of Farmersville. Additional information on this funding source request was provided in Electronic Item 3.2.

A motion was made to recommend Regional Transportation Council approval of the four amendments to the Federal Functional Classification System as updated by staff in Item 3.1 and to reallocate \$8,264.70 in Congestion Mitigation and Air Quality Improvement Program funds to Regional Transportation Council Local funds to the City of Farmersville for the purchase of an Incident Management Trailer (Item 3.2). Janet DePuy (M); Duncan Webb (S). The motion passed unanimously.

3.3. Electric Vehicle Charging Station Call for Projects: Staff proposes to open a Call for Projects to fund electric vehicle charging stations in the ozone nonattainment area. While there are hundreds of publicly available electric vehicle charging stations regionwide, those stations are not evenly dispersed across the region. Large gaps in availability of electric vehicle charging exist across the region. In addition, many public sector fleets have indicated interest in electrifying and cite lack of infrastructure as a key barrier to adoption of electric vehicles in public fleets. Approximately \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available to fund implementation of technology improvements in the ozone nonattainment areas and can be used to deploy electric vehicle charging. This initiative can help advance adoption of electric vehicles both among public sector fleets and the general public and reduce tailpipe emissions of ozone precursors. Expansion of electric vehicle adoption is incorporated as part of the Weight of Evidence in the latest approved State Implementation Program. Lori Clark presented proposed eligibility, requirements, scoring criteria, and an updated schedule which was also included in Electronic Item 3.3.. The structure and requirements were updated to reflect that all charging stations must be publicly accessible. Also, all stations must be located in the 10-county Ozone Nonattainment Area, located in the applicant-owned property and owned by the applicant, co-located with existing parking/development, include J1772 or SAE combined charging system (CCS) port(s), meet Federal Highway Administration Buy America requirements, and be complete and operational by July 31, 2023. In addition, several dates were revised in the schedule. Everyone was encouraged to participate in Phase 1 of the Call because Phase 2 would only occur if funds are left from Phase 1. Chris Schulmeister asked how the Call for Projects relates to the federal Infrastructure bill. The infrastructure bill focuses on federal highways alternative fuel corridors, mainly interstates and a few United States highways which require stations to be close to those facilities to be eligible for funding. The Call for Projects opens the door for projects to be embedded in communities that might not be along the interstates and can serve the local population. Kevin Falconer asked if the utility costs for the charging stations would be borne by the cities or by private companies. Design, engineering, purchase, construction and installation costs are eligible items for reimbursement; maintenance and operations costs are not eligible.

A motion was made to recommend Regional Transportation Council authorization to open an Electric Vehicle Charging Station Call for Projects, including the eligibility requirements; scoring criteria and point structure; and updated schedule, including a

two-application window. George Fuller (M); Richard Aubin (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Chair Daniel presented a signed Dallas County resolution that was presented to Chris Klaus of NCTCOG on August 4, 2022, in honor of the work he has done regarding the Clean Air Act and Clean Air Day. Michael Morris introduced Toni Stehling, new NCTCOG employee and administrative assistant providing support to the Regional Transportation Council and Surface Transportation Technical Committee. In addition, Michael highlighted items on the Director of Transportation Report. He referenced the Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report; Future Role of Certification Facilities interested in coming to the Dallas-Fort Worth (DFW) Region; Slotting of DFW Transportation Projects in anticipation of the Federal Notice of funding opportunities, and U.S. Army Corps of Engineers Funding of the Downtown Trinity Bypass Channel at \$400M; In regard to potential upcoming funding opportunities, Jeff Neal of NCTCOG will be reviewing all future US Department of Transportation calls for projects in order to develop a criteria sheet containing a list of projects noting which projects would have the best opportunity to receive funding within a respective program.; action on High Speed Rail would be presented in Item #8. Michael noted that Christie Gotti of NCTCOG would make the Transportation Development Credits Annual Report available and requested patience on developing the Texas Department of Transportation On-System Review report on each of the projects. In addition, Michael requested that Item 6 be pulled from the day's agenda in order for staff to work on the mechanics of getting the Automated Vehicles Program 2.2 completed. The remainder of the items were not presented.

5. **Metropolitan Planning Organization Milestone Policy Round 2 – Quarterly Status Update:** Brian Dell presented information on the recommendations for three projects and provided the Council with an update on the Milestone Policy Round 2 projects that have not let for construction. Status updates on each project, along with their latest ratings, were provided in Electronic Item 5.1. Details on the MPO Milestone Policy and the proposed action items were provided in in Electronic Item 5.2

A motion was made to approve 1) Collective Mixed-Use Development (TIP Code 20240), with a new letting deadline of May 1, 2022; 2) Corporate Drive from Holford's Prairie Rd to FM 2281 (TIP Code 20111), moving the project's deadline to FY2023 to align with the related projects; and 3) Alsbury Boulevard (TIP Code 53079), removing the Congressional Earmark from the project at the City of Burleson's request and to fund the project with local dollars to accelerate its implementation. The action requested included administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) to incorporate those actions as needed. B. Glen Whitley (M); George Fuller (S). The motion passed unanimously.

6. **Automated Vehicles Program 2.2: Round 2 Projects:** This item was pulled from the agenda by NCTCOG staff and will be presented at a later date.
7. **Regional Vanpool Program Vehicle Revised Partnership:** Shannon Stevenson presented information for approval of temporary Regional Vanpool Program modifications due to an inadequate supply of vans. Dallas Area Rapid Transit (DART) recently informed the North Central Texas Council of Governments that its current vanpool contractor is unable to meet their obligations to DART and is not able to secure vehicles for the program due to supply chain issues created by the ongoing pandemic and related semiconductor

chip shortage on newer vehicles. DART and their vanpool contractor are terminating their contract. To meet current air quality commitments, staff have been working with all three transit agencies to ensure there are no gaps in service or coverage for the North Central Texas Regional Vanpool Program. Staff requested RTC approval for Denton County Transportation Authority (DCTA) and Trinity Metro to replace the current service provided by DART. Electronic Item 7 provided additional details. Michael mentioned that to keep the Council informed, a status report on the status of the Regional Vanpool Program will be provided every six months. A motion was made to approve Denton County Transportation Authority and Trinity Metro to replace the current vanpool service provided by Dallas Area Rapid Transit and to revise administrative documents as appropriate to incorporate project modifications. Dianne Costa (M); Daniel Alemán Jr. (S). The motion passed unanimously.

8. **Dallas-Fort Worth High-Speed Transportation Connections: Environmental Study:** Brendon Wheeler presented adoption of a policy related to the existing RTC Policy P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2) and subsequent coordination with the Federal Railroad Administration and the Federal Transit Administration on advancing this project into the National Environmental Policy Act process. For RTC's consideration, this new policy will direct staff to advance high-speed rail along the IH 30 corridor between Dallas and Fort Worth, laying the foundation for a future policy advancing hyperloop along a parallel advancement process for future separate corridors within the region. The proposed policy for RTC consideration was provided as Electronic Item 8.1. Existing RTC Policy P21-01 was provided as Electronic Item 8.2. Additional details were provided in Electronic Item 8.3. A motion was made to approve an updated high-speed corridor policy reaffirming RTC's previous policy position to advance high-speed rail and advance Hyperloop through a different process; advancing High-speed rail through the NEPA process to not hold up the NEPA process with developing technology and to environmentally clear IH 30 corridor (alignment and station locations); reaffirming RTC's support for managed lanes and high-speed rail within the IH 30 corridor; directing staff to coordinate with federal partners to determine lead agency and appropriate path forward into NEPA process; continuing coordination with TXDOT, local governments, and the public in Phase 2; monitoring Hyperloop technology advancement utilizing NASA's Technology Readiness Levels index, with regular updates to RTC. Gyna Bivens (M); Rick Grady (S). The motion passed unanimously.
9. **2045 Demographic Forecast and Mobility 2045 Update:** Michael Morris provided a summary of the completion of the 2045 Demographic Forecast. In addition, an overview of efforts to update Mobility 2045, including the updated draft financial forecast, were provided. Efforts are coming to a close on the development of the 2045 Demographic Forecasts as the local government review and comment period has ended. Based on input received, the demographic forecasts are being finalized and transitioned for use by the Mobility 2045 Plan Update Team. Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway which will include a new financial plan and necessary refinements to projects in the current Mobility 2045 Plan.

10. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided a summary of the current performance metrics related to the impacts of COVID-19 to the transportation system and highlighted how those metrics have changed over time. Throughout the COVID-19 pandemic and recovery process, staff developed and tracked performance metrics related to: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of Regional Transportation Council responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. A summary of these performance metrics will be provided quarterly. Electronic Item 10 included additional information.
11. **SH 183 Segment 2E Design Cost Contingency:** Ken Kirkpatrick provided a status update on the Regional Transportation Council financial backstop for SH 183 Segment 2E design costs. Staff has been working to advance SH 183 Segment 2E as the next phase of the North Tarrant Express (NTE). Cintra has an interest in certain capacity improvements to Segment 2E as a change order under the Comprehensive Development Agreement for the NTE. In June 2020, the Regional Transportation Council (RTC) approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, pending the Texas Department of Transportation formally issuing a “Request for Change Proposal.” The backstop trigger date has been extended to February 28, 2022. Additionally, the RTC requested a letter of support be sent to the Legislative Budget Board to advance Segment 2E.
12. **Safety Performance Targets Update:** Sonya Landrum presented an update on the regional Roadway Safety Performance regional targets for the 2021-2022 target schedule for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. The status of the various federally required performance measures the North Central Texas Council of Governments (NCTCOG) tracks and monitors was noted in the presentation. Ms. Landrum noted that today’s presentation focused on Roadway Safety (PM1) performance measure targets. In February 2019, the Regional Transportation Council (RTC) approved support for the Texas Department of Transportation’s (TxDOT’s) 2018-2022 Safety Performance Targets. As part of its safety target development, NCTCOG also established the regional safety position that even one death on the transportation system is unacceptable and most recently in May 2019 the Texas Transportation Commission (TTC) directed TxDOT to work toward the goal of reducing the number of fatalities on Texas roadways by half by the year 2035 and to zero by the year 2050. The Roadway Safety performance targets include: the number of fatalities, rate of fatalities per 100 million vehicle miles traveled, serious injuries, rate of serious injuries per 100 million vehicle miles traveled, and the number of bicycle and pedestrian fatalities and serious injuries combined. The targets are calculated based on a five-year rolling average. Ms. Landrum highlighted the performance of all five targets at the statewide and regional level, with a reminder that there is a two-year lag time in evaluating the performance of safety targets, so the 2018 target performance was first evaluated in 2020, the 2019 performance was evaluated in 2021, and the 2020 targets are being evaluated in 2022. Based on our primary analysis for the 2020 targets, the region met targets for fatalities, the fatality rate, and bicycle/pedestrian fatalities and injuries rates and significant progress was made for serious injuries and serious injury rates. Staff anticipated the final statewide assessment for 2020 targets will be released by the Federal Highway Administration in March 2022. Data for each of the five performance targets was highlighted. Also highlighted were TxDOT safety targets and NCTCOG’s projections for 2022 performance targets. Ms. Landrum noted that the TxDOT fatality and fatality rate for 2022

were calculated using an aspirational goal of 50 percent by 2035 and the statewide serious injuries, serious injury rate, and bicycle/pedestrian fatalities and injuries targets will maintain the reduction schedule of 2 percent reduction by 2022. The 2022 regional targets are based on a 5 year rolling average and include a 2 percent reduction from the original trend line projections. Based on the specified target reductions for 2022, the regional target for the number of fatalities is to decrease the expected rise in traffic fatalities to no more than 579.5 to limit the expected rise in fatalities to a rate of 0.755 fatalities per 100 million vehicle miles traveled, to decrease the rise in serious injuries to 3032.9 to decrease the rate of serious injuries to no more than 3.939 serious injuries per 100 million vehicle miles traveled, and to limit the expected rise in bicycle and pedestrian fatalities and injuries to no more than 596.9 incidents combined. She again noted the proposed reductions are based on the original trend line projections that show major increases in the areas of fatalities and bike and pedestrian fatalities and serious injuries. Ms. Landrum that the increase in fatal crashes in past years caused an increase in the trend lines for the two targets which increased the target value. Ms. Landrum highlighted the various safety related projects and programs implemented by NCTCOG and noted that staff continues internal discussions on the direction it would like to take regarding setting the 2023 targets and the programs and projects that can be implemented to more aggressively reduce serious injuries and fatalities for motorized and nonmotorized users. The schedule for Safety Performance target actions was highlighted which includes updates to the Surface Transportation Technical Committee, Regional Safety Advisory Committee, and the RTC. It was noted that the 2023 targets would be presented to the RTC for approval in February 2023. Michael noted the region does not have the enforcements necessary to redirect the fatality rate and the lack of police enforcement system on the freeway. He added that the topic should be addressed Statewide and may be in partnership with the Texas Transportation Commission. NCTCOG staff has completed a major safety review on pedestrian-bicycle safety that is going to lead to specific action items for support in the future.

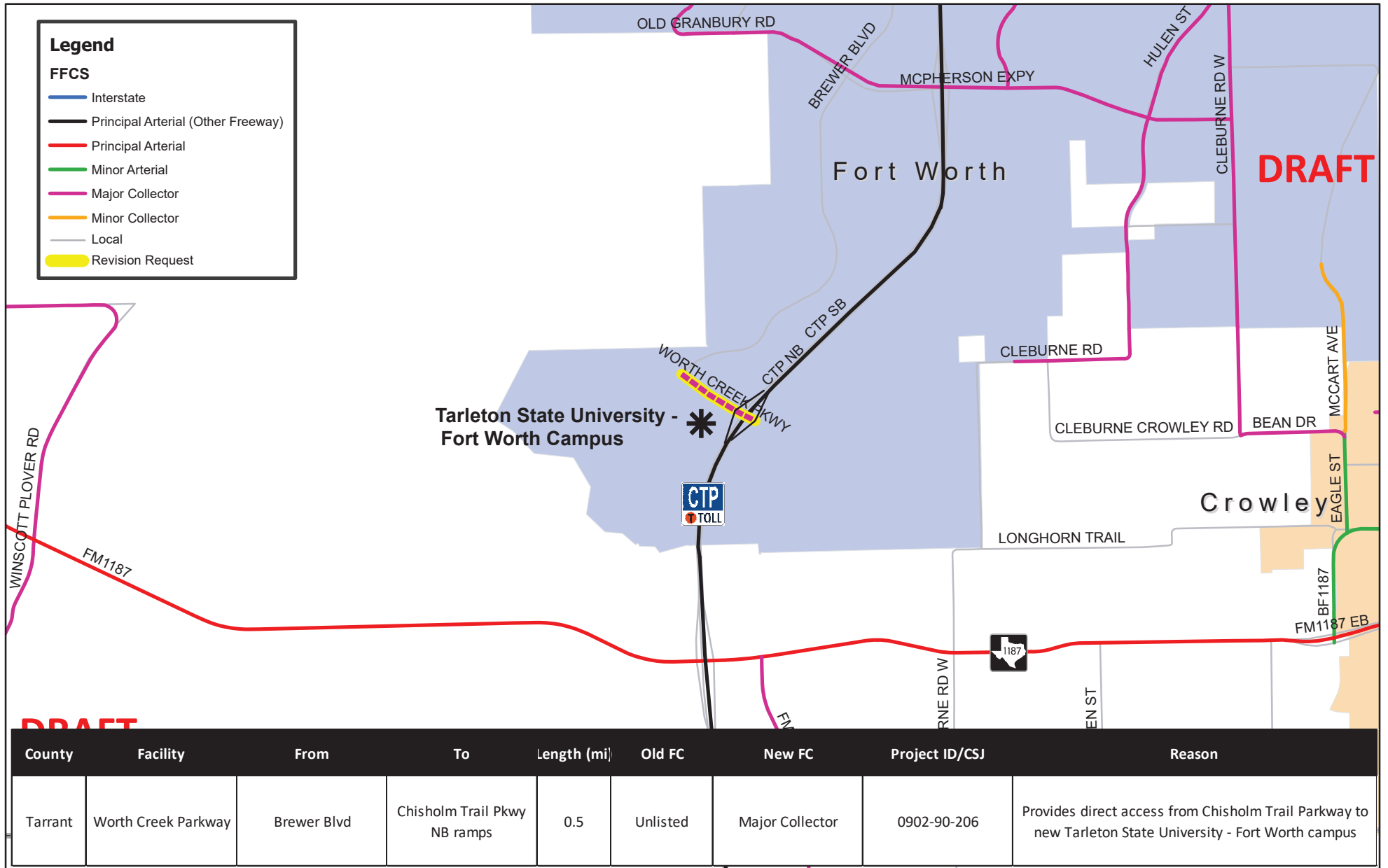
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2, and the current Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-february-2022>).
14. **Other Business (Old or New):** George Fuller expressed appreciation of NCTCOG staff for their work and presentations on the day's agenda.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, March 10, 2022.

The meeting adjourned at 2:58 p.m.

A motion was made to adjourn the Regional Transportation Council Meeting. B. Glen Whitley (M); Andy Eads (S). The motion passed unanimously.

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and City of Fort Worth and approved as part of the Transportation Improvement Program (TIP)



PROPOSED FFCS AMENDMENTS PREVIOUSLY APPROVED IN 2013 -2018

COUNTY	FACILITY	FROM	TO	LENGTH (MI)	OLD FC	NEW FC	REASON	RTC APPROVAL DATE	NCTCOG SUBMISSION TO TXDOT
Wise	FM 1810 (Realigned)	East of Public Rd 1122	BU 81D	1.25	Unlisted	Major Collector	Creates safer intersection for the heavy truck traffic on FM 1810 with US 81/287	Jul-18	Jan-19
Kaufman	FM 148 (Realigned)	South of FM 3039	US 175	1.4	Unlisted	Major Collector	Improved access to US 175; Diverts thru truck traffic from downtown Crandall	Jul-18	Oct-18
Tarrant	Haslet Parkway	FM 156	IH 35W	2.7	Unlisted	Minor Arterial	Strategic Freight Route, Improved overall West to East access in Northern Tarrant County	Jul-18	Oct-18
Denton	FM 1171 Extension	IH 35W	FM 156	3.2	Unlisted	Minor Arterial	Improved East-West mobility and access to IH 35W for southwest Denton County. Provides additional mobility options during special events at Texas Motor Speedway.	Jul-18	Oct-18
Tarrant	Center Street	North of IH 20	Nathan Lowe Rd	1.7	Unlisted	Major Collector	Continuation of existing Center Street Major Collector to the north. Existing IH 20 overpass provides north-south commercial and residential mobility in area. Projected Year 2045 daily traffic volume of 5,900. Closes gap in current FFCS.	May-13	Jun-13
Dallas	East Branch Parkway	IH 30	IH 20	11.25	Unlisted	Principal Arterial/Other Freeway	Future Tollway	May-13	Jun-13
Dallas/Ellis/Kaufman	State Loop 9	US 67	IH 20	35	Unlisted	Principal Arterial	Future staged southern Dallas County Loop; section from IH 35E to IH 45 currently under construction	May-13	Jun-13
Johnson/Hood	US 377 (Cresson Bypass)	BU 377 N of Cresson	BU 377 S of Cresson	1.75	Unlisted	Principal Arterial	Cresson bypass with grade separation over rail; currently under construction	May-13	Jun-13
Parker	[East] Weatherford Loop (Ric Williamson Memorial Hwy)	FM 51/Main Street	US 180/Fort Worth Highway	6	Unlisted	Principal Arterial	Eastern continuation of current Ric Williamson Memorial Highway loop around Weatherford	May-13	Jun-13



NCTCOG PRESENTATION

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

Regional Transportation Council

March 10, 2022

**Jason Brown,
Principal Air Quality Planner**

Funding and Applicant Eligibility

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

Call for Project	North Texas Clean Diesel Project 2021
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power
Available Funding*	\$1,531,290
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**

*A committed project of \$825,000 was included in the EPA award.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.



Summary of Applications

North Texas Clean Diesel Call for Projects*

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Expect to Recommend	
					Activities**	Funds
City of Plano	4	Yes	1***	\$588,497	1	\$185,786
Kenan Advantage Group	2	Yes	2	\$395,794	2	\$395,794
PACCAR Leasing Company	2	Yes	2	\$367,024	2	\$367,024
Funding Remaining After Recommended Subaward Rebates****					\$582,687	

*Refer to Electronic Item 3.2.2 for more details.

**Five recommended activities are replacing diesel vehicles with all-electric vehicles, covering up to 45% of project cost.

***Three activities ineligible due to EPA requirement of vehicle engine model year.

****Next round of call for projects currently open for remaining balances.



Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	February 25, 2022
RTC Approval of Recommended Rebate	March 10, 2022
Executive Board Authorization	March 24, 2022
Next Interim Application Deadline (Rolling 90-day deadline until all funds awarded or until project implementation deadline)	April 15, 2022
Project Implementation Deadline	January 31, 2024



Action Requested

RTC Approval of Recommended Rebate Awards:

North Texas Clean Diesel Project 2021

1. \$185,786 to the City of Plano to replace one class 8 diesel refuse truck with one all-electric refuse truck
2. \$395,794 to Kenan Advantage Group to replace two class 8 diesel short-haul trucks with all-electric trucks
3. \$367,024 to PACCAR Leasing Company to replace two class 8 diesel short-haul trucks with all-electric trucks



Contact Us



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Relevance to Regional Planning

Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Reference: AQ2-006

Technology improvements are achieved through specific initiatives, often implemented through regional funding opportunities which enhance the use of lower emitting, more efficient vehicles, equipment, technologies, and/or fuels.

Mobility 2045 Chapter 4 - Environmental Considerations

Appendix C - Environmental Considerations



North Texas Clean Diesel Project 2021 Call For Projects Funding

Awarded Projects - NTCDP 2021 (Round 1; January 14, 2022)																												
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO _x Benefits		Scoring Criteria					Other Environmental Benefits				
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
Paccar Leasing	2	Onroad	Class 8 - Short Haul Combination	1990	Diesel	10,750	50,000	N/A	2022/2023	Electric	\$407,804	45%	\$183,512	\$183,512	\$183,512	\$224,292	10.76	\$17,059	5	64	70	23.5	5	93.5	0.41	0.35	2.27	806
Paccar Leasing	1	Onroad	Class 8 - Short Haul Combination	1992	Diesel	10,750	50,000	N/A	2022/2023	Electric	\$407,804	45%	\$183,512	\$183,512	\$183,512	\$224,292	10.32	\$17,783	4	64	69	23.5	5	92.5	0.43	0.34	2.26	802
Kenan Advantage Group	1	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,700	47,781	N/A	2022/2023	Electric	\$439,770	45%	\$197,897	\$197,897	\$197,897	\$241,874	1.48	\$133,356	3	50	54	24.5	5	78.3	0.00	0.04	1.02	250
Kenan Advantage Group	2	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,600	46,560	N/A	2022/2023	Electric	\$439,770	45%	\$197,897	\$197,897	\$197,897	\$241,874	1.45	\$136,184	2	50	53	24.5	5	77.3	0.00	0.04	1.00	243
City of Plano	4	Onroad	Class 8 - Refuse Truck	2014	Diesel	6,085	11,323	N/A	2021	Electric	\$412,858	45%	\$185,786	\$185,786	\$185,786	\$227,072	0.25	\$755,184	1	1	2	23.0	3	25.0	0.00	0.00	0.16	411
Total Projects											\$2,108,006		\$948,603	\$948,603	\$1,159,403	24.26	\$1,059,566						0.84	0.78	6.71	2,512		

Funds Available for Call for Projects	\$1,531,290
Total Funds Recommended for Award	\$948,603
Balance Available for Future Project Solicitation	\$582,687

Ineligible Projects - NTCDP 2021 (Round 1; January 14, 2022)													Eligibility Comments										
City of Plano	1	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,356	10,624	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.									
City of Plano	2	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,468	11,080	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.									
City of Plano	3	Onroad	Class 8 - Refuse Truck	2013	Diesel	3,897	8,626	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.									

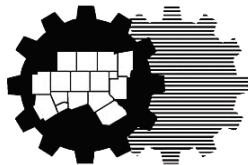
EPA = Environmental Protection Agency
 NO_x = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide
 B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
 **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

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
March 10, 2022**



**North Central Texas
Council of Governments**

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight and Port Drayage Vehicles	\$6,677,032	Closed; Awards Still in Progress	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure – Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Opened November 2, 2021; Suspended November 3, 2021	\$89,852,581 Requested

*Data reflects information posted at www.texasvfund.org as of February 28, 2022

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at www.texasvfund.org as of February 28, 2022

REMAINING FUNDS BY FUNDING ROUND

	Balance from Previously Completed Funding Rounds, Based on Awards Issued			
Priority Area	Bus	Refuse	Local Freight*	Total
Austin	\$0	\$2,399,888	\$2,011,645	\$4,411,533
Beaumont/Port Author	\$0	\$1,595,063	\$1,085,198	\$2,680,261
Bell County	\$0	\$520,766	\$271,056	\$791,822
Dallas/Fort Worth	\$0	\$2,482,295	-\$1,252,947**	\$1,229,348
El Paso	\$1,690,461	\$2,199,386	\$3,165,166	\$7,055,013
Houston/Galveston/Brazoria	\$0	\$6,518,440	\$3,393,859	\$9,912,299
San Antonio	\$0	\$12,944,273	\$8,715,344	\$21,659,617
Total	\$1,690,461	\$28,660,111	\$18,642,268	\$48,992,840

* Funds still being awarded

** TCEQ shifted unused funds from the Dallas-Fort Worth allocation for the Refuse funding round to provide additional awards for Dallas-Fort Worth areas projects under the Local Freight round. Awards are still in progress for the Local Freight round but to date, an additional \$1.2 million in awards have been made.

AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

Bus Replacements:

Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

Refuse Vehicle Replacements:

City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

Freight Vehicle Replacements:*

City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

Level 2 Charging Stations:*

City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

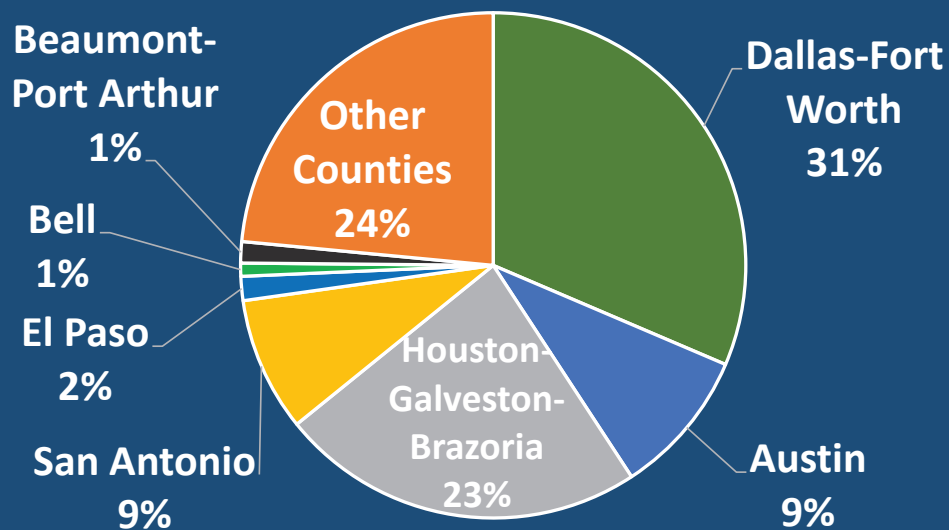
*Funds still being awarded

Data reflects information posted at www.texasvwfund.org as of February 28, 2022

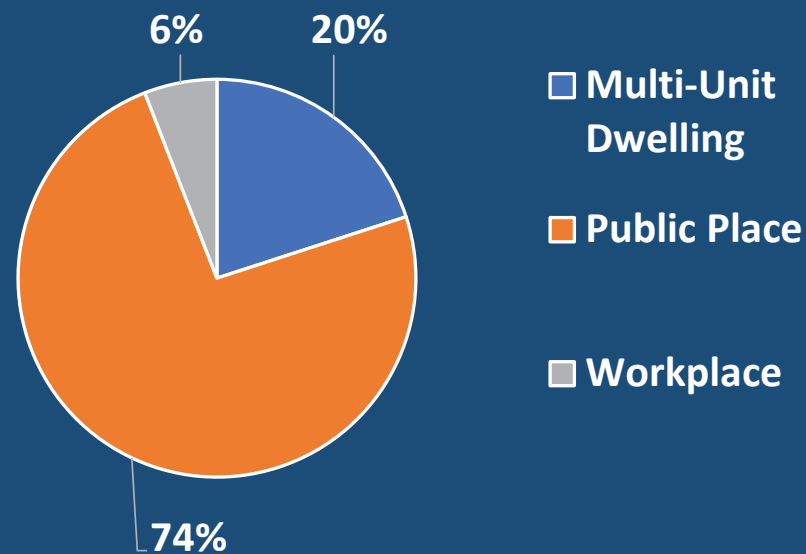
TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Total Statewide Allocation = \$10,465,958; Total Funds Requested = \$11,005,500
4,408 Sites Requested Statewide

Geographic Distribution of Sites Requested (7 TxVEMP Priority Areas + Rest of State)



Type of Sites Requested

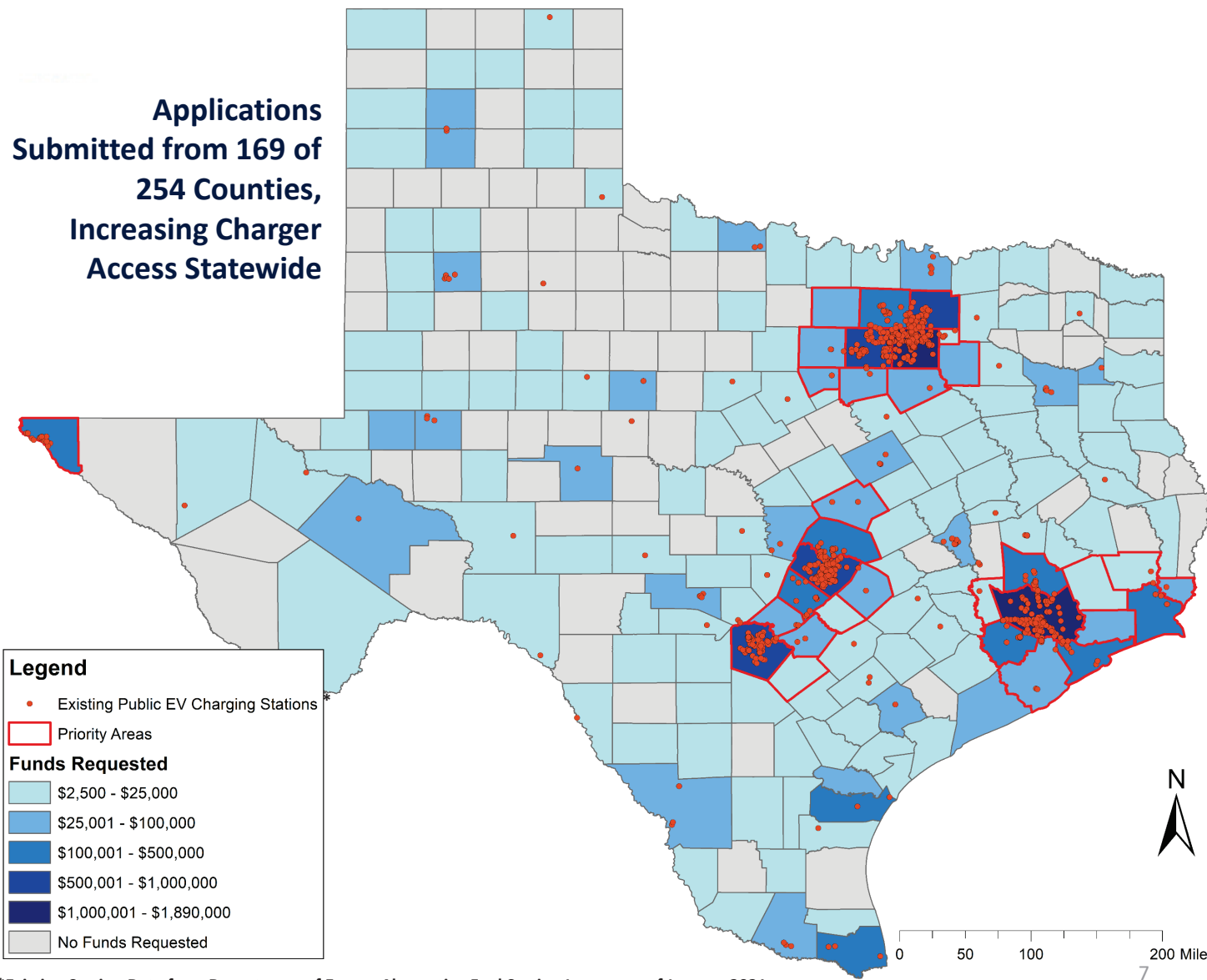


GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Applications Submitted from 169 of 254 Counties, Increasing Charger Access Statewide

Priority Areas

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



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

FOR MORE INFORMATION

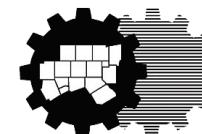
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Also see “Hot Topics” at www.nctcog.org/aqfunding



North Central Texas
Council of Governments

MINUTES**Regional Transportation Council
PUBLIC MEETING****Mobility 2045 Update****Fort Worth to Dallas Regional Trail Branding and Wayfinding Project****Title VI Program and Language Assistance Plan Update****DFW Clean Cities Update: 2021 Annual Survey****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, February 7, 2022, at noon at the North Central Texas Council of Governments in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.org/input. Dan Lamers, Senior Program Manager, moderated the meeting, attended by eight people.

Public Meeting Purpose and Topics

The public meeting was held 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, and amended on November 8, 2018. Staff presented information about:

1. Mobility 2045 Update – presented by Amy Johnson
2. Fort Worth to Dallas Regional Trail Branding and Wayfinding Project – presented by Shawn Conrad
3. Title VI Program and Language Assistance Plan Update – presented by Kate Zielke
4. DFW Clean Cities Update: 2021 Annual Survey – presented by Jared Wright

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording are available at www.nctcog.org/input.

Summary of Presentations***Mobility 2045 Update presentation:***

<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/10/MTPUpdate.pdf>

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals, and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation.

NCTCOG staff is working on an update to Mobility 2045 and focused on confirming project and performance measure refinements as well as finalizing financial forecasts. Updates to the Plan include, incorporating the use of new technologies, safety and travel demand management (TDM) strategies, and addressing equity and barriers to opportunity.

The official comment period will take place in April and May of 2022, and the RTC will take action on the Mobility 2045 Update in June 2022.

Fort Worth to Dallas Regional Trail Branding and Wayfinding Project presentation:

<https://nctcog.org/getattachment/trans/involve/meetings/Archive/Trail-Branding.pptx.aspx?lang=en-US>

The Regional Trail Branding and Wayfinding project will create unified branding and signage for the Fort Worth to Dallas Regional Trail, a 66-mile paved bicycle and pedestrian trail which runs through the cities of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. The project, which is expected to be fully completed by early 2024, will help build regional consensus for ongoing marketing and operations for the trail and provide recommendations for support infrastructure.

The project has the following goals:

- Create a unified branding and signage package that includes cobranding of local trails
- Provide infrastructure recommendations for holding major regional and national events
- Provide integrated regional 911 signage system and lighting recommendations
- Provide electronic message boards and real-time display trail counter recommendations
- Build consensus for ongoing marketing and operations

Engagement activities include stakeholder meetings as well as several virtual open houses. Once the trail is completed, project staff will coordinate with the five cities to advance sign fabrication, identify promotional strategies, develop 911 signage, and install real-time display counters for data collection.

For more information on the Fort Worth to Dallas Regional Trail Branding and Wayfinding project, visit www.nctcog.org/FWtoDALTrail.

Title VI Program and Language Assistance Plan Update presentation:

<https://nctcog.org/getattachment/trans/involve/meetings/Archive/Title-VI.pptx.aspx?lang=en-US>

The Title VI Program documents how NCTCOG considers civil rights in planning and includes procedures individuals can use to file a complaint of discrimination. Significant updates to this program include a summary of outreach efforts since last submission, a list of transit-related Title VI investigations and complaints, a schedule of subrecipient Title VI submissions, and impacts of the distribution of State and federal funds for public transportation projects.

Significant updates to the Language Assistance Plan include details on the limited English proficiency population and literacy rates for the 12-county Dallas-Fort Worth Metropolitan

Planning Area as well as a four-factor analysis that evaluates the extent to which language assistance measures are required.

The 45-day public comment period for the Title VI Program and Language Assistance Plan updates closes on Wednesday, March 23.

DFW Clean Cities Update: 2021 Annual Survey presentation:

<https://nctcog.org/getattachment/trans/involve/meetings/Archive/DFWCC-Annual-Survey.pptx.aspx?lang=en-US>

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy (DOE) initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities. Objectives for the survey include providing opportunity for recognition, informing about future events and conveying needs, and meeting regional goals set by the DOE.

The 2020 survey results included the following statistics

- 1 ton/day ozone-forming Nitrogen Oxides (NO_x) reduced
- 23.95 million gasoline gallons equivalent (GGE) reduced
- 125,058 tons greenhouse gas emissions reduced

The 2021 Annual Survey is now open and can be found at www.dfwcleancities.org/annualreport.

ORAL COMMENTS RECEIVED AT MEETING

No oral comments received at the meeting.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEDIA & MAIL

Website

Mobility 2045 Update

Pamela Burns, DCTA

A. Health Accessibility Program

Question: How can we find out more about the Health Accessibility Program

Summary of Response by Amy Johnson: The Health Accessibility Program's purpose is to help address access to food and health services through technology solutions. If you have additional questions, feel free to reach out to me. Kate Zielke on our staff is also a great point of contact for this initiative.

Summary of Response by Kate Zielke: This is a new program. We have begun exploring food deserts and have identified a large number of residents in regional communities who struggle to have access to nutritious foods and healthcare. The zip code 76104 faces a lot of health struggles despite being near Fort Worth's health district.

Fort Worth to Dallas Regional Trail Branding and Wayfinding Project

Al Henderson, City of Fort Worth

A. Wayfinding solutions

Question: What wayfinding solutions are being considered for the Fort Worth to Dallas Regional Trail?

Summary of response by Shawn Conrad: We haven't started developing signage for the project. Discussion regarding branding and signage will begin this March.

Mail

Other

Phyllis Silver, Citizen

Please see attachment for comments submitted via postal mail.

February 2022 Public Input Opportunity - due March 8, 2022
Phyllis Silver

Comment

This is excellent detail about Title VI. The documents also contain good definitions and details about the role of the COG and related entities.

Comments and Questions about Attachment #11, Environmental Justice Index User Guide - These comments/questions pertain to the page numbering, not the content of the guide.

There is a page with a page # "0" on the lower right hand side. This page has a map of the counties. The reverse side of this sheet has a "1" as the page number and it is a continuation of the narrative under Supplemental Layers, which began on page 0. There is another page 1 with subject headings "About The Environmental Justice Index" and "Methodology." This narrative continues on page 2, which discusses Environmental Justice Index variables. Page 3 discusses Displaying the Results. There is another page 2 which contains a chart showing Layer and Regional Percentage with an explanation of calculating the Ratio to Regional Percentage. This continues on a page, also numbered "3" and this page has a section on Applications for Equity Analysis, Planning or Outreach.

In summary, the numbers 1, 2, and 3 are used twice in this user guide.

The remaining pages do not have duplicate page numbers.

This document was not presented to the Board, therefore perhaps if it had been done, the sequence of the pages may have been clearer. In any case, I did want to question the fact that some of the page numbers are repeated at the beginning of the user guide.

Now I am seeing that these page numbers are repeated in the Table of Contents for this User Guide. I would recommend

that the numbering system be changed. Even looking at the Table of Contents, the numbering system looks confusing. Within the Methodology section, in the Table of Contents, the number sequence shows as 1, 2, 3, 0, 2.

Thank you.

Phyllis Silver
2/15/2022



Addendum

Fort Worth to Dallas Regional Trail Brandy and Wayfinding Project
2/17/2022 Public Meeting

Page 9
Comment

I favor ^{both} the natural and the abstract patterns. I would avoid the angular pattern and perhaps the minimal pattern, as people will be exercising vigorously on the trail. Since the angular and minimal patterns can cause a dizzying effect on some people when their heart rate increases due to exercise, these patterns can cause an adverse effect in some people.

As for the wording of my vision, I like the word "welcoming."

Phyllis Silver

TRANSPORTATION PUBLIC MEETING

MARCH 14 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Mobility 2045 Update

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview and update on the timeline for the Plan, including the Plan's official public comment period.

Autonomous Vehicles 2.2/2.3 Projects: Round 2

NCTCOG staff is seeking approval from the Regional Transportation Council for a second round of project proposals for the Automated Vehicle 2.2 and 2.3 programs. The first round of projects was approved in July 2021 as part of the larger Automated Vehicle 2.0 (AV2.0) initiative. The purpose of AV2.0 is to deepen transportation innovation within the region, provide a level playing field for all communities to participate, and apply relevant technology solutions to transportation challenges in situations where the market may lag.

2023-2026 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a federally and State-mandated list of transportation projects with committed federal, State, and local funding within a four-year period. Staff will present an overview of the TIP development process and provide a draft list of active projects in the region.

Regional Parking Utilization Database

Does North Texas have too much parking? NCTCOG is launching a Regional Parking Utilization Database to study the demand and options for more efficient parking in the DFW region. This presentation will provide an overview of the project and request commercial property owners and managers to volunteer for the study.

ONLINE REVIEW & COMMENT (NO PRESENTATION; HANDOUTS POSTED ONLINE)

Proposed Modifications to the List of Funded Projects

A comprehensive list of funded transportation projects through 2024 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State, and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis and posted online for review and comment.

Unified Planning Work Program Modifications

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of the transportation and related air quality planning activities to be conducted in North Central Texas. Proposed modifications to the FY2022 and FY2023 UPWP will be posted online for review and comment.

For special accommodations due to a disability or for language interpretation, contact Thao Tran at 817-704-2510 or tctran@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Thao Tran at least 72 hours prior to the meeting: 817-704-2510 or tctran@nctcog.org.

Attend in person or watch the presentations live at nctcog.org/input. A video recording will be made available afterward. To attend the meeting via phone, dial 855-925-2801 then code 6339.



RESOURCES & INFORMATION

Interactive Public Input-Map Your Experience:
nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP):
www.smokingvehicle.net

Vehicle Incentives & Funding Opportunities:
nctcog.org/aqfunding

Fair Treatment & Meaningful Involvement :
nctcog.org/input

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 Thursday, January 20, through Saturday, February 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 29 bicycle and pedestrian comments, 20 roadway comments and one transit comment. To read them, visit: <http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Alternative Fuels

Twitter –

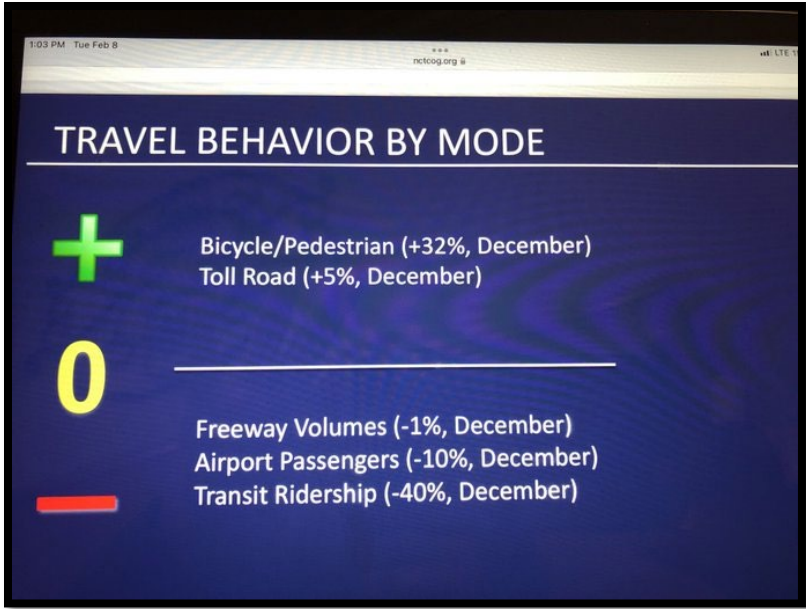
1. I'm at @NCTCOGtrans Executive Committee Meeting and we just unanimously approved match funding for 2 @CityOfDallas heavy diesel vehicles to be replaced by compressed natural gas with @EPA funding. #cleanair – caraathome (@🏠) (@caraathome)

At today's @NCTCOGtrans meeting, we just approved funding for a regional study of mixed-use developments using surface transportation block grant funds. @DallasMayor @ChadWestDallas @caseyt07 @CityOfDallas – caraathome (@🏠) (@caraathome)

Bicycle & Pedestrian

Twitter –

1. 🚲🚶 32% increase in reasons to support bicycle & pedestrian infrastructure and safety! @NCTCOGtrans #sidewalks #protectedbikelanes – caraathome (@🏠) (@caraathome)



Innovative Vehicles & Technology

Twitter –

1. Why does this make us feel like we are in the middle of @BacktotheFuture now? 🚀
 #smartcities #airtaxi #gamechanger @CityOfDallas @Johnson4Dallas @DRC @NCTCOGtrans @NCTCOG_Official @NDCC – Dallas International District (@DallasIntDist)

THIS JUST IN!

The Dallas City Council passed a resolution of support for the *Autonomous Transportation System* of the **Dallas International District**. This resolution allows us to proceed with creating a shared parking entity, work on plans for a system, and keep the project moving in partnership with NCTCOG. There are no costs to the city as this is the first step in creating a system that will be funded through many sources, public and private.

DALLAS INTERNATIONAL DISTRICT

Roadway

Email –

1. John Donaghey

Hi NCTCOG,

An intersection of continuing concern:

East/West Lucas Rd. at Southview Drive.

The guard rail damage is constant since the right turn from East Lucas Rd. onto West Lucas Rd. is too tight. Cars can barely make it w/out swinging into the far lane. Trucks cause most of the rail damage.

Then there is the visual problem of seeing the traffic turning from Southview Dr. onto West Lucas Rd. Cars turning from West Lucas Rd. onto East Lucas Rd. must risk life and limb when turning on the yellow flashing arrow not to be in the intersection when the next car arrives.

Please list this problem area for study.

Twitter –

1. Umm... 😬 – NCTCOGTransportation (@NCTCOGtrans)



It's one piece of the multi-modal transportation options that North Texas residents have been demanding for years. When is Michael Morris going to start advocating for separated sledding lanes?!? – Wylie H Dallas (@Wylie_H_Dallas)

2. These arterial mini-highways make up the single largest expenditure in @NCTCOGtrans current financial plan despite its hypocritical call for more sustainable transportation in the region – Kingston for Commissioner (@PhilipTKingston)



I'm getting dangerously close to becoming a one issue voter: shrinking arterials – Eric Haney (@EricHeartsMath)

Not a bad one if you have to pick – Kingston for Commissioner (@PhilipTKingston)

Facebook –

1. Lewisville City Council gives consensus on changes to I-35 corridors:
https://starlocalmedia.com/.../article_034b3198-808d-11ec... – NCTCOG Transportation Department



Fix bonds ranch and 287 its caos every day at every hour – Carlos Avelar

Transit

Twitter –

1. The North Central Texas Council of Governments (@NCTCOGtrans)-Dallas Area Rapid Transit (@dartmedia) will receive \$800,000 to plan for TOD at nine DART Silver Line regional rail stations that connect major centers around Dallas. – Texas Infrastructure (@TXInfrastruct)
2. New DART routes start today! To make it easier for you, enjoy a week of free rides. Learn more here: <https://wfaa.com/article/news/local/dart-bus-routes-changing-what-to-know/287-909a6ffe-be24-45ba-b5d5-40cf6ef78bdc>. – NCTCOGTransportation (@NCTCOGtrans)



FREEEEEE????? Let's take a ride 🚌 – Stina, Excessively Black (@bespectacledcee)

Free-ee-eee-ee-eee-ee. – NCTCOGTransportation (@NCTCOGtrans)



3. Today: @NCTCOGtrans Regional Transportation Council mtg discussing how @dartmedia isn't able to fulfill their vanpool service. @TrinityMetro @RideDCTA have stepped up to take

over, thankfully eliminating the possibility of regional sanctions or removal of federal funds. –
 caraathome (@🏠) (@caraathome)

Action Requested

RIC Approval:

- For DCTA and Trinity Metro to replace the current vanpool service provided by DART.
- To revise administrative documents as appropriate to incorporate project modifications.

Recently Approved Vanpool Program Coverage

Agency	Origin	Destination
City of Dallas	North Dallas	South Dallas
City of Fort Worth	North Fort Worth	South Fort Worth
City of Irving	North Irving	South Irving
City of Plano	North Plano	South Plano
City of Richardson	North Richardson	South Richardson
City of Rowlett	North Rowlett	South Rowlett
City of The Woodlands	North The Woodlands	South The Woodlands
City of Springtown	North Springtown	South Springtown
City of Carrollton	North Carrollton	South Carrollton
City of Mesquite	North Mesquite	South Mesquite
City of Garland	North Garland	South Garland
City of Dallas	North Dallas	South Dallas
City of Fort Worth	North Fort Worth	South Fort Worth
City of Irving	North Irving	South Irving
City of Plano	North Plano	South Plano
City of Richardson	North Richardson	South Richardson
City of Rowlett	North Rowlett	South Rowlett
City of The Woodlands	North The Woodlands	South The Woodlands
City of Springtown	North Springtown	South Springtown
City of Carrollton	North Carrollton	South Carrollton
City of Mesquite	North Mesquite	South Mesquite
City of Garland	North Garland	South Garland

Temporary Vanpool Program Coverage without DART

Agency	Origin	Destination
City of Dallas	North Dallas	South Dallas
City of Fort Worth	North Fort Worth	South Fort Worth
City of Irving	North Irving	South Irving
City of Plano	North Plano	South Plano
City of Richardson	North Richardson	South Richardson
City of Rowlett	North Rowlett	South Rowlett
City of The Woodlands	North The Woodlands	South The Woodlands
City of Springtown	North Springtown	South Springtown
City of Carrollton	North Carrollton	South Carrollton
City of Mesquite	North Mesquite	South Mesquite
City of Garland	North Garland	South Garland

Background/ Overview

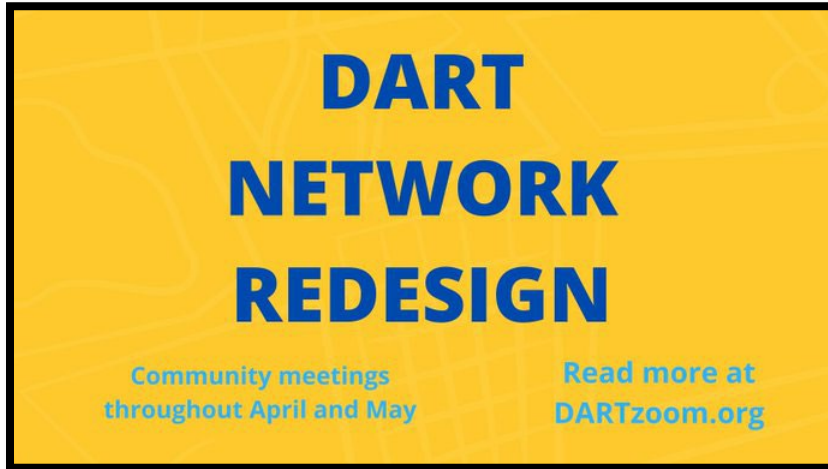
- Regional Vanpool Program is Planned State Implementation Plan (SIP) Requirement.
- May 18, 2021: RRC approved program service area boundaries.
- December 2021: DART notified NCTCOG that their vanpool vendor failed to secure vehicles.
- January 2022: DART notified NCTCOG that they are terminating their vanpool vendor contract.
- January 2022: NCTCOG, DART, SCTA, and Trinity Metro met to discuss transition of DART's regional vanpool program to ensure continued coverage.



4. @NCTCOGtrans looks to @dartmedia to implement one of the dumbest mass transit projects in US history – Wylie H Dallas (@Wylie_H_Dallas)

communityimpact.com
 Regional Transportation Council looks to extend DART rail line from Pl...
 The proposed McKinney to Plano line would be 18 miles long and the transportation council estimates it would have 7,000-8,000 riders a ...

5. DART is undergoing the largest system wide re-design ever! There are a series of meetings where you can learn more in advance of the public hearing. Visit <https://dart.org/meetings/publicmeetings.asp> for the meeting schedule. – NCTCOGTransportation (@NCTCOGtrans)



After have to walk 1.1 miles to get to the NEAREST bus stop to get me about back home, I'll still have to walk a mile and a half to get to my complex, and arriving 7 minutes before the bus was supposed to be here it didn't show up 😡😡. How is this better? – Latecia Dondaldson (@Ladiyla)

Other

Twitter –

1. @KFWB_TX and the @CityofFortWorth recently went home winners of the @NCTCOGtrans North Texas Community Cleanup Challenge. Let's continue to cleanup and prevent litter in our city, and find ways to keep Fort Worth beautiful. <https://bit.ly/3orJcUB> – Mayor Mattie Parker (@MayorMattie)



2. We got a shoutout from Michael Morris and @NCTCOGtrans for the awesome development at Grapevine Main Street Station. @HotelVinTexas makes us the crown jewel of TEXRail.

(Ok, we embellished that last part. But he was thinking it.) – GrapevineEcoDev (@GrapevineEcoDev)



Facebook –

1. Hi, everyone! Introducing Dan Lamers. He's the senior program manager over metropolitan transportation planning. He's a tiki culture- and sports-loving planner with 36 years of service to the Transportation Department. He's working hard on updates to our Mobility 2045 plan and would love to hear from you! Read more about him here:

<https://www.nctcog.org/.../mobilit.../people-behind-the-plan>. #PeopleBehindThePlan – NCTCOG Transportation Department



Hi Dan! I'm so proud of you and all you have accomplished. You've come a long way since our Mobility 2010 planning. Great job! – Kelli Gilbert-Brosig



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

February 7, 2022

Judy McDonald
Executive Director
Workforce Solutions for Tarrant County
1515 S. Sylvania Avenue
Fort Worth, TX 76111

RE: Economic Development Administration (EDA) ARPA (American Rescue Plan Act) Good Jobs Challenge Program (EDA-HDQ-ARPGJ-2021-2006964)

Dear Ms. McDonald:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the Transportation Department of the North Central Texas Council of Governments (NCTCOG), I am pleased to support the Workforce Solutions for Tarrant County's EDA ARPA Good Jobs Challenge Grant Application for the **DFW Region Aerospace and Defense Workforce Accelerator**.

This grant award will facilitate development and expansion of regional workforce training systems and sector partnerships among employers, education and training providers, workforce entities, and other stakeholders in the Aerospace and Advanced Manufacturing industries. This project will connect populations of need with middle-to high-skilled Aerospace and Advanced Manufacturing jobs through a scalable model of work-based learning programs.

We are committed to partnering with the Workforce Solutions for Tarrant County and its participating area employers, to connect the populations we serve to quality middle-to-high-skilled jobs in the Aerospace, Defense and Advanced Manufacturing industries. This grant opportunity will also complement and further advance NCTCOG's ongoing partnership with Workforce Solutions for Tarrant County, the DFW Regional Aerospace Consortium, Aerospace and Defense Manufacturers, and Education Institutions in North Texas towards developing an Agile Curriculum Program. The Agile Curriculum Program is targeted at creating appropriate degree, certificate training and internship programs to meet the needs of a rapidly growing aerospace and defense industry.

Again, the RTC fully supports the EDA ARPA Good Jobs Challenge Grant Application submitted by Workforce Solutions for Tarrant County. If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris", with a stylized flourish at the end.

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

DK:kw



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

TO: City Mayors and City Managers/Administrators

DATE: February 28, 2022

FROM: Theresa Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

SUBJECT: Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06)

The Regional Transportation Council (RTC) has recently approved revisions to the Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06). Enclosed please find the revised resolution that could provide more flexibility to address idling issues within your jurisdiction. The revised RTC resolution encourages implementation and adoption of an idling restriction ordinance that is not limited to signing the Texas Commission on Environmental Quality (TCEQ) Memorandum of Agreement. This would allow local jurisdictions to implement an idle restriction ordinance without excluding them from competing for idle reduction infrastructure funding from the TCEQ.

By ensuring an idling restriction ordinance is in place, your city is a step closer in voluntarily meeting the 50 percent policy adoption recommendations when the time comes to apply for Transportation Development Credits through the Metropolitan Transportation Plan Policy Bundle.

Through the Engine Off North Texas program, the North Central Texas Council of Governments (NCTCOG) encourages all local governments reduce unnecessary idling within their jurisdiction whether it's through adopting and enforcing an idle restriction ordinance, encouraging installation of idle reduction infrastructure like electrified parking spaces, or other idle reduction strategies. Engine Off North Texas offers guidance and materials available upon request, free of charge, to all local governments and businesses within the NCTCOG boundaries.

If you would like to request "No Idling" metal regulatory signs, Engine Off North Texas brochures, or posters, or more information on how to implement, adopt, and enforce an idle restriction ordinance, please email engineoffnorthtexas@nctcog.org or visit engineoffnorthtexas.org. If you have any questions, feel free to contact Huong Duong at hduong@nctcog.org or 817-704-5678.

A handwritten signature in black ink that reads "Theresa Daniel, Ph.D." The signature is written in a cursive style.

Theresa Daniel, Ph.D.

HD:cmg
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

February 28, 2022

The Honorable J. D. Clark
County Judge
Wise County
P. O. Box 393
Decatur, TX 76234

Dear Judge Clark:

The Regional Transportation Council (RTC) has recently approved revisions to the Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06). Enclosed please find the revised resolution that could provide more flexibility to address idling issues within your jurisdiction. The revised RTC resolution encourages implementation and adoption of an idling restriction ordinance that is not limited to signing the Texas Commission on Environmental Quality (TCEQ) Memorandum of Agreement. This would allow local jurisdictions to implement an idle restriction ordinance without excluding them from competing for idle reduction infrastructure funding from the TCEQ.

By ensuring an idling restriction resolution is in place, Wise County is a step closer in voluntarily meeting the 50 percent policy adoption recommendations when the time comes to apply for Transportation Development Credits through the Metropolitan Transportation Plan Policy Bundle.

Through the Engine Off North Texas program, the North Central Texas Council of Governments (NCTCOG) encourages all local governments reduce unnecessary idling within their jurisdiction whether it's through adopting and enforcing an idle restriction ordinance, encouraging installation of idle reduction infrastructure like electrified parking spaces, or other idle reduction strategies. Engine Off North Texas offers guidance and materials available upon request, free of charge, to all local governments and businesses within the NCTCOG boundaries.

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Sincerely,

A handwritten signature in black ink that reads "Theresa M. Daniel". The signature is written in a cursive style.

Theresa Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

HD:cmg
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE IDLING
RESTRICTIONS IN NORTH CENTRAL TEXAS**

(R21-06)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

WHEREAS, Locally Enforced Motor Vehicle Idling Restriction is a commitment that will be documented in the Dallas-Fort Worth Eight-Hour Ozone Attainment Demonstration State Implementation Plan (SIP) as Weight-of-Evidence; and,

WHEREAS, the Regional Transportation Council has no regulatory authority to enforce idling restrictions; and recognizes that local governments have such authority by implementing an idling restriction ordinance or resolution, or by entering into a Memorandum of Agreement (MOA) with the Texas Commissions on Environmental Quality (TCEQ).

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council endorses the implementation of a locally enforced motor vehicle idling restriction ordinance or resolution to aid in reducing mobile source emissions and as Weight-of-Evidence in the State Implementation Plan.

Section 2. The Regional Transportation Council encourages local government adoption of an idling restriction ordinance or resolution.

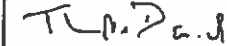
Section 3. The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.

Section 4. The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.

Section 5. This resolution will be transmitted to local governments in the ten county ozone nonattainment area.

Section 6. This resolution shall be in effect immediately upon its adoption.

DocuSigned by:



6368F6122A8B45A...

Theresa M. Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 14, 2021.

DocuSigned by:



606CD0E9376E48F...

Cary Moon, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

Community Impact Newspaper

National nonprofit seeks city of McKinney's support in autonomous vehicle project

By Brooklyn Cooper

Autonomous vehicles could be arriving in McKinney next year.

Feonix Mobility Rising, a nonprofit focused on health and transportation equity, asked McKinney City Council during a Feb. 1 work session for support on a program that would provide necessities to residents.

The program, informally called the Wellness Wagon, would deploy two self-driving vehicles to deliver fresh food and non-narcotic medications to McKinney's underserved population. The North Central Texas Council of Governments is collaborating with Feonix on the project.

The Wellness Wagon would serve those living in poverty, people with disabilities and senior citizens. McKinney has more than 13,000 people living at or below the federal poverty level, according to the [presentation](#).

In addition to deliveries, the Wellness Wagon would be designed as a telehealth resource. Vehicles would have designated parking locations—for example, a patient's residence or in the parking lot of a senior center—for patients to virtually visit with healthcare providers.

Valerie Lefler, executive director of Feonix Mobility Rising, told the council that the Wellness Wagon would serve as a "digital house call" for those without home internet access or those whose health conditions limit their mobility.

"There are all kinds of testimonials and stories of people that needed treatment or were going to a specialty care appointment that was denied by insurance, and we make it happen," Jessy Tackett, Feonix Mobility Rising's communications director, told *Community Impact Newspaper*, adding that most of the nonprofit's vehicles are wheelchair accessible.

The Wellness Wagon is expected to receive \$4.9 million in federal funding, according to the presentation. An additional \$250,000 would come from local organizations suggested by the city.

The program's vehicles would go through two phases of teleoperation testing with a safety driver before fully autonomous driving is launched, according to the presentation. Safety drivers would make notes on the vehicles' routes to optimize drive time in addition to checking in on patients to ask about their delivery experience.

Feonix is asking the city to provide guidance on service areas, which would include semi-rural areas in addition to paved roads. The initial rollout would not include high-density areas for safety reasons, Lefler said.

The North Central Texas Council of Governments and Feonix are planning deployments for both McKinney and southern Dallas, which has more than 88,000 residents living at or below the federal poverty level, according to the presentation.

This would be Feonix's first initiative involving autonomous vehicles, Tackett said. The nonprofit provides transportation solutions in nine states. The current operations partner with local healthcare providers and volunteers to transport or deliver items to seniors, veterans and others in need.

Tackett said that Feonix chose the Dallas metroplex to debut the Wellness Wagon because of the number of people in need. She added that many cities cannot afford an autonomous vehicle program, and the number of organizations willing to partner with the program influenced the decision to come to North Texas.

"There are a lot of people involved in this program," Tackett said.

Potential local partners include Children's Health, Parkland Hospital, Southern Methodist University and Dallas Area Rapid Transit, according to the presentation. The Autonomous Vehicle Alliance, Ford and the American Foundation for the Blind are also partners with Feonix.

Lefler said that there is almost "a year of paperwork" before vehicles could hit the road. The next step would be seeking a formal resolution of support from the city, which is scheduled for a vote at the council's Feb. 15 meeting.

If the council grants support, Feonix and the North Central Texas Council of Governments would move forward with developing agreements with the Texas Department of Transportation.

Afterward, Feonix plans to hire and train delivery drivers in the first quarter of 2023. By the second quarter, the organizations would host community stakeholder meetings with the city and law enforcement. The first autonomous vehicle is scheduled to be deployed late in the second quarter of 2023, per the presentation.

The second vehicle's deployment would be scheduled for early 2024.

"It's an exciting program, and I'm glad that McKinney is involved in something so innovative and progressive for our community," Mayor George Fuller said at the meeting.

The Texas Tribune

EPA rejects Texas' more lenient standard for highly toxic air pollutant

In the wake of an investigation by ProPublica and The Texas Tribune into the widely used chemical ethylene oxide, the EPA has moved to reject a less protective standard crafted by Texas regulators and backed by the chemical industry.

By Kiah Collier

As part of a sweeping announcement detailing strategies to crack down on toxic industrial air pollution, the U.S. Environmental Protection Agency announced this week it was moving to formally reject Texas' less protective standard for the potent carcinogen ethylene oxide and stick with its own scientific conclusions, a move that clears the way for significant reductions in emissions nationwide.

EPA Administrator Michael S. Regan announced the decision after an [investigation by ProPublica, in collaboration with the Texas Tribune](#), revealed that ethylene oxide, a low-odor, ubiquitous gas that is used to make everyday household items like dish soap, is contributing to the majority of the excess industrial cancer risk in the United States.

In 2016, nearly two decades after it began assessing ethylene oxide's link to cancer, the EPA concluded that the chemical was 30 times more carcinogenic to people who continuously inhale it as adults and 50 times more carcinogenic to those who are exposed since birth than the agency previously thought.

Industry groups fought the EPA throughout the assessment process, arguing that ethylene oxide was far less harmful than agency scientists determined.

The companies found an unwavering ally in Texas. A year after the EPA published its conclusions, the Texas Commission on Environmental Quality launched its own assessment of ethylene oxide that scientists have criticized for excluding studies linking the chemical to breast cancer and drawing on cherry-picked analyses of the data that the federal agency had examined. The state standard that resulted is 2,000 times more lenient than the EPA's. (Excess cancer risk for a chemical is calculated as the number of additional cancer cases that are expected to result from a lifetime of exposure.)

Last year, after the EPA finalized changes to one of its six major regulations governing ethylene oxide, industry groups petitioned the federal agency to consider reassessing its decision and relying on the standard set by TCEQ instead of its own.

The decision announced Wednesday dealt a blow to their hope that the EPA would rely on Texas' less protective standard.

"Today we reinforce and advance EPA's commitment to protect overburdened communities by following the best available science and data," Regan said in a statement. "People living near chemical plants are increasingly concerned about exposure to ethylene oxide, and the science shows it is a potent air toxic posing serious health risks."

Neil Carman, clean air director for the Lone Star Chapter of the Sierra Club, said the announcement is a "game changer" that clears the way for significant, and more expedient,

reductions in ethylene oxide emissions in Texas and across the country. He added that the decision sends a strong signal to industry that the EPA will defend its own science as the agency continues to update rules for ethylene oxide emissions.

“This really punches TCEQ in the gut, in essence, on ethylene oxide,” he said. “Once they finalize this new proposal, it’s got big effects for Texas.”

The EPA’s announcement “shows science and facts matter, and sends ripples of hope out to people breathing ethylene oxide every day, who are also seeking far more urgent and concrete action from EPA,” said Emma Cheuse, an attorney with Earthjustice, a Washington, D.C.-based nonprofit that represents communities and environmental groups in legal proceedings.

The public will have 45 days to comment on [the agency’s decision](#) before it is finalized and five days to request a virtual hearing after the agency officially publishes its notice. But experts said the strong language the EPA used in its announcement suggests it’s not going to reverse course.

The process for incorporating the federal government’s standard into a set of rules governing ethylene oxide emissions is expected to take until at least the end of 2024. That doesn’t account for the time it will take to settle any legal challenges from industry groups.

If fully incorporated into the half-dozen federal rules that dictate how much toxic air pollution industrial facilities can emit, the EPA’s ethylene oxide standard could require more than 160 industrial plants across the country to slash emissions of the chemical.

Legal experts said that once the federal government finalizes its approach, it will be difficult for future administrations to reverse the standard as the EPA did with previous regulations under former President Donald Trump.

“That is because a court will demand reasons from EPA for changes,” said Wendy Wagner, an environmental law professor at the University of Texas. “The more good reasons EPA gives for the current approach, the harder it will be in the future for EPA to move in a different direction.”

The American Chemistry Council, the powerful lobbying group representing the chemical industry that had requested the EPA consider using Texas’ ethylene oxide standard, said in a statement that it needed to review EPA’s explanation. But the group argued that such public policy decisions should be more “inclusive,” and noted that companies that make or use ethylene oxide have invested in technologies and research to reduce emissions of the chemical.

“As a result of these actions, industrial ethylene oxide emissions have already fallen dramatically nationwide over the past two decades,” the statement said.

Still, EPA data that relies on the agency’s new ethylene oxide standard, and on emissions reports from the companies themselves, shows facilities are releasing enough of the chemical to increase cancer risk for nearby residents.

Todd Cloud, a Georgia-based air quality consultant who worked in the petrochemical industry for 20 years, said he thinks it will be difficult for many facilities to meet the EPA’s stricter standard without relocating to “the middle of nowhere” where their emissions won’t waft into populated areas.

“If that standard is accurate then there is no safe level of emissions of EtO, and the only alternative is to remove it from the stream of commerce,” he said. “That’s why you’re seeing some of the pushback here.”

The risk from ethylene oxide is particularly acute in Texas, the nation’s top ethylene oxide polluter and home to at least 26 facilities that emit the chemical. That includes a plant in Laredo, featured in the ProPublica and Tribune investigation, where employees of the Midwest Sterilization Corporation every year use millions of pounds of ethylene oxide to sterilize medical equipment manufactured just across the border in Mexico before shipping the equipment to hospitals across the U.S.

Four years ago, after the EPA incorporated its new ethylene oxide standard into a national assessment of cancer risk posed by toxic air pollution, the agency identified the Laredo plant as one of more than two dozen “high-priority” facilities whose emissions of the chemical appeared to be elevating cancer risk to levels the agency considers unacceptable.

The Laredo plant reported releasing thousands of pounds per year of ethylene oxide between 2014 and 2018, according to the most recent EPA data available. That is far more than any other facility of its kind in the country, according to an analysis by ProPublica and the Tribune.

In a statement to ProPublica and the Tribune, Midwest Sterilization Corporation said it “currently is in compliance with all federal and state regulatory standards” and has exceeded them “where possible.” These standards do not yet account for the cancer risk identified by the EPA, which would require the plant to reduce emissions.

“Since 2019, we have voluntarily reduced overall EtO emissions by approximately 90% after researching, purchasing, implementing, and testing the best available emissions control technology,” the statement said. The company declined to say whether that percentage is applicable to both its Laredo facility and another it owns in Jackson, Missouri. Midwest installed equipment to reduce ethylene oxide emissions at the Jackson location in 2019 after EPA conducted public meetings there to inform the community about ethylene oxide’s link to cancer and a wide array of other health impacts, including miscarriages.

The EPA has yet to hold such a meeting in Laredo. Many in the community did not even know the Midwest plant existed until ProPublica and the Tribune began asking residents whether they were aware it was emitting significant amounts of a cancer-causing chemical.

Since the publication of the ProPublica and Tribune investigation, Midwest has taken out full-page ads in the local newspaper that said the EPA is wrong about the dangers of ethylene oxide. The EPA is set to propose an updated regulation this summer governing air pollution from commercial sterilizers like Midwest and aims to finalize it in the fall.

Laredo officials and activists applauded the EPA’s announcement this week but said conflicting messages from the federal regulatory agency and TCEQ so far have spurred confusion that has hamstrung meaningful action to protect Laredo residents.

Vanessa Perez, a member of the Laredo City Council whose district is home to the Midwest plant, worries that the regulatory process will take years, unnecessarily exposing Laredo residents to excess cancer risk. In the meantime, she and other officials have been trying to beat back claims from TCEQ leaders that EPA’s ethylene oxide assessment is incorrect.

“The work to clarify what’s going on has fallen on us, and we’re not supposed to be here to do EPA’s job,” said Perez.

The Clean Air Laredo Coalition, an organization formed by Perez and local environmental activist Tricia Cortez after they learned from ProPublica and the Tribune about the dangers posed by the Midwest plant, began scoping out a potential partnership to conduct a pilot blood testing program among 3,000 residents after a packed and emotional town hall meeting in December. The group has also been looking into applying for a community air monitoring grant from the EPA, but Perez said the application requires technical expertise that has been hard to access.

While the EPA works to update environmental regulations, Texas’ more lenient rule will remain in effect.

“We want the TCEQ to reverse its current industry-friendly approach to ethylene oxide and go in the opposite direction, which is to do even more than what the EPA is going to ask for,” Cortez said.

The TCEQ has repeatedly defended its standard, saying the federal government is exaggerating the cancer risk posed by ethylene oxide. Officials with the state agency this week said the TCEQ would respond to the decision “in the appropriate time as part of the normal agency processes, following science and the law.”

“We will have to wait and see, but TCEQ has been put on notice that there is oversight and that communities want state agencies to do what they need them to do,” said Robert Bullard, a sociologist at Texas Southern University who has spent decades documenting the disproportionate effects of pollution on communities of color across the country.

Laredo residents who live in areas where the estimated cancer risk exceeds federal safety thresholds said protecting communities should be the most critical factor in making such a determination. One such resident is Robin Hunter Casiano, whose daughter attends first grade at an elementary school less than two miles from the Midwest facility.

“It makes me sick every time I drop my daughter off at school in the morning just to think where they’re at in relation to that factory that can be harming their health,” she said.

As part of [its announcement](#) this week, the EPA said it would be partnering with Texas Environmental Justice Advocacy Services to improve communication on environmental risk and enforcement “in response to the call for improved accessibility to language and interpretation services.”

The agency also said it is “looking at a range of approaches besides regulations for achieving emissions reductions while regulations are in development, and ensuring communities are informed and engaged as we work to address EtO.” It didn’t offer specific details about what those approaches may entail.

State Sen. Judith Zaffirini, a Democrat who represents Laredo, said she understands that reversing course might be difficult for the TCEQ, but “they should consider new information and the community’s perspective.” Zaffirini said she has met with “exceedingly concerned” residents

in Laredo and has a meeting scheduled with Midwest representatives to hear the company's perspective.

"I am extremely concerned about the impact of this carcinogen in our air, and particularly so for our school children and most vulnerable community members," she said in an email. "While I certainly recognize the importance of Midwest's work to sterilize medical equipment and will listen to its representatives, I cannot imagine that they would disagree with our need to prioritize ensuring the health and safety of those who live and work near the facility."

City of Fort Worth

Encore development features first section of Panther Island Riverwalk

Encore Panther Island is opening as the first multifamily development on Panther Island. The community comes from Encore Multi-Family LLC, a subsidiary of Dallas-based Encore Enterprises Inc.

“We are excited to develop the first multifamily community on Panther Island,” said Charlie Keels, president of Encore Multi-Family. “Our five-story urban development with luxurious amenities, beautiful canal splitting the property and garage parking will be a one-of-a-kind apartment community that residents will want to live at and be a part of.”

The development features creative solutions to connect the streetscape to the Panther Island Riverwalk planned for the district. Residents will enjoy amenities like waterfront balconies, an infinity pool with cascading waterfalls, a state-of-the-art fitness facility and a top-floor lounge featuring views of downtown.

Located at the intersection of Fourth and North Main streets, the 300-unit community will be within walking distance of Panther Island Brewing, Coyote Drive-In and Panther Island Pavilion.

In conjunction with the [Encore Panther Island](#) opening, the public has access to the first completed section of Panther Island’s signature canal. The 225-foot-long segment provides the public with a pedestrian-friendly setting reminiscent of the San Antonio Riverwalk and replaces the costly curb-and-gutter underground system typically built by cities for stormwater.

The City of Fort Worth and the Tarrant Regional Water District have established a process where developers pay TRWD to build the canals. This allows TRWD to own and operate the canals, guaranteeing that the discharge from the densely populated area will not negatively impact the quality of the water in the Trinity River.

The location and volume capacity of the canals will negate the city’s need for large stormwater arterials in the area, cutting the city’s costs of stormwater infrastructure needs by more than 50% and saving the taxpayers about \$14 million, according to Panther Island developers.

D Magazine

What It's Like to Use DART's New Bus System

Dallas Area Rapid Transit rolled out its new bus network last Monday, attempting to increase frequency and reliability. Some things had to change. So how has the new network worked so far?

By Dalton LaFerney

People often say one good measure of a city's humanity is the success of its public transit. That kind of thinking is why every time I visit a new city, I take the bus or train at least once. And most of the time when I arrive back in Dallas, I am disappointed. Nothing brings me back to reality faster than off-boarding a plane then getting on Dallas Area Rapid Transit for an hour-plus commute from DFW back to my apartment.

Last week, though, those DART buses started to move a little faster.

DART implemented its new bus network last Monday, which routes more buses on its most used corridors. The trade-off for riders is that you might have to walk a longer distance to a bus stop, but your bus is more likely to show up on time. DART has cut some routes to put more buses onto 22 core frequency routes, which run every 20 minutes mid-day and 15 minutes during peak times.

Anecdotally, connections between most buses feel tighter, and certainly the connections between buses and trains are tighter. I haven't had to wait for a train for longer than about five minutes after getting dropped off by a bus. Most of the people I talked to at bus stops and transit centers report having to wait less time for buses.

There seems to be more buses along many routes, but the frequency is still not at a place where I feel comfortable making stops along my route. It's still a gamble to step off the bus and run an errand when you have some place to be at a certain time. But overall, it has taken less time to get where I need to go.

The unspoken rule of public transit is you don't talk to your fellow riders. As unfortunate as that may be, popping in some headphones and minding your business until your stop comes in handy, no matter if you're using DART or MTA in New York City. But this past week, otherwise static energy on buses gave way to more people talking to each other, asking fellow riders and drivers where this bus is going, or where they can connect to reach whatever destination. New route numbers have caused a lot of confusion, even among people who are happy to see more frequent buses along their routes.

Allecia Kimble was waiting at the Garland Transfer Station on Sunday. She's been using DART for the past two months, and when the new routes went live last week, she noticed that some bus stops still had the old numbers on route markers and signs.

"It's difficult, still, trying to see which bus is for which [route]," she said. "Stuff like that makes it difficult for new riders to come and try to figure out where they're going."

She makes a crucial point. If DART hopes to attract new riders, which is tantamount to the agency's survival, it will need to make navigation as easy as possible.

I experienced some of the signage confusion last Thursday night. After riding the escalators from the bottom of Cityplace/Uptown Station, I waited outside for the 23 toward MLK Jr. Station. There

was just enough time from train to bus for me to watch three jets make slow final approaches over Uptown to Love Field. I was getting hungry and figured I'd take the quick trip down Haskell Avenue to grab a burger at the Old East Dallas bar the Peak Inn, which also happens to be located across the street from DART's East Dallas Garage.

The GoLink app, which is a key method of keeping track of bus arrival times and planning trips throughout DART's network, showed the 23 toward MLK was arriving at 7:06 p.m. And when the bus arrived at said time, I saw it was the 23 and hopped on. The bus took a left at Haskell and drove into Uptown, the opposite way from Old East Dallas. The on-board screen that shows the route and upcoming stops was not working. Hungry and confused, I got off the bus and called an Uber. Not every rider has that luxury.

When I arrived at the bar, I checked the app again and confirmed the buses listed as 23 toward MLK Jr. were actually heading toward Parkland Memorial Hospital, and the buses listed as 23 toward Parkland were actually heading toward MLK Jr., where I was trying to go.

Hiccups like that have not been uncommon. But Kimble's words again snap me into focus. One of DART's big promises with the new network is that it will deliver a better experience for those who use it for work, leisure, and errands.

"It's much easier for us, the ones that have to ride the bus to work," she says of the new network. "It's much more efficient. Instead of you having to walk five minutes to the next stop, they're stopping where you only have to walk across the street."

DART staff informed board members that ridership across its network saw a 10 percent spike last week, said Patrick Kennedy, one of the Dallas representatives on the DART board. But that increase does not necessarily reflect new riders testing out the network. (And, admittedly, it is a small sample size.)

Kennedy said it's too early to tell, in part because DART made its buses free to ride for two weeks. This, he says, inevitably attracts people who would not otherwise take public transit.

The 105 toward downtown is the line I use the most. As it waited for a red-light to turn onto Live Oak Street one evening during rush hour, I began to notice one thing that has not changed at all: our bus was surrounded by personal vehicles. A three-lane road full of vehicles and a single bus, running a few minutes behind already, with just a handful of folks onboard. (Make it make sense.)

Even with a more efficient network, bus and train riders can still arrive at their transfer point and be momentarily stranded only to find out the bus they were trying to make has been canceled.

I experienced this when I rode the 09 to Cockrell Hill Transfer Location through Jefferson Boulevard last Friday. I was hoping to catch the 226, which would have taken me deeper into the surrounding neighborhood. I arrived at the transfer location and checked the app to find the next two 226s canceled, leaving a window of over 30 minutes until the next one.

In that situation, I could have hailed a GoLink bus. DART's overhaul had to be budget-neutral, which is jargon for "can't spend any more money than it currently is. That led to the agency eliminating some routes and replacing them with its on-demand service called GoLink.

The agency likens it to a public transit take on Uber or Lyft. DART now has 30 GoLink zones, an increase from the 17 zones in the old network. There's still an issue with GoLink: 13 zones operate

on Saturday, with only six running on Sundays. DART CEO Nadine Lee has presented the new bus network as a starting point more than a finish, partly because of issues like these. It will need more money to achieve all its goals.

DART has an obligation to build and maintain efficient transit networks that work for all kinds of people. But it is not enough for transit agencies to do all the heavy lifting. The mayor, city council members, and county commissioners need to be tuned into DART's progress and plan to allocate money to fix broken sidewalks and make other improvements. Good public transit cannot be achieved without creating infrastructure that makes our lives, or at least our commutes, easier. Especially when riders are having to walk further to catch a connection.

I also believe when it comes to public transit, there is an obligation on the part of residents, as well. Society extends from your homes onto the sidewalks and beneath bus shelters. Come sit next to us, watch on the GoLink app as the arrival time of your bus continues to tick upward, and feel the impact of congested streets.

Right now, is the perfect time to do it. Learning these new routes has given me an unexpected opportunity to leave my main routes and move around Dallas in new ways, to step off one bus and just pick another for the hell of it, to see where it takes me. New pathways, new restaurants and shops, and new sides of Dallas have already emerged.

People who rely upon these buses have made sacrifices in their daily lives because our public officials are hoping that more people will step onto a bus and see that even a sprawling place like Dallas can have a decent public transit system.

An older woman from Oak Cliff I met at Mockingbird Station declined to give her name but told me she now feels disconnected within her neighborhood. More bus routes used to snake through where she lived, giving her a greater selection when she needed to go somewhere. Now, there is only one, forcing her to make a longer walk to her nearest bus stop. The frequency, she said, is excellent. "But where you have to go to catch the bus is the problem," she said.

Dallas Morning News

After launch of new bus routes, riders wonder if DART is listening enough to their concerns

Transit agency made changes to increase efficiency, but in some neighborhoods, commuters and residents ask, at what cost?

By Sriya Reddy

Eunice Eze's walk to catch the bus for work every day used to be about 10 minutes. She's been recovering from a stroke for the last few months, which made walking long distances difficult, but 10 minutes was doable.

That changed Jan. 24 when DART, the regional transit agency, launched new bus routes, eliminating stops in an effort to provide more frequent service on highly traveled routes.

For Eze, that means she now has to walk over 30 minutes to the nearest bus stop. She lives in southern Dallas, an area with few streetlights and cracked sidewalks. Eze said that this makes the longer walk even harder.

"We're walking up and down the streets, no streetlights," Eze said. "It's just horrible."

Ever since the redesign launched, Eze has started to catch rides from friends and neighbors to get where she needs to go.

Eze is just one of many riders who have concerns about the [new bus network](#). The bus redesign's goals included reducing waiting times and increasing ridership. Although these goals have been achieved, some are wondering at what cost. Some residents have been concerned about the longer walks, increased traffic, and the lack of community input.

In the two weeks since the redesign, DART has offered free rides to residents getting used to the routes. It has also had to deal with a hard freeze at the end of last week, which shut down service over the weekend.

The route redesign and the freeze have underscored how essential transit is to the lives of many residents, and how responsive DART is to community needs has come into focus.

DART said it is listening to community concerns and developing a five-year plan to improve all public transportation in the Dallas area.

Long walks

Eunice Rodgers hates walking in the dark. In the winter, it can get dark as early as 5:30 p.m. and Rodgers has found herself making a 20-minute walk to her bus stop as the sun is setting.

"I'm a single woman," Rodgers said. "So, I'm afraid of crime, I'm afraid of being robbed, things like that. That's a concern."

She said that her bus stop used to be five minutes away, and now it takes longer for her to get home.

DART has the [paratransit service](#) for riders with mobility issues to make the walk easier, and Go Link, its on-demand door-to-door service, for certain areas of the city that are without bus routes. However, some, like southern Dallas resident Lorie Blair, say that this is not enough.

Blair said that she's heard that [Go Link services](#) are not reliable and communities in southern Dallas have told her that Go Link services are never on time.

"If you're gonna do Go Link, you have to make a phone call, you have to make an appointment, and you have to depend on them. You have to have faith that they're going to show up," Blair said. "With a bus service, you walk out of your house, you go to the designated spot, you get on a bus, and you go where you need to go."

DART representative Gordon Shattles said that since the expanded launch of the Go Link services on Dec. 6, DART has been addressing the issues with Go Link. He said that the South Dallas / Fair Park Transportation Initiative brought concerns like this to them.

Shattles also said that they are concerned with how the increased walks affect riders.

"That's why before we launch a new line, or make changes in this level, we actually drive those areas or walk those areas to see how it will have an effect on our riders," he said.

While the paratransit services help for those who struggle with the longer walks, it doesn't help with those who do not feel safe in their walks, like Rodgers. And in inclement weather, walks will also be more difficult to make.

"It's either going to be too hot, too cold, or it's going to be raining," Dianne Gibson, Eze's neighbor, said. "Either way, walking is not a good fit."

Gibson said she would prefer a shorter walk, even if it meant she had to wait a longer wait at the bus stop.

Blair also said that she is worried about children walking further to reach the bus stop on their way to school. Some stops that used to be near schools have moved a few blocks away.

Increased traffic

This is a concern that is mirrored in other parts of Dallas, including in the White Rock area. Gabriela Pataro noticed the bus stops on Peavy Road, near Bryan Adams High School in her neighborhood, have moved to Oates Road instead.

"The question for me became, 'Well wait a second, I travel on Peavy, and I see all these bus stops closing, and I see kids from Bryan Adams high school taking that bus stop. What are they going to do now?'" Pataro said. "They're going to walk almost a mile to Oates Drive to take the bus home. That doesn't make any sense?"

Pataro said that she values public transportation and knows that the changes will be beneficial, but there are still some adjustments to do.

"The theory is great, it's going to work well at some point or the other," she said. "Oates Drive is not the street to contribute to that."

After hearing from residents, DART agreed to move bus stops from Oates Drive back to Peavy Road. However, the changes have not been put into effect yet.

“We will be making that change,” Shattles said “With the launch of the system and getting all the signs changed — over 10,000 signs — is definitely slower than we would have liked.”

In Pataro’s neighborhood, Oates Road is a two-way, two-lane street that already has high traffic during rush hour. The new bus network added two stops on Oates, which Pataro said will only increase traffic in the already congested area.

“Sometimes traffic already builds up, so this was just going to be a nightmare.” Pataro said.

The bus on Oates would stop every 15 minutes at multiple stops and add more traffic to the area.

Members of other communities also have similar concerns. Blair said that the change in buses in the Redbird area could also increase traffic.

“The way that DART has changed their coverage – it adds to the congestion, it does not change the congestion,” she said.

Community input

District 8 council member Tennell Atkins said that DART did not adequately publicize the bus route changes especially in southern Dallas.

After getting numerous calls and complaints, Atkins decided to initiate a meeting himself between DART and District 8 residents a few days before the launch of the new bus routes.

“I asked them how did you advertise,” Atkins said. “They said they were going to wait until such-and-such date to do it. That’s too late.”

Atkins suggested that DART expand the free ride program for an extra week, [which DART did](#), and use bus drivers as ambassadors to let riders know how their routes changed.

Gibson lives in Oak Cliff and said that DART has been receptive to necessary changes in the past. She was able to add a bus stop on Hampton Road, which has now closed, and DART added a trash can and cut grass near other bus stops in their community.

However, like many residents, she was not aware of the bus route changes until after the new routes had been decided instead of while the decisions were being made.

“When they were taking the survey, I didn’t hear anything about that,” Gibson said “You know, ‘What are your feelings and what are your opinions? Do you think we should do it?’ I heard about it after the fact when they were saying these changes will take effect on so on and so forth.”

Shattles said that DART has had numerous meetings in the southern sector of Dallas, including at various churches and recreational centers, to educate communities about the changes.

DART is encouraging riders with concerns to reach out at serviceplanning@dart.org or call at 214-979-1111. It is currently developing a new five-year plan to better public transportation in the Dallas-Fort Worth area and is listening to customer concerns to implement.

Dallas Morning News

Dallas makes progress on climate action plan. The city is aiming even higher this year

The city accomplished 93% of its goals for the year and began work on half the actions addressed in its comprehensive 30-year plan, but critics still say Dallas needs more.

By Brandi Addison

Less than 20 months in, Dallas has laid the groundwork for its long-term climate action plan, which directs the city to better manage carbon emissions by 2050.

In its first year, city staff said they achieved 93% of their assigned annual goals and began work on half the actions from the [30-year climate plan](#) approved by the City Council in May 2020. Among the completed tasks: a new urban forestry website, the launch of its sustainable procurement program, the installation of air quality monitors and hundreds of new trees planted.

With nearly 100 actions items, the plan addresses eight issues: energy-efficient and climate-resilient buildings, renewable and affordable energy, transportation, waste, water resources, green spaces, food and clean air.

While proud of its initial success, the city is striving to accomplish more of its goals this year.

“As we build for our city’s future, it is imperative that we take intentional steps to become better stewards of our environment,” Dallas Mayor Eric Johnson said in a written statement. “This issue is important to me as mayor, and through our Comprehensive Environmental and Climate Action Plan, we are committed to becoming a global leader in addressing environmental concerns.”

One of the most notable actions slated for 2022 is the drafting of a new facility bond program, which could potentially be on ballots in May 2023, to support the city’s goal of having all net-zero city facilities by 2030, meaning they would utilize no energy.

City staff will also continue some work from last year, including the installation of solar panel roofs at nearby affordable housing projects, placing non-regulatory air quality monitors across Dallas and several public awareness campaigns. City offices will observe the monitors’ data daily to gain a closer perspective of air-pollution trends in each neighborhood.

“To me, already doing this much is a really, really good thing,” said Susan Alvarez, assistant director of the city’s office of environmental quality and sustainability. “It shows that the city departments and staff are intrinsically motivated to make things happen in this plan.”

Environmental justice

Communities of color and those with high poverty are disproportionately more vulnerable to extreme temperatures and other climate disasters, according to research from the Environmental Protection Agency.

City leaders hope to reverse some of the existing damage.

“For decades, Dallas has contended with air pollution, water pollution, and toxic hazards throughout our city, but particularly in underserved areas,” the mayor said. “This issue is personal for me as someone who grew up partially in the shadow of a lead smelter plant in West

Dallas. That's a life that none of us want for our children today. By working together, we can ensure that all our families can live in a safe and healthy environment."

A few environmental justice projects are already in the works, said Paula Blackmon, chair of the City Council's environment and sustainability committee.

The city is increasing its focus on food management to minimize its food desert and become a zero-waste community. In addition to increased public awareness campaigns and education, city staff will also increase residents' accessibility to food waste alternatives, such as composting and recycling, and will offer more locally sourced foods through its urban agriculture plan.

It is also developing procedures to guide the locations for [concrete batch plants](#), which are known for their potential hazardous toxins.

"We're looking at each community — each neighborhood — and observing their specific needs," Blackmon said. "We're aware of how past practices, policies and procedures have harmed some in our community, and we're saying now that we're not doing it again."

Additionally, in participation with the 1 trillion Trees project — an initiative to plant 1 trillion trees around the globe by 2030 — the city has planted thousands of new trees in Dallas' underserved communities. These areas frequently have little to no tree canopy, and consequently, place residents more at-risk of extreme heat and higher air pollution.

Alvarez said this initiative can also relieve the city's "heat island effect" — when urban areas experience higher temperatures than others. [The city's goal is to increase its canopy](#) to 33 percent by 2030 and 40 percent by 2050 — or by about 250,000 trees.

"Most people don't know that Dallas is second, only to Phoenix, relative to heat island temperatures," Alvarez said. "Phoenix has an excuse. It's in the desert. Dallas isn't."

'Very unambitious'

Although the plan draws support from several statewide environmental organizations — including the Texas Trees Foundation and the Nature Conservancy in Texas — some local organizations say it's too weak.

One of its biggest critics, Downwinders at Risk, specifically condemns the city's attention to air quality and environmental justice issues.

When the city released the plan nearly two years ago, director Jim Schermbeck [wrote online](#) that the city was "silent on more challenging issues such as inequitable pollution burdens and (its) own reliance on natural gas."

The local clean-air advocacy group wants an increased focus on air pollution and toxins. He'd also like the city to abandon natural gas and utilize more sustainable energy alternatives.

Although Schermbeck is aware of some new changes, he doubts the seriousness behind them — such as the non-regulatory air monitors.

Alvarez said city staff gathers data from the monitors early each morning.

“For us, it’s a very passive and very unambitious plan,” Schermbeck told *The Dallas Morning News*. “Most of the plan focuses on conservation. What is lacking is that same aggressiveness toward environmental health and environmental justice issues.”

Community Impact Newspaper

Denton County Judge Andy Eads appointed to Denton County Transportation Authority board

By Samantha Douty

Denton County Judge Andy Eads was sworn in to fill the Denton County Seat 2 of the Denton County Transportation Authority board.

Dianne Costa, who represents the city of Highland Village on the board, was also elected board secretary during the Jan. 27 board meeting.

Eads has served on the Denton County Commissioners Court since 2007, and he became county judge in 2019. He previously served on the court for Precinct 4. During that time, he focused on cutting taxes while addressing the increasing demands of the county, according to a DCTA news release.

Eads previously served as the chair of the Regional Transportation Council for the DFW region. He served on the council for more than 10 years, according to the release.

The Denton County Transportation Authority is governed by a five-member voting board appointed by their respective entities, including Denton County and the cities of Denton, Highland Village and Lewisville. Each representative serves two-year terms. Large cities, small cities and other Denton County cities make up the remaining six nonvoting members, according to DCTA.

Board members must have experience in the field of transportation, business, government, engineering or law, according to DCTA. The board adopts the annual operating budget and sets policies.

Eads can be reached at aeads@dcta.net. Costa is the former mayor of Highland Village and can be contacted at dcosta@dcta.net.

Board meetings are held virtually every fourth Thursday of the month at 10 a.m., unless otherwise posted. All meetings are open to the public. For additional information, contact the DCTA administrative office at 972-221-4600.

TXDOT

HB 2223 – Study on Motor Vehicle Impacts on Road and Bridges of Texas

Overview

House Bill 2223 of the 87th Texas Legislature required TxDOT, in cooperation with the Texas A&M Transportation Institute and the University of Texas Center for Transportation Research to conduct a study on the impact of certain classifications of motor vehicles on the roads and bridges of Texas.

A critical component of the study is ensuring that transportation and industry stakeholders perspectives are considered in the study approach and the data used to complete the study.

This study will also review and summarize previous work efforts that have contributed to the experience and understanding of the impacts of all vehicles, including oversize/overweight vehicles, on Texas roadways and bridges.

Goals

The study will assess the impacts through a careful and considered analysis of the:

- Characteristics of the traffic, including the number of vehicles, annual miles traveled, and routes used
- Pavement designs, traffic considerations, and the associated consumption of the pavement structure (i.e., reduction in pavement service life)
- Bridge designs, traffic considerations and the associated consumption of the bridges.
- Statewide congestion and costs imposed by passenger and commercial vehicles.
- Estimated total transportation revenue contributed by passenger, commercial, and OS/OW vehicles
- Estimated economic impact associated with the contribution of the truck transportation industry to the economy, and how truck transportation supports major industries in the state

Stakeholder Engagement

A study of this scope requires the identification and engagement of public and private sector stakeholders to obtain input on the proposed approach and data used to assess the transportation, revenue, and economic impacts, and to obtain input on the study outcome and developed scenarios. To achieve these objectives, TxDOT will develop and deliver two stakeholder workshops.

Date

Location

Agenda

Presentation

March 9, 2022

<https://www.txdot.gov/government/legislative/state-affairs/hb2223-study-on-vehicle-impacts-roads-bridges.html>

Fort Worth Star-Telegram

Would a design change prevent another deadly pileup on Fort Worth's Interstate 35W?

By Eleanor Dearman

A state lawmaker from Fort Worth is demanding that a concrete barrier be removed from the Interstate 35W toll lanes, a design that he blames for the deadly pileup a year ago. "Any truck that jackknives completely shut that traffic down, and then it just became the trash compactor and people died because of the design," said Rep. Ramon Romero Jr., a Democrat.

The National Transportation Safety Board issued a preliminary report about the Feb. 11, 2021, wreck in April, but the wait continues for the investigative board's full findings.

North Texas lawmakers have demanded answers and preventive measures, but the legislature has failed to act. North Tarrant Express Mobility Partners — the group of companies that built and manages the lanes — has remained largely silent. "Texans deserve to know what went wrong here," Texas Sen. Kelly Hancock, R-North Richland Hills, said in a statement. "Without those findings, it's hard to know where improvements need to be made to prevent a massive pileup like this from happening ever again."

Six people were killed when more than 130 cars, pickups and tractor-trailers piled up on an icy stretch of elevated highway just after 6 a.m. near Northside Drive north of downtown Fort Worth.

Concrete barriers separate the toll lanes, where the speed limit is 75 mph, and there are no shoulders. The National Weather Service reported light freezing rain and mist at about 2 a.m. at Meacham Airport. A trace of precipitation was reported for the day. Five miles out, prompted by a crash earlier that morning, a sign urged caution: "ICY CONDITIONS EXIST." The roads had been treated for ice with a brine solution two days earlier. The board's investigation is focused on how the road was treated, but it could expand into driving speed, road design and vehicle performance.

Romero will be satisfied only if the barrier on the right side of the road is removed and replaced with pylons that would allow drivers to exit. "There's nothing that you can do that will tell me this is not a dangerous condition," he said.

ALTERNATIVE TO CONCRETE BARRIERS

Kara Kockelman, a transportation engineering professor at the University of Texas, recommended the use of bendable pylons to separate traffic.

"A nice, new innovation that we're seeing in a lot of limited right-of-way sections like this elevated, expensive section of roadway is a bendable pylon so that vehicles can get in and out," Kockelman said. The pylons can also make sections of roads more accessible to emergency vehicles, she said.

Representatives from North Tarrant Express Mobility Partners did not accommodate an interview request because the investigation continues, and litigation is pending. "We can say this ... we are currently operating pursuant to our winter maintenance program, and we review

and revise our processes on an ongoing basis,” spokesperson Robert Hinkle said in a statement. “Safety is, and always has been, a top priority in our daily operations for the thousands of motorists that we serve every day.” As the winter storm approached last week, managed lanes in Dallas-Fort Worth were closed in coordination with TxDOT.

Romero recently met with North Tarrant Express Mobility Partners, but said he received little information. He left the conversation wishing NTSB was done with its investigation. He is confident the company will take some action after the probe ends. He also concluded that the decision to close the lanes during the latest winter storm was influenced by last year’s collision.

Romero said Wednesday he was thankful the toll roads were closing. “That’s the absolute minimum right now,” he said. “And that’s sort of a situational decision, right? A more long-term decision is going to be, ‘How do we address some changes to that design?’ Because we can’t have that kind of design on our system, whether it’s on a tolled lane or whether it’s a free lane.”

IS BRINE SOLUTION ENOUGH?

NTE Mobility Partners says it treated the lanes with an “Ice Slicer NM brine solution” at 10:12 a.m. Feb. 9, about 44 hours before the crash. The product is made of sodium chloride and is an alternative to white salt. The solution was manufactured by Austin company Envirotx.

A representative from the company has said “44 hours is well within the acceptable parameters of anti-icing application.” NTE has stood by its treatment of the roads and its warnings for drivers. The sign five miles out urging caution because of icy conditions was based on information from a crash just after 3 a.m. near I-35W and Western Center Boulevard, roughly five miles north of the pileup site, according to NTSB. “In the meantime, NTE maintains that proper treatment procedures were followed, and I tell you what, that had better be the case,” said Hancock, the senator from North Richland Hills.

The weather dictates how often salt should be applied, said Thomas Teets, an associate professor of chemistry at the University of Houston. Rain can wash away salt and brine, he said. “Brine is sort of just a thin layer that sits on top of the road, and so if we have a decent rainfall that’s going to wash that away pretty immediately in any well-drained road,” he said, adding that it’s harder to tell when brine needs to be reapplied. Salt, on the other hand, is easily visible. Texas also lacks the equipment to prepare roads that some other states have. “I think part of the difficulty in Texas is that, because we don’t have a lot of salt trucks here, we don’t get this type of weather a lot, they probably have to apply it early to make sure they have enough time to get it all on the roads,” Teets said.

Romero, the Fort Worth lawmaker whose district includes the crash site, questioned the effectiveness of the brine solution.

“What they say is, if you spray this down within 72 hours, it’ll prevent icy conditions from sticking,” he said. “So, what does that sound like? That sounds like it’ll prevent snow from sticking to this roadway. But if rain falls on it, that then freezes; it doesn’t prevent that.” He contended that if it rains, brine is supposed to be reapplied. Roads with elevation changes should have brine as well as sand and salt, Romero said. “You had four hours to go to that place ... spray it and sand it and they didn’t,” he said.

IS THERE A LEGISLATIVE FIX?

Texas lawmakers, including Hancock, Romero and Sen. Beverly Powell, D-Burleson, were quick to call for an investigation after the wreck. They were about a month into the legislative session, so there was time to take a look at the deadly collision.

But just days later, the state experienced a power grid crisis during a historic winter storm, leaving millions without power for days. Addressing the storm took lawmakers' attention in an already unprecedented session given the COVID-19 pandemic. "That's no excuse," Romero said. "They heard plenty of other bills.

There are plenty of other bills that actually made it to the floor that were probably nowhere near as urgent or life threatening as the conditions that we have here in Fort Worth." He and Powell filed bills in March requiring the Texas A&M Transportation Institute to investigate comprehensive development agreements like the one entered into for the toll road, but the legislation didn't get a committee hearing in the House or Senate.

The bill said the study should analyze contract provisions related to maintenance and safety in the agreements and the maintenance and safety responsibilities of parties subject to the agreements. "I'm going to say this as frankly to you as I can," Powell said in an interview with the Star-Telegram. "If leadership doesn't make it a priority, it won't make it to committee hearing." Romero wanted to see an investigatory hearing like those held for the winter storm.

He "begged" leadership of the House and Senate transportation committees, he said. "Have an informational meeting. Bring these people in. Have these people on the mic before ... the transportation committee," he said. "Ask about the design. Ask what the considerations were. Ask what was done. Make them prove it."

Sen. Robert Nichols, R-Jacksonville, was not available for an interview. In response to written questions, he said the transportation committee plans to hold a hearing on transportation safety.

"We intend to cover a wide variety of safety issues which would include what happened during Winter Storm Uri," he said in a statement. Rep. Terry Canales, who chairs the House Transportation Committee, was not available for an interview. Romero said the chairman, an Edinburg Democrat, assembled two private meetings between lawmakers, NTE and TxDOT.

Asked what the state should be doing to prevent another crash like the one in Fort Worth, Gov. Greg Abbott promised TxDOT was working with other agencies and federal officials but didn't offer specifics. He maintained prevention strategies fall outside legislative responsibility. "On the strategies, those are typically developed by the Texas Department of Transportation," he said at a recent campaign stop. "What the Legislature does is to provide funding to that agency, and that agency has an abundance of funds right now." The state's latest budget includes about \$30 billion to TxDOT. The House and Senate haven't yet issued interim charges for what the Legislature will study between now and January 2023.

Powell and other senators were recently asked to share their priorities with Lt. Gov. Dan Patrick. "We will be certain to include this again among those important priorities," she said.

KRLD RADIO

Completion of Dallas to Ft Worth bike trail coming into view

By John Liddle

A 66-mile bike trail connecting the heart of Fort Worth to the heart of Dallas is inching closer to completion.

Officials now expect it to be ready by the end of 2023.

The yet-to-be-named trail, which winds through Fort Worth, Arlington, Grand Prairie, Irving and Dallas was first proposed in 2013.

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"The reason projects like this, unfortunately, take so long is because the difficult parts are done last," Karla Windsor, senior program manager at the North Central Texas Council of Governments said.

Windsor says the funding is completely in place, but environmental clearances and final designs for the project make the final few steps fairly slow.

"We had a lot of trail that already existed," Windsor said. "It's those connecting parts between Arlington and Grand Prairie and Fort Worth connecting near the TRE Station, those things are pretty complicated from an engineering perspective."

But when complete, North Texas will have a unique 66-mile trail cutting through the area.

"I think it's a great opportunity to think about regionalism and how communities are connecting," Windsor said. "It's an oasis of green space in a very urban area of the country."

And in April, NCTCG will be having a public meeting, proposing two names for the trail. The public will then help choose the final name of the newest destination attraction in North Texas.

[Completion of Dallas to Ft Worth bike trail coming into view \(audacy.com\)](https://www.audacy.com)

Dallas Morning News

Head of Texas Department of Motor Vehicles resigns as agency grapples with fake license tag problems

Whitney Brewster says in her resignation letter that “the deck is clear for new leadership” at the agency, which has been investigated by KXAS-TV (NBC5) for a lack of security that has allowed fraudulent tags to be sold for profit and be used on Texas roads.

By KXAS-TV (NBC5)

The head of the Texas Department of Motor Vehicles resigned Monday as the board that oversees the agency tries to restore credibility to the state’s temporary license plate system in the wake of an investigation by KXAS-TV (NBC5) that exposed how lax security has let criminals infiltrate the DMV’s license tag system, create hundreds of thousands of fake paper tags and sell them for profit.

“Addressing temporary tag abuse has been our highest priority,” Whitney Brewster said in a resignation letter obtained by NBC5 Investigates. She added that she is proud of how the department worked to find solutions to the problem and that, “in leaving, the deck is clear for new leadership.”

The agency confirmed Brewster’s departure as executive director in a news release Monday afternoon.

In recent months Brewster faced criticism from law enforcement officials concerned about the number of fraudulent tags on Texas roads, and questions from the agency’s own board about why the DMV did not act more quickly to collaborate with law enforcement and enact measures to stem the tide of illegal tags.

By one recent law enforcement estimate, more than 1.2 million fraudulent tags were created in 2021 by people who were able to apply for and obtain Texas car dealers licenses and then access the state’s electronic tag system.

Police said many of those tags are created with false names, addresses and VIN numbers and can be used to make “ghost cars” that are difficult for police to trace. The fraudulent Texas tags have become a headache for law enforcement in other states including Nevada and New York, where police say the tags are being used by people attempting to conceal crimes.

In November, NBC5 Investigates began airing a series of reports that revealed the massive scope of the problem. The reports were the first to use the DMV’s own data to show how tiny dealers, including some that seem to exist only on paper, have printed more temporary paper plates than many of the state’s largest franchise car dealers. This was a clear sign, law enforcement investigators said, that those small dealerships were selling tags instead of cars.

The NBC5 reports also showed how the DMV does not meet with dealer license applicants in person or take their fingerprints to verify the identity of the person applying for the dealer license. Additionally, the DMV has allowed dealers to add “authorized users” to their accounts, giving additional un-vetted people the ability to issue temporary tags via the state’s eTag/Web Dealer system.

When confronted with the information NBC5 uncovered last fall, Brewster acknowledged the problem had become an “emergency” but insisted her hands had been tied because the agency

lacked legislative authority to immediately revoke the licenses of suspect dealers, prior to the passage of a new law in mid-2021. She said the agency was also unsure whether it had the legislative authority to fingerprint people applying for dealer licenses to verify their identities.

But as NBC5 continued to investigate, it found some law enforcement officials had complained for years about a lack of cooperation from the DMV and a lack of security in the tag system, including one flaw that allowed unscrupulous dealers to enter false VIN numbers and still obtain temporary tags.

The DMV insisted it attempted to fix that flaw after police first raised the concern in 2019, but the agency said it was unaware until December 2021 that fraudsters had found another way to upload files containing false VIN's and obtain temporary tags. That security loophole was closed days after NBC 5 Investigates questioned the agency about it.

At a board meeting late last month, the DMV board gave final approval to new rules that will allow the agency to more quickly revoke the licenses of dealers suspected of fraud. The board also asked staff to fast-track a plan for fingerprinting dealer applicants.

Fort Worth police union head Manny Ramirez, the lone DMV board member who represents law enforcement, expressed frustration with the amount of time it has taken the DMV to respond to the problem.

Ramirez said the actions the board approved recently are steps that the agency should have taken "years ago."

At that recent board meeting, NBC5 asked Brewster how people could trust that she was looking out for Texas when the fraud grew into such a significant problem under her watch.

"The agency is required to follow Texas law," Brewster responded, reiterating that she felt the agency has been hampered by a lack of legislative authority.

After the initial NBC5 reports aired, state Rep. Terry Canales, D-Edinburgh, who chairs the House Transportation Committee, vowed in December to hold committee hearings to investigate what additional steps need to be taken to correct the problems. Brewster said this month that she expects the tag issue will be an interim charge for the Legislature to take up between now and the start of the 2023 legislative session.

Brewster was named Texas DMV executive director in 2012. A Houston native, she previously was director of the Alaska Department of Motor Vehicles and before that was Alaska's director of elections in the office of then-Gov. Sarah Palin. Brewster was only the second executive director to lead the DMV since its creation in 2009.

Dallas Morning News

Huge drop in north Oak Cliff wrecks shows simple redesigns can make Dallas' most deadly roads safer

This city talks a great game about its goals of walkability and zero traffic fatalities. Here's how it can easily take real action.

By Sharon Grigsby

The results of north Oak Cliff's four-month "road diet" are in: West Jefferson Boulevard's mile-long sentry of reflective traffic barrels proves that even the most dangerous streets in Dallas can be redesigned to be safer.

Traffic accidents dropped 82% after the city shrank the roadway from three to two lanes in each direction on this nightmarish stretch of Jefferson, which cuts through a variety of residential neighborhoods just west of the thoroughfare's main commercial district.

The task force study summarizing the results of the four-month experiment, which ended when the barrels were picked up in mid-December, also shows that the number of vehicles using the road didn't change.

It appears that some neighbors' biggest fear — that drivers would cut through their side streets — didn't come to pass: The study says the smaller roads saw no change in average speeds and little increase in vehicles.

With the West Jefferson model in hand, elected leaders now must show the political will to replicate it on the other wide-open city roadways that have devolved into raceways and account for most of Dallas' traffic deaths and severe injuries.

As City Council member Chad West told me Monday, West Jefferson is only one of dozens of thoroughfares that have outlived their purpose. "Many of our four- and six-lane roadways haven't been reviewed since they were built in the '50s and '60s," he said.

Rebuilding the city's infrastructure away from its all-cars-all-the-time roots is no doubt a slow and expensive undertaking. For now, road diets are a worthy interim workaround.

Federal studies of these projects have found that reducing the number of lanes dedicated to cars dramatically cuts vehicle crashes because it forces lower speeds and fewer opportunities for collision.

Road redesign is likely the only way to stop the many road warriors among us — people who believe they have an unalienable right to the biggest, fastest vehicle they can get their hands on and drive it with no regard for anyone else.

I wrote in July [about the death of Armando Leija Esparza](#), who was mowing a lawn alongside Jefferson when a pickup traveling 76 mph — in a 30-mph zone — careened off the road and flipped into the landscaper.

The Jefferson traffic-calming task force had already been at work for six months when this criminal act — the speeding driver was charged with manslaughter — occurred. But the Esparza family's tragedy, with Armando's teenage son witnessing his father's death, spurred the various neighborhoods to come together and move faster.

We'll never have enough enforcement dollars to chase down all the bad actors. Nor will they pay two cents of attention to any awareness campaign.

Then there's that pesky contradiction: Most of us drive over the limit and have total confidence in our abilities — all while regarding the other guy's aggressive speeding as a threat to our safety.

And what of the fate of the pedestrians, bikers and others trying to use alternative transportation, an injustice most recently brought to light by [the awful death of a woman](#) trying to cross Ferguson Road with her dog just after Thanksgiving?

We claim we want to be a more walkable and environmentally smart city, but action rarely follows. The lesson of West Jefferson is that it only takes a truckload of large reflective traffic barrels — and neighbors united around safety — to get started on other speed-crazy thoroughfares.

Here's how it worked in north Oak Cliff: Beginning in August, large orange barrels blocked off the exterior lane in each direction of the winding Jefferson roadway between Polk Street and Hampton Road.

Now with letters of support from the area's three homeowners associations in hand, West has set in motion the plans to re-create the road-calming feature by striping out the exterior lanes where the barrels previously stood.

West and the Jefferson Boulevard Traffic Calming Task Force expect the city's transportation department to get that work done in the next six months or so.

Meanwhile, the task force continues to meet to determine a final infrastructure recommendation that likely includes sidewalks, bike lanes and new curbing. Bond dollars will almost certainly be necessary to accomplish that.

Based on my completely unscientific experiment Monday morning, now that the barrels have been picked up, painting those stripes can't happen quickly enough.

For an hour or so, I drove back and forth through the six-lane area of West Jefferson and only once — when a police car was just in front of me — did I make the mile drive without my doors being blown off by a speeder.

I'm not talking about folks going 40 or so in this 30-mph zone. These were highway speeds — even as students got off a Dallas ISD bus in front of Sunset High School.

West Jefferson has long been one of the most out-of-control roadways and is on City Hall's "High Injury Network" list, meaning it's the location of a high proportion of fatal and severe injury crashes.

That list, which does not include freeways, shows that 8% of Dallas streets account for more than 60% of the city's most serious car crashes.

The West Jefferson road-calming demonstration is particularly significant as the city tries to figure out how to implement Vision Zero, the lofty goal under which big cities nationwide have committed to eliminate all traffic deaths by 2030.

It's hard to imagine Dallas ever getting anywhere close to that milestone without radically different thinking. The national initiative is built on the foundation of safe street design, safe speed limits and automated enforcement.

That third piece is already off the table for us because Texas is one of many states that has outlawed cameras to catch speeders.

Permanent street redesign won't be easy or cheap, but making Dallas more walking and biking friendly also gets us to yet another lofty goal — the Comprehensive Environmental and Climate Action Plan, or CECAP, approved in May 2020.

West told me that, just as important as City Hall is to road-calming work, neighborhoods must be united on what they want. With West Jefferson, the diverse communities of Winnetka Heights, Sunset Hill and L.O. Daniel all got behind the plan.

"There is no way we could have done this so quickly and staff be that confident with closing those lanes down this fast if we didn't have neighborhoods and a strong task force leader to get it across the finish line," West said.

That doesn't mean everyone's on board with the change. West is on the hunt for a workable traffic-calming solution for Edgefield Avenue, where, despite the study's results, some neighbors maintain that the road diet increased the number, speed and recklessness of drivers on their street.

Traffic-calming task force leader Russ Aikman, a resident of Winnetka Heights for 18 years and longtime crime watch leader for the neighborhood association, has spent a lot of the past year explaining data and dispelling myths.

He's cautiously optimistic that the work will pay off in a much safer roadway. "It's frustrating how slow things are working with the city, but we did get what we wanted," Aikman told me Monday.

In his crime watch role, he has seen and heard too many horror stories out of the recklessness on West Jefferson: Out-of-control cars careening into small businesses; children put at risk when speeders take down massive light and utility poles; and the senseless deaths of people who have the misfortune of being in the wrong place at the wrong time.

Aikman hopes that what his part of north Oak Cliff has been able to accomplish sends a message to the rest of the city's neighborhoods: "If they will be proactive and engage with the city and let their voices be heard, the city will take action to make the streets safer."

It's great to see this kind of community activism. Now let's see City Hall get to work on the redesign of all our most deadly roads.

Community Impact Newspaper

Richardson to examine connectivity in transportation infrastructure, from bike paths to public transit

By Jackson King

The city of Richardson has begun the process of assessing its transportation infrastructure.

Previously known as the Bicycle Facilities and Trailways Plan, the initial steps for the Active Transportation Plan were presented at the Feb. 7 City Council meeting.

“This program is designed to create a visionary plan that connects all active transportation elements to create a [city] that is more accessible and usable by all ages and abilities in Richardson,” said Jessica Schutt, mobility and special projects manager for the city.

The plan integrates multiple forms of transportation, including pedestrian and bike pathways as well as access to transit and micro-mobility, such as scooters and e-bikes.

As part of the project, the city will seek public input on potential issues and needs. Residents can share their opinions via an online survey, surveys distributed at public facilities or stakeholder interviews. In addition, the city plans to hold an open house and set up information booths at public facilities and events.

The city's goal is to have a final plan adopted by City Council in early 2023. Next steps include beginning a needs assessment, holding the first committee meeting in late February and building a project website. The city also hopes to launch the community survey in March and hold open houses and stakeholder meetings over the next few months.

Mayor Paul Voelker said he hopes adding options beyond automobiles will help economic growth areas such as The IQ.

“I really appreciate the multimodal approach that this study is going to take,” Voelker said. “There is no one approach that is going to help any particular broad organization group. Multimodal is the answer in achieving that. I want to have access to that as a local company, especially one that's in The IQ, which I believe will become a showcase for transit-oriented development.”

Richardson's existing infrastructure is estimated to include 87 miles of hard surface trails, six miles of soft surface trails and over 22 miles of bike lanes, according to the city. Schutt said this infrastructure is maintained well, but that many facilities prohibit all ages and abilities from using them.

Recent city studies and community feedback emphasize a need for better integration and connectivity of the full transportation network, especially related to connecting residents to the Richardson IQ and the CORE, Schutt said.

The project is led through the transportation and mobility department in collaboration with the Parks and Recreation department and Development Services.

Mayor Pro Tem Janet DePuy said these plans provide a great opportunity for travel to cover that

first and last mile of residents' trips.

“It's expensive to build rail lines east and west, which we don't have,” DePuy said. “The Silver Line [rail line under construction by Dallas Area Rapid Transit] will be helpful, but it won't take me from my house to my job. Unless you work downtown, your commute options are limited.”

Dallas Morning News

Dallas moves forward on plans to build new downtown convention center

The City Council approved plans to demolish the Kay Bailey Hutchison Center and build a new one nearby.

By Everton Bailey, Jr.

The Dallas City Council voted Wednesday to move forward with a plan to tear down the Kay Bailey Hutchison Convention Center downtown and build a new one nearby.

Officials voted 14-1 for city staff and consultants to begin design and engineering work for a new 2.5 million square foot convention center with a current construction price tag of up to \$2 billion. The city plans to cover the costs for the new building as well as surrounding projects with hotel tax revenue. Construction is currently slated to begin in 2024 and be complete in 2028.

Council member Cara Mendelsohn cast the sole dissenting vote after raising concerns over whether the full cost of the project is truly known, whether post-pandemic convention center business will justify the investment, and whether enough input was sought from residents.

Several council members called the proposal a “no-brainer.” They pointed out that it doesn’t call for touching general fund money, would allow the city to increase tourism-related revenue, put Dallas in a better position to compete with other cities for major events and spark better amenities for visitors and residents.

Council member Omar Narvaez painted a picture of the redevelopment paving the way for more housing, new parks and green spaces and thousands of new jobs from the construction work and new businesses that would come in.

“This is us having to decide if we have the guts to transform our city and downtown with connectivity, high-speed rail, pedestrian sidewalks, and new business and jobs. Or do we want to do things the same old-fashioned way, with a building that is literally falling apart,” said Narvaez, who chairs the council’s transportation and infrastructure committee.

“This is the right thing to do. This is the Dallas way. And we need to pass this today.”

City officials say the current convention center doesn’t have enough rooms, modern updates or surrounding amenities to allow Dallas to draw the most lucrative trade shows, conventions and other events.

Building a new one is the cornerstone of the city’s 10-year redevelopment plan for the area, which runs from the Eddie Bernice Johnson Union Station to the Dallas Farmers Market. The footprint of the new convention center would essentially rotate 90 degrees from the current one so the entrance would run parallel with the west side of Lamar Street/Botham Jean Boulevard. Part of the proposed new convention would be built over Interstate 30.

The preliminary design and engineering work on the project could change the projected costs as authorities try to figure out how current nearby landmarks like Pioneer Cemetery and Pioneer Plaza will fit in. Current plans call for the convention center arena and The Black Academy of Arts and Letters building to not be demolished.

Another unknown is how much business and development the new project will attract. City records show the convention center booked 84 events in 2019. That number fell to 33 in 2020

largely due to the pandemic, then climbed to 52 in 2021. The city is in line to host around 45 events at the convention center through the first nine months of 2022.

According to city consultants and staff, tearing down the current convention center could open up 29 to 40 acres of land in the area. They envision a new mixed-use entertainment district connecting downtown to the Cedars neighborhood.

City officials plan to pay for the convention center and surrounding redevelopment with money generated from hotel taxes. The current tax rate for hotel rooms is 13%. The state normally gets a cut of all hotel taxes, but state officials approved a financing zone plan last year that will allow the city to retain all of the occupancy, sales and mixed-beverage taxes collected from hotels within that area.

That could raise an estimated \$2.2 billion for downtown redevelopment projects in and around the convention center over the next three decades.

Dallas officials also are weighing whether to ask voters to increase the hotel tax rate from 13% to 15%, which could generate \$1.5 billion over 30 years. The earliest the proposal could go to voters is in November.

The state would also allow a portion of the increased hotel tax revenue to be used for renovation costs related to venues in Fair Park in South Dallas.

Executives with Downtown Dallas Inc., the State Fair of Texas, Hotel Association of North Texas and the AT&T Performing Arts Center were among those who spoke in favor of council approval of the new convention center plans Wednesday before the vote.

The convention center began as the 350,000-square-foot Dallas Memorial Auditorium in the 1950s and has undergone expansions and renovations five times since. The plan to completely redevelop the space has been in the works since 2015.

The convention center has \$500 million to \$700 million in maintenance needs, largely due to neglect. The needs include a new roof, escalators and reconstruction of other parts of the building to allow for upgrades.

Rosa Fleming, Dallas' director for convention and event services, told council members during a meeting last month that part of the reason the city hired management services firm Spectra in 2019 to oversee the convention center is because the building wasn't being regularly maintained.

The city would focus on the next expansion project without going back to fix issues from the previous one, she said. Up until 2019, city staff were responsible for all aspects of the convention center's operations.

To replace the roof alone is estimated to cost at least \$30 million to \$40 million.

The city currently spends about \$1 million a year on tarps hung from the ceiling throughout the building to catch water leaking from the roof when it rains.

Fort Worth Star-Telegram

Fort Worth residents to vote on spending \$560 million for roads, pools, parks and police

By Harrison Mantas

The Fort Worth City Council made it official Tuesday, asking voters to approve five bond measures on May 7 that would allocate \$560 million for everything from roads to pools, to a new library and fire station. \$369,218,300, or approximately two-thirds of the funds, would go to improving roads with a major focus on the city's fast growing north and northwest regions.

Thirteen of the 14 arterial roads are located in those regions. North and northwest Fort Worth residents have long complained that development has outstripped the city's current infrastructure and pushed for a greater investment in the 2022 bond package.

The second largest pot of money, \$123,955,500, would go to improvements to the city parks and recreation amenities. This includes a brand-new aquatics center in Stop Six and a completely rebuilt Forest Park Pool. District 9 council woman Elizabeth Beck pushed for a greater investment in the pool construction after getting public pushback to a design residents said would deprive the city of its only Olympic-sized public swimming pool.

Funds from proposition's C would go toward improving library facilities including land acquisition for a brand-new library in far northwest Fort Worth. Funds from proposition D would go to improving police and fire facilities. About \$21 million would be used to replace two temporary fire stations in Walsh and northeast Fort Worth with permanent facilities. \$18.6 million would go toward building a new Northwest Patrol Division for the Fort Worth Police Department.

The last chunk of money in proposition E would go toward land acquisition and for open space new parks. A slide show presented at Tuesday's city council meeting showed most of this land would be in east Fort Worth, with highlights for areas around Tandy Hills and Oakland Lake.

The city plans to set up a series of public meetings to both promote and explain the bond package to residents. The city also hopes its efforts will raise voter turnout.

Roughly 18,000, or about 2% of the city's population, showed up to vote in the 2018 bond election

Dallas traffic contributing to supply chain disturbances

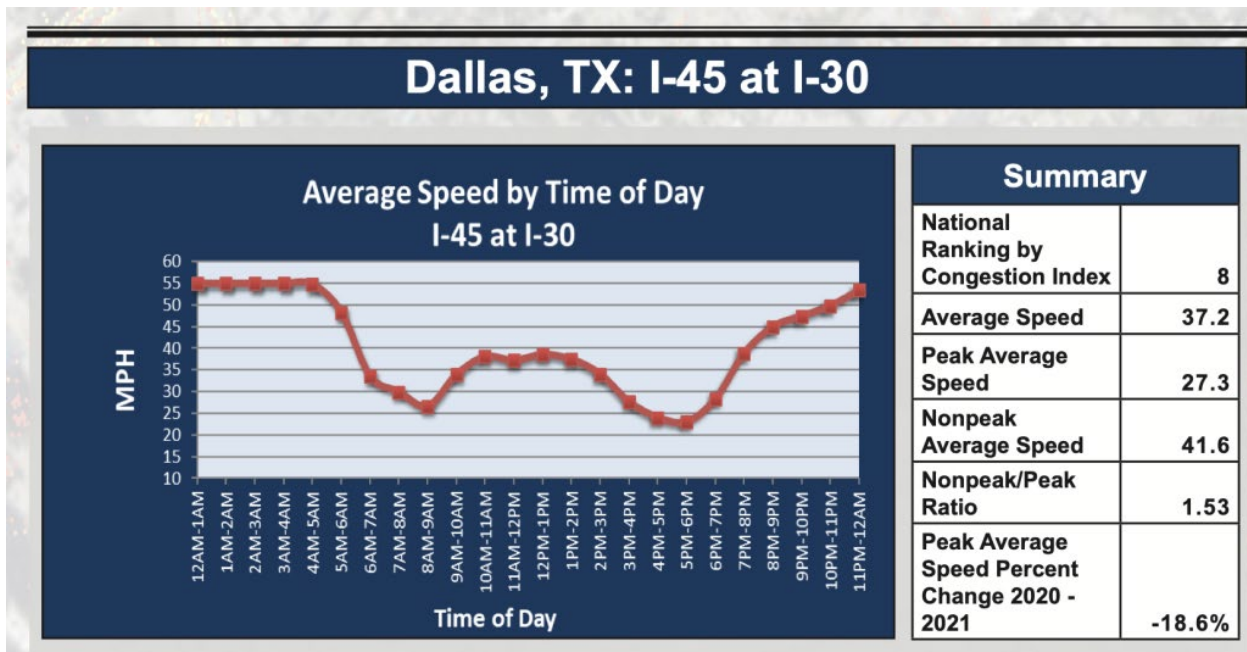
By Christina Hughes Babb

You have likely been affected by or at least heard about supply chain disruptions, which, [reportedly](#), “do not just create higher prices and shortages among high-end consumer products, such as cars. They also affect more-basic commodities such as generic drugs or energy, increasing the cost of living and the provision of basic needs.”

Disruptions are caused by various things, including traffic congestion. A new study by the [American Transportation Research Institute](#) shows Dallas roads playing a fairly significant role in bottlenecks on major thoroughfares. Specifically — and anyone who faces driving around Dallas will be unsurprised here — [I-635 at US 75](#) and [I-45 at I-30](#).

So while we are not as bad as Houston, Dallas is contributing to the fact that Texas leads the nation in bottlenecks.

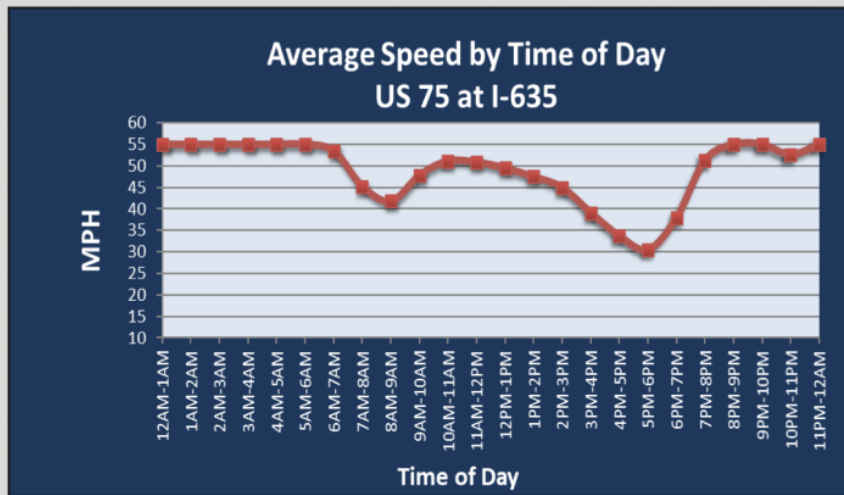
The two Dallas interchanges, one on the north end of town at the infamous High Five and the other at the southern side of the city, which which our Oak Cliff readers are most familiar, rank No. 8 and 54 on the top 100 congested locations in the country and No.s 2 and 9 out of Texas' locations on the list. Ten of the 14 Texas hotspots are in Houston.



Data from traffic research at I-45 and I-30

Texas Trucking Association President and CEO John D. Esparza says, while “Texas is used to ranking #1,” he’s not proud of our state’s position on the list.

Dallas, TX: US 75 at I-635



Summary	
National Ranking by Congestion Index	54
Average Speed	47.2
Peak Average Speed	39.8
Nonpeak Average Speed	50.2
Nonpeak/Peak Ratio	1.26
Peak Average Speed Percent Change 2020 - 2021	-6.7%

Data from traffic research at US 75 and I-635

“Bottlenecks around the state continue to waste time and money, further damaging the already fragile supply chain. With the newly available federal resources for infrastructure projects, there is no excuse – these bottlenecks must be addressed. A reliable and stable transportation network is essential to our economy – just like the trucking industry.”

The impetus for publishing this list is to “provide a roadmap for federal and state administrators responsible for prioritizing infrastructure investments throughout the country,” according to American Trucking Associations President and CEO Chris Spear.

“Every year, ATRI’s list highlights the dire needs for modernizing and improving our roads and bridges,” he says. “We have seen, most recently in Pittsburgh (referring to the [bridge collapse](#)), that the cost of doing nothing could also cost lives. It’s time to fund these projects and get our supply chains moving again.”

The 2022 Top Truck Bottleneck List measures the level of truck-involved congestion at over 300 locations on the national highway system, according to the researchers at ATRI.

The analysis, based on truck GPS data from over 1 million freight trucks uses several customized software applications and analysis methods, along with terabytes of data from trucking operations to produce a congestion impact ranking for each location.

ATRI’s truck GPS data is also used to support the [U.S. DOT’s Freight Mobility Initiative](#). The bottleneck locations detailed in this latest ATRI list represent the top 100 congested locations, although ATRI continuously monitors more than 300 freight-critical locations.

NewsRadio 1080 KRLD

Trinity Metro launching new service in Fort Worth

By Alan Scaia

Trinity Metro is planning to start a bus route with a guaranteed schedule. If the bus arrives late to a destination, riders will be eligible for a refund.

"That's going to be great," Trinity Metro Chief Executive Officer Paul Ballard said. "If for any reason the bus is late, you get refunded your fares. It's a win-win situation, and we think that's going to help attract a lot of folks."

Ballard said the route will use battery-powered buses and travel from East Fort Worth to Downtown and then to Alliance.

He says the buses will use managed lanes for a more predictable travel time and to remain on schedule. Trinity Metro is working with the North Central Texas Council of Governments on the route.

"It's a guaranteed transit service," he said. "We're in the process of getting our grant request together. We've already had a demo bus in."

Ballard says the route will launch late this year or in early 2023.

<https://www.audacy.com/podcasts/krlid-news-742/trinity-metro-launching-new-service-in-fort-worth-1241246612>

Fort Worth Report

Transportation, broadband could get boost in underserved areas of Fort Worth

By Bob Francis
February 10, 2022

A pilot project that would link transportation funding and broadband expansion in underserved areas could have a major impact on developments in south and southeast Fort Worth.

Michael Morris, transportation director for the North Central Texas Council of Governments, unveiled the plan while speaking at the Tarrant Transportation Summit held at the Hurst Conference Center on Feb. 10.

The proposal would expand broadband services to areas that currently have low broadband access. He would propose funding for the broadband expansion in two separate projects – improvements to Rosedale and Lancaster planned in Fort Worth, Morris said.

The project was on the Regional Transportation Committee meeting agenda for Feb. 10, but it has been postponed to a later date, according to a North Texas Council of Government's spokesman.

"We've still got some due diligence to do," Morris said.

The pilot project calls for spending \$3 million for the "design and implementation of equal access to the internet as a travel demand management tool." The project would be part of a planned retrofit of Rosedale Street and planned improvements to Lancaster Avenue.

"I think we have a lot of excitement with, maybe, south and southeast Fort Worth leading the technology revolution in broadband as a transportation mode," Morris said.

The link to transportation funding is that improved internet access can reduce the numbers of vehicles on the roadway, Morris said.

"If you can cut down on the number of vehicles on the road, particularly at peak times, we'll be improving transportation as a whole," he said.

Morris said the idea is part of his concept of getting the most good out of large public projects.

“So, how do we get equal access to the internet for everyone? How do we eliminate food deserts? How do we have everyone be able to get a job in this world of COVID-19 because you interview over a computer,” he said. “So, we are going to be judged not by just the network of the three or four or five, seven really cool projects we’re going to build, that’s the easy part. It’s the effectiveness of what we do.”

Morris also needs to do some outreach with local officials and other stakeholders on the plan.

“We need to get the word out,” he said.

Former Fort Worth Mayor Betsy Price was at the event and said she likes the idea.

“The whole goal is to move people where they need to go: medical care, groceries, school, whatever. If you can use the wireless technology, which is the backbone of that, then let’s call it a necessity and get there,” she said.

Morris said there may need to be some tweaks to some federal legislation to move forward, but said both the federal and state governments are committed to expanding broadband.

Also speaking at the conference was Texas State Comptroller Glenn Hegar, who last year formed a Broadband Development Office that provides grants, loans and other financial incentives for companies expanding internet services to underserved areas.

Leaders used to think that better broadband access was just about helping rural communities, he said.

“What we’ve learned in the last few years is that it is not just about economic development in rural communities,” he said. “What we’ve learned is that it is about telemedicine, public education, higher education and about your employees and workers have the capabilities to continue to engage.”

In another pilot project involving technology, Morris said the agency is looking at studying the electrifying roadways that can wirelessly charge electric vehicles. He said they are considering a stretch of State Highway 360 for the project.

Bob Francis is business editor for the Fort Worth Report. Contact him at bob.francis@fortworthreport.org. At the Fort Worth Report, news decisions are made independently of our board members and financial supporters. Read more about our editorial independence policy [here](#).

Transportation, broadband could get boost in underserved areas of Fort Worth
(fortworthreport.org)

Fort Worth Report

Critics question consultant's role in Panther Island funding

Documents reveal Mark Mazzanti's growing role in water district as his contract comes up for renewal

The Trinity River Vision Authority hired consultant [Mark Mazzanti](#) in 2019 to help bring the controversial Central City Flood Project, better known as Panther Island, out of federal funding purgatory.

Mazzanti provided inside knowledge of the [U.S. Army Corps of Engineers](#) because he was recently employed by the agency that oversees federal infrastructure projects, including the construction of the [1.5-mile bypass channel](#) needed to achieve the goals of the Central City plan. To supporters of the Central City Flood Project, his presence was an asset. To critics, it was a conflict of interest.

On Tuesday, the fate of Mazzanti's contract will be determined at the Tarrant Regional Water District Board meeting. The board will vote to extend Mazzanti's contract two weeks after the Trinity River Vision Authority, which coordinates the flood control portion of the Panther Island project for the Water District, recommended the contract be extended so that Mazzanti can continue to coordinate with the corps on other project partners.

Members of the [Water District Accountability Project](#), an activist group that has pushed for a [financial audit](#) of the district, have raised concerns about the legality of Mazzanti's hiring since 2019. Former state Rep. [Lon Burnam](#) said the group is concerned with the legality and ethics of Mazzanti leaving the corps in November 2019 and immediately joining the water board as a consultant.

At a Jan. 27 board meeting, both [Lee Christie](#), general counsel of the Trinity River Vision Authority, and Mazzanti indicated they weren't aware of any violations of legal restrictions. There likely were some restrictions on Mazzanti for a year after he left the corps, but no documents obtained by the Report showed violations of communicating with the federal government.

A [required no-contact period](#) applies to any senior-level employee in the executive branch of the federal government. It is meant to prevent federal employees from leaving their employer and accepting lucrative lobbying jobs that take advantage of their connections with the federal government.

"He has insider knowledge about how things work," Burnam said. "The question is the ethics of it at the time, and we have not been able to get an answer."

The policy restricts former employees from seeking official action from their former employer, in this case the corps, but does not prevent them from lobbying Congress or its members. On Tuesday, when the water district board votes on Mazzanti's contract, he will be well beyond any restrictions on his communications with the federal government.

The Fort Worth Report spoke with Mazzanti prior to the vote, but he referred any questions about his role or contract with the water district to Dan Buhman, the water district's general manager. Buhman said Mazzanti's experience with the corps will be an asset as the water district transitions into the next phase of the project.

“The Trinity River Vision Authority is the really the place where we coordinate,” Buhman said. “So keeping that body understanding of the risks and what is happening at the federal level and at the local level helps continue the local support of the project.”

Mazzanti’s growing role within TRWD

Mazzanti spent a 35-year career with the [U.S. Army Corps of Engineers](#) working on civil works projects. He advanced to oversee the corps’ civil works program in Washington, D.C., in 2011 before moving to Dallas to manage civil and military projects in the Southwestern Division. When Mazzanti joined the [Central City Flood Project](#) as a consultant in 2019, he signed a contract with the [Trinity River Vision Authority Board](#) for \$25,000 a month. Since then, he has received over half a million dollars in compensation for his services, according to records obtained by the Fort Worth Report.

In August 2020, the contract moved out from under the authority of the Trinity River Vision Authority to become an agreement between Mazzanti and the [Tarrant Regional Water District](#). The Fort Worth Report obtained Mazzanti’s contract, which outlines the scope of his duties. He coordinates between project partners, including the city of Fort Worth, the water district and the corps. His main objective was keeping the stalled project eligible for federal funding.

Buhman, who was named [general manager last year](#) amid controversy over his predecessor, said Mazzanti and others were an important part of communicating with the corps to convince leadership at all levels that the Central City Flood Project should remain a priority. “He has been an important part of the team to keep (the corps) on the same page internally, to help (the corps) understand the project and to ensure that they continue to see it as a priority,” Buhman said.

Now, the project has received [\\$403 million in federal dollars](#). It’s not the full amount of federal money required to complete the project, but it [will go far enough to complete](#) the design for the Central City Flood Project and construct the bypass channels, which will be the centerpiece of the long-awaited Panther Island revitalization project.

Reports written by Mazzanti for the Trinity River Vision Authority board described where coordination breakdowns were putting the project at risk and what steps the board could take with its project partners to keep Panther Island moving forward.

Buhman said these reports helped keep the project eligible for federal funding because they kept local people invested and engaged with the success of the project. Federal funding is contingent on local support, which can be demonstrated verbally or through actions like acquiring land, relocating utilities and environmental remediation.

“All of that is us saying to the federal government, ‘We’re serious about this,’” Buhman said. “And Mark was one of the players that helped us understand risk, understand where we need to coordinate and therefore keep local support alive.”

When the Central City Flood project received federal funding in January, it was described as shovel ready. Reports from Mazzanti to the water board show that as late as Nov. 10, there were still several coordination issues affecting the project. In November, the city of Fort Worth still hadn’t completed utility relocation, which must occur before construction of the north and south bypass channel can begin.

Fort Worth is responsible for relocating city utilities, and they will have to be moved before the corps can begin construction on the channel. The reports tracked project challenges back to July 2020, when the water board had not completed the demolition necessary to begin environmental remediation at four different sites.

Along with the identification of possible causes for delay, Mazzanti recommended strategies to mitigate, avoid or transfer the problem.

His role going forward

Although the focus is often on the funding for the project, Buhman said, implementation is also important to the success of the project. He added that Mazzanti's role going forward will be "massive amounts of coordination" between the water district and the corps.

"And because of Mark's background, I think he's in a good spot to help us as we coordinate not just on funding but on project execution," Buhman said.

Critics and watchdogs of the water board asked why a consultant has such a central role in the fulfillment of a taxpayer-funded project. [Linda Christie](#) is the community and government relations director at the water district. She has held the role since 2005. Burnam asked why she wasn't serving as a liaison between the water district and other government agencies.

"Basically, this guy's just a glorified lobbyist," Burnam said, referring to Mazzanti.

Mazzanti's \$25,000 monthly paycheck is considered a project cost paid through the Tarrant Regional Water District. Critics have [long raised concerns](#) about the transparency of the water district's budget, calling for a forensic audit of the government agency.

"There's consistently been issues and concerns about the transparency of the budget, and how things work," Burnam said.

Mazzanti's experience as upper management with the corps gives him a unique understanding of their processes, their resources and how they execute projects, Buhman said.

"That understanding will help us work well with the U.S. Army Corps of Engineers," he said.

[Critics question consultant's role in Panther Island funding \(fortworthreport.org\)](http://fortworthreport.org)

Dallas Morning News

Dallas is right to rebuild awkward convention center to transform downtown

But the City Council must move forward with the greatest care.

As the Dallas City Council weighed whether to approve a plan to rebuild the city's convention center, at least two council members said it was a "no-brainer."

That the Kay Bailey Hutchison Convention Center badly needs a makeover is not a tough argument to make. The convention center's colossal footprint stretches from the original auditorium on Akard Street to the edge of downtown, a disparate mishmash of architecture and engineering from the 1950s to the 2010s that has been poorly maintained. The surrounding parking lots, staircases and tunnels meld into a sad concrete landscape of beige and gray.

Yet the decision to invest \$2 billion in public money — even if those dollars come from visitors in the form of hotel tax revenue — is not one that the council should treat lightly. Any construction project entails some measure of risk, and the question when the council voted last week wasn't whether the current facility needs replacing but whether the City Council had properly evaluated the risk involved in tearing down the convention center and starting anew.

We think the council and city staff did do their homework, presenting Dallas with a viable plan to stitch the convention center to the Cedars neighborhood and to restore the urban fabric across a moribund corner of downtown.

Our city has a lot going for it to attract conventions and the millions of dollars in spending that they bring. Dallas is a transportation hub, more affordable than other major cities and a convenient access point into the Texas market that many industries want to tap.

The Kay Bailey Hutchison Convention Center is one of the gears that makes Dallas a business city. It alone generates \$8 million in hotel occupancy tax revenue. But the convention center is losing out on business because of a litany of problems, including inadequate ballroom space, meeting rooms, kitchen space and maintenance issues that have compounded over time.

And there is the matter of the convention center's inhospitable surroundings. Dallas has much to offer to visitors, but convention attendees wouldn't know it from stepping outside the exhibit halls.

Critics of the convention center overhaul point to past additions and renovations as evidence that no upgrade has delivered on city promises to transform that part of downtown. Those additions were necessary for the convention center to stay afloat. They were also myopic attempts to solve immediate problems rather than thoughtful efforts to create a vibrant urban district.

That was a chronic mistake that Dallas is now trying to correct with a bold and comprehensive master plan that takes into account transit and the greater urban realm.

Voters will have a say in this, as they should. The question of whether to raise the city's hotel tax from 13% to 15% to help pay for the convention center construction and improvements to Fair Park is expected to make the ballot in November.

This construction spree is not coming out of the general fund that covers basic city services. But if the city were to default on the project, and exhaust reserves built into the financing, then taxpayers would be on the hook. That is why the City Council must move forward with the greatest care and apply more scrutiny to the convention center than it has done in the past.

So far, the council is showing the right attitude. Cities shouldn't dismiss risk, but they also cannot let uncertainty derail them from investing in themselves. Dallas must create a downtown that delights residents and visitors and that delivers on its reputation as an attractive place to do business.

Bisnow

Not In My Backyard: Opposition Toward Density Grows As Developers Race To Meet Demand

By Olivia Lueckemeyer

A groundswell of opposition against dense development is stalling approvals for new multifamily projects in DFW, with some companies choosing to avoid areas altogether amid growing backlash.

“It’s a big issue for us,” said [Kip Sowden](#), chairman and CEO of [RREAF Holdings](#), a multifamily developer with projects across Texas. “When we are choosing a site to develop, we’ve got to believe and know that we are going to get through the entitlement process and get the density that makes sense to develop.”

Demand for rentals has skyrocketed in DFW as the job market grows and home prices soar. According to [CBRE](#), the Metroplex gained more than 200,000 new jobs year-over-year in November. Multifamily occupancy peaked in Q4 2021 to a record high of 97.1%, signaling strong demand. Yet, the number of new units added to the market fell from the previous quarter and the previous year.

There are many reasons why the market is struggling to keep up — the cost of building materials and cramps in the supply chain still pose significant obstacles — but members of the development community say anti-apartment sentiment among some residents and elected officials is partly to blame.

“It’s one of the hardest challenges we face as developers,” said [Tim Harris](#), vice president of multifamily development for Rosewood Development Co.

DFW is not the only major metro area grappling with this issue. Projects that include thousands of multifamily units in Washington, D.C., have been [riddled with appeals](#) by small groups of local activists and federally appointed judges, in some cases [delaying projects for a number of years](#). A new City Planning Commission member in New York City [ran on the message that she would not support rezonings](#) for two dense projects on one of Brooklyn’s busiest thoroughfares — a promise she delivered on during her first week in office, according to The Real Deal.

Harris said he is no stranger to the difficulties that sometimes accompany getting buy-in on a new multifamily development. His company is responsible for [Heritage Creekside](#), a 156-acre mixed-use project in Plano entitled for 1,300 multifamily units. Harris said Rosewood made several concessions to appease nearby residents, including building retail before there were enough residents to justify the investment.

“It was really important to the neighborhood that we got some restaurants,” he said. “[We decided we would] do it first, even though that might not have been the business-savvy decision.”

Harris’ team worked hand in hand with neighbors and city officials to make Heritage Creekside a success. Garnering community support early in the process is key to getting a development over the finish line of the entitlement process, said [Christina Day](#), director of planning for the city of Plano.

“You can’t put the genie back in the bottle,” she said. “You only get one chance to make a good first impression on your project, so it’s critically important that people hear about your project from you. If they hear about it from somebody else, you’ve lost control of the narrative.”

Opposition to a mixed-use project on the largest undeveloped tract of land in Plano late last year illustrates some of what developers are up against. The project, [approved in December](#), includes up to 700 multifamily units, 427 retirement housing units and 90 townhome units, and was met with 534 pieces of correspondence, including 391 in opposition, 142 in support and one neutral.

“I want to ask they consider a different legacy ... the legacy of providing homes with backyards and tree-covered lanes ... to bring back the suburban nature of this area, to bring back the family nature of it where you have the pride of ownership, where you have neighbors and kids playing in the backyard and the parents know they are safe,” resident Lydia Ortega said at the time. “I don’t think we need to add more [apartments] at this time. We are almost 50% apartments now. We need to restore our single-family homes.”

That sentiment was prevalent, though not universal, with residents like Dana Walters expressing they were offended by the idea that multifamily renters are a detriment to the community.

“I suggest with all of the in-migration and companies moving here and all the people coming here and the shortage of houses that maybe we should be providing more options, not less,” Walters said. “Not everyone wants to or is ready to buy a home now but maybe they should be able to afford and deserve a nice place to live.”

A major overhaul of Plano’s comprehensive plan was approved in November. The document is essentially a road map dictating the future of development in Plano, including what types of housing it would like to see built and where. Day said staff has made a commitment to adhere closely to the future land use map, which prevents new multifamily from being built in close proximity to neighborhoods.

“People want to understand what they’re getting and have some sense of knowing their destiny,” she said. “It shouldn’t be so open-ended that people don’t know what’s coming in the future because that’s scary, frankly.”

Less than 5% of land remains undeveloped in Plano, and Day herself admits that the extraordinary price of land makes density a much more cost-effective option for developers. Given these realities, Plano’s comprehensive plan forecasts the share of single-family homes in the city will decrease over the next 30 years — from 64% today to 58% on the low end or 60% on the high end.

Day said it is too early to tell whether the plan makes it more difficult for developers to obtain a zoning change in the city. So far, Plano, like the rest of DFW, remains a popular destination for multifamily investment.

“There is still a lot of money to be made,” she said.

One thing that could stall momentum is the rising costs of building materials, which RREALF’s Sowden said have increased by 150%-200% in some cases. The heads in beds required to cover those costs have grown in tandem.

“Consequently, density does matter,” he said. “It’s important to pick the spots where you know the city officials are desirous of the product you are building.”

In a bid to make their projects more palatable, some developers are opting for mixed-use over traditional multifamily, said [Mark Allen](#), senior vice president in the Multifamily Services group at [Colliers](#). Some areas are more amenable to projects that generate sales tax revenue, he said.

“Cities as a whole have to be more malleable in terms of rethinking their zoning,” he said. “We are getting a person moving to DFW once every three to five minutes, so [multifamily development] is kind of inevitable. If a particular municipality won’t go for it, then the next one will.”

[Angela Hunt](#), a land use and zoning attorney with Munsch Hardt Kopf & Harr and a former [Dallas City Council](#) member, said campaign platforms focused on opposition toward dense development have become increasingly effective, particularly in some of Dallas’ northern suburbs, where populations have risen rapidly in recent years.

“It’s a balance, because on the one hand the elected officials want to effectively represent their constituencies, and their constituencies may be opposed to multifamily development,” she said. “We are seeing that more and more, and I think that is the direct result of considerable growth in North Texas.”

As a result of these obstacles, some multifamily developers stick to areas entitled for dense development so they can avoid the rezoning process altogether, Hunt said.

“[The debate over multifamily] definitely has a chilling effect on site selection,” she said.

Harris said anti-density sentiments do not deter Rosewood from bringing a project to a particular city. However, if a compromise can’t be reached, Harris said Rosewood isn’t afraid to cut its losses and move on.

“If we feel like everyone has been heard and there’s not a win-win, that’s kind of when we fold our cards,” he said.

For cities completely opposed to density, Allen said there are other ways to offer rentals to residents. Build-to-rent communities, made up of homes built specifically for long-term leases, are becoming increasingly popular in Texas. Other innovations in the rental space include concepts like [The Guild](#), a tech-enabled platform that partners with properties to offer a mix of lease agreements, including short-term stays and long-term rentals.

“The number of corporate relocations to the DFW area is staggering, and those people are going to need some options of how they can live there, so I think we address a real need,” The Guild CEO and co-founder Brian Carrico said.

In January, The Guild announced its acquisition of CREA Management, the property management division of [Cypress Real Estate Advisors](#). The move added thousands of units to The Guild’s portfolio; many of them are in DFW. Building owners who partner with the company are given more options for how to use their space, which Carrico said eases the underwriting process and helps to make a deal work.

“There are fewer and fewer units available for people to rent,” he said. “You’ve got that combined with a market like DFW where more and more people are moving, and that’s not changing. So, we are trying to be part of the solution.”

Providing a healthy mix of housing options is crucial in tackling affordability, Harris said. The lack of multifamily supply is driving up rents, with CBRE reporting a 4% increase between the third and fourth quarters of 2021.

“We are in the middle of a housing crisis, shown by huge increases in apartment rents and home sale prices,” Harris said. “It’s very important that DFW does not lose its competitive advantage in housing affordability, and that we continue to grow and improve our housing stock.”

Anti-density sentiment has not deterred investors from sinking money into DFW. The Metroplex [led the nation in multifamily investment last year](#), with close to \$28B in total sales, according to CBRE. Allen said he doesn’t see this slowing down anytime soon.

“We have a lot of employment drivers, population migration and capital migration because people like our [lack of] state income tax and that we are business-friendly,” he said. “They’re not going to stop coming, and it’s just going to continue to compress cap rates.”

KRLD

FWPD: Fake paper license tags are being used to commit crimes

By Andrew Greenstein

The Fort Worth Police Department is detailing its effort to crack down on fraudulent paper license tags.

Deputy Police Chief Pedro Criado addressed the City Council during its work session Tuesday afternoon.

Deputy Chief Criado says the department's crackdown is actually underway right now. The Fort Worth Police Department is detailing its effort to crack down on fraudulent paper license tags.

Deputy Police Chief Pedro Criado addressed the City Council during its work session Tuesday afternoon.

Deputy Chief Criado says the department's crackdown is actually underway right now. "We currently have three open investigations on three locations in our city that are distributing and selling these tags illegally," Criado told the Council.

District 5 Councilwoman and Mayor Pro Tem Gyna Bivens says fake paper tags have become a huge problem in her district.

"Whenever you see a paper tag, there is a good chance that that's a driver who should not be on the road," Bivens said, "and who knows what history that driver has."

FWPD is working with the North Central Texas Council of Governments and the DMV in addressing the issue.

Some of the things they're doing include creating a task force to conduct covert operations on emissions inspection stations and to set limits on the number of eTAGs that a licensed dealer can create and issue in a calendar year.

Chris Klaus, senior program manager of air quality planning and operations with the North Central Texas Council of Governments, says fictitious tags put everyone at risk.

"If you're getting a fraudulent registration, then you probably don't have [an] inspection [and] you probably don't have insurance," Klaus said.

Criado says when an officer runs a paper tag, it's usually not easy to determine whether it's genuine or phony.

"The majority of the time it comes back legitimate - it's a legitimate eTAG or paper tag," Criado said. "So that's not enough to pull the vehicle over."

Criado says these fraudulent paper license tags are a catalyst for people to commit crimes.

"We've actually had some of our covert units witness some criminals in the process or about to commit a crime," Criado said, "and they pull over and physically take the hard tag - the aluminum tag - off their vehicle and put [on] a temp tag prior to committing the crime."

Criado says fraudsters are sometimes getting the information for the phony paper tags directly from the legitimate tags themselves.

"They're duplicating it [and] triplicating it," Criado said, "and they're putting it on several different vehicles when they go out to commit crimes."

And the crimes Criado said they're committing run the gamut.

"It goes from something minor as not paying toll tags, insurance, avoiding taxes to committing felonies - they've been involved with felony theft, stolen cars [and] robberies," Criado said.

<https://www.audacy.com/krlD/news/local/fake-paper-license-tags-are-being-used-to-commit-crimes>

Dallas Morning News

Waymo partners with logistics giant to run self-driving trucks between Dallas and Houston

The companies' pilot runs aim to improve carrier and driver experience, while helping address long-term driver shortages.

By Alexandra Skores

Waymo will begin hauling freight for North America's largest logistics firm on autonomous big rigs traveling between Dallas and Houston on Interstate 45.

The California-based subsidiary of Google's parent company, Alphabet Inc., announced the partnership Wednesday with C.H. Robinson, which moves 20 million shipments a year. The self-driving trucks will carry a safety driver in the front seat.

Waymo spokesperson Julianne McGoldrick said pilot runs will start in the coming months on what is becoming a common Dallas-to-Houston testing ground. Waymo has been hauling freight between the Texas cities with self-driving trucks since last year for other partners like J.B. Hunt and UPS.

"We believe there is a real opportunity to bring our scale and information advantage to bear to help develop transportation solutions for them and their ability to participate in and benefit from AV," said C.H. Robinson chief commercial officer Chris O'Brien in a statement. "C.H. Robinson is also best positioned to represent the role of drivers and small and mid-size carriers in a more autonomous future."

During and after the test runs, the companies said they will evaluate and shape future developments in autonomous driving technologies. The pilot aims to improve carrier and driver experience, while helping address long-term driver shortages.

Driver shortages existed even before the COVID-19 pandemic. In 2021, [the American Trucking Association estimated](#) a historic high shortage of just over 80,000 drivers. By 2030, the association believes these numbers could surpass 160,000.

In partnership with France-based public transport company Transdev, the Texas routes will create hundreds of jobs at Waymo's [new 9-acre hub in South Dallas](#). The new hub was built specifically for Waymo Via, the company's autonomous trucking operations and accommodates hundreds of trucks from its carrier partners.

In June, [Waymo began testing self-driving freight runs](#) between Fort Worth and Houston on Interstate 45 in partnership with trucking company J.B. Hunt. The company reported zero accidents or speeding events involving the vehicles, [concluding that the trials were a success](#). This led to [a long-term partnership](#) with the trucking company.

McGoldrick said Texas' reputation as one of the biggest freight hubs in the U.S. makes it a key spot to test the vehicles. The Dallas-to-Houston route on Interstate 45 is especially important because it connects freight arriving at major cargo airports such as DFW International and AllianceTexas and at railroad yards in southern Dallas with Houston's busy shipping port.

"We can test our Waymo Driver on highly dense highways and shipper lanes, further understand how other truck and passenger car drivers behave on these routes, and continue to

refine the way our Waymo Driver reacts and responds in these busy driving regions as we advance our operations,” McGoldrick said.

[Before the pandemic](#), more than 85,000 vehicles traveled daily along I-45 through Wilmer.

In addition to Texas, Waymo tests autonomous trucks in Arizona, New Mexico and California. Other companies running autonomous vehicle tests in D-FW and Texas include [Amazon-backed self-driving vehicle firm Aurora](#), [San Diego-based company TuSimple](#) and [Kodiak Robotics](#).

In an investor call Wednesday, Aurora CEO Chris Urmson said trucks using its self-driving technology are regularly traveling between Fort Worth and El Paso in preparation for an upcoming pilot.

Urmson said the Fort Worth-to-El Paso route is over 600 miles and takes about 9 hours to complete. The company is working toward a future where autonomous trucks handle long routes and human drivers deliver on shorter hauls.

“Texas is an important testing ground for us,” Urmson said. “It is the largest trucking market in the country with more goods hauled by trucks than in any other state.”

UTA Newspaper

A PLAN TO INCREASE WALKING, BICYCLING IN DFW

CAPPA researcher mapping green infrastructure that promotes walking, cycling

By Herb Booth

The global COVID-19 pandemic resulted in at least one positive change: a marked increase in walking and cycling in many cities around the world, according to the United Nations.

That's true here at home, too, as a 2020 North Central Texas Council of Governments study reported a 70% increase in walking and bicycling on Dallas-Fort Worth trails.

The University of Texas at Arlington's Hyesun Jeong is working on a plan to map future "green" infrastructure in the Dallas-Fort Worth area to support this growth in walking and cycling. Funded by the American Institute of Architects' Upjohn Research Initiative, the project is titled "The Future of Green Infrastructure: Measuring and Designing the Built Environment for Pedestrian and Bicycle Activities in Dallas-Fort Worth."

Jeong, assistant professor of architecture in the College of Architecture, Planning and Public Affairs (CAPPA), specializes in bridging architecture and social science and in developing sustainable, pedestrian-oriented options that engage a variety of disciplinary approaches to promote the economic and cultural growth of cities.

"We will use this project to help lessen climate change through changes in infrastructure," she said. "We'll analyze existing walking and cycling activities in the trails of Dallas-Fort Worth and initiate design strategies for green infrastructure that improve mobility and stormwater management by reusing vacant lots and empty strip malls."

Green infrastructure aims to solve urban and climatic challenges within an existing ecological system. This could mean establishing or using existing creeks, soils and ponds instead of stormwater and sewer runoff systems, so-called grey infrastructure.

"We hope to help people understand the importance of green infrastructure," Jeong said. "About 35% of land in Dallas is covered by impervious surfaces like parking lots and highways. This makes streets unwalkable and too hot in the summer and has impacts on both public health and the street economy. We want to help support future sustainable development in a sprawled metropolitan area—context that could serve as a model for other car-centric cities."

Jeong said U.N. and North Central Texas Council of Governments statistics offer insight and an opportunity to tailor plans that can promote walking and biking across the region.

"We will also take criteria like density, building features, land use, street connectivity and access to transit to study how they are associated with walking and biking activities" she said.

Collaborators include Meghna Tare, UTA chief sustainability officer; Matthew Ables, a planner with the Arup Group; Brian Hammersley of Hammersley Architecture; and Lawrence Agu, a planner with the city of Dallas.

CAPPA interim dean Maria Martinez-Cosio said Jeong's work could serve the DFW region well.

“This award from one of the most prestigious architectural organizations in the U.S. will help Dr. Jeong and her collaborators continue to make an impact in helping to create healthy, sustainable and livable communities that improve DFW residents’ quality of life,” Martinez-Cosio said. “What the project envisions is a healthier, more walkable, better ecological region. North Texas and other metropolitan areas could certainly use that.”

The Texan

High-Speed Rail, not Hyperloop, Will Be Pursued Between Dallas and Fort Worth

The North Texas Regional Transportation Council revised its policy about the high-speed corridor between Dallas and Fort Worth to focus solely on high-speed rail, and not hyperloop technology.

By Kim Roberts

As part of its continuing plans to develop the Interstate 30 corridor between Dallas and Fort Worth for high-speed transportation, last week the Regional Transportation Council (RTC) of the North Central Texas Council of Governments [approved](#) a revision to its policy which eliminates hyperloop from consideration and concentrates solely on high-speed rail.

The RTC is made up of local elected officials and serves as the policy-making body for the region.

The routes to be evaluated run along I-30 between Dallas and Fort Worth (DFW), with a stop in Arlington, according to the RTC's website. The high-speed rail technology being considered can operate at up to 250 miles per hour.

Brendon Wheeler, the principal transportation planner for the RTC, told the group that because hyperloop is still a developing technology without a current path for approval and use, it could delay the development of the corridor.

The RTC members voted unanimously to proceed forward with pursuing environmental approval for high-speed rail.

The next step will involve meeting with the federal agencies to determine whether the Federal Railroad Administration (FRA) or Federal Transit Administration (FTA) will take the lead in advancing the environmental analysis.

The analysis could take up to two years, depending on the level of environmental study that is required, Wheeler explained to *The Texan*. A full environmental impact statement could be required, or the federal government might require a less involved environmental analysis since the corridor is intended to be developed within the I-30 right-of-way, he said.

Similar to the California high-speed rail analysis, Wheeler said that the environmental evaluation will encompass the full range of possible high-speed rail technologies. The California project has been [plagued by troubles](#) since voters approved bonds funding it in 2008, most recently a [\\$5 billion increase in costs](#).

The funding for the high-speed corridor analysis, which will likely total about \$11 million for all phases, came through the FTA, Wheeler said.

He said that ridership estimates are not currently available but would be studied more fully during the environmental process. However, he believes ridership will be heavily influenced by whether the DFW high-speed rail project would connect directly to a completed Texas Central project from Dallas to Houston and a future project between Fort Worth and Laredo.

Wheeler believes the RTC is doing something innovative in preparing the way for possible private investment in a high-speed rail between Dallas and Fort Worth in the future. While there is no current funding for the project construction, he believes once the corridor has environmental approval, that will clear the way for investment.

Environmental clearance is often a hurdle for private investors. He pointed out that Texas Central has been attempting their project for a decade. It is currently involved in a [case at the Texas Supreme Court](#) to determine its eminent domain authority.

“We are trying, as the public planning sector, to help minimize the risk and attract private investment,” he said, noting that the project could end up being a public-private partnership similar to an airport.

Hyperloop may still come to the region, Wheeler said, as companies are still expressing an interest in building a development and test facility in the area.

The DFW region [sought to bring Virgin Hyperloop](#) to the area in 2020, but eventually a site in West Virginia was chosen.

Hyperloop is an autonomous transportation system that could move people or freight by propelling magnetic-levitating vehicle pods through low-pressure tubes at speeds approaching 700 mph. It claims to be safe, fast, and energy efficient.

[High-Speed Rail, not Hyperloop, Will Be Pursued Between Dallas and Fort Worth | The Texan](#)

Regional Transportation Council looks to extend DART rail line from Plano to McKinney

By Erick Pirayesh

The North Central Texas Council of Governments' Regional Transportation Council is working to convince city officials to support a new rail line system that would connect Plano and McKinney.

In a transportation study presented to Plano City Council during the Feb. 14 preliminary open meeting, Michael Morris, director of transportation for the council, outlined the various benefits, costs, options and challenges associated with the proposed rail line.

He said, if built, the line could connect Plano to McKinney through two options: by an extension of the DART Red Line that has stations off Parker Road and in Downtown Plano, or by extending DART's Silver Line that is under construction and set to be complete in 2024.

The 26-mile **Silver** Line will connect Plano to the Dallas Fort Worth International Airport and will add two new stations to the city with the 12th Street Station and the Shiloh Road Station.

The proposed McKinney to Plano line would be 18 miles long and the transportation council estimates it would have 7,000-8,000 riders a day by 2045. The council estimates construction would cost between \$700 million and \$900 million.

"First, we have got to let DART ... get the Silver Line [finished] but in the meantime let's see if we can create this vision," Morris said during the meeting. "[That vision] could be the Plano to McKinney line. If I had to pick one rail corridor that could be next, it is the Plano to McKinney line."

Plano Council Member Rick Smith said the uptick in economic development around the proposed transit stations could be a positive aspect of the project. Some local officials in McKinney, Morris said, are in support of the rail extension and are eager to connect the two cities via the transit line.

"[McKinney Mayor George Fuller] is very excited to advance now," Morris said. "We are moving pretty quickly with regard to any and all opportunities to gain consensus on extension of that rail line."

Morris said DART already owns most of the necessary land along the proposed rail line corridor and the transportation council is working on gathering support from the various cities along the proposed route.

The study proposes seven new stations between Parker Road in Plano and downtown McKinney.

"We want to see if we can get [this line] nailed down," Morris said. "You are in the fastest-growing part of the United States and you are not going to be able to solve all your

transportation needs on the back of the automobile.”

The entire presentation can be seen [here](#). More information on the NCTCOG regional transportation plan can be seen on its [website](#).

Dallas Morning News

Those fake tags on the roads are costing Texans plenty every day

This dangerous and expensive problem has been growing for years.

By Dallas Morning News Editorial

Texas paper license plates are supposed to be issued for drivers to use until their registration is complete and permanent plates are available. So why are fake Texas tags an illicit \$200 million business?

For years, the Texas Department of Motor Vehicles has failed to adequately police its own house despite repeated warnings of a serious loophole. [New York authorities blame the](#) flood of thousands of fraudulent Texas tags in the city on Texas' lax dealer application process.

For a few hundred dollars, a criminal can claim to be a car dealer, purchase a license, access Texas DMV records, print temporary tags and sell them for profit anywhere in the United States. These trafficked fake paper tags aren't easily distinguishable from a properly issued tag and enable buyers and sellers to game the system.

This problem has been mushrooming for years under the not-so-watchful eyes of DMV executive director [Whitney Brewster](#), who resigned this month. Last year, reporter [Scott Friedman and producer Eva Parks from KXAS-TV \(NBC 5\)](#) relentlessly detailed the methods of fake tag scammers. And roughly five years ago, a Houston television station [went undercover to illustrate the problem, found temporary tags for sale on Facebook](#) and obtained a tag from the [DMV in the name of a car dealer that wasn't in business](#).

The DMV tweaked some security features on its tags, and last session the Texas Legislature allowed officials to limit the number of temporary tags available to dealers and cut off access to temporary plates if the DMV discovers that licensed dealers are involved in any illegal activities. But in many ways, these changes amount to too little, too late.

The ripple impact of this major administrative failure should remind all of us that crime takes many forms and seemingly nonviolent financial crime has violent components.

Some people use fake tags on vehicles to avoid failing an inspection, or to evade unpaid fines, fees, taxes, toll charges and child support. And since vehicles with fake tags probably aren't insured either, these drivers also impact insurance rates for the rest of us. And police have linked vehicles with fake tags to robberies, carjackings and murders.

Enforcement is stepping up. Fort Worth police are actively looking for fake tags in high crime areas. And last month, [Dallas police seized 42 fake paper license plate tags and issued 49 citations](#) in one day through a joint enforcement operation that also found illegal weapons and stolen cars. More such enforcement is needed as fake tags seem like a clear signal of greater trouble.

The toll of fake plates touches all of us in dangerous ways even if we don't realize it. The DMV must cease being an enabler, prove that it can effectively vet dealers and keep paper tags out of the wrong hands.

Texas doesn't have enough electric vehicle charging stations. How much will Biden's infrastructure law help?

The president's plan is to grow the nation's network of chargers from 100,000 to 500,000 by 2030, with half of all new cars electric by then.

By David Schechter

DALLAS — Cars, SUVs and pickups are a major source of greenhouse gas emissions, according to the [Department of Transportation](#).

President Joe Biden has promoted a \$5 billion [charging network](#) for electric cars, funded by the bipartisan [infrastructure law](#), as a critical step in the fight against climate change.

Right now, the country has about 100,000 chargers. The plan is for 500,000 chargers by 2030. We know car companies are falling all over themselves to let us know they're making electric cars. But is the charging technology ready? And is \$5 billion enough for a robust charging network?

First, let's talk about technology.

Tom "Smitty" Smith is a long-time advocate of a statewide charging network in Texas. "We're at a point now where the charging infrastructure is at the mass adoption stage. Many other nations," said Tom "Smitty" Smith, executive director of TxETRA, which advocates for a statewide charging network in Texas.

"California and the Northeast have really gotten after installing charging infrastructure around their states. And it's now widely available and relatively inexpensive to install," he added.

As a technology, charging stations are well beyond a concept on the back of a napkin. They're an established business. And growing fast. A new report, from [Market Research Engine](#), anticipates the global charging station market will be worth \$30 billion by 2024.

So, the technology is there, but in Texas there just isn't enough of it. In 2020 we took a 20-hour electric car [road trip](#) and sometimes we had a hard time finding a fast-charging station outside of urban areas.

For example, [across North Texas](#), a larger city like Dallas has 424 plugs, Fort Worth 209 and Plano 135. But many smaller communities have none, according to data from the Department of Energy and the North Central Texas Council of Governments. You can also see plug-in locations, coast-to-coast, using a website called [PlugShare](#).

The trip underscored the need for a far more comprehensive network, with many more stations. And that takes money.

Five billion dollars of government spending, over five years sounds like a lot of money. Enough to build three Jerry Worlds. And Texas will get more of it than any other state -- \$408 million.

"The reason we're taking this step is we have to accelerate the progress of that EV revolution, and we have to make sure that more of it is made in America," Secretary of Transportation Pete Buttigieg said on WFAA's *Inside Texas Politics*.

Here's why government money is important to accelerating a plan like this. Think about building a new neighborhood. First you have to put in infrastructure, things like roads, sewer and stoplights. After that, then you can build houses.

So, this \$5 billion will go toward building out infrastructure that makes it possible for private companies to build more charging stations along major highways. That's what's happening in Europe where giant oil companies like BP, Shell and Total now [own their own](#) charging networks.

“At that point, you're in in the Katie-bar-the-door situation where you've gone far enough on the curve of adaptation to suddenly just have to get out of the way,” Smitty said.

So, we know the cars are coming. But is the technology ready?
Yes, charging stations are a proven commodity.

And can \$5 billion kickstart the construction of a more robust charging network?
It's impossible to say how many stations will eventually be built but putting that kind of money toward vehicle charging infrastructure does set the stage for a major expansion of where all these electric cars of the future can be plugged in.

<https://www.wfaa.com/article/tech/science/climate-change/texas-not-enough-electric-vehicle-charging-stations-how-will-biden-infrastructure-law-help/287-78f15019-9d55-4a88-91a6-e5c5b3c7bf8b>

Dallas Innovates

Dallas Metro Ranks No. 1 in U.S. for Real Estate Development Over the Past 10 Years

That boom you heard in Dallas-Fort Worth the last decade? That was real estate activity. According to a new report from StorageCafe, the Dallas Metro ranks No. 1 in the U.S. for the most activity seen in all sectors of real estate over those 10 years.

From residential permits to corporate relocations to retail to industrial and more, here's a look at what boomed most.

By David Seeley

From the ground up, nothing boomed more in the U.S. over the last decade than the Dallas-Fort Worth real estate market. That's according to a new StorageCafe report, "The Most Active Real Estate Markets In The Last Decade: Development Fired Up In The U.S., With Texas Metros At The Forefront."

According to [the report](#), "The Dallas metropolitan area ranks first in the nation for the most activity in all sectors of real estate combined over the past decade."

Residential building permits

As every developer knows, you can't break ground without a permit. And there have been a lot of people in line for one in the DFW area. Building permits have been issued here for roughly 323,000 single family homes in the last decade, StorageCafe says (a 59% increase). That's four times the numbers seen in Chicago.

Permits were also issued for more than 233,000 multifamily units (a 176% increase). That's nearly three times the numbers seen in Chicago.



The Dallas Metro ranked No. 1 in the U.S. in real estate development over the past 10 years, says a report from StorageCafe. [Image: StorageCafe]

Residential really took off during the pandemic

According to the report, 2020 and 2021 “saw the highest numbers of permits issued for new single family homes in the last decade—44,000 and almost 50,000, respectively. The first pandemic year saw a rather steep drop of nearly 40% in multifamily construction. However, the development market bounced back in 2021, when almost 27,000 new apartments got the go-ahead in DFW.”

Office and industrial growth

Corporate relocations helped lead to a lot of DFW office growth. During the decade, office space in DFW “swelled by 55 million square feet.” That was second only to New York City, StorageCafe says.

Meanwhile, industrial space in DFW grew by almost 230 million square feet over the decade.

“This was the most new—industrial space delivered in the country,” StorageCafe says. “In 2021, almost 4.1M square feet of office space was added to the local inventory.”

Retail

New registers were clicking across DFW during the decade, with 48 million square feet of new retail construction. That ringed up to No. 2 in the U.S.—only the Houston Metro surpassed it, with 52 million square feet.

Self storage

With all those new homes and apartments, you’d think people had space for their stuff. *Au contraire*. During the decade, the Dallas metro ranked No. 1 in the U.S. for self-storage construction, adding around 23 million square feet of new space,

“Self storage generally follows growth in demand, which is what draws developers to a location,” said Doug Ressler, business intelligence manager at Yardi Matrix, in a statement. “The new supply pipeline nationally is now at 8.9% of existing stock. Growth has been concentrated in secondary markets across the South, Southwest and West, especially in Las Vegas, Phoenix and Dallas, as well as the “Acela Corridor” in the Northeast.”

Texas boomed along with DFW

DFW had company in the Lone Star State during all this. According to the report, the Houston Metro ranked No. 2 in the U.S. in real estate development over the last decade, while Austin clocked in at No. 11.

U.S. overall

Rounding out the Top 10 list overall in the U.S.—from No. 3 to No. 10—were New York City, Phoenix, Atlanta, Los Angeles, Washington, D.C., Chicago, Miami, and Denver.

Over the last decade among America’s Top 50 metro areas, according to StorageCafe:

- Industrial grew strongly, with 2.2 billion sq. ft. of space delivered
- The office sector saw the addition of 740M sq. ft. of space
- 300 million square feet of self storage were added

- 2021 was the best year of the decade for residential construction, with 557,000 building permits issued for single family homes and almost 437,000 for apartments last year alone.

Methodology

The report's analysis was performed by [StorageCafe](#), an online platform providing storage unit listings across the U.S. The company analyzed new construction data for the country's 50 largest metropolitan areas in terms of population. San Juan and New Orleans metropolitan areas were eliminated from the analysis due to the lack of available data. The period covered was from January 2012 to December 2021. The overall ranking of metro areas in terms of real estate market activity was calculated as an average of the individual rankings for six different sector metrics.

Dallas Observer

E-Scooter Companies Say They Can Fill the Gap Left by Reduced DART Bus Stops in Dallas

The service, which launched in 2017, expanded to encompass the entire city in 2021.

By Jacob Vaughn

Over the weekend, you may have seen some electronic rental scooters pop up in Dallas. Krista Nightengale, executive director of The Better Block, a local nonprofit focused on urban design, posted a video on Twitter showing a small fleet of the [controversial scooters in the city](#).

“Are scooters back in Dallas?” Nightengale wrote. We reached out to the city for some clarification (as did Nightengale), and it turns out those scooters weren’t permitted. At the moment, Dallas is still working to relaunch its dockless vehicle program.

Dallas’ Department of Transportation is collaborating with a micromobility working group on plans to relaunch the program. “Changes to the program have not yet been approved by City Council, nor has permitting reopened,” a spokesperson for the city said.

The city’s Transportation and Infrastructure Committee will be briefed on proposed recommendations from the micromobility working group on Tuesday, Feb. 22.

The scooters Nightengale posted about are owned by a small, local company called Blitz. The company didn’t respond to requests for comment. Meanwhile, scooter companies say they could help pedestrians get to bus stops more easily now that DART has nixed several stops around the city.

But back in September 2020, when [Dallas banned the scooters](#), citing public safety concerns, Blitz owner Curtis Dixon could be seen pulling his scooters off the street and packing them into his red pickup truck. He told [NBC](#) at the time that the scooter business was his livelihood. “My family, that’s how we eat,” Dixon said.

The city of Dallas spokesperson said: “City staff has communicated with Blitz and informed them to refrain from deploying dockless vehicles in the public right-of-way. Blitz will continue to be included in the outreach to potential operators as the micromobility working group continues to guide the relaunch framework.”

Bigger dockless vehicle companies, such as Bird, are also still working with Dallas officials to be welcomed back into the city. Next week, Blanca Laborde, director of government partnerships at Bird, will be in town to show off the company’s scooters, bikes and other tech to local officials and media.

“Bird is happy to partner with Dallas to reinstate an equitable and safe shared micromobility program that will promote broader city goals as well as add to the positive impact Bird’s programs are already driving in more than 350 cities globally,” Laborde said by email. “We are eager to bring our latest e-scooters and e-bikes, as well as our innovative designated parking and riding zone technology, to the streets of Dallas.”

But Dallasites need access to more micromobility options sooner rather than later, especially with the rollout of the new DART bus routes, Nightengale said.

DART recently launched a new bus network in an effort to increase frequency and ridership while reducing wait times, which the new network has done for some.

But this also meant getting rid of some of the bus stops. That's why some riders now have to walk up to a mile to get to their new stops in a city that lacks [adequate pedestrian infrastructure](#) for all and prohibits some micromobility options like rental bikes and scooters.

Oh, and Dallas' sidewalks are really crummy (for example, we're [missing some 2,000 miles](#)), and the city has some of the most dangerous streets in the country, according to an RV rental company called [Outdoorsy](#) based on statistics from the National Highway Traffic Safety Administration.

"With DART's new system, we must do something about that last-mile gap," Nightengale said. "I'm tired of Dallas being so behind on micromobility, caring so little for pedestrians, and continuing to prioritize motorists."

Susan Sanders Wansbrough, a 69-year-old retired resident in northern Dallas, would use the DART buses at least twice a week before the new network was launched, she told the *Observer*. The bus stop was only half a block away from Wansbrough's house, she said. That route has since been eliminated. Now, the closest stop is about a mile away, Wansbrough said, and she likely won't use DART as frequently as a result.

She doesn't have to work these days and she has a car, so the new network is only a small inconvenience for Wansbrough. For others, it can be debilitating, she said.

For example, southern Dallas resident Eunice Eze told [The Dallas Morning News](#) she's been recovering from a stroke over the last few months, making long walks difficult. But the 10 minutes she used to have to walk to the DART bus stop in her part of town was manageable.

After the redesign, though, she found herself in a similar situation as Wansbrough, having to walk a mile to catch the bus. Now, she usually catches a ride from someone to the bus stop, and DART has recommended some riders utilize ridesharing services like Lyft if the new stops are too far away.

DART told the *News* it is still gathering comments from residents to hear their concerns and is working on a five-year plan to improve all DFW public transportation.

One of Bird's scooters may not be the answer for Eze, but they could help others close that "last mile gap." Scooters are being tested as a last gap solution for public transit in Tennessee right now.

This month, Bird partnered with WeGo Public, Nashville, Tennessee's public transit agency, for a pilot program to help "bridge first- and last-mile transit gaps" with the company's electric

scooters.

In a press release announcing the program, Brian Buccella, Bird's senior vice president of consumer products and government partnerships, said, "Together, we can go further and have an even greater impact on providing people with a clean, safe alternative to transportation options that result in tailpipe emissions."

Fort Worth Business Press

Transportation Summit: Navigating the road ahead with insight and vision

By Gary Fickes

Our 12th Annual Tarrant Transportation Summit delivered on its promise to bring insights and vision for the future that would astound our estimated audience of 600 attendees on Thursday, Feb. 10, at the Hurst Conference Center.

The primary purpose of this year's summit was to discuss not just transportation but also the process of the economic development that follows the infrastructure of a new road or highway.

A typical project involves community input, interaction with local, state, and (sometimes) federal stakeholders, the Texas Department of Transportation, the Regional Transportation Council, the North Central Texas Council of Governments (NCTCOG), and Tarrant County.

The new construction attracts development, whether residential, retail, commercial, or a mixed-use format. Attractive development is the catalyst that delivers value to a community through quality-of-life elements and tax-generating revenues.

Texas State Comptroller Glenn Hegar was our keynote speaker. He formed the Broadband Development Office last year and helped us further appreciate the benefits of providing internet capabilities for underserved areas that many call internet deserts.

He emphasized that expanded broadband can provide superior technology in the form of telemedicine and public education and general use in rural areas.

Glenn offered a very optimistic forecast for the state of Texas, saying that our economy is strong and that all signs promise growth in jobs, company expansion, and attracting new companies to Texas. He sees record sales tax collections to fund state budgets and grow the State of Texas' Rainy Day Fund.

One of our most exciting projects discussed was a proposed \$3 million to design and provide broader internet access along Rosedale Street and Lancaster Avenue in Fort Worth. As a member and past chairman of the Regional Transportation Council, I have worked closely with Michael Morris, who presented the project at the summit.

Michael serves as Transportation Director for NCTCOG and has been dedicating a significant amount of time to this project, funded through federal grants.

The agency is studying the value of electrifying roadways that can wirelessly charge electric vehicles while in motion, thus removing the need for such cars to stop and re-charge. This is a discussion that began at our transportation summit four years ago, and now it is closer to becoming reality. NCTCOG is considering a test along State Highway 360, and this project will capture the attention of transportation leaders nationwide.

Two more intriguing presenters were BNSF and the Trinity Metro. Trinity Metro CEO Paul Ballard announced plans to start a bus route with a guaranteed schedule starting late this year or early next year. "If for any reason the bus is late, you get refunded your fares," he said. He called the concept a win-win situation that should help attract a lot of ridership.

Ballard said the route will use battery-powered buses and travel from East Fort Worth to downtown and then to Alliance. Trinity is coordinating logistics with the NCTCOG on the route, and the buses will use managed lanes on I-35W to have more predictable travel times.

Tom Williams, BNSF Vice President of Consumer Products, quoted a U.S. Department of Transportation study that expects freight traffic across the United States to increase by 50% in the next 30 years.

He added that railroads deliver 50% of all long-haul cargo shipments domestically and that BNSF has taken great strides to leverage technology to accommodate timely deliveries.

To reduce wait time at intermodal shipping sites, BNSF has provided truckers with an app so they can track when their shipment is arriving in real-time. Gate wait times have been reduced from minutes and hours to just 30 seconds.

The 2022 Tarrant Transportation Summit experienced a highlight when I presented the first-ever Lifetime Achievement for Excellence in Transportation Award to Tarrant County Judge Glen Whitley. Judge Whitley has been a true champion of transportation and an inspirational leader during his 15 years as Tarrant County's chief executive, following his 10 years as my predecessor as Precinct 3 Commissioner. We are indeed fortunate to be benefiting from his service, and we will miss him since he has chosen not to run for re-election.

This year's summit featured some of our most high-powered speakers, including: Victor Vandergriff, Executive Director, Tarrant Regional Transportation Coalition; Russell Laughlin, Executive Vice President, Hillwood; Michael Morris, Transportation Director, North Central Texas Council of Governments; Jeff Williams, Chairman, Tarrant Regional Transportation Coalition and former Mayor of Arlington; Paul Ballard, President/CEO of Trinity Metro; Thomas C. Lambert, President/CEO of Houston Metro; Nadine Lee, President/CEO of DART; Johann Petterson, Principal, DEC; Chad Sparks, Director of Strategic Campaigns & Business Development, Bell; Brant Ring, CEO, ITS ConGlobal; Tom G. Williams, Group Vice President, Consumer Products, BNSF; Lloyd B. Potter, PH.D., State Demographer, State of Texas; Alberto Gonzalez, President, Cintra, U.S. Region; Glenn Hegar, Texas State Comptroller.

Dallas Morning News

A new Dallas convention center: boon to downtown or giant civic albatross?

Architecture critic Mark Lamster on the virtues and perils of the plan to remake the Kay Bailey Hutchinson Convention Center.

By Mark Lamster

Dallas is on the verge of going all-in on a [new convention center](#), and my best advice is this: *proceed with extreme caution*. There are justifiable reasons for undertaking such a project, but boosting convention business is the least of them, especially in a time of pandemic. The lofty projections made by city officials on this front will almost certainly fail to materialize.

The plan, which was approved with a 14-1 vote by the City Council earlier this month, calls for the reconstruction of the Kay Bailey Hutchinson Convention Center, essentially rotating it 90 degrees clockwise to shift its orientation from east-west to north-south. The new building would stretch from the Omni Hotel all the way across I-30, which it would bridge, along with a new deck park. From above, this mega-structure would take the form of an immense boomerang, with its inner (front) side facing Lamar Street.

Renderings of the remade center show a wavy-roofed, glass-walled building fronting a tree-lined street with pedestrians strolling in golden light. That preliminary design is the work of the architecture firms Moody Nolan, TVS and WXY, who were part of a blue-chip consultant team led by the New York-based planning firm WSP. (A design architect for the project will be selected after further council approvals.)



A rendering shows a proposed new downtown Dallas convention center built on the west side of Lamar Street/Botham Jean Boulevard. The city is considering options to revamp its current Kay Bailey Hutchinson Convention Center.(Landa, Ruben)

A significant part of the proposal's appeal to the City Council is that it appears to be "free." The cost, which could far exceed \$2 billion, would be covered by hotel tax revenue and other funding

streams, such that it would not come directly from the pockets of Dallas taxpayers — assuming it meets its financial targets. That financing is predicated on a 2 percent increase in the city’s hotel occupancy tax rate, a bump that would bring Dallas in line with Austin, Houston, and San Antonio.

The current facility is, undeniably, a deadening blight on the urban fabric, an unappealing jumble of concrete additions stuck onto architect George Dahl’s swishy 1957 Memorial Auditorium. Two decades ago, in 2002, David Dillon, then the architecture critic of *The News*, complained that the center was “inscrutably vast and disconnected from the rest of the city.” Since then it has only gotten worse, while piling up an estimated \$500-\$700 million in deferred maintenance. A lack of amenities, in particular conference rooms and ballrooms, precludes the center from booking the largest events.

The remaking of this unholy agglomeration would open up land to be used for development and new public space, creating (if you believe the hype) 3,400 residential units, 2.8 million square feet of office space, 370,000 square feet of retail space, and 2,900 new hotel rooms in a vibrant, pedestrian-oriented neighborhood linking downtown with the Cedars.

If — and it’s a big if — all that could be achieved, it would represent a dramatic, and positive, remaking of downtown.

The plan entails the construction of a new DART station, and would link to (praying now) a future high-speed rail station. Dahl’s original auditorium would be retained as a stand-alone building. Inexplicably, the Dallas Police Memorial, built in 2000 and one of the city’s few avant-garde works of design (by Ed Baum, Oglesby Greene and John Maruszczak) would be replaced by infill development.



A rendering shows a proposed new downtown Dallas convention center built on the west side of Lamar Street/Botham Jean Boulevard as well as surrounding redevelopment projects and landmarks.

The potential urban design benefits of the proposal are alluring, but the driving force of the plan, which was produced under the auspices of the city’s Department of Convention and Event Services, is to increase convention business. According to the plan, the rebuilt convention center would “nearly double” annual attendance (currently at roughly 800,000) and do the same for hotel room nights, a standard measure of convention center performance.

Those promises, however, are outlandish. Changes in travel habits and the rise of digital communications (hello, Zoom!) have stuck a large pin in the convention business balloon. “At

the present moment attendance at events is clearly down significantly,” says Heywood Sanders, a professor at the University of Texas at San Antonio who studies the convention industry. “It’s inconceivable that numbers will return to 2019 levels. The only question is how close they will come. And at the same time, expansions keep happening.”

A short list of cities with newly built or expanded convention facilities includes Austin, Boston, Fort Worth, Las Vegas, Nashville, San Francisco, and Seattle. “Is it conceivable that every one of them is going to double their business in an environment when the pandemic has affected how people meet and interact and has affected the way businesses consider sending their employees in narrow aluminum tubes from one end of the country to another?” asks Sanders.

The result of that arms race is a glut of convention space, and a buyers’ market in which cities are forced to give away rent and other perks to attract business. Dallas, for example, subsidized the NRA to the tune of \$410,000 in order to land its 2018 annual conference, according to a report in the *Charlotte Observer*. That is egregious on economic grounds, never mind the dubious morality of hosting that group.

Herein lies the difficulty with this entire scheme: the closer you look, the more questions it raises. As the architect Mies van der Rohe quipped, “God is in the details.” But so is the devil. During the Council’s hearing on the proposal, a list of qualms adumbrated by Council member Cara Mendelsohn (the lone dissenter in the vote to approve) was so long her allotted time ran out before she could get through it.

Among those concerns is the promise of connectivity. The link between downtown and the Cedars would be facilitated by a new deck park, but that requires a set of approvals and expenditures separate from the convention center.

And then there is all that promised new development, to be produced by public-private partnerships. Those relationships will shape the character of this new section of the city, but their parameters are undetermined. The plan promises 3,400 new residential units, but it does not establish how many are to be affordable, or for that matter, what will constitute affordability. Dallas, ever a “business first” city, has a poor record of pressing its private-sector partners to meet civic needs.

Three developers, in particular, stand to gain enormously from the building of a new convention center: Michael Hoque, whose [“Dallas Smart District”](#) would drop more than a million square feet of building in the space directly behind City Hall; [Ray Washburne](#), who is reinventing the former *Dallas Morning News* headquarters facing Young Street as a mixed-use development; and [Jack Matthews](#), who controls much of the property along Lamar Street in the Cedars.

What these three would contribute to the project, if anything, is similarly undetermined. Hoque’s vision of a collection of glassy towers is particularly concerning: an even larger version of the Victory neighborhood, which has yet to find its footing as an urban space more than a decade after its construction.

If there is an argument to be made for a new convention center, it is one that the proponents of this plan have given least priority: its role as the city’s primary emergency facility in the event of environmental, health, or humanitarian crisis. It would be foolish to think we have seen the last pandemic, and climate change is only increasing the force of natural disasters. Refugees from those events, or from humanitarian crises across or within our borders, will inevitably require shelter.

There are other ways a new building could serve the city. A recent addition to New York's Jacob Javitz Convention Center includes an extensive roof garden, and large water retention and storage facilities, to be used in case of emergency. [That design](#) is by WXY, a member of the Dallas design team, and features an audacious asymmetric profile. If Dallas is to build a new convention center, it should have a design of equal invention.

But do not be fooled by golden-hued preliminary renderings: it is exceedingly difficult to make a sprawling building with more than a million square feet of space appealing. The immense scale is overwhelming from the street, and inherently defies walkability.

The last time the city decided it needed to improve business at the convention center, the result was the Omni, a failure on urban design grounds that the city is still paying off.

For this project to move forward, the City Council will have to vote on a resolution requesting the state raise the city's hotel tax rate. Before that happens, it should have clarity on exactly what this project will mean for the city. Without more careful vetting, it is entirely conceivable that Dallas winds up right where it started: with an immense civic albatross and generations of debt.

Dallas Morning News

Why is there so much construction on I-635 in Dallas?

TxDOT closes city streets, parts of the highway and frontage roads during the day and at night for construction. But why is the agency doing this project, how much does it cost and when will it end?

By Francesca D'Annunzio

Since spring 2020, several miles of I-635 across Dallas County have seen closures for construction.

Here's what we know about the project's timeline, cost and scope.

What is the I-635 project?

TxDOT is reconstructing an 11-mile segment of I-635, from U.S. 75 to I-30. The goal is to improve both safety and mobility across this stretch, all the way from North Dallas to Mesquite.

The project will expand existing free lanes, and tollway lanes will be rebuilt, per TxDOT. I-635 will eventually have 10 free lanes, two tolled lanes, continuous frontage roads and improved intersections with side streets.

Why is TxDOT rebuilding I-635?

When I-635 East opened to drivers in 1969, the highway was designed to accommodate 180,000 cars every day. In recent years, it has seen 230,000 drivers daily — an increase of nearly 30%.

I-635 is now one of Texas' most congested roads, according to TxDOT. The agency is expanding the highway to help alleviate traffic.

When will construction be complete, and how much will it cost?

Construction started in spring 2020, and TxDOT expects the project will be completed in [fall 2024](#). The project costs about \$1.74 billion.

How do I find out where closures will take place?

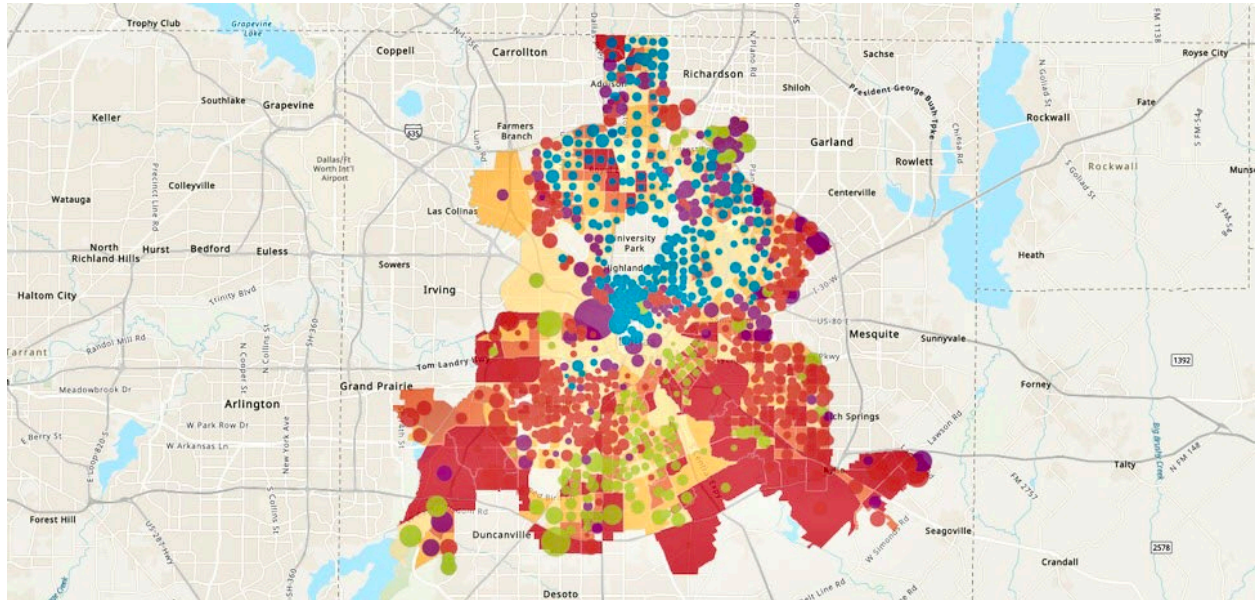
To learn more about weekly road closures, subscribe to [The Dallas Morning News' Mesquite newsletter](#) or [Garland newsletter](#) for regular coverage and updates.

Dallas Innovates

SMU Study Uses Drones and Machine Learning to Find ‘Infrastructure Desert’ Neighborhoods in Dallas

The study by a team of SMU civil engineering researchers was supported by a five-year, \$584,000 National Science Foundation grant. The team hopes that their study will lead to equitable improvements in the identified neighborhoods—with better groceries, internet access, noise walls, crosswalks, hospital access, bike trails, and more.

By David Seeley



In the SMU study on Dallas' infrastructure deserts, neighborhoods seen in dark red are "highly deficient." Circles denote predominant race-ethnicity (blue for white, green for black, reddish for Hispanic, purple for no predominance). [Image: SMU]

What makes a neighborhood safe, livable, and economically viable? Good infrastructure, says a new study from Southern Methodist University—things like crosswalks, noise walls, grocery stores, hospital access, bike trails, and more.

A team of civil engineering researchers at SMU has identified [62 Dallas neighborhoods](#) as “highly deficient” in infrastructure, resulting in “infrastructure deserts” that lessen the quality of life for their residents. As seen in the dark red areas in the map above, most of the neighborhoods are located in the southern part of the city and are home to primarily low-income, Black and Hispanic residents.

The study was supported by a five-year, \$584,000 [National Science Foundation grant](#) which funds the development of open-source data management software called [Clowder](#), a web-based content repository for finding and utilizing data, which was developed at the National Center for Supercomputing Applications at the University of Illinois Urbana-Champaign.

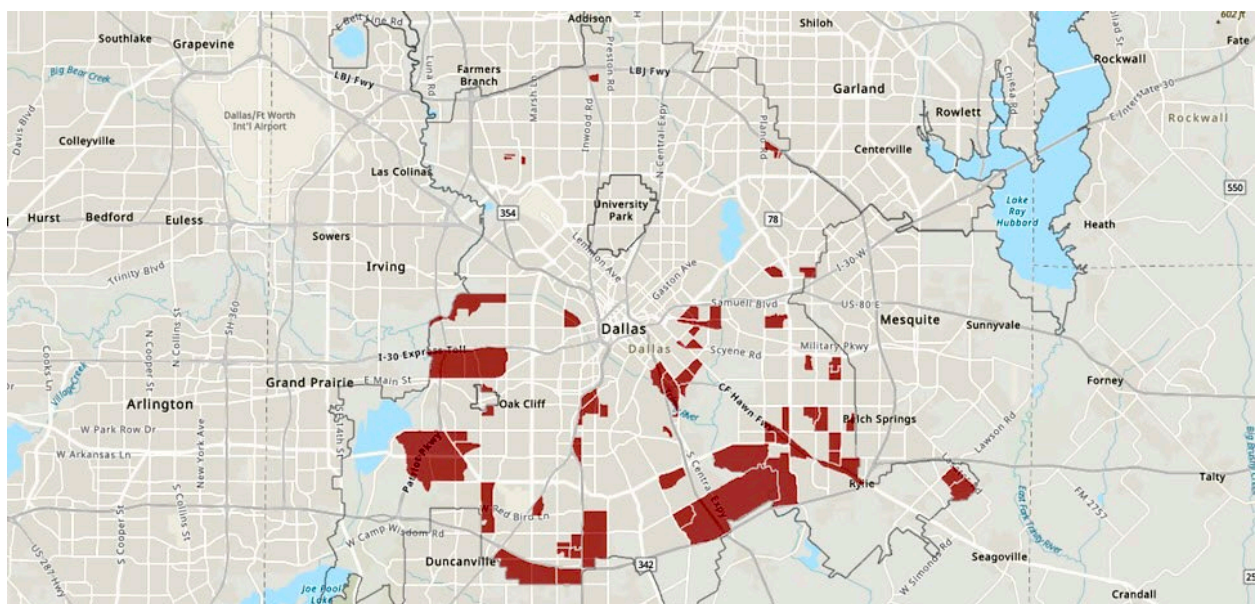
A need for ‘smaller-scale infrastructure at the neighborhood level’

“Often infrastructure funding is used for major investments, like freeways or airports,” said Barbara Minsker, the SMU professor who led the study, in a statement. “This study shows the importance of funding for smaller-scale infrastructure at the neighborhood level.”

Minsker, who's the Bobby B. Lyle-endowed professor of leadership and global entrepreneurship in SMU's department of civil and environmental engineering, worked with Ph.D. student Zheng Li and a team of more than 20 researchers on the project.

The team created a computer framework with the ability to assess at census-block level 12 types of neighborhood infrastructure. Using this framework, they evaluated and compared neighborhoods by infrastructure deficiency, household income, and ethnicity.

Nearly 800 Dallas city neighborhoods were rated on the condition of their streets, sidewalks, Internet access, crosswalks, noise walls, street tree canopy, public transportation access, hospital or medical service access, bike and pedestrian trails, community gathering places, and food access. Each neighborhood was rated excellent, good, moderate, deficient or highly deficient.



Infrastructure deserts seen in isolation, from the SMU study. [Image: SMU]

Drones and machine learning helped generate data

The team has produced [interactive reports](#) with maps and graphics that help explain the disparities in infrastructure, and why the areas in dark red in the map above are “infrastructure deserts.”

Much of the data used in the research was publicly available. But other data was generated by machine learning, using aerial images to detect crosswalks and assessments of Google Street View images to identify noise walls.

Undergraduate and graduate researchers used technology such as drones, smart phone apps, and artificial intelligence to gather data. They also used “feet-on-the-ground” techniques including driving tours of the city and brainstorming sessions with community groups to define the concept of infrastructure deserts.

The study's key findings

- Low-income neighborhoods in the city of Dallas are up to 3.5 times more likely to be infrastructure deserts—highly deficient in eight or more types of infrastructure—than high-income areas.
- Majority Black neighborhoods are up to 4.6 times more likely to be infrastructure deserts than majority white areas.
- Majority Hispanic neighborhoods are up to 3.5 times more likely to be infrastructure deserts than majority white areas.
- A significant percentage of infrastructure deserts are located in the southern portion of the city, south of I-30.
- Common deficiencies across Dallas neighborhoods, regardless of income level or race, include sidewalks, street tree canopy, food access and medical service access.

The two low-income areas with the most deficiencies—10 out of 12—are south of I-30, one in Southwest Dallas, the other in Southeast Dallas. The two neighborhoods with only one deficiency were located in high-income areas, one southwest of Highland Park, the other a high-income area of Oak Cliff.

Southern Dallas has been an increasing priority for the city

Southern Dallas has been an increasing priority for the city in recent years, with projects underway like the [Southern Gateway I-35 Deck Park](#) in Oak Cliff, \$21 million in federal RAISE grants supporting [three local projects](#), funding by the Dallas Regional Chamber for 13 organizations to [elevate Southern Dallas County](#), and more.

Private investment is helping as well, with efforts like a \$1 million AT&T grant to [Southern Dallas Thrives](#), Emmitt Smith and UNT Dallas opening an expansion of the [Southern Dallas Innovation Center](#), and the Dallas Mavericks' dedicating its [largest tech center to date](#) at the campus of For Oak Cliff.

Now Minsky and her team are hopeful that their study will lead to more widespread infrastructure improvements where they are needed most.

Several city offices have requested the data

Minsker and her team are having discussions now with local policy makers with a goal of using their study to spur change, perhaps with the next city bond proposal.

“Several city offices have requested our data and more details on the approach so that they could consider it in their decision making,” Minsker said. “One is the office that is preparing the next bond proposal. I’ve also reached out to several nonprofits that work in the areas with infrastructure deserts and have two meetings set up. There is certainly enough interest that I expect the information will be used.”

The study is more detailed than previous similar studies, Minsker says, which is one reason it may get more traction.

“Prior to this study, there was no fine-grained quantitative information about neighborhood infrastructure and equity across the city that could be used to drive policy making and investment decisions” like bond projects, Minsker said.

Infrastructure deficiencies worsen impacts of storms, pandemics

When major shocks hit a city, areas with poor infrastructure suffer the most, Minsker says.

“We saw poor access to medical care and public transit as major problems affecting access to health care during COVID,” she said in the statement. “Lack of Internet access interrupted the education of thousands of school children. We also saw subtler effects. The lack of community gathering spaces reduces community support, which affects resilience and health. Lack of access to parks and trails can decrease mental and physical health, particularly when COVID prevents many other activities.”

Inspired by a Habitat for Humanity city tour

Minsker began teaching at SMU in 2016 after her prior post at the University of Illinois Urbana-Champaign.

“A major part of the attraction was to be able to study issues in a major city like Dallas,” she told Dallas Innovates. During her first year in Dallas, Minsker was given a city tour of low income neighborhoods by a staffer from Habitat for Humanity which “provided much of the inspiration for this study,” she said. “They mentioned significant infrastructure issues that have impeded their housing projects in Dallas.”

A nationally recognized expert in environmental and infrastructure systems analysis, Minsker saw Dallas as a “living laboratory” to develop a test case for the Clowder content repository. By creating a framework that could analyze data from multiple sources to understand the equity and inequity of Dallas’ infrastructure, Minsker aims to use engineering to improve community and ecosystem health and well-being. That’s also the objective of SMU’s [Hunt Institute for Engineering and Humanity](#), where Minsker serves as a senior fellow.

‘Meaningfulness’ is in the stories created by patterns in the data

The study’s co-authors, Janille Smith-Colins, Xinlei Wang, and Jessie Zarazaga, significantly contributed to the analysis, interpretation, and presentation of the data, SMU said. For Ph.D. student Zheng Li, the meaningfulness of this research is in the stories created by patterns in the data.

“This framework enables us to collect data from a huge variety of sources, then analyze the patterns that emerge to discover new information that can be used by scientists, policy-makers and residents to improve their neighborhoods,” Zheng Li said in the statement.

Other cities will be studied next

The next steps for the study team will include publishing the research results in academic journals and using the framework to study other, even bigger cities—such as New York, Chicago, and Los Angeles.

When Road Diets Get Rolled Back, Part I: The Texas Road Diet Massacre

By Kea Wilson

How can a city calm its most dangerous roads when those roads are owned by the state? That's the question advocates in San Antonio are wrestling with on the city's notorious Broadway — though until recently, many thought the battle was won.

On Jan. 27, the Texas Transportation Commission made the shocking announcement that it would invalidate a 2015 decision to grant ownership of a 2.8-mile stretch of Broadway to city authorities — in the process, halting an overwhelmingly popular plan to reduce the thoroughfare from seven lanes to four while expanding sidewalks, adding protected bike lanes, and cultivating street trees.

The segment takes residents directly to the edge of San Antonio's highway-ringed downtown, and locals say it's functioned as one of the city's main streets for years, and has become even more crucial to the region in the seven years since the ownership change proposal was announced.

The state now claims that the authorization was never officially approved — and that the proposed road diet ran counter to Gov. Greg Abbott's campaign promise to ease congestion statewide, despite decades of evidence that keeping roads wide only encourages [drivers to keep clogging them](#). San Antonio leaders [say](#) that traffic studies of the Broadway proposal projected minor driving delays — but the Texas Department of Transportation says making motorists wait even a little would violate the state's Clear Lanes Initiative, which aims to end gridlock.

“Essentially, congestion along the corridor would dramatically increase as traffic lanes are eliminated, increasing delays for motorists and forcing traffic onto other roadways and into neighborhoods,” agency spokesman Adam Hammons told Streetsblog. “TxDOT has made a commitment to the people of Texas to reduce congestion on state roadways, and we owe it to them to make sure TxDOT projects and the use of state property are consistent with that policy.”



Photo: [San Antonio Report](#)

San Antonio City Manager Erik Walsh called the decision “[a complete about-face](#)” from an agency that had seemingly supported the so-called “lower Broadway road diet” from the start — not to mention essentially begging them to take control of the road in the first place. Under the infamous “Texas Turnback” program in 2014 and 2015, the DOT asked cities across the state to volunteer to assume the maintenance obligation of more than 1,800 miles of non-controlled access highways, as part of a broader attempt to address a [\\$5-billion annual budget shortfall](#). (Advocates say that shortfall was caused largely by decades of overbuilding Texas’s road network to center the needs of drivers, which leaders undertook without a solid plan to pay for all the asphalt; the Lone Star State’s gas tax is the [44th lowest in the nation.](#))

With TxDOT’s ostensible blessing, San Antonio has sunk more than \$3 million into planning the Lower Broadway project, and in 2017, voters approved a \$42-million funding measure by an overwhelming margin. Private businesses have sunk millions more into new development along the route with the understanding that the 35 mile-per-hour car sewer would soon be transformed into a grand boulevard. Parts of the project closest to downtown have already broken ground.

“This is simple: allow Broadway to prosper,” wrote a coalition of San Antonio civic and business leaders in a [letter to the Commission](#). “This is a small price to pay for the increased safety, job and business creation, the expected billions of dollars of new development, and the resulting increases in much-needed sales and property tax revenues.”

State authority, local harm

Whether Broadway is allowed to prosper or not, though, is ultimately up to the state — just like on high-speed, state-owned roads throughout America.

In a [2021 analysis](#) of the most dangerous non-interstate roads for pedestrians in America, researchers found that the vast majority were located on current or former state highways. And most shared dangerous characteristics with Broadway: almost all were at least five lanes, had speed limits of 30 miles per hour or more, and were flanked by businesses, schools, homes, and transit stops.

Like many of the state DOTs throughout the U.S. that built roads like Broadway, TxDOT is generally described by advocates as an agency whose primary goal is increasing driver speeds, even when thoroughfares run through neighborhoods where people walk and roll.



A typical segment of seven-lane Broadway avenue. This section runs past an preschool. Photo: Google

Some Texas transportation professionals say that despite Broadway’s safety shortcomings, the state has a right to stop the city from fixing them if doing so would set back the agency’s other goals.

“It’s perfectly correct for TxDot to say we need to review performance measures to confirm the context of the current roadway,” said Michael Morris, director of transportation for the North Central Texas Council of Governments. “Our [state-owned] roadways were really designed for commuter-type purposes. In order [for cities] to take ownership, you need to prove that purpose has changed.”

Advocates say, though, that Lower Broadway has *always* been populated by pedestrians — and there’s no better evidence than the car crashes that routinely happen along it. The segment that was targeted for the road diet was the site of at least [two](#) serious injury crashes in the last few years.

That actually *isn’t* enough to rank the road on the city’s [High Injury Network](#) for pedestrians. But advocates point out that lower Broadway still shares dangerous design elements with the one percent of city roadways where 42 percent of severe collisions involving a walker do occur, many of which are also under state control.

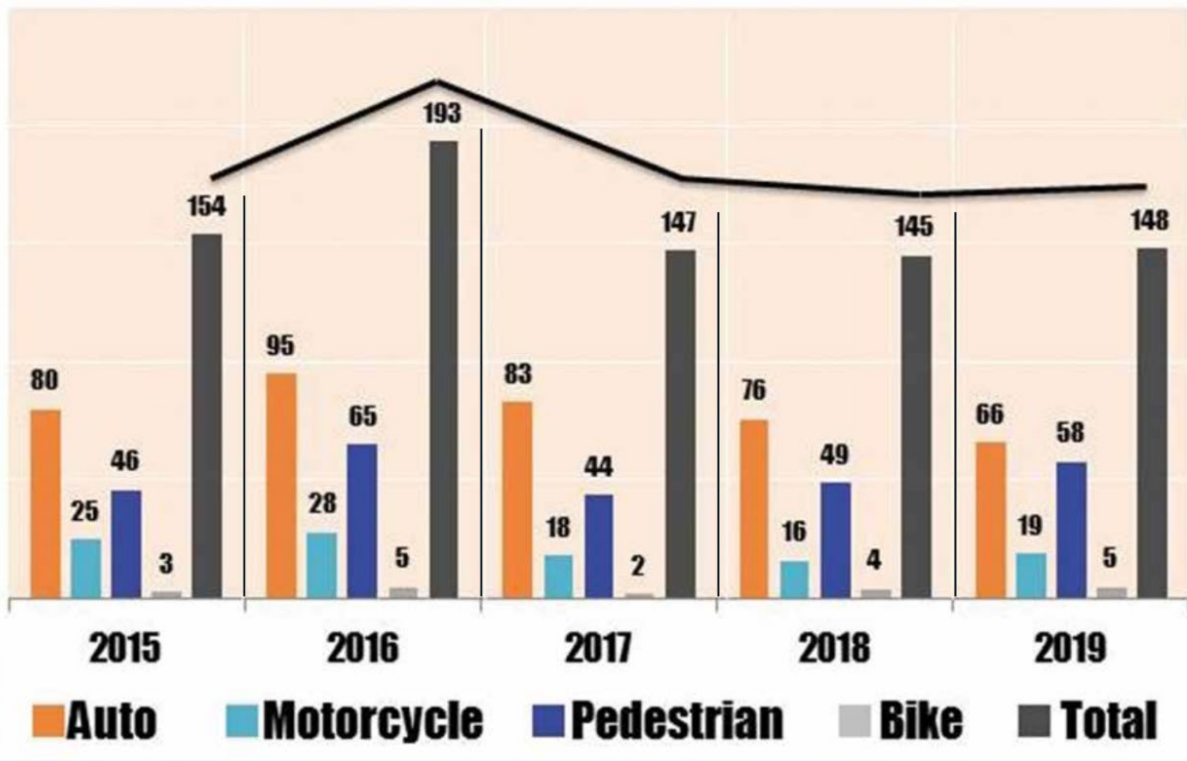


Image: [San Antonio Vision Zero](#)

“An agency’s budget tells you where their priorities are,” said Kevin Shepherd, founder of the Dallas-based transportation consulting firm Verdunity. “If an agency’s budget is investing real dollars towards pedestrian and cyclist networks and public transit, then you know it’s a priority for them. In TxDOT’s case, it’s all about moving cars, moving vehicles.”

Big Politics vs. Public Benefit

Before the Broadway reversal, though, TxDOT had another big priority: getting the road off its maintenance rolls. And the reasons why it has turned its back on the Texas Turnback has some advocates questioning whether it was ever serious about reckoning with the costs of its overbuilt highway system at all.

“[The Texas Turnback] was really the first time I’d seen anybody at the state level talking about the long-term fiscal obligations of the road systems in Texas,” said Shepherd. “But it turned out to be a pretty shallow conversation, at best.”

Shepherd says that many Texas communities *did* hold onto control of roads granted under the program, and that some even completed ambitious, human-centered redesigns — significantly increasing local tax revenues in the process, and ensuring that municipalities could actually afford to keep their new road assets in a state of good repair.

Those small wins, though, were quickly eclipsed when the agency walked back some of the Turnback’s most forward-thinking promises, including abandoning a plan to revert more than 80 miles of crumbling highways to gravel. Soon thereafter, TxDOT requested \$400 million from state highway fund to plug the gap for that fiscal year alone.

Shepherd says the Broadway reversal is even more evidence that the state never really intended to get its transportation books in order, especially when powerful political figures intervene with their own priorities.

Many Texas advocates [suspect](#) that Gov. Abbott spurred TxDOT to take back Broadway, citing a similar road diet in Austin that he opposed on grounds that it would increase congestion; they think the real reason has more to do with partisan bickering between Abbott, who is a Republican, and local Texas leaders, who tend to be Democrats.

Abbott has publicly referred to Broadway as “State Loop 368,” erasing locals’ preferred name for the downtown road.

https://twitter.com/GregAbbott_TX/status/938260094847987712?s=20&t=Jk_BnVCCP4mhmcPEjkm7A

“It’s purely politics,” added Shepherd. “The war on cities’ is a phrase that everybody’s using lately. ... There’s just this increasing tension between cities wanting to build more walkable destination and states who don’t. They see the benefits of walkable places.”

Urban leaders, though, aren’t the only ones who want to give their residents access to safe, human-centered places — and when state leaders oppose road diets as a big-city liberal boondoggle, they’re letting down lots of small-town Texans, too.

“That very simple dialogue of ‘We’re for the auto-focused approach to growth, we’re for the suburbs, urban environments equals democrats and that’s the other side’ — it’s very frustrating,” added Shepherd. “These complicated discussions are being boiled down by politicians into dense cities vs. everybody else. And the fiscal sustainability of [human-centered roads] — that part of the conversation is nowhere to be found.”

Shepherd is hopeful that if state agencies like TxDOT and leaders like Abbott are shown the fiscal benefits of road diets, they can be won over — because safety arguments aren’t moving the needle. And if that happens, safety benefits will naturally follow.

“This was exactly the kind of project that we need more cities doing around the country,” added Shepherd. “Sure, is it going to create more congestion? Absolutely. But that’s what makes it more safe for pedestrians.”

Reality Overtakes Hyperloop

By Roger Rudick

News broke over the weekend that Virgin Hyperloop has let almost half of its staff go, making over a hundred employees redundant.

From [Fortune magazine's coverage](#):

...hyperloops—which propose propelling passengers down a vacuum-sealed tube in pods at speeds reaching 670 miles per hour—were struggling to gain traction long before COVID. Virgin Hyperloop has intrigued only one potential client, Saudi Arabia, since its inception in 2014, while rival hyperloop ventures have already given up.

The company is ostensibly turning from passenger goals to freight. But what exactly is the market for 700 mph ground freight? Meanwhile, [the North Central Texas Council of Governments has also abandoned “hyperloop” as a possibility for its high-speed rail \(HSR\) corridor plans.](#)

As Streetsblog has been writing since this “technology” was introduced via a white paper by billionaire entrepreneur Elon Musk in 2013, [hyperloop has confused policy makers](#), some of whom have [suggested this vaporware tech is a viable alternative to conventional rail projects – notably California High-Speed Rail](#). Musk, obviously, has done amazing and truly revolutionary things with rockets and electric cars. But reporters – and apparently many investors – failed to look at the details of what he was actually proposing for the hyperloop. For one, it's not actually a new idea; [sending super-fast sleds through depressurized tubes was proposed by Robert Goddard in 1904, and there were even older versions of the idea.](#)

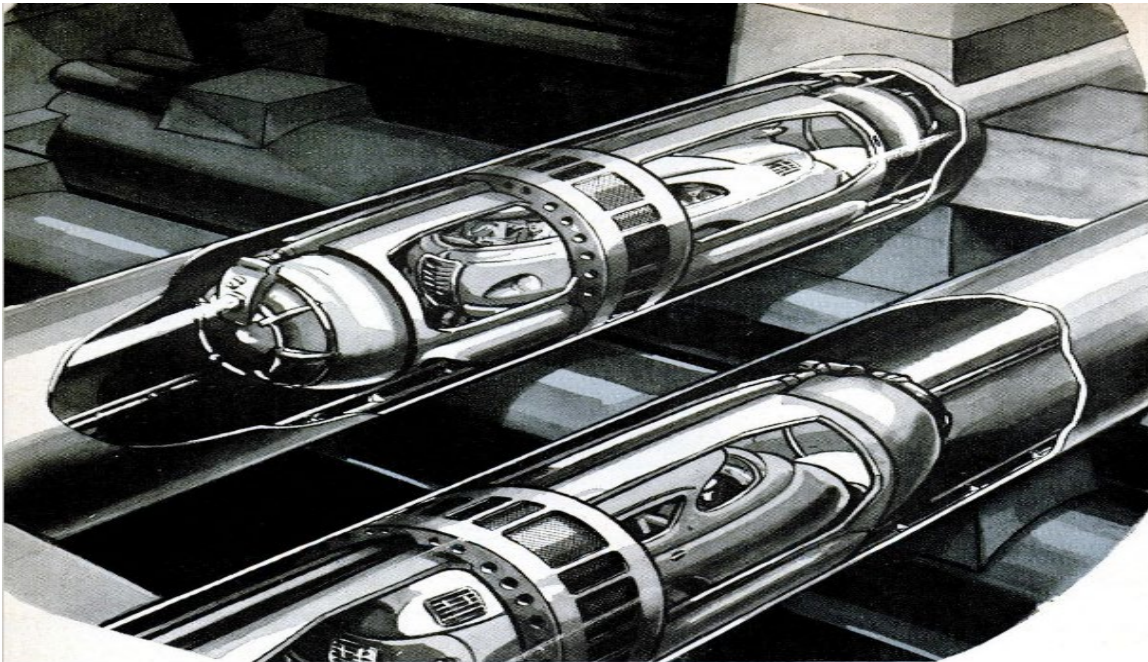
Moreover, [NASA engineers did the math on Musk's original proposal](#) and concluded his idea for levitating the train with air simply wouldn't work.



Thus, the concept Musk originally proposed morphed into a train levitating on banks of magnets embedded in a guideway. This is also not a new idea. The Chinese opened the world's first commercial, high-speed "MagLev" train between a station on the outskirts of Shanghai and Pudong International Airport in 2002. It hits around 270 mph. And the Japanese are building a MagLev between Tokyo and Nagoya to complement their crowded and almost too-successful, 200-mph, conventional steel-wheel-on-steel-rail bullet trains.

The trouble is that MagLev guideways are extremely expensive—[something like twice the cost per mile of conventional steel-wheel-on-steel-rail HSR](#), depending how one breaks down the numbers. That's why Germany, which pioneered the technology, [has abandoned MagLev](#). Hyperloop developers would have to contend with a prohibitively expensive magnetic track combined with the unknown but fearsome costs of enclosing the entire guideway and trains inside a giant air-tight tube – and then building a system to evacuate the atmosphere from the tube. It also means building stations with space-station-like air locks.

Yes, it's *possible* to do all this. And with wheel friction and aerodynamic drag eliminated, a MagLev could hit nearly 700 mph – at least, in theory.



From [Popular Mechanics magazine, 1957](#).

But any cost-benefit analysis of running MagLev trains inside depressurized tubes makes it clear why "vac trains" have been relegated to science fiction and magazines such as [Popular Mechanics since the 1950s](#).

But any cost-benefit analysis of running MagLev trains inside depressurized tubes makes it clear why "vac trains" have been relegated to science fiction and magazines such as [Popular Mechanics since the 1950s](#).

The simple fact is George Stephenson and other railroad pioneers came up with a very efficient, low-friction way to move large numbers of people and massive amounts of freight in the 19th Century: steel-wheeled trains on steel-railed tracks. Today, electrified HSR trains in Europe and

Asia commonly run at 200 mph. HSR trains have tested at near 360 mph, so there's still decades of evolutionary speed improvements to be made as more efficiencies are figured out.

There really isn't anything in development that better serves markets such as Tokyo-Osaka, London-Paris, Boston-New York-Washington, Los Angeles-San Francisco, or dozens of other large city-pairs between 200 and 500 miles apart (and even better if there are smaller cities in between). And the sooner [naive politicians in California and the rest of the U.S. stop getting distracted by magic vac-trains, monorails, battery-powered HSR, and other vaporware alternatives](#), the better.

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Rail Tech

Texas drops hyperloop option for Dallas-Fort Worth choosing high-speed rail

By Esther Geerts

A hyperloop connection between Dallas and Fort Worth is no longer considered an option. The Regional Transport Council has chosen to focus only on high-speed rail for the corridor. Hyperloop will however also be advanced, but along a parallel path for future separate lines in the region.

The Regional Transportation Council (RTC) of North Central Texas approved a revision to its policy that excludes hyperloop from consideration and focuses solely on high-speed rail as part of its plans to develop the Interstate 30 rail corridor between Dallas and Fort Worth.

The transport council, which serves as the policy-making body for the region and consists of local elected officials, voted in line with the staff recommendations in a [meeting on 10 February](#).

According to Brendon Wheeler, principal transportation planner for the RTC, hyperloop technology still has some hurdles to clear to develop a standardized process. To not hold up the National Environmental Policy Act (NEPA) process for this corridor, high-speed rail is chosen. However, the council sees opportunities for hyperloop in the region.

Interest for hyperloop facilities

Although it is no longer an option for the Dallas – Fort Worth corridor, hyperloop technology is not off the table for Texas. Hyperloop ‘might find a location in different parts of the region’, said Wheeler.

The North Central Texas transportation council has been involved with several hyperloop companies. Before hyperloop can be implemented and is ready for operation, it has to be proven by going through a safety certification and demonstration process. The project team says it has received interest from hyperloop companies to develop test or certification facilities within the region. The RTC previously proposed to have Virgin Hyperloop’s certification center built in the region, but this ended up in West-Virginia.

In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The first phase, an alternatives analysis of high-speed modes and corridors, was concluded in August 2021. Meetings with government agencies will be held next to determine whether the Federal Railroad Administration (FRA) or the Federal Transit Administration (FTA) will conduct the environmental analysis.

Read more:

[Former SpaceX engineers to reinvent rail with platooning wagons](#)

Fort Worth Star-Telegram

Fort Worth's 10 worst traffic nightmares: Will these bottlenecks ever be fixed?

By Jess Hardin

It took about six years to build Chisholm Trail Parkway, but plans for the 27.6-mile toll road stretching southwest from downtown Fort Worth were in the works for nearly four decades. In the 1980s, the North Central Texas Council of Governments set out to acquire rights of way along what would become the parkway. The association helps plan and coordinate development in 16 counties.

"If we had never done that, you would not have that corridor today," said Michael Morris, transportation director for the North Central Texas Council of Governments. "It would be loaded up with Holiday Inns and restaurants and homes." Today, driving away from downtown on the toll road at 5 p.m. on a weekday might leave you with a sense of serendipity, especially if you glance over your right shoulder to the slow crawl of vehicles traveling west on Interstate 30.

10 MOST CONGESTED ROADS

This map highlights the most congested roadways in Tarrant County in 2020. The data reflect all vehicle traffic measured by delay per mile, including freight.

Tap on the roads for more information. Source: Texas A&M Transportation Institute

<https://mediaprogram.maps.arcgis.com/apps/instant/basic/index.html?appid=b8f5350155e24e66be9a1b9a13c8304a>

Because the road later narrows to a single lane in each direction — with periodic passing lanes — it's not clear how long the parkway will be unburdened by the traffic ramping up in other parts of Tarrant County.

Population growth and increase in traffic suggest commuters may soon find bottlenecks. Johnson County's population has increased by more than 20% since 2014 and traffic tolls on the Chisholm Trail Parkway are up 339% in that time, from \$9.5 million to \$41.7 million.

Despite the clear need for new lanes on the parkway, a pandemic-related reduction in toll revenue in 2020 will prevent construction until 2026, planners said.

In the fight between growth and funding for road improvements, North Texas congestion is winning. Dallas-Fort Worth drivers wasted 70.6 million hours in traffic delays in 2020.

TARRANT COUNTY'S MOST CONGESTED ROADS

Here are Tarrant County's top 10 most congested roadways, ranked by all vehicle traffic, according to the Texas A&M Transportation Institute.

Interstate 35W, from NE 28th Street to Interstate 30: Traffic on this 3.37-mile segment is slowest between 5 p.m. and 5:30 p.m., with an average speed of 32 mph. This stretch ranks ninth in the state for vehicle traffic and second for truck traffic. The congestion can add 12 minutes to your trip. Corridor studies are being conducted on part of this segment for a \$700 million project to construct a new road, according to TxDOT. Construction is not expected to begin for at least 10 years.

I-35W, from Texas 170 to U.S. 287: Traffic on this 4.4-mile stretch reaches an average speed of 29 mph between 5:30 p.m. and 5:45 p.m. The congestion on this slice of highway in northern Tarrant County can add 19 minutes to your trip. Corridor studies are being conducted on part of this segment for a \$270 million project to construct a new road, according to TxDOT. Construction is not expected to begin for at least 10 years.

I-35W, from U.S. 287 to NE 28th Street: This 6.39-mile stretch is slowest at 5:30 p.m., when traffic slows to 48 mph. The congestion can add seven minutes to a trip. Studies are being conducted on half of this segment for a \$100 million project to add lanes, according to TxDOT. The other half of the segment will be addressed in the project that covers I-35W from NE 28th Street to I-30. Construction is not expected to begin for at least 10 years.

Texas 360, from Airport Freeway to I-30: At 5:30 p.m., congestion on this 4.47-mile stretch is at its peak, with average speeds at 35 mph. The congestion can add nine minutes to your trip. Construction could begin in five to 10 years on an \$18 million project to improve this highway, according to TxDOT.

Texas 360, from I-30 to I-20: The 4.91-mile stretch is slowest between 7:30 a.m. and 7:45 a.m. when the average speed falls to 45 mph. The congestion can add seven minutes to a trip. Construction could begin in five to 10 years on a \$46 million project addressing this stretch of Texas 360.

Airport Freeway, from Texas 26 to NE Loop 820: This 12.6-mile segment stretches northeast toward Dallas-Fort Worth Airport. At its busiest, vehicles average 45 mph between 5:30 p.m. and 5:45 p.m. Congestion can add six minutes to a trip. Studies are being conducted on the 2.4-mile section of Airport Freeway near Texas 26. Construction on the \$90 million project to reconstruct the existing roadway isn't expected to begin for at least 10 years.

I-35W, from I-30 to I-20: Traffic on this 4.86-mile segment is slowest at 5:15 p.m., with an average speed of 46 mph. The delay? Up to five minutes. Construction will begin within four years on a nearly \$2 million project to fix the roads.

Airport Freeway, from Texas 121 to Texas 360: Between 5:30 p.m. and 5:45 p.m., traffic on this 3.67-mile segment is slowest, when vehicles travel an average of 40 mph. Congestion can add seven minutes. A \$103 million project to construct a new road here is underway or will begin soon.

Jacksboro Highway, from Confederate Park Road to NW Loop 820: This 3.63-mile segment crosses Lake Worth. Between 4:45 p.m. and 5:45 p.m., traffic slows to an average of 35 mph. Congestion can add four minutes. Three road improvement projects are planned for this stretch of Jacksboro Highway. Two projects to add lanes and shoulders — expected to cost more more than \$100 million — are underway. Construction on a third road-widening project costing \$160 million will begin in five to 10 years.

Loop 820, from I-35W to Jacksboro Highway: Traffic on this 6.82-mile segment is slowest between 7:30 a.m. and 7:45 a.m. when vehicles average 49 mph. Congestion can add four minutes. The only improvement project planned for this segment of Loop 820 is a \$10 million resurfacing project.

PLANNING FOR MORE TEXANS

This list doesn't surprise Morris.

As the transportation director for North Central Texas Council of Governments, he is tasked with predicting what the list above will look like decades from now.

NCTCOG predicts congestion by looking at development and population trends. With this information, the agency identifies relevant road improvement projects and maps projected congestion — with and without interventions to alleviate traffic.

The 10-year congestion forecast is critical, said Morris, because that's how far in advance projects get funding commitments from the Texas Department of Transportation.

"We forecasted the need for Chisholm Trail Parkway 40 years ago," he said. "We were starting to environmentally clear I-30 improvements by Walsh Ranch long before Walsh Ranch was ever approved."

WHO SHOULD PAY FOR GROWTH?

Technically, if municipal authorities are planning for growth decades in the future, congestion shouldn't exist. But, if you've ever driven on the aforementioned roads at 5:30 p.m. on a weekday, you know that's not true.

For the next 30 years, North Texas is expected to grow by one million people every eight years, but Morris said the funding for transportation is not matching that growth.

And, because population increases take place in cities, urban areas are saddled with the burden of critical road maintenance, he said.

Not only does the state Legislature not provide necessary tax dollars for road improvements, Morris argues, but it also limited metropolitan planning organizations' (like North Central Texas Council of Governments) ability to partner with private companies to build toll roads.

State Rep. Ramon Romero, a Democrat from Fort Worth, would rather see public funds be used to address congestion. "It's nice to see a new shiny project, but when we allow a private developer to come into our roads and partner with us, we have to believe that what we're getting back in return is a good investment of our dollars, and I don't think that it is," he said.

But the state currently uses a "pay as you go" approach to transportation, rather than looking at road infrastructure as an independent 40-year investment.

The state's strategy doesn't leave much room to anticipate Texas' booming growth, planners said. "By the time you slice everything up, transportation doesn't always receive what it needs," said Romero. "And when you do it that way, you're probably not right as often as you would like to be."

Fort Worth Star-Telegram

How much time do Dallas-Fort Worth drivers waste in traffic? This list might make you angry

By Jess Hardin

In the time Dallas-Fort Worth drivers spent angrily inching through rush hour traffic last year, they could travel to the moon.

About three days in a manned spacecraft accomplishes that mission. Perhaps unsurprisingly, you cover a lot less ground during the same amount of time in a car on a DFW highway during rush hour.

According to a study from location tech company TomTom, [local drivers lost 67 hours](#) in rush hour in 2021.

In its Most Congested Road Sections report using 2020 data, Texas A&M Transportation Institute breaks down each roadway, detailing hours of delay experienced by vehicles traveling on each.

Here's how much time was lost on each of Tarrant County's most congested roadways in 2020:

- **Interstate 35W, from NE 28th Street to Interstate 30: 1,162,287 hours**
- **I-35W, from Texas 170 to U.S. 287: 861,703 hours**
- **I-35W, from U.S. 287 to NE 28th Street: 959,733 hours**
- **Texas 360, from Airport Freeway to I-30: 455,265 hours**
- **Texas 360, from I-30 to I-20: 426,808 hours**
- **Airport Freeway, from Texas 26 to NE Loop 820: 1,060,168 hours**
- **I-35W, from I-30 to I-20: 396,370 hours**
- **Airport Freeway, from Texas 121 to Texas 360: 280,862 hours**
- **Jacksboro Highway, from Confederate Park Road to NW Loop 820: 272,712 hours**
- **Loop 820, from I-35W to Jacksboro Highway: 487,477 hours**

That's a total of 6,363,385 hours lost in 2020.

When converted to financial losses, Texas Transportation Institute estimates congestion on these 10 segments cost \$145.9 million in wasted time and fuel associated with congestion.

Community Impact Newspaper

Silver Line project to add new mobility options for Richardson

By Erick Pirayesh

As North Texas traffic continues to become more congested, regional transportation leaders look to projects such as Dallas Area Rapid Transit's Silver Line as the future of transportation across the Dallas-Fort Worth area.

The Silver Line is a \$1.89 billion commuter rail line being built by DART that will connect Richardson travelers to the Dallas Fort Worth International Airport with an estimated travel time of 51 minutes or less, according to figures released by the transit agency.

DART is funded by a \$0.01 sales tax from the 13 Dallas-area cities that make up its service area, including Richardson. The Silver Line is mostly paid for through a \$908 million federal loan from the U.S. Department of Transportation and some capital financing programs by DART.

The project was originally planned to be complete this year, but DART announced last summer it would be delayed until late 2024. Complications from the COVID-19 pandemic and issues in acquiring land were cited as factors by DART.

"The biggest concern we had was [COVID-19]," DART spokesperson Gordon Shattles said.

The line follows the route of the old Cotton Belt Railroad freight line. The west end of the 26-mile line will end at DFW Airport Terminal B, and the east end will stop in Plano.

DART will build 10 new stations with two in Richardson.

The CityLine/Bush Station will be located at 1300 E. President George Bush Turnpike and will be connected to the Red Line station there. CityLine is Richardson's 186-acre mixed-use development, home to a variety of apartments, restaurants, retail centers and corporate campuses.

The other Richardson stop will be The University of Texas at Dallas Station, located at 3416 Waterview Parkway. Both stations should be completed later this year, Shattles said.

Added benefits

With the new stations, a bridge is being built to facilitate the line crossing US 75 just south of the President George Bush Turnpike. Chris Tarango, a DART community engagement representative, said during the agency's Feb. 9 meeting that the bridge will include an arch design to highlight the corridor as a gateway.

"It is going to be a very nice feature that will really serve as a monument for the city," Tarango said.

DART officials said construction over the highway should start this summer and will be done at night to avoid affecting traffic.

Richardson Deputy City Manager Don Magner said the new stations will improve mobility for

residents while being an important tool for development.

“The connection it provides to DFW Airport will be essential in our economic development strategy,” Magner said. “We continue to try to grow the international business presence here.”

Magner said the transit connection options will make employment areas, such as the city’s Innovation Quarter, a 1,200-acre industrial area south of CityLine, more attractive to potential workers. In a 2018 Richardson vision statement, city officials said they hope The IQ will become the “premier tech hub in Texas.”

Magner said the Silver Line and DART’s Red Line were big selling points for development around CityLine. At the UT Dallas Station, he said, not only will the rail connection benefit students but the land the university owns north and northwest of the station will also become more sought after.

“Much of the undeveloped land in Richardson is around [there],” Magner said. “It has the potential for sustainable property value creation. That is very important.”

Matt Enzler, a senior managing director with Trammell Crow Residential, an apartment development company, said the ability for residents to commute directly to the airport is a strong selling point for those looking to move into Richardson. He said the potential to build “transit-oriented developments” makes those areas more attractive.

“It is a pretty big pain to go from those northern suburbs to [DFW Airport],” Enzler said. “I think it is a pretty big deal that you [will be able to] take a straight shot.

As North Texas began rapidly growing in population, Shattles said DART and regional transportation officials knew the project could create more mobility options in the area.

“We were seeing growth from the center of downtown Dallas past even the farthest suburbs,” he said.

Staying mobile

The North Central Texas Council of Governments, in its official long-term transportation plan, states the need for a “high-performance regional rail network ... throughout North Central Texas.”

The plan recommends spending over \$30 billion to expand rail transit systems by 2045. According to the U.S. Census Bureau, Collin County’s population is just over 1 million residents. A 2017 study on the county’s website projects that number to double by 2040.

Dan Lamers, a transportation planning manager with the council, said the board has worked with DART to give commuters more options.

“Driving on congested freeways may not be right for everyone,” he said. “There is no way we can build enough roads.”

Lamers said developing more rail systems using old freight lines—as the Silver Line will—is a cost-effective way to add regional mobility. “We are looking at all available railroads ... for potential use in the future,” he said.

Fort Worth Star-Telegram

Why it takes so long for Fort Worth to build roads, and the city's plan to speed things up

By Harrison Mantas

It can take a long time to build a road in Fort Worth.

The reasons for delays are numerous, according to the city's head of transportation and public works, William Johnson.

Traditional bottlenecks have been moving utilities, such as power and sewer lines, and acquiring the land to widen roads.

More recently, supply chain issues and worker shortages have been difficult for the city to overcome. Most of the rebar needed for road construction is produced in China, said transportation and public works assistant director Lauren Prieur.

The city is waiting an extra three months on metal for street signs. It takes about a month for the city to make those signs, so Johnson estimated it could be a four-month delay on something that would have normally taken one month to do.

There's also a shortage of truck drivers, which can delay the delivery of concrete to a job site, Prieur said.

Johnson remains optimistic, though, about the city's ability to execute the next slate of projects, which voters will consider May 7.

The city has begun to buy land earlier in the process, Prieur said.

The city used to wait until the road design was 60% complete before it began to buy rights-of-way, but now it starts the process when a road is 30% designed.

"Really it's about getting all our partners in the room to say, 'Hey, this is coming,'" Prieur said. She added that some of major road design in the upcoming bond package is already past this 30% threshold.

The city could speed up this process by relying more on the private sector, said district 4 council member Cary Moon.

His north Fort Worth district includes North Riverside Drive. Improvements on that street [between Summerfields Boulevard and North Tarrant Parkway](#) were delayed five years after voters approved them in 2014. Work continues on North Riverside today.

The city runs into problems when it gets more projects than it can handle, Moon said. Companies don't have the same restrictions on spending and hiring, so they can be more nimble when they need to add staff to a project, he said.

The city doesn't have the capacity to manage all the projects proposed in the 2022 bond, so it will turn to consultants, Johnson said.

Moon argued the city needs to get more aggressive when it comes to right-of-way acquisitions. Negotiations with property owners to buy land along the west side of North Riverside Drive slowed that project down significantly.

The city needs to be willing to use eminent domain with commercial property owners to get some of these road projects built faster, Moon said.

Moon also said the city could be more aggressive in the way it negotiates with private developers to help with road construction in less developed parts of far north Fort Worth.

The city is considering charging developers higher [transportation impact fees](#), which are used for road maintenance and construction. This would allow the city to address road issues before turning to bond issues.

“Every little bit helps,” Johnson said.

The city is reaching out to contractors and utility companies before the bond election to try to coordinate supplies and labor in anticipation of the measures passing, Johnson said.

It won't solve all the problems, but Johnson said his department is trying to prepare as much as possible with the hope it can speed these projects along if they receive voter approval.

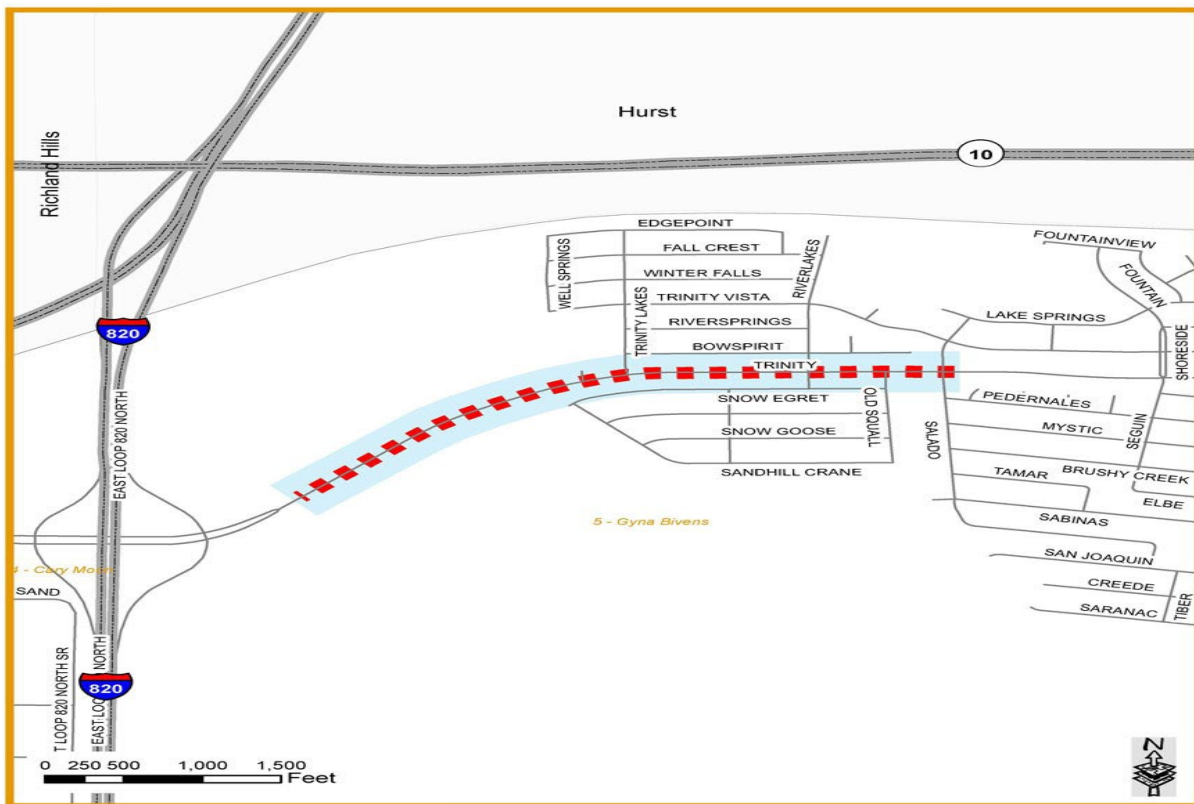
City of Fort Worth

March 5 meeting to discuss Trinity Boulevard construction

The city's Transportation & Public Works Department is hosting a community meeting to discuss the upcoming Trinity Boulevard-820 to Salado trail project. This project includes reconstructing Trinity Boulevard from I-820 to Salado Trail into a four-lane divided roadway with a multilane roundabout.

Join the meeting at **1 p.m. Saturday, March 5**, at First Baptist Hurst at the Trails, 9208 Trammel Davis Road.

To learn more, contact project manager Mitch Aiton [by email](#) or at 682-7152-9424.



Bullet Train Beats Hyperloop for I-30 in Texas

By Don McLoud

A bullet train traveling over 200 mph is envisioned between Dallas and Fort Worth.

A proposal for a [bullet train](#) between Dallas and Fort Worth along the I-30 corridor is still in the works as plans advance to the environmental permitting phase, but Hyperloop considerations for the corridor are out.

A Hyperloop could still be considered for another area in the region, as officials say companies are interested in building the technology there. The autonomous, electric-powered transportation technology, however, has not advanced far enough to determine its safety; whereas, the high-speed rail technology has, officials say.

The National Environmental Policy Act process for high-speed rail, via bullet train that can travel at over 200 mph, is expected to take two years, according to Brendon Wheeler, principal transportation planner for the Regional Transportation Council of the North Central Texas Council of Governments.

The Regional Transportation Council unanimously approved starting the NEPA process for the high-speed rail, which would be built alongside I-30, with three stations: in Dallas, Fort Worth and midway in Arlington's entertainment district.

Options A and B for each section of I-30 for configuring the high-speed rail system between Dallas and Fort Worth are being considered. North Central Texas Council of Governments. The environmental study will focus on the train's potential impact on air quality, noise, wetlands, wildlife, water crossings, neighborhoods and businesses.

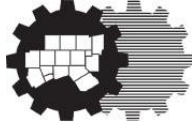
"This will be a continuation of a comprehensive study to ensure high-speed transportation between Dallas and Fort Worth has a limited and/or mitigated environmental impact," said Michael Morris, director of transportation for the North Central Texas Council of Governments. "The public will continue to have significant opportunity to view the proposals and comment on what they like and where there could be challenges."

The proposed train system would connect with a proposed high-speed rail system linking Dallas and Houston. That train would make the trip in 90 minutes, according to the Texas Central Railroad, its developer. The company estimates it will take five to six years to build the system, at an estimated cost of \$20 billion, after it receives all of its pre-construction contracts.

The trains would be similar to those that run between Tokyo and Osaka, Japan, the company says. They would have eight cars instead of the 16 in Japan and hold up to 400 passengers.

A \$16 billion contract was signed last year between Texas Central and Italy-based Webuild Group, whose subsidiaries include Lane Construction, to design and build the 236-mile high-speed rail system between Dallas and Houston.

<https://www.equipmentworld.com/better-roads/article/15289056/bullet-train-plans-between-dallas-and-fort-worth-advance>



North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG to Highlight Education, Workforce Development in Virtual Meeting for Automated Transportation Technologies

Planning program to host panel discussion on community engagement in education

Feb. 18, 2022 (Arlington, Texas) – The next virtual public meeting involving the Automated Vehicle 2.1 planning initiative will feature a panel discussion on education and workforce development at 6 p.m. Feb. 24. Leaders in these fields will discuss what emerging transportation technologies mean for younger workers and the potential for new careers in North Texas.

The discussion will focus on challenges and opportunities related to preparing students for careers associated with these technologies. The panel will additionally feature a greater emphasis on education and engagement with the region's educators. Register for the meeting [here](#).

Preparing for the younger generations' emergence into the workforce starts early and will require innovative and accessible resources for educators. Part of the discussion will highlight such resources, including a high school lesson plan created by the AV2.1 team. The lesson plan is designed to drive excitement and encourage students to consider their role in envisioning the future of travel.

AV2.1, also called Connecting North Texas Communities with Emerging Transportation Technologies, is the planning phase of NCTCOG's AV2.0 program. The initiative will help community leaders plan for the future of transportation in the region by providing decision-makers with the data and tools necessary to assess emerging transportation technologies entering the market and design infrastructure to meet community needs.

A key aspect of AV2.1 is educating the public about new transportation technologies, which include:

- Connected vehicles
- Automated vehicles
- Electric and shared vehicles
- High-speed rail and hyperloop
- Delivery robots and drones
- Air taxis

This will be the second AV2.1 virtual public meeting. The first was held in August 2021, with a discussion of existing transportation needs in the region and an explanation of how the project's results will help shape the future. AV2.1's next project phases include:

- February 2022-April 2022: Identify best practices and funding opportunities
- April 2022-June 2022: Inform guidance and prepare a final report

For details on AV2.0 and how to participate in the planning for the emergence of new technologies, visit www.connectntxfutures.org. For more information and questions, contact ConnectNTX@nctcog.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

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New Policies

Chapter	Primary Topic/Area	Reference	Description
Environmental	Air Quality	AQ3-008	Adopt and implement a comprehensive air quality action plan or various strategies provided in the NCTCOG Comprehensive Air Quality Action toolkit.
Environmental	Streamlined Project Delivery	SPD-001	Increase resiliency of ancillary infrastructure included within or immediately adjacent to the transportation system's right-of-way or easement, including improving stormwater management.
Mobility	Aviation	AV3-006	Safely and efficiently integrate Vertical Mobility Technology (Advanced Air Mobility), Urban Air Mobility, Unmanned Traffic Management, Unmanned Aircraft Systems) into the North Central Texas Council of Governments region.
Mobility	Public Transportation	TR3-015	Support investment of general-access public transportation service that addresses existing and forecasted transit needs/demand in communities. Support and promote the integration of transportation services through shared technology, transit policy, or other means.
Mobility	Roadway	FT3-015	Support the asset management objectives in the Texas Transportation Plan to maintain and preserve multimodal facilities using cost-beneficial treatments and to achieve a state of good repair for pavement, bridge, and transit assets.
Mobility	Roadway	FT3-016	Use Multimodal Level-of-Service (MMLOS) analysis as part of the roadway planning and design process to evaluate the levels of service (LOS) for each mode, to holistically balance the LOS needs of automobile drivers, transit riders, bicycle riders, and pedestrians, with priority given to the safety and comfort of the most vulnerable road users.
Operations	Asset Management	SPD-002	Recycle or redevelop existing transportation infrastructure or ancillary infrastructure included within or immediately adjacent to the transportation system's right-of-way or easement.
Operations	Transportation System Management and Operations	TSMO3-008	Operate, maintain, and optimize functionality across the design-life cycle of Intelligent Transportation Systems field devices and traffic signals.
Operations	Transportation System Management and Operations	TSMO3-009	Projects with new signal construction and reconstruction of signals at intersections with configuration changes will include signal timing plans appropriate for the corridor. Additionally, if the signal is on a corridor with coordinated/synchronized signal operation, the timing plans are to be coordinated.

Chapter	Primary Topic/Area	Reference	Description
Operations	Transportation System Security	TSSC3-003	Identify regional transportation components of key resources and critical infrastructure and develop protective methodologies to reduce risk to assets from damage due to natural or human-implemented attacks.
Social	Environmental Justice	EJ3-003	Based on meaningful community input, plan for and invest in projects that proactively address racial equity and barriers to opportunity or redress prior inequities and barriers to opportunity.
Social Considerations	Environmental Justice	EJ3-004	Health Accessibility Policy
Technology	Technology	TT3-011	New transportation technologies must be deployed in a manner consistent with Mobility 2045 goals of providing the public with a transportation system that is equitable, protects the safety of all users, offers the public more travel options, is well maintained and operated, is environmentally responsible, and prepares the region for innovations in transportation and mobility infrastructure that will accelerate its future economic development.
Technology	Technology	TT3-012	The region will prepare for future innovations in both transportation and infrastructure by developing analytical tools capable of assessing traditional transportation projects against alternatives such as new mobility technologies, C-V2X innovations, more effective use of existing assets, and demand management tools.
Technology	Technology	TT3-013	The region will work with educational institutions at all levels to develop workforce training solutions to prepare area residents for job opportunities in the emerging transportation technologies sector, to pursue funding opportunities, and to support deployments of automated vehicles and other emerging transportation technologies.
Technology	Technology	TT3-014	The region will prioritize the safety of all transportation system users in and through the deployment of emerging modes of transportation such as e-scooters, e-bikes, automated vehicles, and delivery robots through the use of strategic technology, design, and policy solutions.

Updated Policies

Chapter	Primary Topic/Area	Reference	Description
Environmental	Air Quality	AQ3-004	Support and implement strategies that promote energy conservation, address public health concerns, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.

Chapter	Primary Topic/Area	Reference	Description
Environmental	Air Quality	AQ3-007	Adopt and implement an ordinance (cities), guidelines similar to an ordinance (counties) that promote sustainable tire disposal practices, including recycling.
Operations	Congestion Management and Operations	MO3-002	Ensure the existing multimodal transportation system operates efficiently by balancing the demand across all available assets and ensuring integration between systems.
Operations	Sustainable Development	SD3-001	Support mixed-use and infill developments that utilize system capacity, reduce vehicle miles of travel, and improve air quality through improved rail mobility and access management.
Operations	Sustainable Development	SD3-003	Plan for land use-transportation connections, including variety of land uses from natural areas to the urban core connected by multimodal transportation options through strategies such as smart zoning codes, green infrastructure, affordable housing, preservation of agricultural land, healthy communities, economic development tools, parking, and innovative financing, etc.
Operations	Transportation System Safety	TSSF3-003	Implementation of programs, projects, and policies that assist in reducing roadway crashes in general and eliminating fatalities and serious injuries across all modes of travel. (Vision Zero – the goal of eliminating traffic fatalities and severe injuries among all road users.)
Operations	Transportation System Safety	TSSF3-005	Implementation of low-cost, systemic safety countermeasures and improvements that assist in reducing fatalities and serious injury crashes consistent with strategies outlined in the Intersection Safety Implementation Plan for North Central Texas, the Regional Roadway Safety Plan, the Regional Pedestrian Safety Plan and other applicable safety-related plans that promote the implementation of safety countermeasures on the regional roadway system.
Operations	Transportation System Safety	TSSF3-006	Implementation of a multiagency Traffic Incident Management Program that establishes a common and coordinated response to traffic incidents consistent with Regional Transportation Council Resolution R08-10, which is a resolution supporting a comprehensive, coordinated, interagency approach to traffic incident management in the North Central Texas region. Includes the implementation of programs and projects that aid in quick incident clearance and roadway crash mitigation.
Operations	Transportation System Security	TSSC3-001	Support integration of traffic management and emergency management centers through the sharing of data and video.

Chapter	Primary Topic/Area	Reference	Description
Operations	Transportation System Security	TSSC3-002	Transportation system security and resiliency should be considered and mitigation strategies put in place during planning, engineering, construction, and operation stages of corridor implementation for roadway and transit operations, with emphasis on identified critical infrastructure or key resources affected by human-made or natural disasters.
Operations	Travel Demand Management	TDM3-003	Implement Travel Demand Management strategies that assist in reducing the number of single-occupancy vehicle (SOV) trips consistent with RTC Resolution R21-04, which supports the establishment of a regional SOV trip reduction target of 20% annually.
Technology	Technology	TT3-002	The region will develop and implement data sharing best practices that are project- and outcome-focused, serve the public interest, and comply with privacy and cybersecurity requirements, without infringing upon private sector proprietary information requirements.
Technology	Technology	TT3-006	The region will support automated vehicle and related transportation technology deployments that advance the goals of Mobility 2045 by fostering public-private partnerships among local transportation authorities, technology developers, and commercial/industrial hubs.
Technology	Technology	TT3-007	The region will support consistent and high-quality maintenance and operations of its transportation system, including utilization of new technologies which offer a cost-efficient method of linking asset management to data collection.
Technology	Technology	TT3-010	The region will pursue its goal of becoming a “Region of Choice” by exploring emerging mobility technologies which offer new modes of transportation and those which enhance existing modes of transportation.
Environmental	Air Quality	AQ3-006	Adopt and implement an idling restriction ordinance, or any other idling restriction measure, to reduce idling within your jurisdiction as consistent with RTC Resolution R21-06.

Programs Carried Over from Mobility 2045 (No Changes)

Chapter	Primary Topic/Area	Reference	Description
Environmental	Air Quality	AQ3-001	Pursue successful transportation conformity determinations of the Metropolitan Transportation Plan and Transportation Improvement Program consistent with federal and state guidelines.

Chapter	Primary Topic/Area	Reference	Description
Environmental	Air Quality	AQ3-002	Provide technical assistance and analysis to attain and maintain NAAQS and reduce negative impacts of other air pollutants.
Environmental	Air Quality	AQ3-003	Support and implement education, operations, technology, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders.
Environmental	Air Quality	AQ3-005	Required for clean fleet funding as contained in RTC Resolution R14-10. Establish a framework for reducing emissions, reducing fuel consumption, partnering with NCTCOG/DFW Clean Cities, and training staff.
Environmental	Environmental Resources	ER3-001	Enhance quality of life by protecting, retaining, restoring/mitigating, or enhancing the region's environmental quality during planning and implementation of transportation programs and projects.
Environmental	Environmental Resources	ER3-002	Work cooperatively with regulatory and conservation partners to develop innovative approaches that meet their conservation priorities and facilitate the delivery of transportation projects.
Environmental	Environmental Resources	ER3-003	Promote transportation programs and projects that encourage healthy lifestyles, including, but not limited to, providing appropriate access to the natural environment.
Financial	Financial	F3-001	The RTC will select and program projects within the guidelines established by the funding source. Programming and selection guidelines for RTC Local funds are determined by the RTC.
Financial	Financial	F3-002	Incorporate sustainability and livability options during the project selection process. Include additional weighting or emphasis as appropriate and consistent with RTC policy objectives, including, but not limited to, demand management, air quality, natural environment preservation, social equity, or consideration of transportation options and accessibility to other modes (freight, aviation, bicycle, and pedestrian).
Financial	Financial	F3-003	Ensure adequate funding for multimodal elements within implemented projects.
Financial	Financial	F3-004	Utilize project staging and phasing of Metropolitan Transportation Plan recommendations to maximize funding availability and cash flow.
Financial	Financial	F3-005	Ensure that adequate funding is given to maintenance and operations of the existing multimodal transportation system consistent with federal and/or state guidelines and recommendations.
Financial	Financial	F3-006	Pursue roadway and transit pricing opportunities to expedite project delivery.

Chapter	Primary Topic/Area	Reference	Description
Financial	Financial	F3-007	Pursue project cost reductions through value engineering, streamlined project development, and other activities.
Financial	Financial	F3-008	Pursue an increase in North Central Texas' share of state and federal allocated funds consistent with the RTC's legislative position.
Financial	Financial	F3-009	Pursue legislative actions aimed at increasing revenue through initiatives identified by the RTC.
Financial	Financial	F3-010	Leverage traditional and non-traditional transportation funding to expand services across the region.
Financial	Financial	F3-011	Utilize multiple funding sources, including innovative funding methods as appropriate in order to fully fund projects.
Financial	Financial	F3-012	Support planning activities including studies, data collection, surveys, and analyses to advance transportation policies, programs, and projects.
Mobility	Active Transportation	BP3-001	Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promotes walking and bicycling as equals with other transportation modes.
Mobility	Active Transportation	BP3-002	Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities.
Mobility	Active Transportation	BP3-003	Support programs and activities that promote pedestrian and bicycle safety, health, and education
Mobility	Aviation	AV3-001	Improve efficiency, safety, air quality, and access related to aviation.
Mobility	Aviation	AV3-002	Provide input to the National Plan of Integrated Airport Systems and the Texas Airport System Plan.
Mobility	Aviation	AV3-003	Encourage compatible land-use planning surrounding airports in the region.
Mobility	Aviation	AV3-004	Establish a comprehensive and integrated Aviation Education System in North Central Texas.
Mobility	Aviation	AV3-005	Implement operational restrictions and other requirements of Unmanned Aircraft Systems around regionally significant aviation facilities.
Mobility	Freight	FP3-001	Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.
Mobility	Freight	FP3-002	Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

Chapter	Primary Topic/Area	Reference	Description
Mobility	Freight	FP3-003	Identify and maintain regional freight networks to meet business and consumer demand benefiting everyday life.
Mobility	Freight	FP3-004	Enhance intermodal freight activity through innovation, facility development, and improved connections to the freight network by requiring local governments to create a dedicated and recurring funding source for projects that enhance freight mobility.
Mobility	Freight	FP3-005	Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements to property adjacent to freight-oriented development land uses.
Mobility	Freight	FP3-006	Incorporate technological advancements into the freight system.
Mobility	Freight	FP3-007	Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.
Mobility	Freight	FP3-008	Monitor freight traffic annually along major corridors and major freight facilities through creation of and maintenance of a regional freight database.
Mobility	Freight	FP3-009	Incorporate freight analysis and involve the freight community in the planning process of all transportation projects.
Mobility	Freight	FP3-010	Improve air quality related to freight through adopting local ordinances prohibiting truck engine idling.
Mobility	Freight	FP3-011	Improve railroad safety through public education innovation, and partnering with local governments to address railroad crossing safety improvements.
Mobility	Freight	FP3-012	Incorporate technological advancements into the regional freight network.
Mobility	Freight	FP3-013	Encourage regional railroads to participate in rail system planning, identifying issues, and the development of integrated operations with local commuter rail agencies.
Mobility	Public Transportation	TR3-001	Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources. Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner (consistent with RTC Policy P09-03).

Chapter	Primary Topic/Area	Reference	Description
Mobility	Public Transportation	TR3-002	Work with the region’s existing public transit providers to ensure a seamless multimodal transit system through seamless connections, coordinated fare structure, one-stop access to services, standardization of assets, technologies, and service characteristics that promote interoperability, improved interaction between public, private-for-profit, and private-non-profit transit providers (consistent with RTC Policy P09-03), elimination of gaps in service to establish a minimum level-of-service, service expansion
Mobility	Public Transportation	TR3-003	Existing and future public use rights-of-way should be monitored for appropriate public transportation service.
Mobility	Public Transportation	TR3-004	Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the RTC, should the entity choose to not continue as a member of that authority.
Mobility	Public Transportation	TR3-005	Support the planning and development of high-speed rail to, through and within the North Central Texas region by leading project development efforts and coordinating with federal and state initiatives as appropriate.
Mobility	Public Transportation	TR3-006	Maximize the efficient use of public transportation resources in North Central Texas, including public, private-non-profit, and private-for-profit providers of services.
Mobility	Public Transportation	TR3-007	Implement safety, management and operations, and multimodal system integration projects and programs as appropriate.
Mobility	Public Transportation	TR3-008	Establish policies and procedures that encourage and reward coordination.
Mobility	Public Transportation	TR3-009	Support efforts to make accommodations for rail and other public transportation services to major events centers during special events.
Mobility	Public Transportation	TR3-010	Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation, including the Federal Transit Administration’s Capital Investment Grant Program.
Mobility	Public Transportation	TR3-011	Establish policies fostering high-speed rail system interoperability resulting in a “one-seat ride” system operation to, through, and within the North Central Texas region.
Mobility	Public Transportation	TR3-012	Establish policies encouraging regional access by identifying grade-separated high-speed rail station locations in Downtown Fort Worth, Arlington and Downtown Dallas.

Chapter	Primary Topic/Area	Reference	Description
Mobility	Public Transportation	TR3-013	Support the planning and development of sustainable land uses near grade-separated high-speed rail locations by coordinating with the cities of Fort Worth, Arlington, and Dallas.
Mobility	Public Transportation	TR3-014	Support the planning and development of sustainable land uses near at-grade high-speed rail station locations by coordinating with the cities hosting stations.
Mobility	Roadway	FT3-001	The RTC does not support converting existing free non-HOV/managed lane corridors to tollways.
Mobility	Roadway	FT3-002	Evaluate all new limited-access capacity for priced facility potential.
Mobility	Roadway	FT3-003	To maximize the use of available funds, where reasonable, priced facilities should be developed with no or minimal federal and state funding assistance.
Mobility	Roadway	FT3-004	Plan and program non-regionally significant arterial improvements cooperatively with local governments.
Mobility	Roadway	FT3-005	Management strategies consistent with the Regional Congestion Management Process, congestion management plans for regional tollway operators, and federal single-occupancy vehicle justification requirements, unless precluded by existing bond covenants, should be implemented when an existing freeway, tollway, or managed lane adds capacity. Future bond covenants should accommodate a full range of management strategies.
Mobility	Roadway	FT3-006	System-wide HOV occupancy will be consistent with the latest RTC policy.
Mobility	Roadway	FT3-007	Additional and improved interchanges, collector-distributor roads, frontage roads, and auxiliary lanes should be considered and implemented as appropriate on all freeway/tollway facilities in order to accommodate a balance between mobility, access, operational, and safety needs.
Mobility	Roadway	FT3-008	Encourage the early preservation of right-of-way in recommended roadway corridors.
Mobility	Roadway	FT3-009	Encourage the preservation of right-of-way in all freeway/tollway corridors to accommodate potential future transportation needs.
Mobility	Roadway	FT3-010	Corridor-specific design and operational characteristics for recommended roadways will be determined through the project development process.
Mobility	Roadway	FT3-011	Support advanced planning activities to aid in strategic decision making regarding long-term plan and project development.

Chapter	Primary Topic/Area	Reference	Description
Mobility	Roadway	FT3-012	Corridor and environmental studies should be conducted with consideration for the region's air quality and financial constraints.
Mobility	Roadway	FT3-013	Support federal and state interregional corridor initiatives as appropriate.
Mobility	Roadway	FT3-014	Evaluate and implement all reasonable options, such as Asset Optimization, to maximize corridor capacity, functionality, accessibility, and enhancement potential utilizing existing infrastructure assets and right-of-way.
Operations	Congestion Management and Operations	MO3-001	Ensure the efficient operation of the existing multimodal transportation system by evaluating and/or implementing maintenance, rehabilitation, enhancement, and/or operational type projects in order to maintain safe, efficient travel conditions.
Operations	Sustainable Development	SD3-002	Promote transit-oriented development for all station types that improves the jobs/housing balance, "last mile" connections, and appropriate land use density to encourage diverse transportation mode choices.
Operations	Sustainable Development	SD3-004	Support Independent School Districts and local governments through various programs and projects as supported by Regional Transportation Council Policy Supporting School Districts.
Operations	Transportation System Management and Operations	TSMO3-001	Installation of pedestrian facilities by local agencies as part of intersection improvement and traffic signal improvement programs shall provide access to usable walkways or sidewalks.
Operations	Transportation System Management and Operations	TSMO3-002	Require regional partners to coordinate during major special events or planned events to ensure minimal impact on the transportation system for individuals traveling to an event or through an event zone.
Operations	Transportation System Management and Operations	TSMO3-004	Priority funding consideration will be given to projects that meet the regional ITS deployment initiatives as outlined in the Dallas-Fort Worth Regional ITS Architecture.
Operations	Transportation System Management and Operations	TSMO3-005	ITS projects must be consistent with the architecture and standards described in the Dallas-Fort Worth Regional ITS Architecture.
Operations	Transportation System Management and Operations	TSMO3-006	Encourage, evaluate, and deploy new energy-efficient, low-cost technologies for ITS and Transportation System Management projects.
Operations	Transportation System Management and Operations	TSMO3-007	Integrate all traffic operations systems between public sector entities, including sharing of data and videos.
Operations	Transportation System Safety	TSSF3-001	Require implementation of safety strategies in work zones consistent with industry best practices.

Chapter	Primary Topic/Area	Reference	Description
Operations	Transportation System Safety	TSSF3-002	Develop safety information partnerships with the Texas Department of Transportation, local governments, local police departments, and other organizations to encourage the sharing of regional/jurisdictional safety data (including, but not limited to, crash data, red light camera data, and incident response and clearance time data).
Operations	Transportation System Safety	TSSF3-004	Implementation of roadway improvement strategies that assist in reducing wrong-way driving incidents consistent with regional and/or industry best practices.
Operations	Travel Demand Management	TDM3-001	Support the Congestion Management Process, which includes explicit consideration and appropriate implementation of Travel Demand Management, Transportation System Management, and Intelligent Transportation Systems strategies during all stages of corridor development and operations.
Operations	Travel Demand Management	TDM3-002	Support an integrated planning process that maximizes existing transportation system capacity before considering major capital infrastructure investment in the multimodal system.
Social	Environmental Justice	EJ3-001	Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.
Social	Environmental Justice	EJ3-002	Balance transportation investment across the region to provide equitable improvements.
Social	Public Involvement	PI3-001	Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.
Social	Public Involvement	PI3-002	Demonstrate explicit consideration and response to the public input received.
Social	Public Involvement	PI3-003	Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process.
Social	Public Involvement	PI3-004	Enhance visualization of transportation policies, programs, and projects.
Social	Public Involvement	PI3-005	Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

Discontinued Policies

Chapter	Primary Topic/Area	Reference	Description
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Chapter	Primary Topic/Area	Reference	Description
Operations	Transportation System Management and Operations	TSMO3-003	Require regional partners to coordinate with the US Department of Transportation on Connected Vehicle development and identify new TSMO technologies that can be considered for deployment.
Operations	Transportation System Management and Operations	TSMO3-008	Coordinate and share best practices to prevent copper wire theft supporting the operations and illumination of transportation infrastructure.
Operations	Transportation System Security	TSSC3-003	Participate in the identification and development of a security plan for the top 10 regionally identified transportation infrastructure components.
Technology	Technology	TT3-001	Transportation agencies in the region will make data about their systems accessible using open data best practices in order to support automated vehicle operations and optimize the operation of travel navigation, mobility-as-a-service payment, and other transportation services in use today and in the future.
Technology	Technology	TT3-003	Transportation agencies will do a cost/benefit analysis of data sharing as an alternative to the installation, operation, and maintenance of hardware solutions before proceeding with hardware solutions.
Technology	Technology	TT3-004	The region will support the installation and operation of reliable and robust wireless communications in and around transportation facilities.
Technology	Technology	TT3-005	The region will explore advances in technology as a way to preserve transportation corridors and utilize them most effectively.
Technology	Technology	TT3-008	The region will support efforts to ameliorate the impact of increased demand for mobility as a result of automated vehicles by supporting efforts to increase average vehicle occupancy by transportation network companies and other transportation suppliers and through demand management tools such as TryParkingIt.
Technology	Technology	TT3-009	In making planning and investment decisions concerning roadways, transportation agencies will do a cost/benefit analysis of using automated vehicle technology and demand management tools as an alternative to building additional lanes to increase roadway capacity.

New Programs			
Chapter	Primary Topic/Area	Reference	Description
Environmental	Streamlined Project Delivery	SPD-004	Increased transportation system resiliency for critical facilities and vulnerable locations
Mobility	Aviation	AV2-012	Air Taxi and Air Cargo Corridor Identification and Demand Determination
Mobility	Aviation	AV2-013	Scaling Advanced Air Mobility Pilot Ecosystems to Other Metroplex Locations
Mobility	Aviation	AV2-014	Test Multimodal Integration and Proof of Concept for Air Taxis into the DFW Metroplex
Mobility	Aviation	AV2-015	Development of a Scalable Vertical Mobility Public Engagement Program
Mobility	Freight	FP2-140	The North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (NT Moves)
Operations	Asset Management	SPD-001	Asset optimization
Operations	Asset Management	SPD-002	Bridges and grade separations over arterials and railroad underpasses
Operations	Asset Management	SPD-003	Pavement and bridge condition improvement program
Operations	Transportation System Management and Operations	TSMO2-012	Arterial Grade Separation
Social Considerations	Environmental Justice	EJ2-001	Health Accessibility Program
Transportation Technology	Technology	TT2-006	AV2.0
Transportation Technology	Technology	TT2-007	Freight Optimization
Transportation Technology	Technology	TT2-008	NTCMT
Transportation Technology	Technology	TT2-009	CV Data for Operations
Transportation Technology	Technology	TT2-010	Workforce Development
Transportation Technology	Technology	TT2-011	Emerging Transportation Technology Deployments
Transportation Technology	Technology	TT2-012	Innovation Grants for Local Partners

Updated Programs			
Chapter	Primary Topic/Area	Reference	Description
Environmental	Air Quality	AQ2-007	Air Quality Technical Planning and Analysis
Operations	Transportation System Safety	TSSF2-001	Traffic Incident Management Program
Operations	Transportation System Safety	TSSF2-002	Regional Roadway Safety Assistance Patrol Program

Operations	Transportation System Safety	TSSF2-005	Roadway Safety Improvement Program
Operations	Travel Demand Management	TDM2-100	Regional Trip Reduction Program

Programs Carried Over from Mobility 2045 (No Changes)

Chapter	Primary Topic/Area	Reference	Description
Mobility	Active Transportation	BP2-001	Active Transportation Planning and Design
Mobility	Active Transportation	BP2-002	Active Transportation Network Implementation
Mobility	Active Transportation	BP2-003	Active Transportation Education and Outreach
Mobility	Aviation	AV2-005	Aviation Surface Access Planning
Mobility	Aviation	AV2-006	Data Collection and Performance Tracking
Mobility	Aviation	AV2-007	Continuous System Planning
Mobility	Aviation	AV2-009	Encroachment Prevention and Compatible Land-Use Planning
Mobility	Aviation	AV2-010	Integrated Aviation Education System
Mobility	Aviation	AV2-011	Coordination of Unmanned Aircraft Systems
Mobility	Freight	FP2-110	Data Collection
Mobility	Freight	FP2-120	Freight System/Network Planning
Mobility	Freight	FP2-130	Freight Outreach Activities
Mobility	Freight	FP2-330	Land Use Planning
Mobility	Public Transportation	TR2-001	Community Access Transit
Mobility	Public Transportation	TR2-002	Last-Mile Transit Connections
Mobility	Public Transportation	TR2-003	Regional Connections: Next Generation Transit Program
Mobility	Public Transportation	TR2-004	State and National Transit Connections
Mobility	Public Transportation	TR2-005	Transit Enhancements and Mobility Improvements
Mobility	Roadway	NRSA2-001	Non-Regionally Significant Arterial Program
Mobility	Roadway	NRSA2-002	Asset Optimization Program
Operations	Sustainable Development	SD2-001	Land Use-Transportation Connections Program
Operations	Sustainable Development	SD2-002	Community Schools and Transportation Program
Operations	Sustainable Development	SD2-003	Transit-Oriented Development Program
Operations	Sustainable Development	SD2-004	Sustainable Development Funding Program
Operations	Transportation System Management and Operations	TSMO2-001	Intersection Improvement Program

Operations	Transportation System Management and Operations	TSMO2-002	Signal Improvement Program
Operations	Transportation System Management and Operations	TSMO2-003	Bottleneck Improvement Program
Operations	Transportation System Management and Operations	TSMO2-004	Special Events Management Program
Operations	Transportation System Management and Operations	TSMO2-005	Bottleneck Program for Regional Corridors
Operations	Transportation System Management and Operations	TSMO2-006	Intelligent Transportation Systems Implementation Program
Operations	Transportation System Management and Operations	TSMO2-007	Regional Intelligent Transportation Systems Architecture Program
Operations	Transportation System Management and Operations	TSMO2-008	Advanced Traveler Information System Implementation Program
Operations	Transportation System Management and Operations	TSMO2-009	Advanced Traffic Management System Implementation Program
Operations	Transportation System Management and Operations	TSMO2-010	Advanced Public Transportation System Implementation Program
Operations	Transportation System Management and Operations	TSMO2-011	Intelligent Transportation Systems Interoperability Program
Operations	Transportation System Safety	TSSF2-003	Regional Safety Information System
Operations	Transportation System Safety	TSSF2-004	Safety Education and Training Program
Operations	Transportation System Security	TSSC2-001	Transportation System Security Improvements, Expansions, Management, and Operations
Operations	Transportation System Security	TSSC2-504	Transportation Security Education and Training
Operations	Transportation System Security	TSSC2-506	Regional Response Plan Development
Operations	Travel Demand Management	TDM2-200	Regional Vanpool Program
Operations	Travel Demand Management	TDM2-300	Park-and-Ride Facilities
Operations	Travel Demand Management	TDM2-400	Transportation Management Associations

Discontinued Programs

Chapter	Primary Topic/Area	Reference	Description
Environmental	Air Quality	AQ2-001	Air Quality Communication Program
Environmental	Air Quality	AQ2-002	Air Quality Demonstration Program

Environmental	Air Quality	AQ2-003	Air Quality Enforcement Program
Environmental	Air Quality	AQ2-004	Air Quality Partnerships and Collaborations
Environmental	Air Quality	AQ2-005	Air Quality Regional Policies
Environmental	Air Quality	AQ2-006	Air Quality Technology Improvements
Environmental	Environmental Resources	ER2-001	Environmental Data Collection and Resource Agency Consultation Program
Operations	Transportation System Security	TSSC2-502	Transportation and Emergency Responder Uniform Communication System
Technology	Technology	TT2-001	Texas Automated Vehicle Proving Ground/Arlington
Technology	Technology	TT2-002	Automated vehicle infrastructure, technologies and business practices
Technology	Technology	TT2-003	Automated vehicle data infrastructure/traffic signal
Technology	Technology	TT2-004	Travel navigation Information sharing
Technology	Technology	TT2-005	People Mover systems

Policy Name	Action Type	Status for Mobility 2045 Update
Air Quality		
Clean Fleet	Governing Body Approval	Existing
Idling Restrictions	Ordinance	Updated
Comprehensive Air Quality Action Plan	Joint Staff Coordination	New
Aviation		
Unmanned Aircraft Systems	Joint Staff Coordination	Existing
Environmental		
Stormwater Management	Governing Body Approval	Existing
Sustainable Tire Disposal and Recycling	Ordinance	New
Equity		
Equity	Joint Staff Coordination	New
Freight		
Freight-Oriented Development	Ordinance	Updated
Railroad Safety	Joint Staff Coordination	Existing
Operations, Safety, and Security		
Integration	Joint Staff Coordination	Existing
Roadway Safety Improvement	Joint Staff Coordination	Updated
Traffic Incident Management	Governing Body Approval	Updated
Roadways		
Asset Management	Ordinance	New
Context-Sensitive Complete Streets	Governing Body Approval	Updated
Street Connectivity	Governing Body Approval	New
Sustainable Development		
Land-Use Strategies	Ordinance	Updated
Parking Management	Governing Body Approval	Updated
Safe Access to Schools	Governing Body Approval	Updated
Transit		
Transit Funding	Governing Body Approval	Updated
Travel Demand Management		
Regional Trip Reduction Program	Joint Staff Coordination	Updated

MOBILITY 2045 UPDATE

SCHEDULE AND DRAFT PLAN PROGRESS

March 10, 2022

Regional Transportation Council

plan in progress
MOBILITY 2045
2022 UPDATE

PLAN SCHEDULE

4-Year Federal
Requirement



June 2018

Mobility 2045
Adopted

November
2018

**Air Quality
Conformity
Determination**

May/June
2022

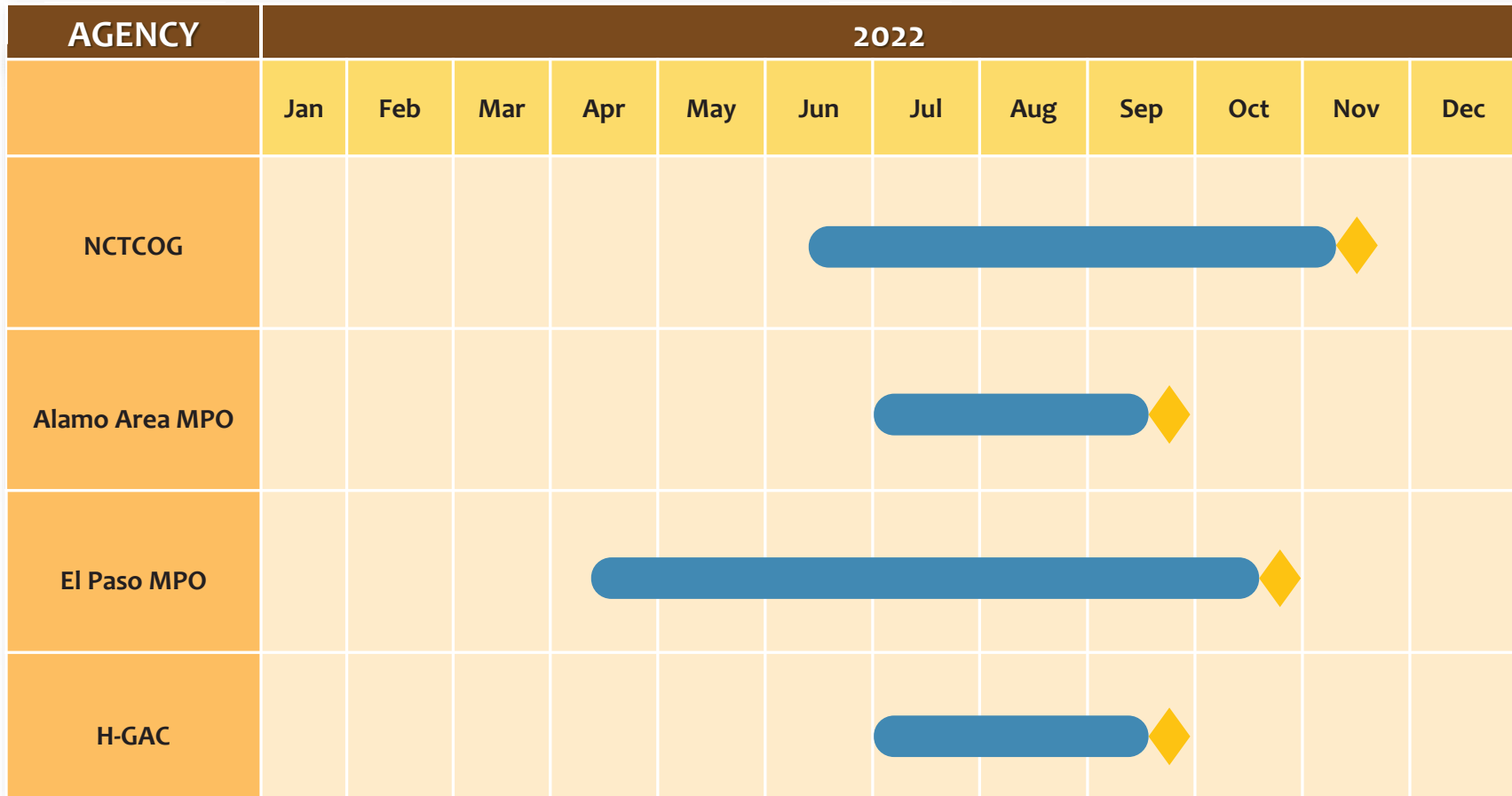
ACTION
Mobility 2045
Update



November
2022

DEADLINE 
Air Quality
Conformity

Texas Conformities in 2022 (Tentative Schedule)

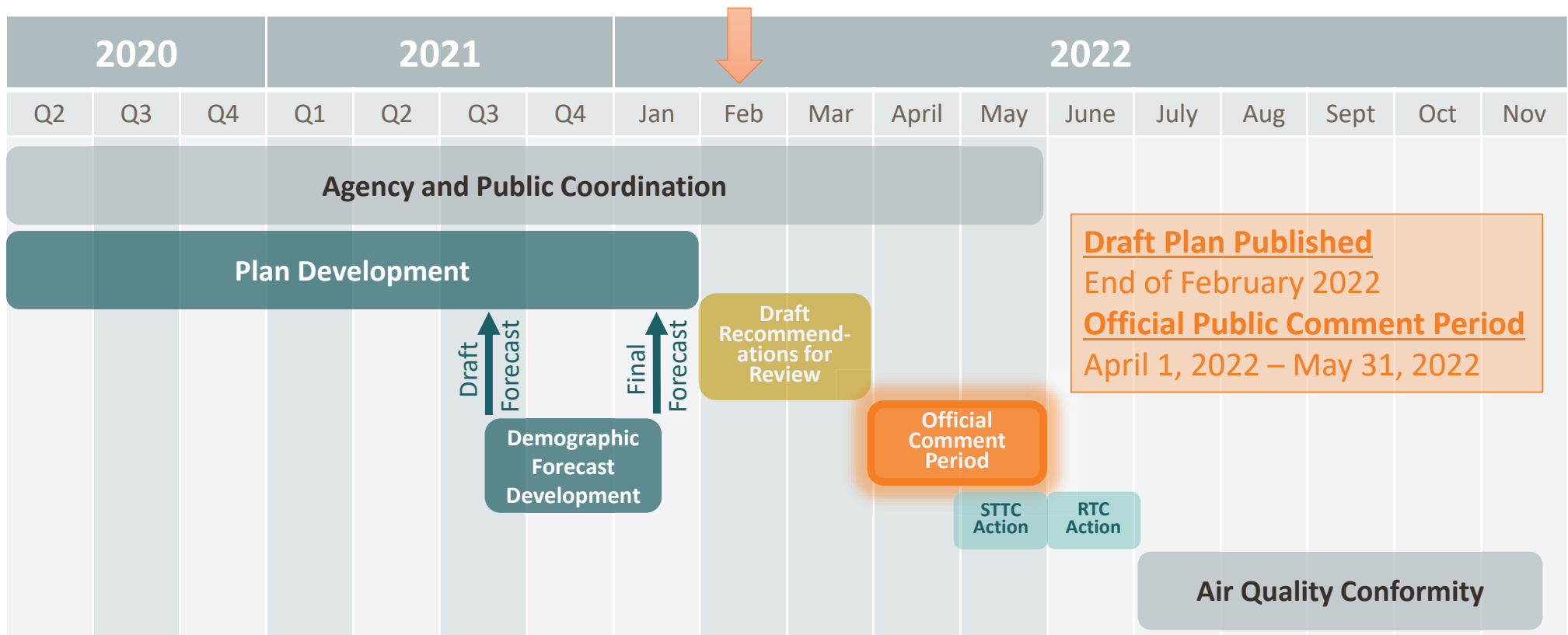
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 = Conformity Documents Partners' Review
 = Potential USDOT Conformity Determination

Source: NCTCOG and TTI (For Other Area MPOs)

PLAN SCHEDULE



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.

MAJOR PLAN UPDATE EMPHASIS

Updated travel and demographic data

Updated travel demand forecasting tool

Updated financial forecast

Project, Program, and Policy refinements

Updated performance-based planning framework

Updated Policy Bundle

Draft Policy and Program Listing
www.nctcog.org/PlanInProgress



HIGHLIGHTED POLICY AND PROGRAM UPDATES



Safety

References new Pedestrian Safety Action Plan endorsed by the Regional Transportation Council on June 10, 2021



Health Accessibility Program

Identify and support transportation solutions to address health disparities in underserved communities, including solutions that improve access to healthy food and medical care



Environmental Considerations

Build on air quality, resiliency, and environmental programs and incorporate new strategies



TDM Strategies

RTC Resolution R21-04 supports the establishment of a regional SOV trip reduction target of 20% annually

HIGHLIGHTED TECHNOLOGY PROGRAM UPDATES



Advance High-Speed Transportation recommendations

Advance high-speed rail between Dallas-Arlington-Fort Worth and monitor hyperloop technology advancement per policy P22-01; ensure connectivity with the proposed Houston-Dallas high-speed rail and Fort Worth-Laredo high-speed rail/hyperloop



Safe Integration of Vertical Mobility Technology in the NCTCOG region

New policy to safely and efficiently integrate Vertical Mobility Technology, Advanced Air Mobility, Urban Air Mobility, Unmanned Traffic Management, and Unmanned Aircraft Systems into the NCTCOG region



Advance Automated Transportation Systems (ATS)

Apply ATS technology in passenger and freight applications for local circulation and first/last mile access to regional rail



Automated Vehicles

Incorporate the new Automated Vehicle 2.0 initiative launched since the adoption of the last Mobility Plan



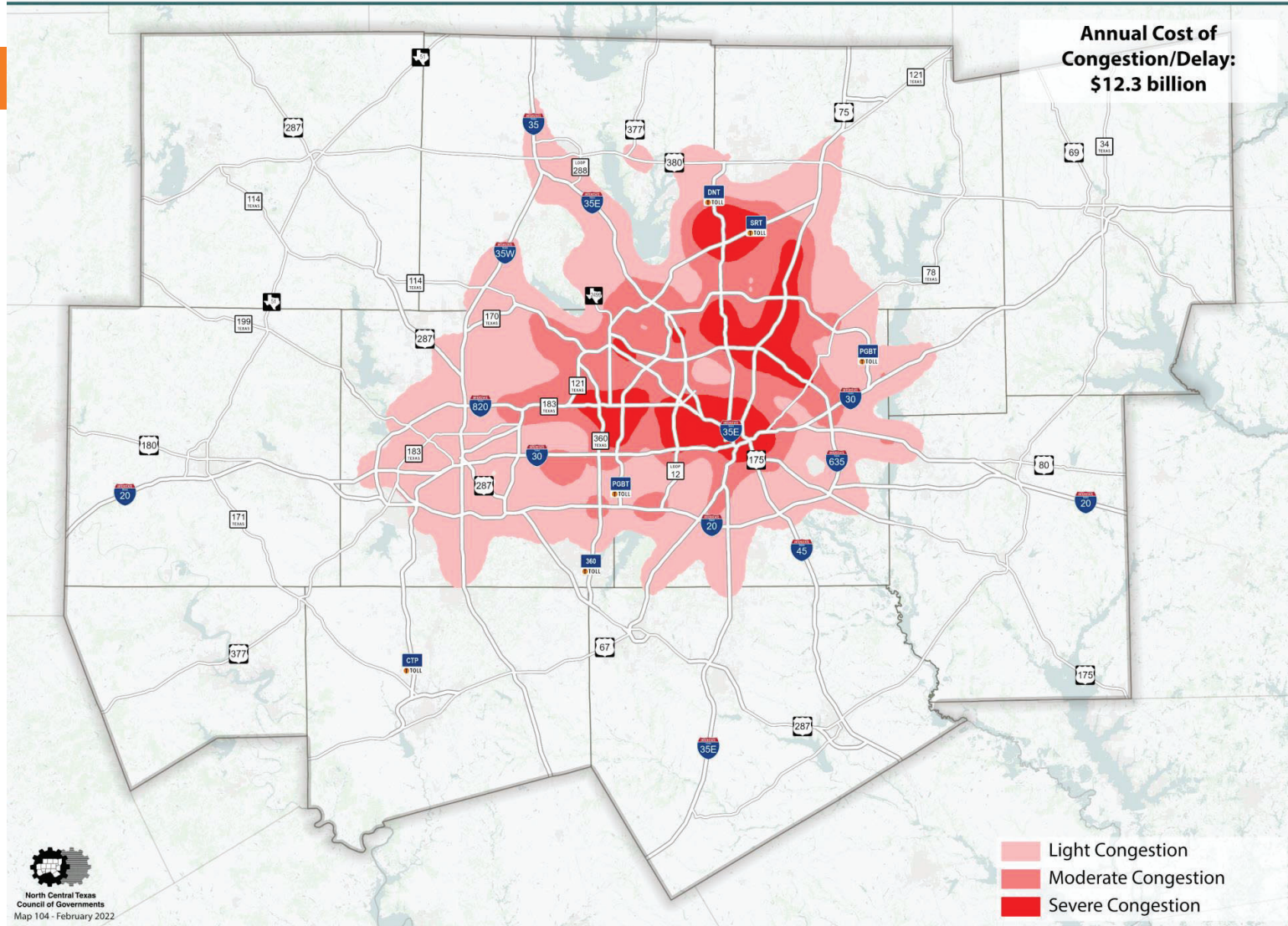
Internet and Broadband

Incorporates a new topic of broadband internet through discussion of access, infrastructure, the intersection of communications and transportation, and potential uses



2023 Levels of Congestion/Delay

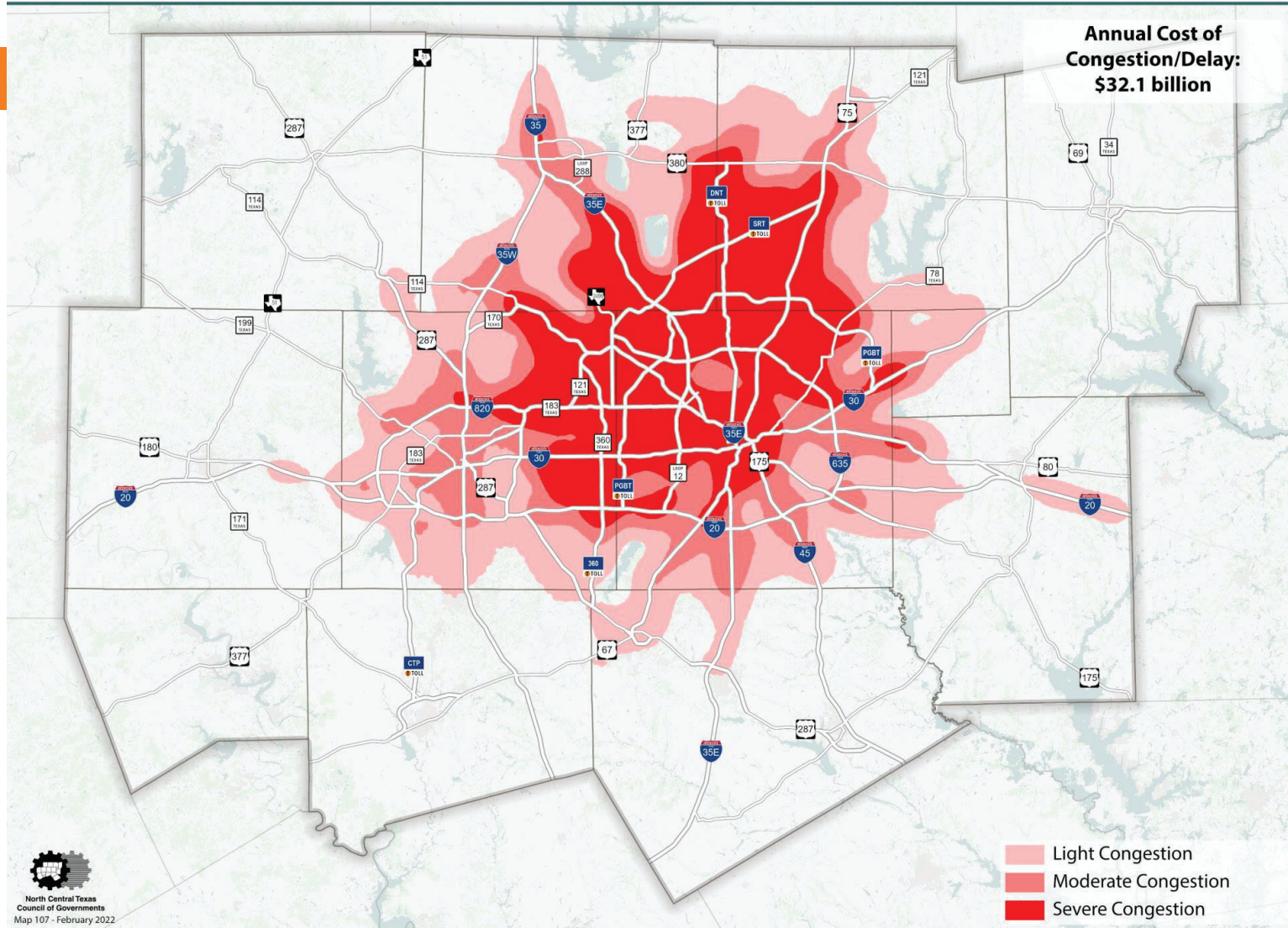
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2045 Levels of Congestion/Delay

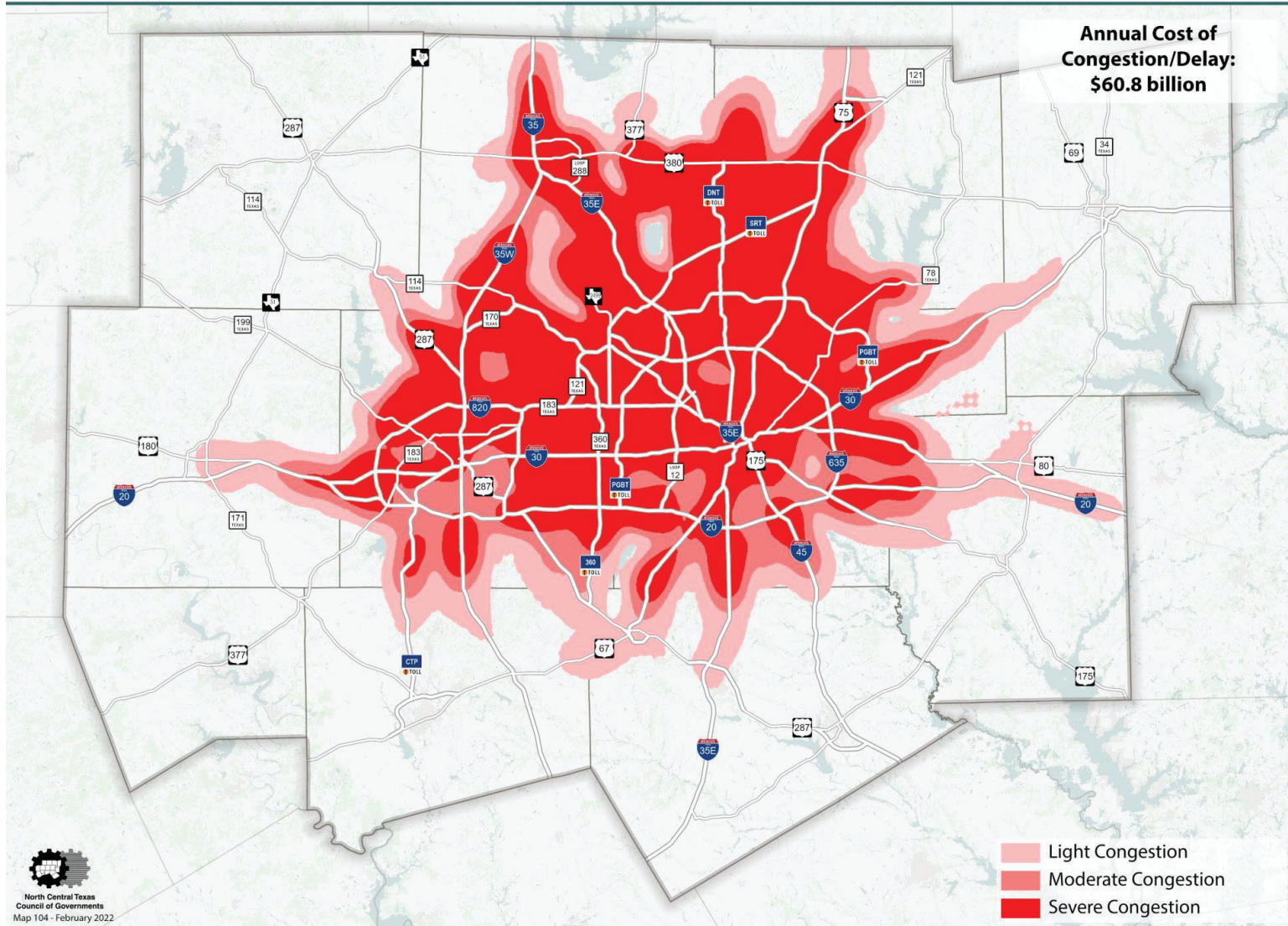
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2045 No-Build Levels of Congestion/Delay

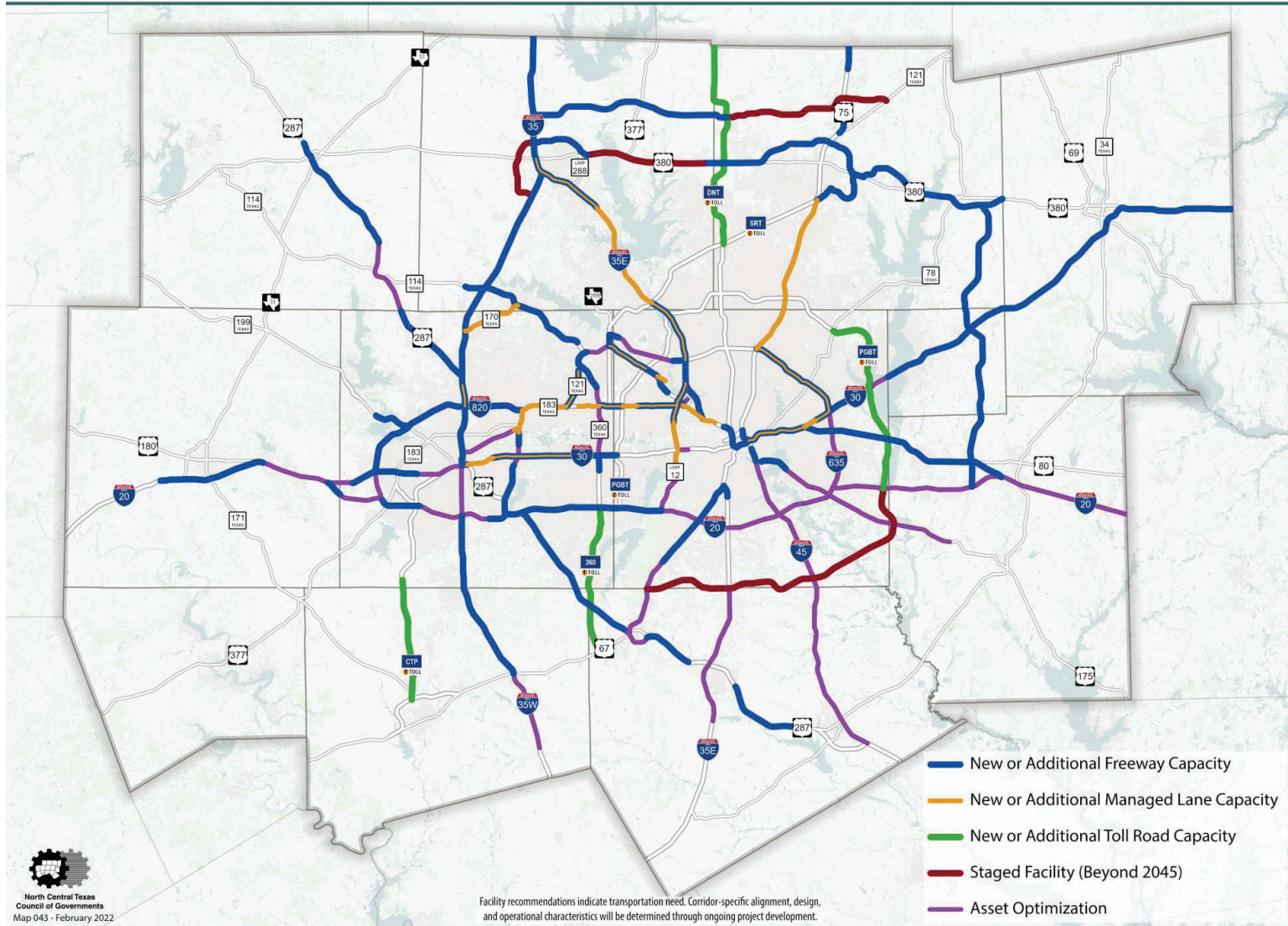
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Major Roadway Recommendations

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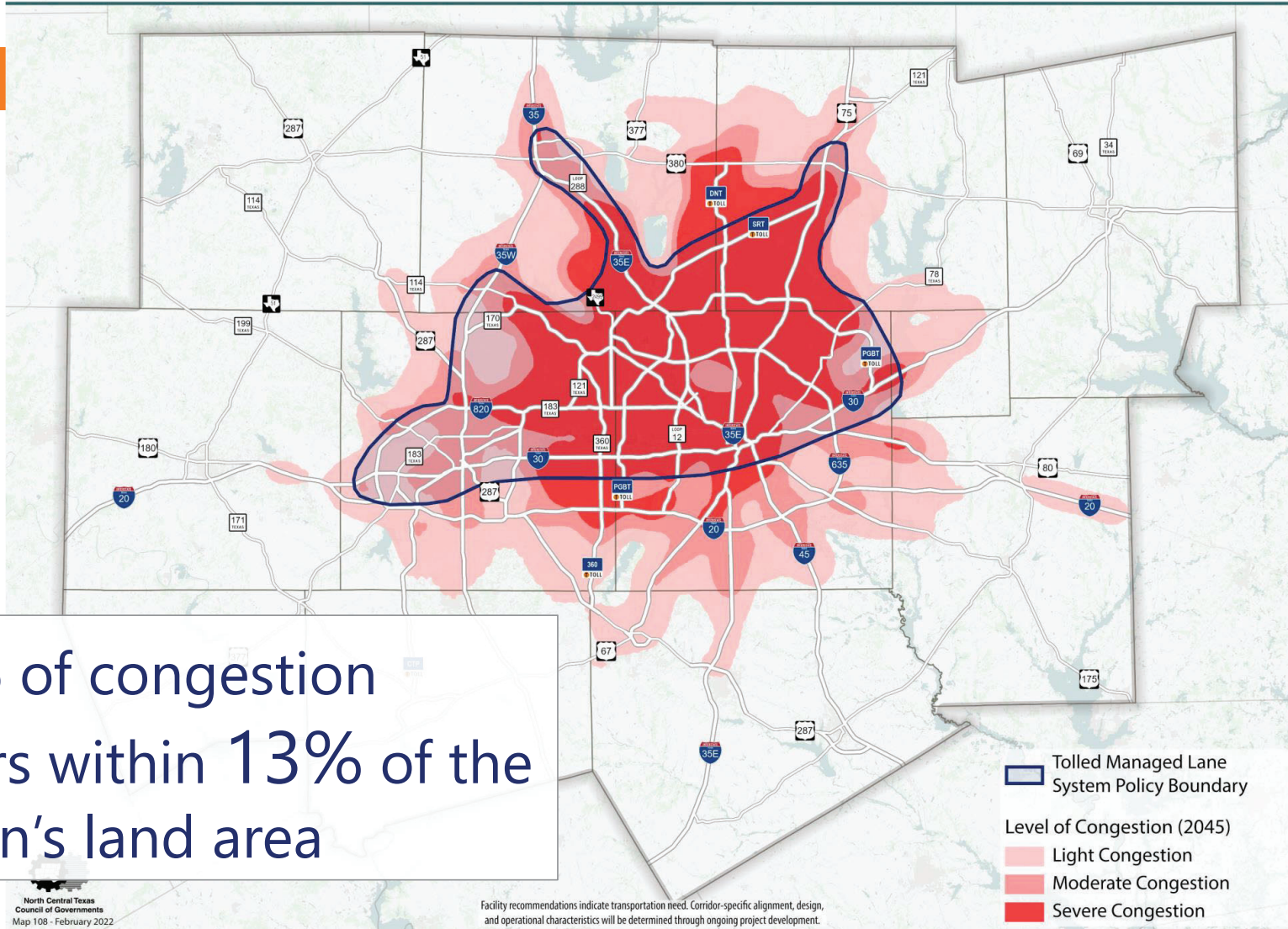


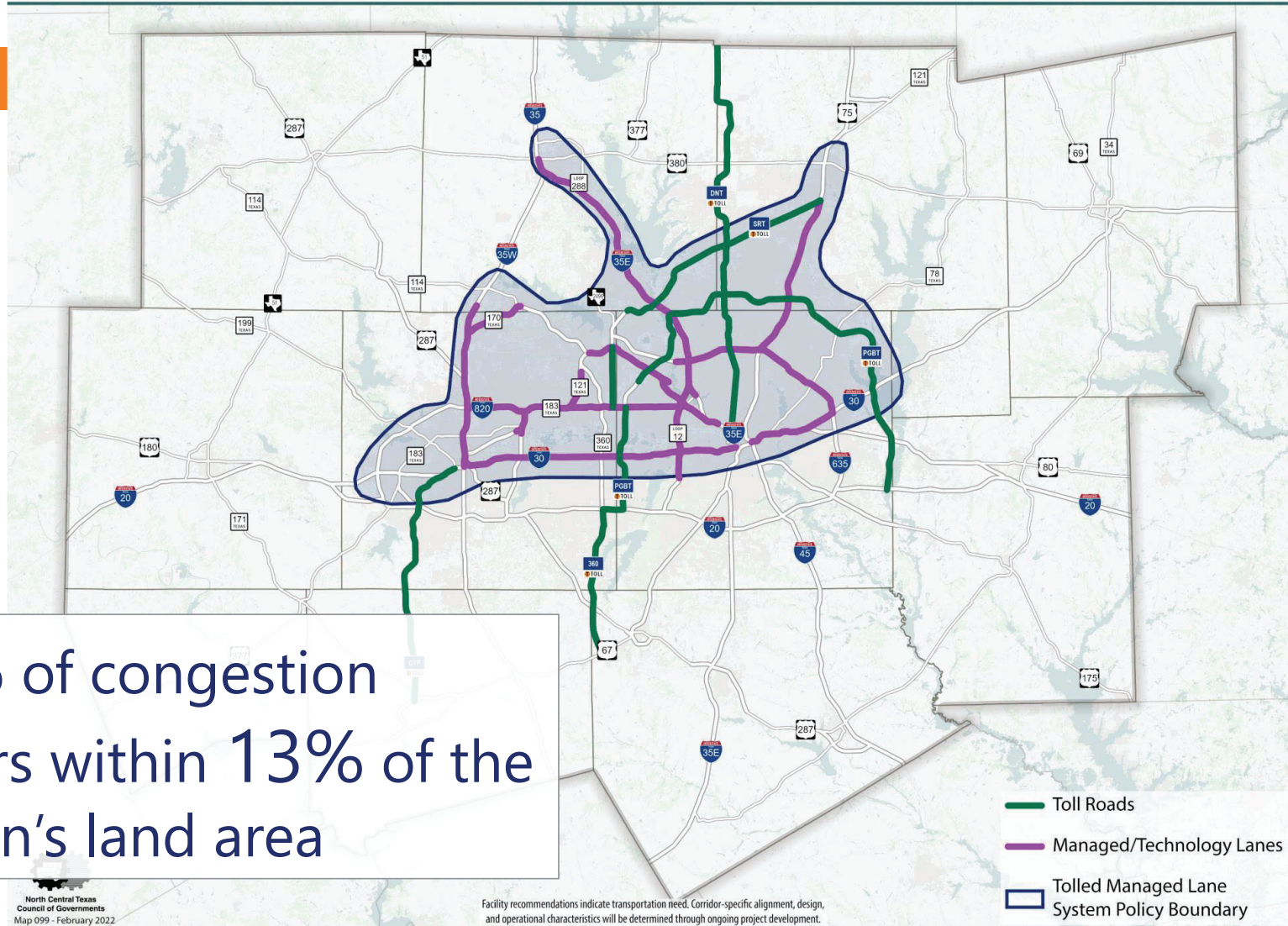
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Tolled Managed Lane System Policy Boundary

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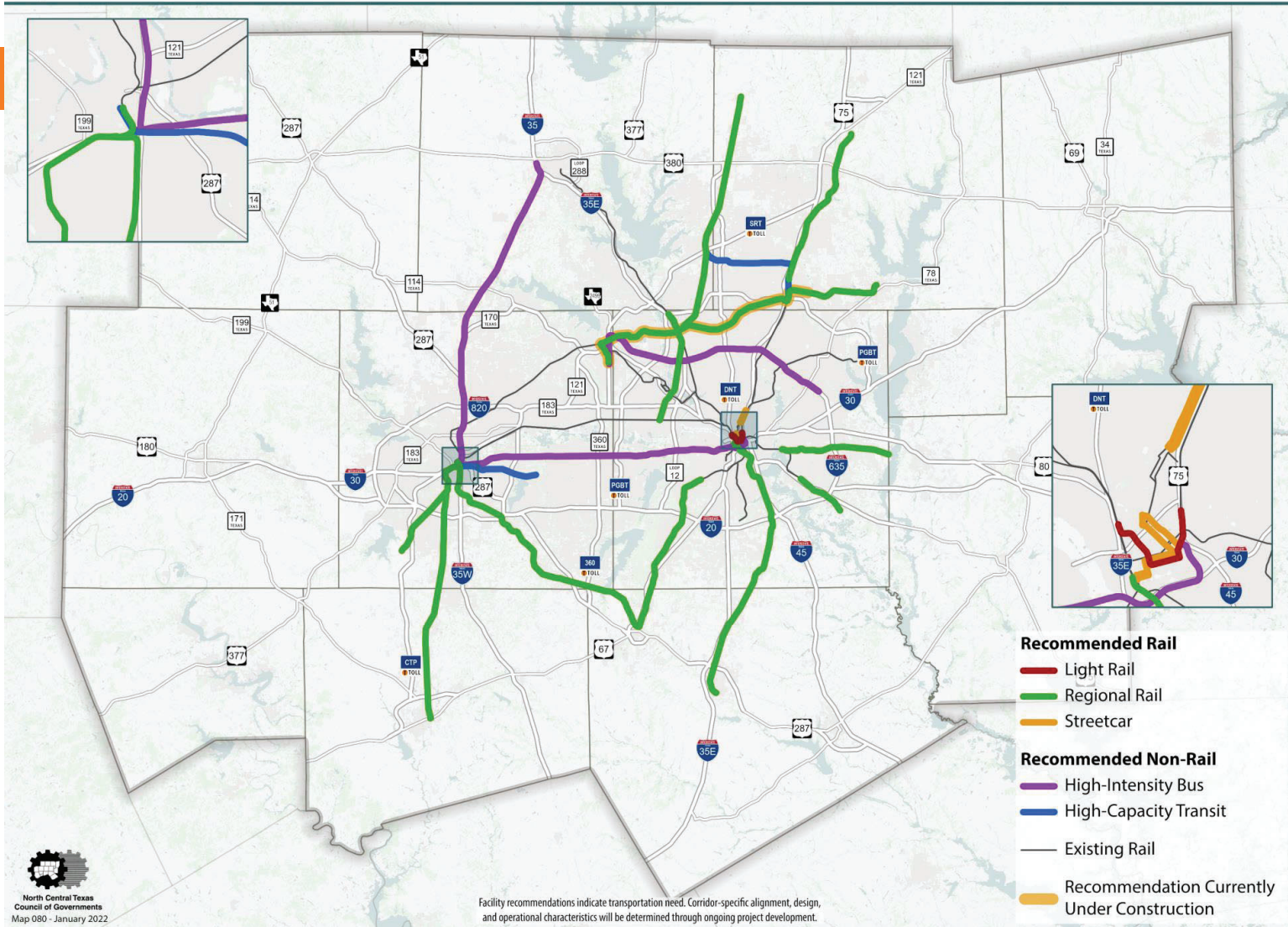


78% of congestion occurs within 13% of the region's land area



Major Transit Corridor Recommendations

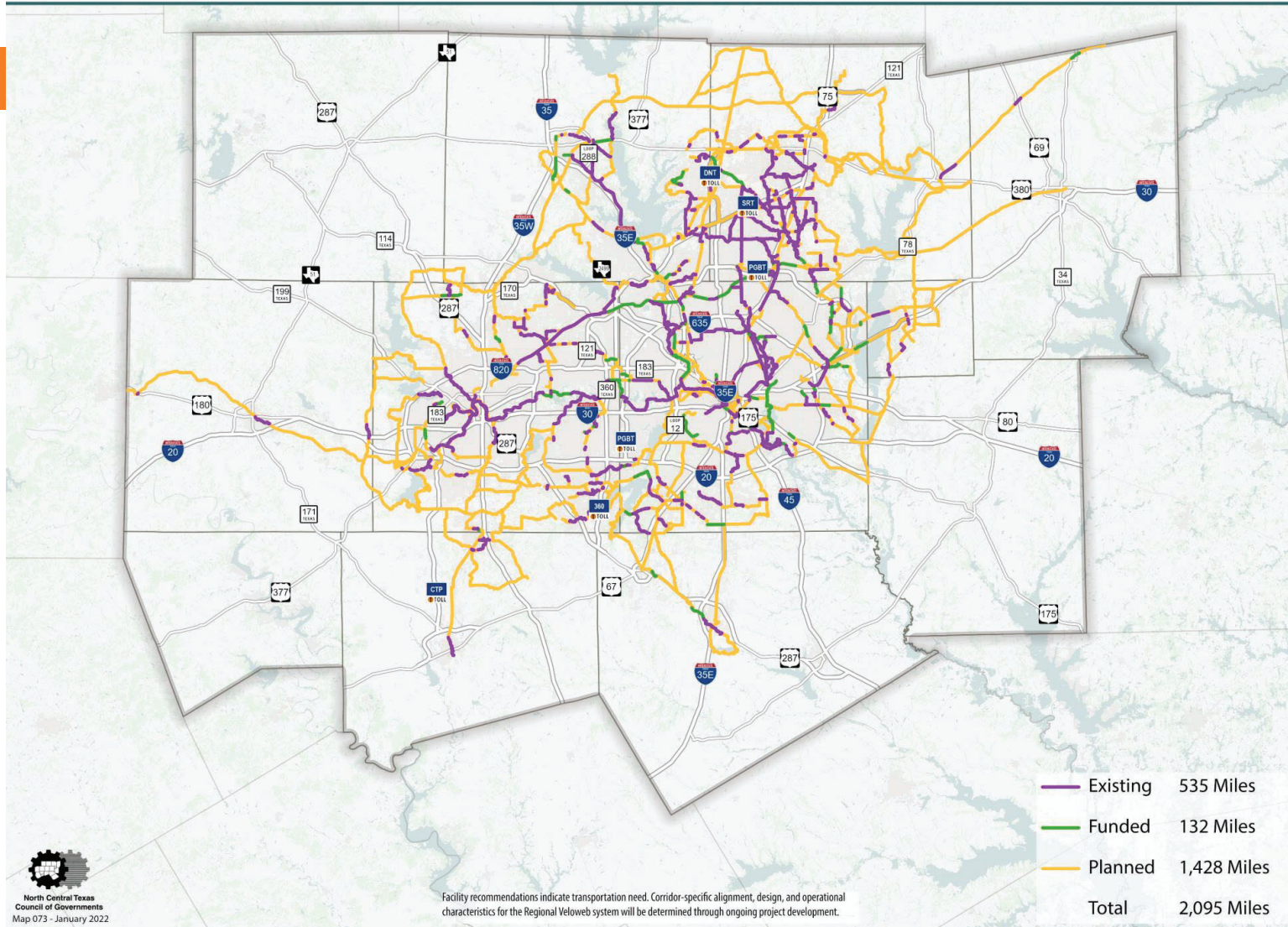
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Regional Veloweb

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MORE DRAFT MAPS AND RECOMMENDATIONS TABLES AVAILABLE ONLINE

www.nctcog.org/PlanInProgress



Major Roadway
Recommendations

Regionally-
Significant
Arterials

Priced Facilities

Transit Corridor
Recommendations

Roadway Project
Listing

Transit Project
Listing

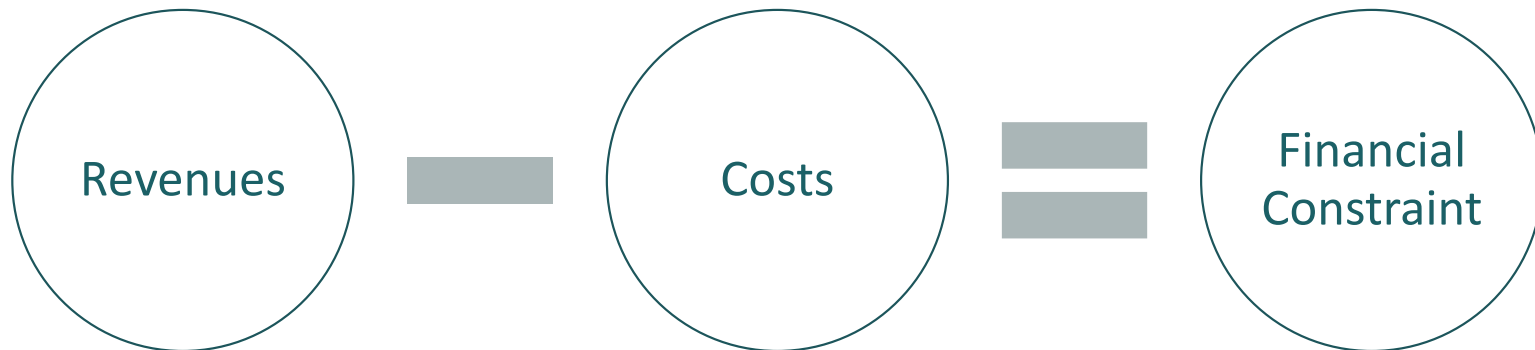
FINANCIAL PLAN REQUIREMENTS

Plan must be financially constrained

Include all reasonably expected sources of revenue

Year of expenditure dollars

Balance priorities with available revenues



PRELIMINARY FINANCIAL PLAN COST

		MOBILITY 2045	MOBILITY 2045 UPDATE	
MAXIMIZE EXISTING SYSTEM	Infrastructure Maintenance	36.8	30 B	15% ▼
	Management & Operations	9.5	10 B	0% ▲
	Growth, Development, & Land Use Strategies	3.2	1 B	60% ▼
STRATEGIC INFRASTRUCTURE INVESTMENT	Rail & Bus	33.3	40 B	25% ▲
	HOV/Managed Lanes + Freeways/Tollways and Arterials	53.6	60-70 B	25% ▲
Total, Actual \$, Billions		136.4 Billion	~145 Billion	10% ▲

REVENUE SOURCES

Baseline Revenue

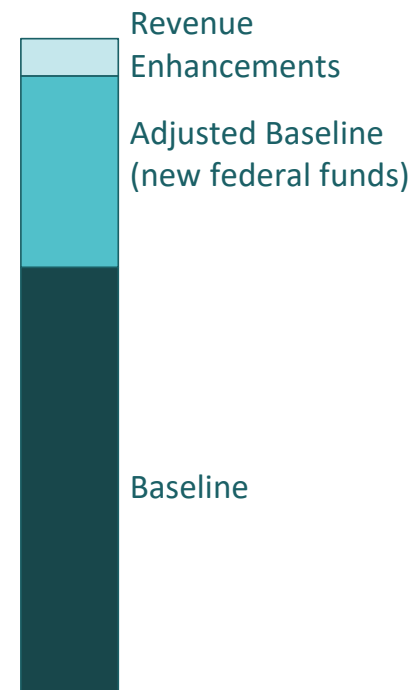
- Funds flowing through State Highway Fund and TxDOT UTP (Categories 1-12)
- System revenue
- Transit revenue (sales tax, federal, local, etc.)
- Local funds/local match

Adjusted Baseline

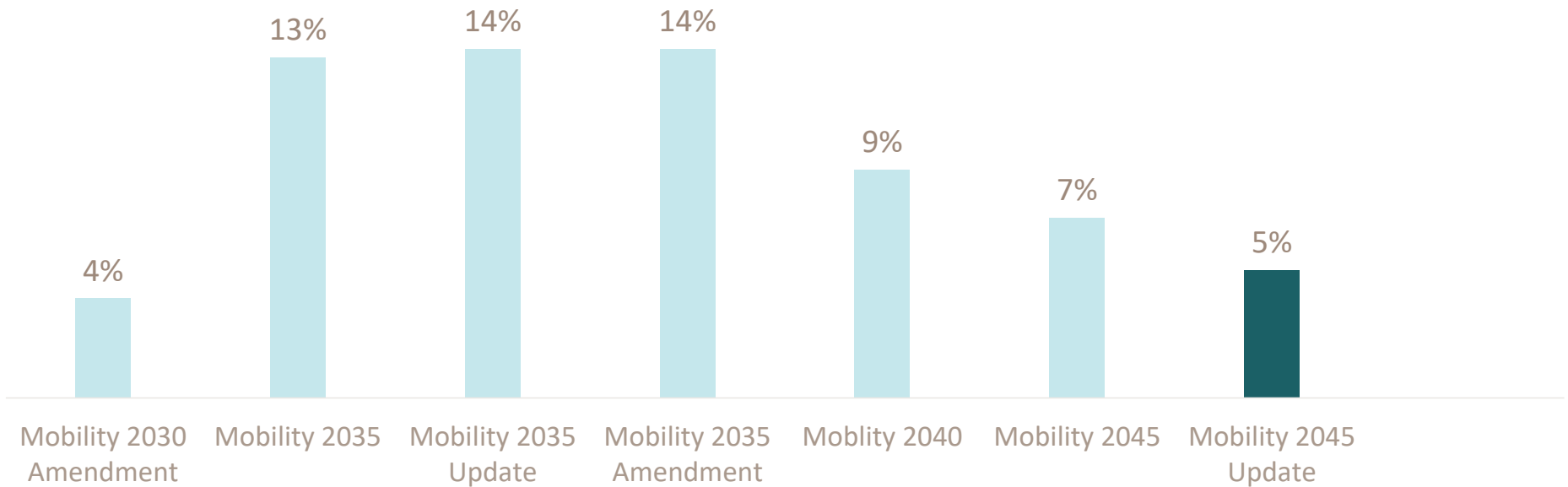
- New state and federal funds expected to start flowing through State Highway Fund
- New federal funds for transit
- Private and local funds for transit

Revenue Enhancements

- Reasonably anticipated future revenue, equivalent of increases in gas tax and vehicle registration fees
- Local option vehicle registration fees



REVENUE ENHANCEMENTS IN PREVIOUS MOBILITY PLANS



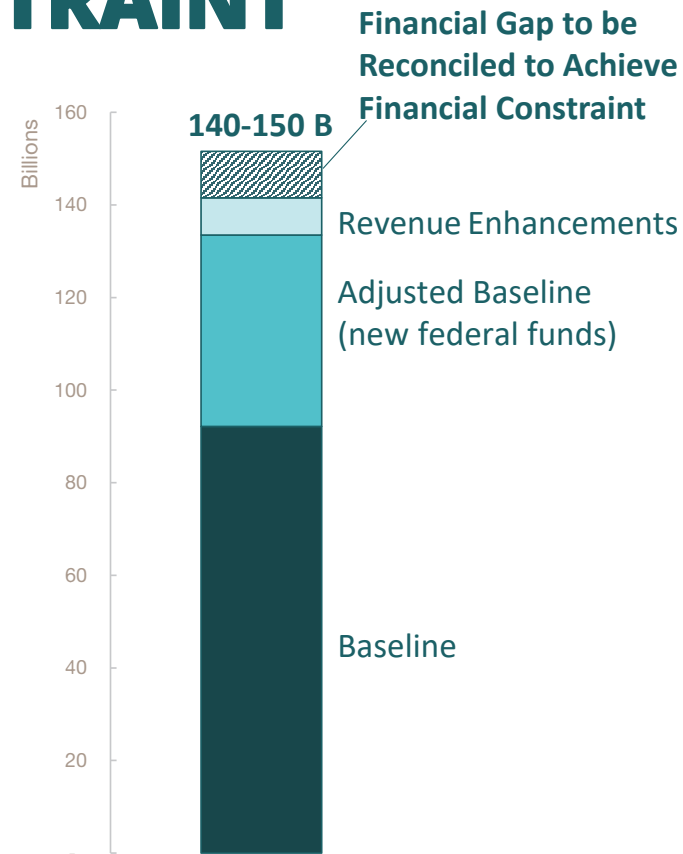
FINANCIAL CONSTRAINT

IN PROGRESS

Financial constraint expected

~~Forecast stage: developing/refining costs and revenues~~

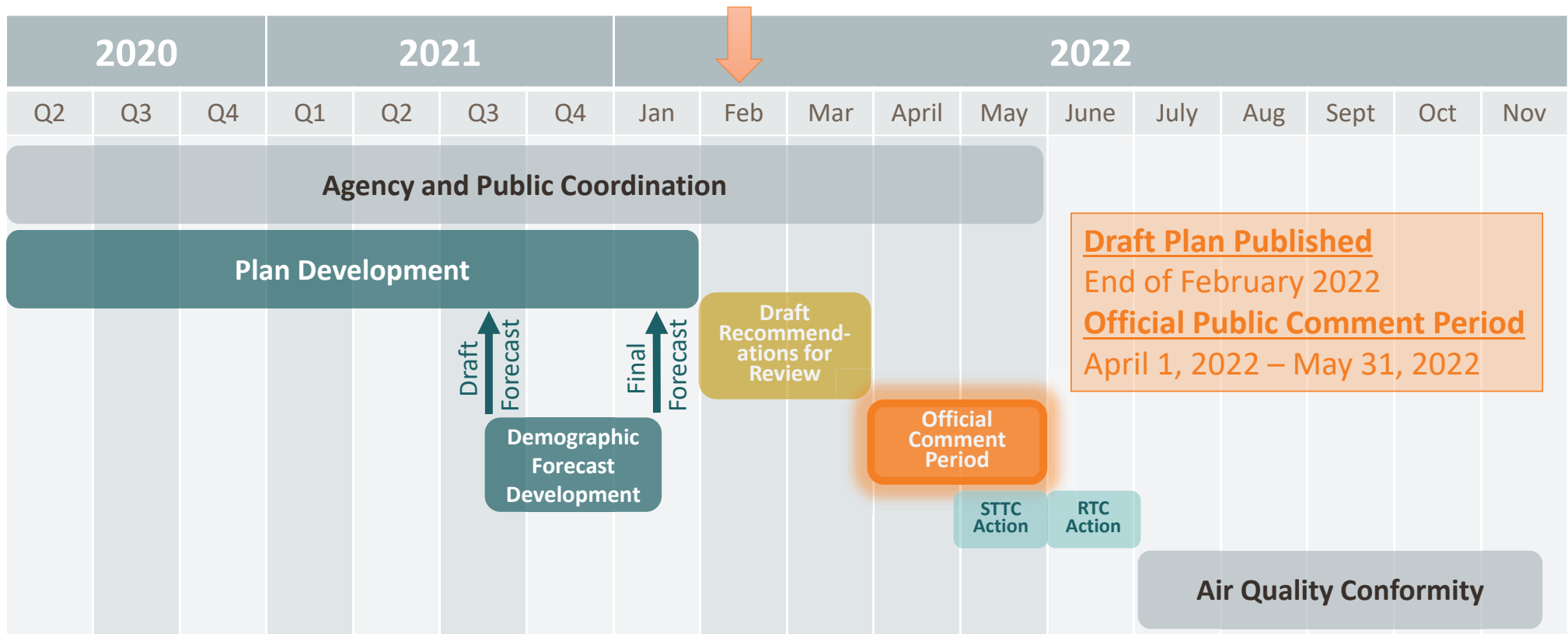
Final stage: confirming final costs and revenues



TIMELINE

DATE	ACTIVITY
April – December 2021	RTC & STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions
January 2022	RTC – Mobility Plan Update Progress
January 2022	STTC – Mobility Plan Update Progress
February 2022	RTC – Mobility Plan Update Progress
February 2022	STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period
March 2022	RTC – Action Requested: Direct Staff to Enter Public Comment Period
March 2022	STTC – Mobility Plan Update Progress
April 2022	Official Public Comment Period
April 2022	RTC – Mobility Plan Update Progress
April 2022	STTC – Mobility Plan and Air Quality Conformity
May 2022	RTC – Mobility Plan and Air Quality Conformity
May 2022	STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update
June 2022	RTC – Action Requested: Adopt Mobility 2045 - 2022 Update

MOBILITY PLAN SCHEDULE



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.



ACTION

Direct staff to take the MTP draft recommendations, air quality conformity, and environmental justice analysis to public meetings

CONTACT US



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Senior Program Manager

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UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM ALLOCATIONS AND ANNUAL TDC REPORT

Regional Transportation Council

March 10, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 994,351,658 TDCs
- As of September 30, 2021*, the Dallas-Fort Worth Region has 742,545,274 TDCs available for future allocation

* Date of last TDC report for FY2021

TDC BALANCES AS OF FY2021 REPORT

Category	Current Allocation	Awarded in 2013-2020	Awarded in 2021	Total Awarded	Remaining for Future Programming
1 - Strategic Awards to Small Transit Providers	26,000,000	18,846,382	2,623,023	21,469,405	4,530,595
2 - RTC has Revenue	20,000,000	12,821,313	2,461,375	15,282,688	4,717,312
3 - Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	16,691,115	0	16,691,115	0
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	100,000,000	0	100,000,000	50,000,000
5 - Regional Programs/Management and Operations	56,919,016	32,785,803	24,133,213	56,919,016	0
6 - MTP Policy Bundle	100,000,000	32,929,881	8,514,279	41,444,160	58,555,840
7 - For Future Reallocation	624,741,527	0	0	0	624,741,527
Total	994,351,658	214,074,494	37,731,890	251,806,384	742,545,274

PROPOSED TDC ALLOCATION UPDATES

Category	Current Allocation	Proposed Change	Revised Allocation
1 - Strategic Awards to Small Transit Providers	26,000,000	+15,000,000	41,000,000
2 - RTC has Revenue	20,000,000	+40,000,000	60,000,000
3 -Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	0	16,691,115
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	0	150,000,000
5 - Regional Programs/Management and Operations	56,919,016	+30,000,000	86,919,016
6 - MTP Policy Bundle	100,000,000	0	100,000,000
7 - For Future Reallocation	624,741,527	-85,000,000	539,741,527
Total	994,351,658		994,351,658

CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none">• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 15,000,000

CATEGORY 2: RTC HAS REVENUE

Goals	<ul style="list-style-type: none">• Advance initiatives of strategic importance• Expedite delivery of projects• Free up local or State funds for use on:<ul style="list-style-type: none">• Projects that can be expedited outside the federal process• Projects not typically eligible for federal funds
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 40,000,000

CATEGORY 4: SELLING/TRANSFERRING TDCs TO OTHER MPOs/TxDOT

Goal	<ul style="list-style-type: none">• Generate local revolving fund to cash flow federal programs administered by NCTCOG
Proposed Action	<ul style="list-style-type: none">• Continue the category, but maintain the current allocation

CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none">• Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 30,000,000

CATEGORY 6: METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE

Goal	<ul style="list-style-type: none">• Provide support to agencies that implement policies that further Mobility Plan objectives
Proposed Action	<ul style="list-style-type: none">• Continue the category, but maintain the current allocation

FUTURE TDC AWARDS

- If the proposed allocations are approved, our MPO would have approximately 539.7 million TDCs left for future allocation.
- If additional TDCs are awarded that exceed the current allocation, the RTC will be asked to approve the adjusted allocation to the respective category at the time.
 - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

REQUESTED ALLOCATION CHANGES

Category	Current Allocation	Proposed Change	Revised Allocation
1 - Strategic Awards to Small Transit Providers	26,000,000	+15,000,000	41,000,000
2 - RTC has Revenue	20,000,000	+40,000,000	60,000,000
3 -Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	0	16,691,115
4 - Selling TDCs to other MPOs/TxDOT	150,000,000	0	150,000,000
5 - Regional Programs/Management and Operations	56,919,016	+30,000,000	86,919,016
6 - MTP Policy Bundle	100,000,000	0	100,000,000
7 - For Future Reallocation	624,741,527	-85,000,000	539,741,527
Total	994,351,658		994,351,658

REQUESTED ACTION

- RTC approval of the proposed TDC allocation changes

CONTACT/QUESTIONS?

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The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 1, 2021

Mr. Carl Johnson, P.E.
District Engineer
TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Mr. Mohamed "Mo" Bur, P.E.
District Engineer
TxDOT Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Mr. Noel Paramanatham, P.E.
District Engineer
TxDOT Paris District
1365 N Main Street
Paris, TX 75460

Dear Messrs. Johnson, Bur, and Paramanatham:

Enclosed is the 2021 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY 2021 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments and the RTC anticipate awarding additional TDCs in 2022. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2021, TDC annual report submittal. Should you need any additional information, please contact Brian Dell, Principal Transportation Planner, or me at 817-695-9240.

Sincerely,

Christie J. Gotti
Senior Program Manager

JA:aa
Enclosures

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation
Nick Page, MPO Coordinator, Transportation Planning & Programming Division, Texas
Department of Transportation
Latrica Good, Accountant, Texas Department of Transportation

**Summary of Transportation Development Credits (TDCs)
Dallas-Fort Worth Metropolitan Planning Organization (MPO)
(As of September 30, 2021)**

TDC Award Type	Current Allocation	TDC Awarded Amount										Remaining (for Future Programming)
		Awarded in 2013	Awarded in 2014	Awarded in 2015	Awarded in 2016	Awarded in 2017	Awarded in 2018	Awarded in 2019	Awarded in 2020	Awarded in 2021	Cumulative Total Awarded	
Category 1 - Strategic Awards to Small Transit Providers	26,000,000	1,697,058	4,181,839	2,845,564	2,454,906	175,909	2,984,774	1,897,657	2,608,675	2,623,023	21,469,405	4,530,595
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP ¹ Partnership; COVID Infrastructure Program	20,000,000	0	7,481,001	127,954	933,291	753,740	1,410,285	0	2,115,042	2,461,375	15,282,688	4,717,312
Category 3 - Local Agency Has Revenue	16,691,115	0	16,764,599	0	(73,484)	0	0	0	0	0	16,691,115	0
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	0	100,000,000	0	0	0	0	0	0	0	100,000,000	50,000,000
Category 5 - Regional Programs/Management and Operations	56,919,016	463,677	5,265,978	4,580,425	(396,589)	4,826,600	3,098,411	11,131,120	3,816,181	24,133,213	56,919,016	-
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	0	0	0	0	1,191,916	4,421,081	14,086,995	13,229,889	8,514,279	41,444,160	58,555,840
Category 7 - TDC Pool for Future Reallocation	624,741,527	0	0	0	0	0	0	0	0	0	-	624,741,527
Subtotal	994,351,658	2,160,735	133,693,417	7,553,943	2,918,124	6,948,165	11,914,551	27,115,772	21,769,787	37,731,890	251,806,384	742,545,274

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP ²	528,865,436
Total TDCs Allocated to Dallas/Fort Worth MPO	994,351,658
Total TDCs Awarded as of September 30, 2021	(251,806,384)
Remaining TDC Pool for Future Programming	742,545,274

Notes:

1: LIP: Local Initiative Projects, LIRAP: Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program

2: Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2021)**

Projects Approved with MPO Transportation Development Credits:						
TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12003.20	5307 PURCHASE REPLACEMENT VEHICLES	CITY OF GRAND PRAIRIE	2021	2021	36,750	1
12006.20	5307 PREVENTIVE MAINTENANCE	CITY OF GRAND PRAIRIE	2021	2021	49,000	1
12005.21	5307 GENERAL PLANNING	NCTCOG	2022	2021	40,000	1
12205.21	5307 PROJECT ADMINISTRATION	NCTCOG	2022	2021	86,053	1
12206.20	5307 PROJECT ADMINISTRATION	NCTCOG	2021	2021	82,503	1
12356.21	5307 ADA PARATRANSIT SERVICE	DCTA	2022	2021	128,386	1
12600.20	5307 CAPITAL COST OF CONTRACTING	NORTHEAST TRANSPORTATION SERVICES	2021	2021	64,000	1
12625.21	5307 PREVENTIVE MAINTENANCE	SPECIAL PROGRAMS FOR AGING NEEDS	2022	2021	9,062	1
12627.20	5307 PREVENTIVE MAINTENANCE	STAR TRANSIT	2021	2021	23,200	1
12627.21	5307 PREVENTIVE MAINTENANCE	STAR TRANSIT	2022	2021	70,000	1
12649.20	5310 PURCHASE OF SERVICE	TRINITY METRO	2021	2021	40,000	1
12653.20	5310 PURCHASE OF SERVICE	NORTHEAST TRANSPORTATION SERVICES	2021	2021	83,200	1
12666.20	5307 MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2021	2021	12,694	1
12666.21	5307 MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2022	2021	7,333	1
12711.20	5307 MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2021	2021	10,612	1
12711.21	5307 MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2022	2021	17,481	1
12713.20	5307 PREVENTIVE MAINTENANCE	SPECIAL PROGRAMS FOR AGING NEEDS	2021	2021	31,100	1
12714.21	5307 ACQUISITION OF SIGNAGE	SPECIAL PROGRAMS FOR AGING NEEDS	2022	2021	2,400	1
12717.20	5307 MOBILITY MANAGEMENT	STAR TRANSIT	2021	2021	88,600	1
12717.21	5307 MOBILITY MANAGEMENT	STAR TRANSIT	2022	2021	22,000	1
12728.21	5339 PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2021	371,262	1
12736.16	5339 PURCHASE REPLACEMENT VEHICLES	NCTCOG	2022	2021	163,309	1
12736.18	5339 PURCHASE REPLACEMENT VEHICLES	NCTCOG	2022	2021	92,004	1
12752.17	5310 MOBILITY MANAGEMENT	NCTCOG	2020	2021	(135,400)	1
12782.21	5307 PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2022	2021	8,916	1
12783.21	5307 PURCHASE EXPANSION VEHICLES	NCTCOG	2022	2021	216,200	1
12786.18	5307 PREVENTIVE MAINTENANCE	COMMUNITY TRANSIT SERVICES	2021	2021	7,200	1
12793.20	5339 PROJECT ADMINISTRATION	NCTCOG	2021	2021	15,333	1
12796.16	5339 PURCHASE EXPANSION VEHICLES	NCTCOG	2016	2021	(163,309)	1
12796.18	5339 PURCHASE EXPANSION VEHICLES	NCTCOG	2019	2021	(92,004)	1
12796.20	5339 PURCHASE EXPANSION VEHICLES	NCTCOG	2022	2021	90,054	1
12813.20	5307 GENERAL PLANNING	NCTCOG	2021	2021	20,000	1
12861.18	5307 MOBILITY MANAGEMENT	COMMUNITY TRANSIT SERVICES	2021	2021	(7,200)	1

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2021)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12870.20	5307 MOBILITY MANAGEMENT	NCTCOG	2021	2021	82,503	1
12870.21	5307 MOBILITY MANAGEMENT	NCTCOG	2022	2021	86,053	1
12871.21	5307 MOBILITY MANAGEMENT	CITY/COUNTY TRANSPORTATION	2022	2021	5,675	1
12919.20	5310 PURCHASE OF SERVICE - THE COLONY	SPECIAL PROGRAMS FOR AGING NEEDS	2021	2021	6,000	1
12919.21	5310 PURCHASE OF SERVICE - THE COLONY	SPECIAL PROGRAMS FOR AGING NEEDS	2022	2021	32,375	1
12920.20	5310 PURCHASE OF SERVICE - LITTLE ELM	SPECIAL PROGRAMS FOR AGING NEEDS	2021	2021	7,000	1
12920.21	5310 PURCHASE OF SERVICE - LITTLE ELM	SPECIAL PROGRAMS FOR AGING NEEDS	2022	2021	35,363	1
12929.17	5310 PURCHASE OF SERVICE	SPECIAL PROGRAMS FOR AGING NEEDS	2021	2021	135,400	1
12932.20	5307 PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2021	2021	4,200	1
12947.21	5310 TCTS PURCHASE OF SERVICE	TRINITY METRO	2022	2021	55,000	1
12948.21	5310 PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2021	140,064	1
12948.22	5310 PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2021	502,650	1
12989.18	5307 GENERAL PLANNING	NCTCOG	2022	2021	25,498	1
12989.19	5307 GENERAL PLANNING	NCTCOG	2022	2021	14,503	1
Subtotal of Category 1 - Strategic Awards to Small Transit Providers					2,623,023	
14026.2	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST AND FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST; RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	CITY OF WEATHERFORD	2022	2021	707,200	2
			2024	2021	1,594,175	
21009.1	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST, INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH; CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	NCTCOG	2021	2021	160,000	2
Subtotal of Category 2 - RTC Has Revenue					2,461,375	
11186.6	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM; INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2022	2021	(13,308)	5
11684.1	DART LOVE LINK AV BUS SERVICE; PURCHASE A FLEET OF FOUR AUTOMATED ELECTRIC BUSES TO PROVIDE TRANSIT SERVICE BETWEEN THE INWOOD STATION AND LOVE FIELD	DART	2023	2021	350,000	5
11684.2	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W; PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	CITY OF FORT WORTH	2022	2021	171,791	5
			2024	2021	787,725	

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2021)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11684.5	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES, INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	CITY OF RICHARDSON	2022	2021	55,574	5
			2023	2021	574,426	
			2024	2021	330,000	
11696.2	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT & MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME	NCTCOG	2021	2021	960,000	5
14013.2	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION TO SHILOH COTTON BELT STATION; DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	DART	2021	2021	396,215	5
			2022	2021	943,785	
14013.6	REGIONAL COTTON BELT VELOWEB TRAIL - DART SILVER LINE PROJECT; CONSTRUCT SAFETY WALLS IN RAIL CORRIDOR NEAR FAIRHILL SCHOOL AND IVY MONTESSORI SCHOOL	DART	2023	2021	49,000	5
14026	ON US 180; INTERSECTION AT US 180/FM 2552 AND INTERSECTION AT US 180/WACO ST; CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS	CITY OF WEATHERFORD	2021	2021	(302,000)	5
			2023	2021	(430,000)	
			2024	2021	(1,667,400)	
14026.1	ON WACO ST/WEST COLUMBIA ST FROM US 180 TO FM 51/FM 171; RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT FM 51/W COLUMBIA WITH NEW BICYCLE LANES AND SIDEWALKS	CITY OF WEATHERFORD	2022	2021	212,232	5
			2023	2021	530,000	
			2024	2021	1,150,304	
20304.3	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT; PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	TXDOT-DALLAS	2021	2021	13,308	5
21013	FOREST HILL DRIVE FROM LON STEPHENSON ROAD TO SHELBY ROAD; PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	NCTCOG	2022	2021	100,000	5
			2023	2021	500,000	
21015.1	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES, REGIONWIDE; ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	NCTCOG	2022	2021	620,000	5
			2023	2021	620,000	

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**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2021)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
21015.2	INSURANCE FOR PASSENGER RAIL INTEGRATION, REGIONAL; PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	NCTCOG	2022	2021	1,000,000	5
21015.3	COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM; PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	DART	2022	2021	60,000	5
21015.4	TRANSIT PREVENTIVE MAINTENANCE; ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	DCTA	2022	2021	40,000	5
21015.5	TRANSIT PREVENTIVE MAINTENANCE; ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	TRINITY METRO	2022	2021	50,000	5
21015.6	ON SILVER LINE FROM DFW AIRPORT TO SHILOH ROAD; EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	DART	2022	2021	160,000	5
21015.7	COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM; PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	NCTCOG	2022	2021	50,000	5
21016.1	REGIONAL DATA HUB - DFW MPO BOUNDARY, DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION, INCLUDES NCTCOG STAFF TIME	NCTCOG	2022	2021	120,000	5
21016.2	REGIONAL DATA HUB - DFW MPO BOUNDARY; DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE; TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	TXDOT-DALLAS	2022	2021	200,000	5
21017	PAVEMENT CONDITION ON RTC FOCUSED (NHS) OFF SYSTEM ROADWAYS, REGIONWIDE; REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	NCTCOG	2022	2021	200,000	5
21020	FOREST HILL DRIVE AT FOREST HILL CIRCLE; CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	CITY OF FOREST HILL	2022	2021	100,000	5
21028	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH, THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH; PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	NCTCOG	2023	2021	800,000	5

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
21037	ON PANTHER CREEK PARKWAY FROM PRESTON ROAD TO DALLAS NORTH TOLLWAY; CONSTRUCT 0 TO 6 LANE ROADWAY, INCLUDING GRADE SEPARATION OVER BNSF RAIL LINE	CITY OF FRISCO	2023	2021	6,000,000	5
21044	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	NCTCOG	2022	2021	400,000	5
			2024	2021	1,600,000	
21088	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGIONWIDE SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG - OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	NCTCOG	2022	2021	24,000	5
21094	CR 4668 AT BOBO'S CROSSING; RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	TXDOT-FORT WORTH	2022	2021	600,000	5
25078	ON HICKORY TREE ROAD FROM ELAM ROAD TO LAKE JUNE ROAD; RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	CITY OF BALCH SPRINGS	2022	2021	160,000	5
25080.1	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY; INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	NCTCOG	2021	2021	600,000	5
25089.1	REGIONAL RAIL INFORMATION SYSTEM (RRIS); DEVELOPMENT & IMPLEMENTATION OF A RRIS TO ASSIST WITH FREIGHT & PASSENGER TRAIN INTERACTIONS; INCREASED PLANNED FREIGHT & PASSENGER RAIL GROWTH, IDENTIFY RAIL BOTTLENECKS & ENHANCE LONG TERM MOBILITY PLAN PROJECTS INCLU. CONSULTANT AND STAFF ACTIVITIES	NCTCOG	2021	2021	1,420,000	5
25092	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST TO IH 30; CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	CITY OF DALLAS	2022	2021	100,000	5
			2024	2021	800,000	

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
25093	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH, HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST; CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	CITY OF DALLAS	2022	2021	80,000	5
			2024	2021	1,020,000	
55166.2	OVER IH 35E FROM SOUTH OF MARSALIS AVENUE TO NORTH EWING AVENUE; CONSTRUCT LOCAL ENHANCEMENTS	TXDOT-DALLAS	2021	2021	2,597,561	5
Subtotal of Category 5 - Regional Programs/Management and Operations					24,133,213	
12006.21	5307 PREVENTIVE MAINTENANCE	CITY OF GRAND PRAIRIE	2022	2021	28,000	6
12038.21	5307 SYSTEM PREVENTIVE MAINTENANCE	TRINITY METRO	2022	2021	(13,926)	6
12354.21	5307 ACQUISITION OF SECURITY EQUIPMENT	DCTA	2021	2021	(487,161)	6
12416.21	5307 SYSTEM PREVENTIVE MAINTENANCE (BUS)	DCTA	2021	2021	(324,526)	6
12462.21	5337 RAIL PREVENTIVE MAINTENANCE	TRINITY METRO	2022	2021	(500,000)	6
12726.21	5339 PURCHASE REPLACEMENT VEHICLES	DCTA	2022	2021	(8,080)	6
12728.22	5339 PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2021	375,000	6
12732.21	5307 ACQUISITION OF SECURITY EQUIPMENT	TRINITY METRO	2021	2021	(12,400)	6
12866.21	5307 PREVENTIVE MAINTENANCE	CITY OF MCKINNEY	2022	2021	20,000	6
12867.21	5307 MOBILITY MANAGEMENT	CITY OF MCKINNEY	2022	2021	20,000	6
12904.21	5307 CAPITAL COST OF CONTRACTING - VIA	CITY OF ARLINGTON	2022	2021	600,000	6
12906.20	5307 CAPITAL COST OF CONTRACTING - HANDITRAN	CITY OF ARLINGTON	2021	2021	96,000	6
12906.21	5307 CAPITAL COST OF CONTRACTING - HANDITRAN	CITY OF ARLINGTON	2022	2021	96,000	6
12907.20	5307 PREVENTIVE MAINTENANCE	CITY OF ARLINGTON	2021	2021	37,000	6
12909.21	5337 RAIL PREVENTIVE MAINTENANCE	DCTA	2022	2021	(53,445)	6
12975.21	5307 PREVENTIVE MAINTENANCE - HANDITRAN	CITY OF ARLINGTON	2022	2021	37,000	6
12962.19	5310 PURCHASE REPLACEMENT VEHICLES	CITY OF GRAND PRAIRIE	2022	2021	80,000	6
14060	E. LOUISIANA STREET FROM SH 5 TO THROCKMORTON ST; RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	CITY OF MCKINNEY	2021	2021	(36,000)	6
			2022	2021	(700,000)	
14090.1	IH 35W FROM FORT WORTH CENTRAL STATION TO TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON; IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	TRINITY METRO	2022	2021	(980,000)	6
14090.2	IH 35W FROM FORT WORTH CENTRAL STATION TO TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON; IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	DCTA	2022	2021	(420,000)	6
14091.2	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287; IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT	CITY OF FORT WORTH	2025	2021	2,000,000	6
19010	US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE; CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	CITY OF MCKINNEY	2024	2021	107,059	6

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ATTACHMENT 2

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21027	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S; ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE; DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER ROAD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	CITY OF DALLAS	2023	2021	1,162,000	6
21029	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION; CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	CITY OF DALLAS	2022	2021	80,000	6
			2024	2021	720,000	
21033	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST, POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST; CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	CITY OF FORT WORTH	2022	2021	200,000	6
21054	BOMBER SPUR TRAIL FROM CALMONT AVENUE TO US 377; CONSTRUCT SHARED-USE PATH INCLUDING PEDESTRIAN CROSSING OVER CAMP BOWIE BLVD AND US 377	CITY OF FORT WORTH	2024	2021	800,000	6
21055	DENTON TO DALLAS TRAIL (DCTA A-TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HEBRON STATION TO CARROLLTON CITY LIMITS; CONSTRUCT SHARED-USE PATH	CITY OF LEWISVILLE	2025	2021	480,000	6
21057	BRECKENRIDGE TRAIL FROM BRADSHAW DR TO FUTURE SHILOH ROAD SILVER LINE DART STATION; CONSTRUCT NEW SHARED-USE PATH	CITY OF PLANO	2022	2021	200,000	6
			2023	2021	640,000	
21072	WATERVIEW AT FRANK JOHNSON; CONSTRUCT NEW TRAFFIC SIGNAL	CITY OF RICHARDSON	2023	2021	70,000	6
21073	CAMPBELL ROAD AT UNIVERSITY PARKWAY; CONSTRUCT A SECOND SOUTHBOUND LEFT TURN LANE	CITY OF RICHARDSON	2024	2021	260,000	6
21074	OHIO DRIVE AT GAYLORD PARKWAY; CONSTRUCT ROUNDABOUT	CITY OF FRISCO	2023	2021	544,000	6
25066.1	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12; CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	CITY OF DALLAS	2022	2021	100,000	6
25091	SPRING VALLEY/SHERMAN, BUCKINGHAM/COLLEGE PARK, BELT LINE/PLANO, CAMPBELL/GREENVILLE, CENTENNIAL/ABRAMS, CENTENNIAL/GREENVILLE, RENNER/SHILOH, COIT/SPRING VALLEY; TRAFFIC SIGNAL IMPROVEMENTS	CITY OF RICHARDSON	2022	2021	332,132	6
40024.2	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH), TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH); CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	CITY OF DALLAS	2022	2021	151,670	6

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40070	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	CITY OF ARLINGTON	2023	2021	782,021	6
40071	GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD AND EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75; CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING	CITY OF RICHARDSON	2023	2021	340,589	6
40072.1	ON EAST FIRST ST FROM EAST FOURTH STREET TO HALTOM ROAD; CONSTRUCT NEW SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND BICYCLE/PEDESTRIAN TRAFFIC COUNTERS ALONG EAST FIRST ST	CITY OF FORT WORTH	2023	2021	225,820	6
40072.2	ON EAST FOURTH ST FROM IH 35 W TO EAST FIRST STREET; CONSTRUCT NEW SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND BICYCLE/PEDESTRIAN TRAFFIC COUNTERS ALONG EAST FOURTH ST	CITY OF FORT WORTH	2023	2021	240,580	6
40073	ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD TO PEMBERTON HILL ROAD; IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS	CITY OF DALLAS	2023	2021	392,596	6
40075	ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE TO MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW; WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS	CITY OF DALLAS	2023	2021	65,132	6
40078	ROSS AVENUE FROM GREENVILLE AVENUE TO IH 345; IMPLEMENT ROADWAY IMPROVEMENTS TO ACCOMMODATE A SHARED-USE PATH; RESTRIPE PAVEMENT TO ACCOMMODATE FOUR THROUGH LANES AND SHARED-USE PATH; INTERSECTION IMPROVEMENTS SUCH AS NEW RAMPS AT SIGNALIZED INTERSECTIONS	CITY OF DALLAS	2023	2021	767,218	6
Subtotal of Category 6 - MTP Policy Bundle					8,514,279	
Total Transportation Development Credits Awarded in 2021					37,731,890	

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Cancellation of Trade Fair Partnerships with Lubbock and Rio Grande Valley Metropolitan Planning Organizations

Regional Transportation Council
March 10, 2022



North Central Texas
Council of Governments
Transportation Department

Background

- On May 13, 2021, the Regional Transportation Council (RTC) approved Trade Fair partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs).
- TxDOT has since coordinated with both the Lubbock and Rio Grande Valley MPOs and developed an alternative funding plan, which does not require borrowing from the North Central Texas Council of Governments' (NCTCOG) allocations.
- Due to the availability of funding, NCTCOG is recommending to cancel the Trade Fair agreement.

Recommended Reversal of Original RTC Action

Previously Approved by the RTC May 2021:

- Trade Fair Partnership with the Lubbock MPO:
 - Transferring \$10,500,000 in Surface Transportation Block Grant (STBG) cash flow/allocation in FY2023
 - Transferring \$10,500,000 in STBG cash flow/allocation in FY2025
 - Receiving \$6,903,818 back in FY2028
 - Receiving \$6,994,465 back in FY2029
 - Receiving \$7,101,717 back in FY2030

Recommended Reversal of Original RTC Action (continued)

Previously Approved by the RTC May 2021:

- Trade Fair Partnership with the Rio Grande Valley MPO:
 - Transferring \$14,578,845 in STBG cash flow/allocation in FY2022
 - Receiving \$14,578,845 back in FY2026

Recommended Actions

RTC approval to:

- Reverse original May 2021 approval
- Cancel executed interlocal/interagency agreements with Lubbock and Rio Grande Valley MPOs
- Reverse any Transportation Improvement Program (TIP) or any other administrative document actions

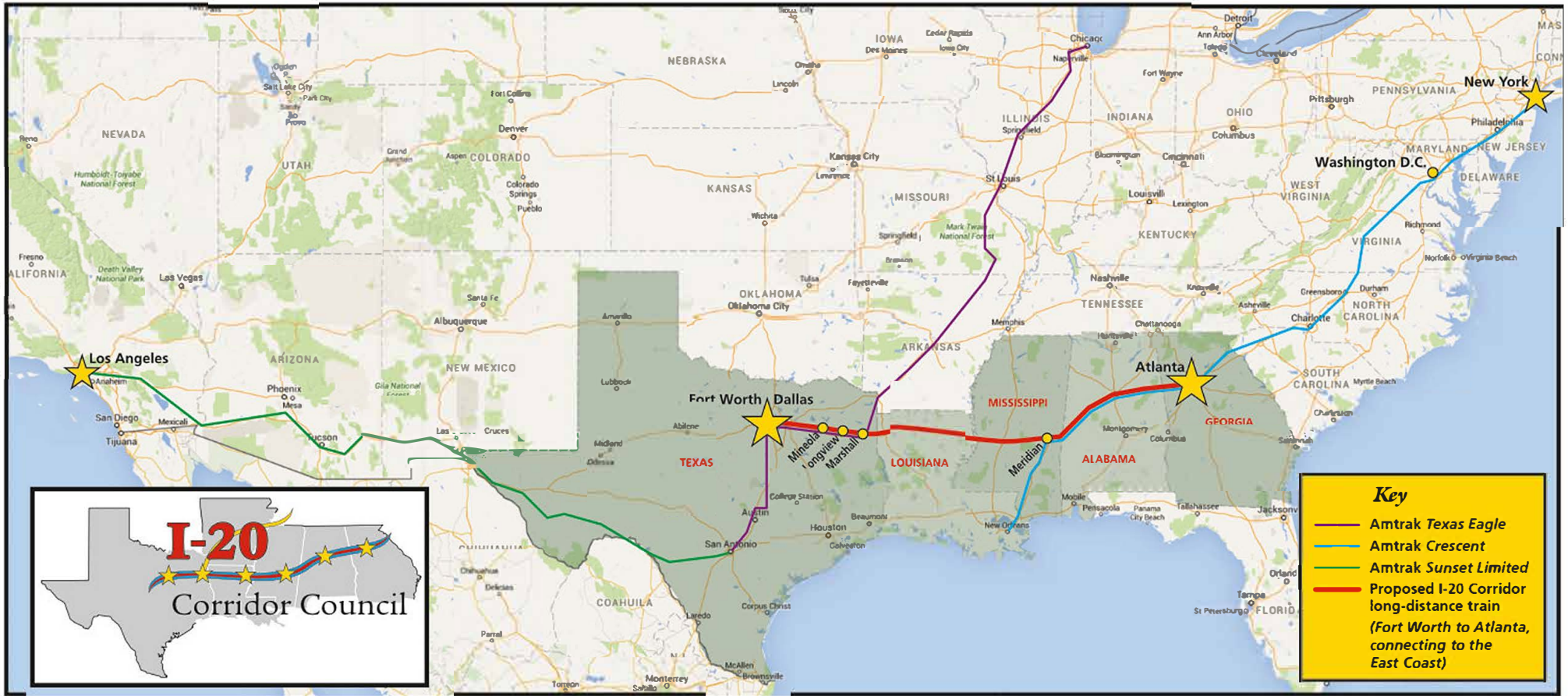
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Proposed I-20 Corridor Long-Distance Passenger Rail Connection between Dallas/Fort Worth and Atlanta *(through Northeast Texas, Northern Louisiana, Mississippi, Alabama, and Georgia, and connecting with the East Coast and New York City)*



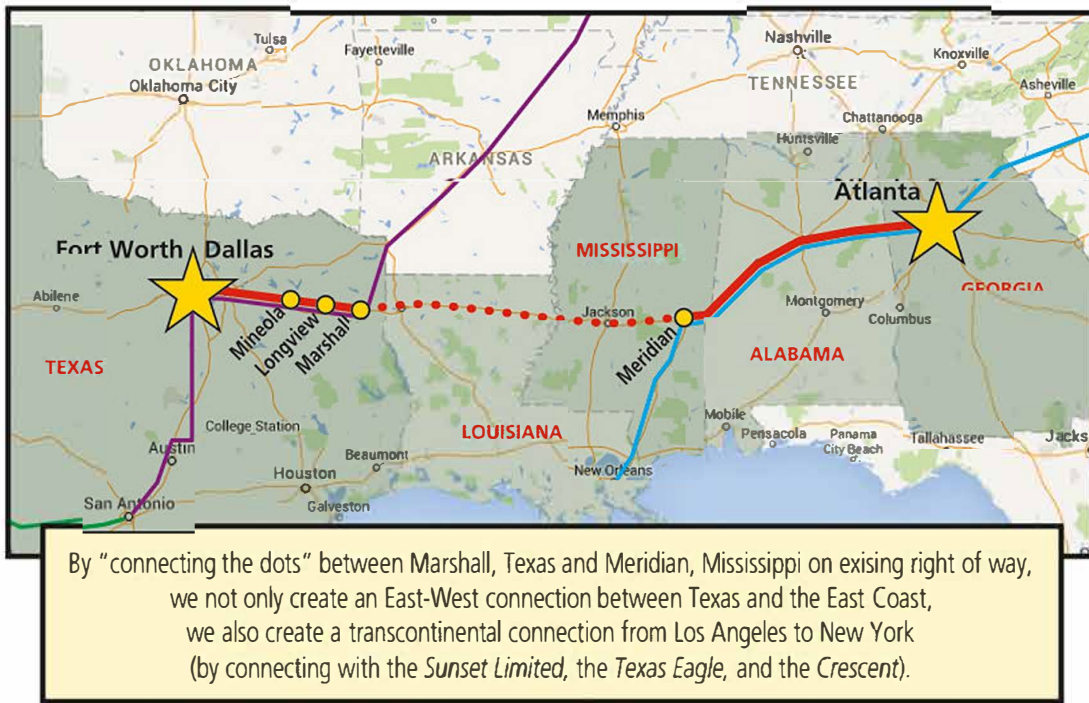
The I-20 Corridor passenger rail route should provide an excellent Return on Investment.

By connecting the relatively short distance between Marshall, Texas and Meridian, Mississippi (345 miles) on existing right of way to create this long-distance train between Dallas/Fort Worth and Atlanta, this would effectively create new economic development opportunities which do not currently exist from the Southwest across the Southern region to the East Coast.

We believe the I-20 Corridor passenger rail connection will be very beneficial for our states, region, and nation and should provide an excellent return on a relatively small capital investment.

SOME FACTS ABOUT THE I-20 CORRIDOR LONG-DISTANCE TRAIN

- ★ A 2015 Amtrak feasibility study determined that this long-distance passenger rail connection is economically viable and would:
 - require **NO** annual operating subsidy for any of the states through which the route traverses
 - operate over existing railroad infrastructure (right of way)
 - require no need for the exercise of eminent domain
 - travel at the currently authorized maximum speed of 79 mph, with the potential to achieve speed of up to 115 mph
 - provide two trains daily (one eastbound, one westbound). For Fort Worth, Dallas, Mineola (Tyler), Longview, and Marshall who have *Texas Eagle* service, this would mean four trains daily between East Texas cities and Dallas/Fort Worth.
- ★ The I-20 Corridor Council obtained almost \$740,000 in federal funds in 2007 and 2008, with the assistance of former U.S. Senator Kay Bailey Hutchison for studies of the I-20 rail corridor. Using a portion of the federal grant funding, the Corridor Council worked with Amtrak, Texas Department of Transportation (TXDOT), HNTB, and Texas Transportation Institute (TTI) of Texas A&M on a multi-state capacity study (TX, LA, MS) to identify the capital investments that will be required along the route. The capacity study was completed in December, 2017.
- ★ The host railroads (*Union Pacific, Trinity Railway Express, Kansas City Southern*) will likely require a one-time capital investment to be paid by the states and /or federal government, once negotiations occur between Amtrak and the host railroads. The 2017 capacity study suggests that a capex investment of some \$80 million in Texas, Louisiana, and Mississippi would enable new passenger rail service on this route without adversely affecting freight traffic along the host railroads.
- ★ The Corridor Council is a strong, grassroots, multi-state coalition of mayors, local, state, and federal officials, business and economic development leaders, university and college presidents, and many other stakeholders who support this long-distance train. We have obtained Memoranda of Understanding from Councils of Governments representing all counties and parishes between Fort Worth eastward through Mississippi. The route also has the strong support of the Southern Rail Commission.
- ★ Officials who have expressed strong support for the proposed I-20 Corridor passenger rail connection include Congresswoman Eddie Bernice Johnson (Texas–30th District) who also serves as a senior member of the House Transportation and Infrastructure Committee, Louisiana Governor John Bel Edwards, Louisiana Secretary of Transportation Shawn Wilson, and U.S. Senator Roger Wicker of Mississippi.



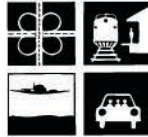
Thank you for your kind consideration of this worthy transportation project to benefit our states, region, and nation.

For more information, please call the **I-20 Corridor Council** (903) 938-8373
211 West Austin Street, Marshall, Texas 75670 ★ Contact: Christina Anderson cca@andersonpartners.org

www.i-20corridorcouncil.com



North Central Texas
Council of Governments



Regional
Transportation Council



Joint Memorandum of Understanding
between the
North Central Texas Region
and the
East Texas Region

WHEREAS, the North Central Texas region consists of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise counties; and,

WHEREAS, the East Texas region consists of Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt, and Wood counties; and,

WHEREAS, the East Texas Corridor Council is actively seeking higher speed rail for freight and passengers along the I.H. 20 corridor; and,

WHEREAS, transportation of people and goods is extremely important to both the East Texas and North Central Texas regions with thousands of customers traveling between the regions every day; and,

WHEREAS, major highway and railway corridors travel through both the East Texas and North Central Texas regions; and,

WHEREAS, there is a need for interregional cooperation on transportation issues affecting both the East Texas and North Central Texas regions.

NOW, THEREFORE, BE IT RESOLVED:

- Section 1. The East Texas and North Central Texas regions will coordinate on the provision of public transportation, including for health and human services programs as directed by House Bill 3588 (78th Legislature).
- Section 2. The East Texas and North Central Texas regions will coordinate planning for the Trans-Texas Corridor as proposed by the Regional Transportation Council.
- Section 3. The East Texas and North Central Texas regions will coordinate planning for future passenger rail service traveling through both regions.
- Section 4. The East Texas and North Central Texas regions will coordinate planning for Intelligent Transportation Systems along the U.S. 80, I.H. 30 and I.H. 20 corridors.
- Section 5. The East Texas and North Central Texas regions will coordinate planning for truck and rail freight goods movement.

DRAFT**RESOLUTION REAFFIRMING SUPPORT FOR INTERCITY PASSENGER RAIL ALONG THE I-20 CORRIDOR BETWEEN THE DALLAS-FORT WORTH REGION AND THE ATLANTA, GEORGIA REGION****(R22-01)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, a joint Memorandum of Understanding on coordinated planning for future passenger rail service between the North Central Texas Region and the East Texas Region was signed on August 7, 2007; and,

WHEREAS, NCTCOG continues to coordinate with the I-20 Corridor Council, a non-profit organization and multi-state coalition, comprised elected officials and other stakeholders along the I-20 corridor, working to establish a passenger rail connection between Dallas-Fort Worth and Atlanta, Georgia, and ultimately connecting to the East Coast; and,

WHEREAS, The North Central Texas region has been identified as a potential hub for passenger rail routes serving distant regions and this Amtrak service coexists with the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas; and,

WHEREAS, in December 2021, Amtrak and Canadian Pacific Railway entered into an agreement to participate in a joint study with the goal of the introduction of an Amtrak train route between Dallas, Texas and Meridian, Mississippi, pending US Surface Transportation Board approval of Canadian Pacific's acquisition of Kansas City Southern Railway; and,

WHEREAS, the proposed I-20 corridor passenger rail project would not only provide an east-west connection between two of the nation's fastest-growing urban mega-regions, Dallas-Fort Worth with 7.5 million in population and the greater Atlanta region with 6 million in population, but would also connect the rural communities and smaller cities along the route.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The RTC reaffirms its support for a passenger rail connection between the Dallas-Fort Worth region and Atlanta, Georgia region along the I-20 corridor.

DRAFT

Section 2. NCTCOG will continue planning for future passenger rail service along the I-20 corridor.

Section 3. This resolution shall be in effect immediately upon its adoption.

Dr. Theresa Daniel, Chair
Regional Transportation Council
County Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on March 10, 2022.

Cary Moon, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

AV2.2/2.3 "Round 2" Projects

REGIONAL TRANSPORTATION COUNCIL

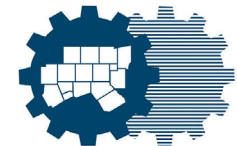
Michael Morris, Director

Transportation Department

Clint Hail, Transportation Planner

Transportation Innovation & Technology Program, NCTCOG

10 March 2022



North Central Texas
Council of Governments

AV 2.2/2.3 Funding Overview

2021

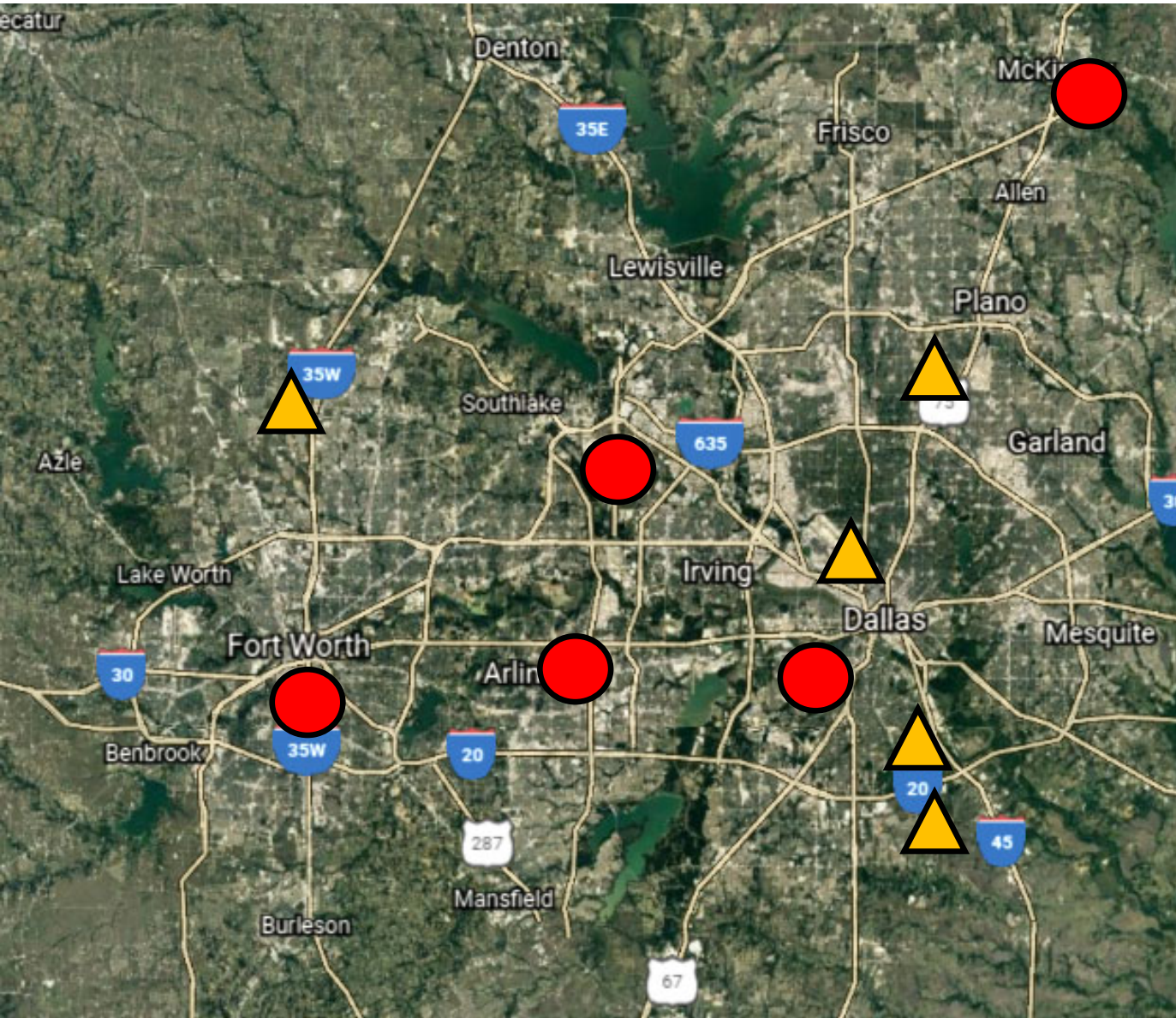
- Round 1 projects approved
- Remaining funds consolidated for Round 2

Round 1	
Dallas College	\$ 8.7M
DART	\$1.75M
FW Truckport	\$4.79M
Paul Quinn College	\$1.57M
Richardson	\$4.8M
TOTAL:	<u>\$21.6M</u>
REMAINDER:	<u>\$8.3M</u>

2022

- Round 2 projects
- Completed funding allocations

Round 2	
Arlington	\$600K
DFWIA	\$1.5M
McKinney/Dallas	\$5M
Fort Worth	\$4.2M
TOTAL:	<u>\$11.3M</u>
PROJECTS SHORTFALL:	<u>\$3M</u>



AV2.2/2.3 Project Map



Round 1

- Dallas College: AV Circulator/Workforce Dev
- DART: AV LoveLink
- Fort Worth: AV Truckport
- Paul Quinn College: Food Desert Delivery
- Richardson: IQ Testbed



Round 2

- Arlington: AV RAPID
- DFWIA: AV Parking/Curb Mgmt.
- McKinney/Dallas: AV Broadband Services
- S/SE Fort Worth Projects

AV2.2/2.3 Technologies Portfolio

Round 1	Round 2
Automated Vehicle (AV) Shuttle	App-Based Ridesharing
AV Trucking	Automated Parking
Connected Vehicle (CV)	Broadband Access/Virtual Transport
Neighborhood Delivery Bots	CV Emergency Alerts
Public Transit Buses	CV Traffic Signals
	Curb Management
	AVs as Service Delivery Tools
	Teleoperation

Arlington RAPID Tech Expansion

Project: Two-year continuation of Arlington RAPID, which has been growing ridership (200+/day) and has a predominately low-income/transit dependent ridership base. Adding teleoperation and emergency vehicle alert tech, which will help speed transition to fully driverless operation.

Team: Arlington, UTA, May Mobility (Toyota), Via

Amount: \$600K (net of redeploy of Dallas College Eastfield AV project funds)

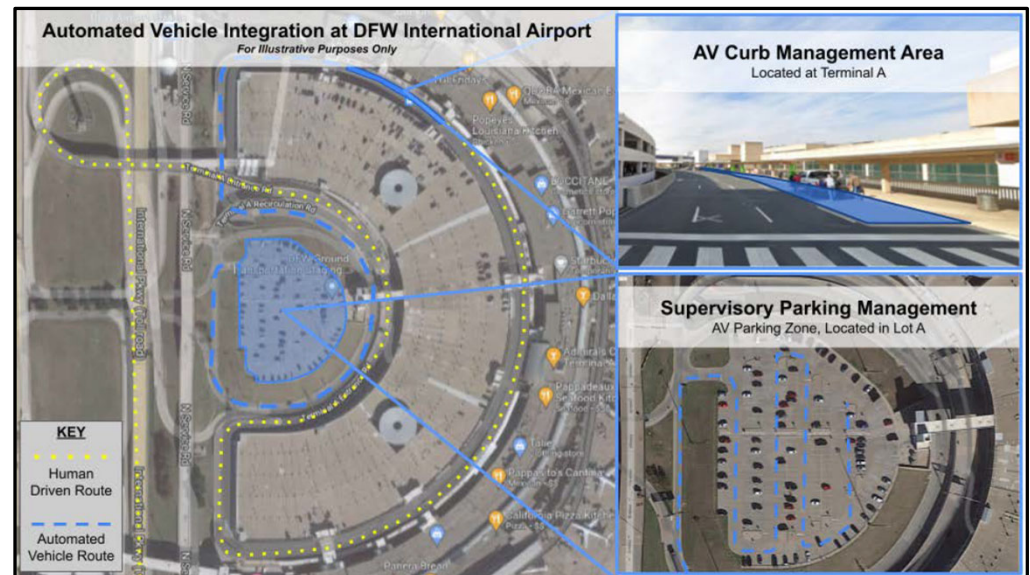
DFWIA: Self-Parking Vehicle/Curb Management/Parking Management Test Site

Project: Automated parking test bed

1. Automated Parking using Low-Speed Vehicle Automation (LSVA)
2. Supervisory Parking Management (SPM)
3. Active Curb Management (ACM)

Team: DFWIA, NREL

Amount: \$1.5M



TRAVEL DEMAND SUBSTITUTION AND ACCESSIBILITY IMPROVEMENTS USING TECHNOLOGY: FOUNDATION FOR CLASSIFICATION OF A TRANSPORTATION MODE

TRAVEL DEMAND SUBSTITUTION BENEFITS:

AIR QUALITY

MOBILITY

ACCESSIBILITY IMPROVEMENTS:

ACCESS TO NEEDS VIA TECHNOLOGY

CAUSES NEEDING ACCESSIBILITY IMPROVEMENTS

LACK OF VEHICLE

LACK OF TRANSIT

LACK OF BIKE / SIDEWALKS

INCOME CONSTRAINTS

AGE / DISABILITY CONSTRAINTS

TECHNOLOGY FAMILY

AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS:

PHASE 1 / EMERGENCY

OPEN PLATFORM INCUBATOR

ACCESS TO BROADBAND:

PHASE 2

RETROFIT AND NEW LOCATION

PILOTS IMPLEMENTED TOGETHER

PROPOSED DEPLOYMENTS

	<u>PHASE 2</u>	<u>PHASE 1 / EMERGENCY</u>
TECHNOLOGY	BROADBAND	AUTONOMOUS VEHICLES
LOCATION	FORT WORTH	MCKINNEY (A) / DALLAS (B)
TYPE	URBAN	SUBURBAN / URBAN
LEAD PROCUREMENT	NCTCOG	NCTCOG

PHASE 1: VEHICLE-BASED TRANSPORTATION DEMAND MANAGEMENT AND ACCESSIBILITY

Use teleoperated and automated vehicles to deliver services to multiple users per vehicle/trip (Technology Incubator)

Takes users off the road for redundant trips

Provides access where none exist

Supports Congestion Management Plan (CMP) as part of Transportation Demand Management strategies supporting CMP

Project: McKinney/City of Dallas (subject to final approvals)

Recommendations in South and Southeast Fort Worth¹

Project	Funds	Source	Note
Technology Application of Expanded ZIPZONE Transit Service in Zip Code 76104	\$700K	CMAQ with Regional TDC	Added to \$300K Planning Submittal to FTA (two years)
Pilot Project on Design and Implementation of Equal Access to the Internet as a Travel Demand Management Tool: Southeast Fort Worth Lancaster and Rosedale	\$3000K	STBG with Regional TDC	\$200K RTC Local, Lancaster (new) and Rosedale (retrofit)
Western Application of Next Generation Traffic Signals: Emergency Vehicles and Transit Vehicles	\$500K	STBG with Regional TDC	Hospital District (emergency) and Lancaster (transit)

¹ Supporting City of Fort Worth Resolution 5028-12-2018 (Task Force on Race and Culture)

Requested Action

Staff recommendation for RTC approval of:

- (1) The proposed projects and funding under the AV2.2/2.3 program;
- (2) Use of Regional Transportation Development Credits for local match requirements;
- (3) Authorize staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects.
- (4) Acceptance of TDM initiative to pursue equitable transportation solutions throughout the region.

Contacts

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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 Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law”)

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 2022 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 is referred to as the Local and Regional Project Assistance Program in the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law”).

DATES: Applications must be submitted by 5:00 PM Eastern on April 14, 2022.

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 Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, “Bipartisan Infrastructure Law,” or “BIL”) authorized and appropriated \$1.5 billion to be awarded by the Department of Transportation (“DOT”) for FY 2022 for Local and Regional Project Assistance Program Grants under National Infrastructure Investments. This Notice of Funding Opportunity (NOFO) solicits applications for projects to be funded under the Local and Regional Project Assistance Program, known as the RAISE Grants program, including any additional funding appropriated for the RAISE Grants program under the FY 2022 Appropriations Act. If the FY 2022 Appropriations Act significantly alters requirements for the RAISE Grant program, the Department will amend this Notice with guidance on additional requirements.

RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. Per the BIL, in addition to capital awards, DOT will award at least \$75 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2022 RAISE funding. In addition, DOT will award at least \$15 million for projects located in areas of persistent poverty or historically disadvantaged communities. If either of these amounts are changed by the FY 2022 Appropriations Act, DOT will amend this Notice.

Since 2009, \$9.9 billion has been awarded under National Infrastructure Investments for capital investments in surface transportation infrastructure over 13 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that improve safety, economic strength and global competitiveness, equity, and climate and sustainability consistent with DOT's strategic goals.¹ FY 2022 RAISE grants continue to align with these strategic goals. The FY 2022 RAISE round will be implemented, as appropriate and consistent with law, in alignment with the priorities in Executive Order 14052, *Implementation of the Infrastructure Investments and Jobs Act* (86 FR 64355), which are to invest efficiently and equitably, promote the competitiveness of the U.S. economy, improve job opportunities by focusing on high labor standards, strengthen infrastructure resilience to all hazards including climate change, and to effectively coordinate with State, local, Tribal, and territorial government partners.

The Department seeks to fund projects under the RAISE Program that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts. Specifically, the Department is looking to award projects that align with the President's

¹ See U.S. Department of Transportation Strategic Framework FY 2022–2026 (Dec. 2021) at <https://www.transportation.gov/administrations/office-policy/fy2022-2026-strategic-framework>

greenhouse gas reduction goals, promote energy efficiency, support fiscally responsible land use and transportation efficient design, increase use of lower-carbon travel modes such as transit and active transportation, incorporate electrification or zero emission vehicle infrastructure, increase climate resilience, support domestic manufacturing, incorporate lower-carbon pavement and construction materials, reduce pollution, and recycle or redevelop brownfield sites.

The Department also seeks to award projects under the RAISE Program that address environmental justice, particularly for communities that disproportionately experience climate change-related consequences. Environmental justice, as defined by the Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. As part of the Department's implementation of Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619), the Department seeks to fund projects that, to the extent possible, target at least 40 percent of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened² communities. 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.

The Department also seeks to award projects under the RAISE Program that proactively address racial equity and barriers to opportunity, including automobile dependence as a form of

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.

barrier, or redress prior inequities and barriers to opportunity. Section E describes racial equity considerations that an applicant can undertake and the Department will consider during the review of applications. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to do so before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

In addition to prioritizing projects that address climate change, proactively address racial equity, and reduce barriers to opportunity, the Department intends to use the RAISE program to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships and Local Hire agreements, in project planning stages. Projects that incorporate such planning considerations are expected to support a strong economy and labor market. Section E describes job creation and labor considerations an applicant can undertake and the Department will consider during the review of applications. Projects that have not sufficiently considered job creation and labor considerations in their planning, as determined by the Department, will be required to do so to the full extent possible under the law before receiving funds for construction. See Section F.2 of this NOFO for program requirements

Section E of this NOFO, which outlines FY 2022 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.

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.

3. Changes from the FY 2021 NOFO

The Local and Regional Project Assistance Program was authorized in the BIL and is known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants program (formerly TIGER and BUILD Transportation Grants).³ This FY 2022 RAISE Notice updates the FY 2021 RAISE NOFO based on provisions specified in the BIL. For example, the BIL revised the list of eligible applicants to specify that the District of Columbia, Tribal governments, US Territories, units of local government, and public agencies or publicly chartered authorities established by one or more States are eligible applicants (Section C.1 of this NOFO). The BIL also expanded the eligible project list to include the surface transportation components of an airport project eligible for assistance under part B of subtitle VII title 49, United States Code, and projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program (Section C.3 of this NOFO).

DOT will evaluate applications based on statutory primary selection criteria: safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, and mobility and community connectivity. Statutory additional considerations include partnership and collaboration, innovation, demonstrated project readiness, and cost effectiveness. The Department evaluates safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, innovation as “merit criteria.” The Department evaluates “project readiness” in three areas: technical assessment, environmental risk, and

³ Section 21202 of the BIL codified this program at 49 U.S.C. 6702 as the Local and Regional Project Assistance Program, referred to in this NOFO as RAISE.

financial completeness. The Department evaluates “cost effectiveness” through the economic benefit-cost analysis.

The RAISE FY 2022 review and selection process has been revised from prior rounds and is described in detail in Section E. The merit criteria review will now include ratings for each merit criterion that, in the aggregate, will determine which projects are reviewed by the Senior Review Team and advance to the Secretary for potential selection. Please see the merit criteria rating rubric in Section E.1.i. for more details. The safety, environmental sustainability, mobility and community connectivity, and quality of life merit criteria have greater priority in the process to advance projects for further analysis. Section E.2 of this Notice also provides more detail on the way selection criteria ratings will be used in the decision-making process to advance projects to the Secretary for potential selection.

The BIL directs that at least 5 percent of available funding, or \$75 million, to be awarded for the planning, preparation or design of projects eligible for RAISE Grants. The BIL also directs that at least 1 percent of available funding, or \$15 million, be awarded to projects located in historically disadvantaged communities or areas of persistent poverty. Areas of persistent poverty and historically disadvantaged communities are defined in Section C.3.iii.

Unlike FY 2021, all projects, including planning projects, have minimum award amounts; the minimum award for urban projects is \$5 million and the minimum award for rural projects is \$1 million (see Section B.2).

The BIL prohibits more than 15 percent of the available funds, or \$225 million, from being awarded to eligible projects in a single State in FY 2022.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2022 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 BIL authorized and appropriated \$1.5 billion to be awarded by DOT for RAISE grants under the Local and Regional Project Assistance Program for FY 2022. This Notice will be amended if additional amounts become available for this program under the FY 2022 Appropriations Act. FY 2022 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 and improve transportation infrastructure. DOT will award at least 5 percent of available funds, or \$75 million (of the \$1.5 billion) for the planning, preparation or design of eligible projects. DOT refers to awards for the planning, preparation or design of eligible projects that do not result in construction with RAISE FY 2022 funding as planning grants. DOT will award at least 1 percent of available funds, or \$15 million, for projects located in historically disadvantaged communities or areas of persistent poverty. The BIL allows DOT to retain up to 2 percent, or \$30 million, of the \$1.5 billion for oversight and administration of grants and credit assistance made under the program.

The Department does not anticipate awarding additional funding from prior rounds; however, if unobligated program funds are made available from prior rounds, they may be awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior year funds. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The BIL allows up to 20 percent of available funds (or \$300 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.

2. Award Size

The BIL specifies that the minimum RAISE grant award is \$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. Under the RAISE FY 2022 program, minimum and maximum award sizes are the same for capital and planning projects. Applicants are strongly encouraged to submit applications only for eligible award amounts.

3. Restrictions on Funding

Pursuant to the BIL, no more than 15 percent of the funds made available for RAISE grants (or \$225 million) may be awarded to projects in a single State. The BIL also directs that not more than 50 percent of the funds provided for RAISE grants (or \$750 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 \$750 million) shall be awarded to urban projects (as defined in section C.3.ii). If these amounts are changed by the FY 2022 Appropriations Act, DOT will amend this Notice. Further, DOT must consider geographical and modal diversity.

4. Availability of Funds

The BIL requires that FY 2022 RAISE grant funds are available for obligation only through September 30, 2026. 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 2022 RAISE awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement.⁴

⁴ 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 2022 RAISE award cannot be charged to FY 2022 RAISE funds. Likewise, costs

All FY 2022 RAISE funds must be expended (the grant obligation must be liquidated or paid out to the grant recipient) by September 30, 2031. 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 RAISE/BUILD/TIGER Awards

Recipients of RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the RAISE/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 RAISE/BUILD/TIGER award, or application, does not affect competitiveness under the FY 2022 RAISE competition.

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: States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or

incur 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 2022 RAISE award, cannot be charged to FY 2022 RAISE funds.

multijurisdictional group of entities that are separately eligible. Federal agencies are not eligible applicants for the RAISE FY 2022 program.

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, that intention should be made clear in the application and a letter of support from the otherwise eligible, designated entity should be included in the application.

2. Cost Sharing or Matching

Per the BIL, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty.⁵ Urban area and rural area are defined in Section C.3.ii of this notice. Historically Disadvantaged Communities and Areas of persistent poverty are defined in Section C.3.iii.

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. The BIL also allows for the following Federal funds to be considered “non-Federal” for the purpose of the RAISE program: (A) tribal transportation program funds under section 202 of title 23; (B) Federal lands transportation program funds under section 203 of title 23; (C) TIFIA program funds (as defined in section 601(a) of title 23); and (D) Railroad Rehabilitation and Improvement Financing Program under chapter 224. Toll credits under 23 U.S.C. 120(i) are considered a

⁵ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

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 are: (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) the surface transportation components of an airport project eligible

for assistance under part B of subtitle VII of title 49, United States Code;⁶ (6) intermodal projects; (7) projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program; (8) 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; and (9) any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.⁷

The Secretary considers the following projects necessary to advance the goals of the program, and therefore eligible: public road and non-motorized projects that are not otherwise eligible under title 23, United States Code, and intermodal projects. 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. The following projects are not considered necessary to advance the goals of the program, and, therefore, they are ineligible: school bus electrification and broadband deployment as a standalone project. Improvements to Federally owned facilities are ineligible under the FY 2022 RAISE program, unless they are 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. If a project type is not described as explicitly eligible or ineligible above, then applicants should explain in their application why the project is necessary to advance the goals of the program, and the Department will determine eligibility on a case-by-case basis.

⁶ Eligible surface transportation components of eligible airport projects are those projects listed in “Appendix P: Road and Surface Transportation Projects” of the Airport Improvement Program (AIP) handbook, available at https://www.faa.gov/airports/aip/aip_handbook/?Chapter=Appendix#PP00. For more details on airport project eligibility, please see the Frequently Asked Questions at <https://www.transportation.gov/RAISEgrants>.

⁷ 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.

(b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, equity analysis, community engagement, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a) and may not result in construction with RAISE FY 2022 funding.

Under the RAISE FY 2022 program, if an application includes right-of-way acquisition, the project will be considered a capital project. Projects that include right-of-way acquisition should include a timeline for construction.

In addition, activities eligible for RAISE planning grants include those related to multidisciplinary projects or regional planning, such as: (1) development of master plans, comprehensive plans, integrated land use and transportation 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; or (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.

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 area⁸ that had a population greater than 200,000 in

⁸ Lists of 2010 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>.

the 2010 Census.⁹ 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 50 percent (or \$750 million) of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than 50 percent (or \$750 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, while the minimum award for urban areas is \$5 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the eligible costs of a project in a rural area.

iii. Areas of Persistent Poverty and Historically Disadvantaged Communities

The Secretary may increase the Federal cost share above 80 percent for projects located in an Area of Persistent Poverty or a Historically Disadvantaged Community. Additionally, DOT must award at least one percent of available funds, or \$15 million, for projects located in historically disadvantaged communities or areas of persistent poverty.

(a) 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

⁹ For the purpose of this NOFO, the definition of urban and rural is based on the 2010 Census-designated urbanized areas. The Department is required by the BIL to use the most recent decennial census information; however urbanized areas have not been designated for the 2020 Census at the time of this NOFO publication. See www.transportation.gov/RAISEBUILDgrants for a list of 2010 Census-designated UAs.

preceding November 15, 2021, as measured by the 1990 and 2000¹⁰ decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census¹¹; (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 Census¹²; 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 2020 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 www.transportation.gov/RAISEgrants/raise-app-hdc.

(b) Historically Disadvantaged Communities – DOT has been developing a definition of Historically Disadvantaged Communities as part of its implementation of the Justice40 Initiative and will use that definition for the purpose of this Notice of Funding Opportunity. Consistent with OMB’s Interim Guidance for the Justice40 Initiative¹³, Historically Disadvantaged Communities include (a) certain qualifying census tracts, (b) any Tribal land, or (c) any territory or possession of the United States. DOT is providing a list of census tracts that meet the definition of Historically Disadvantaged Communities, as well as a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community, available at www.transportation.gov/RAISEgrants/raise-app-hdc.

¹⁰ See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

¹¹ See <https://www.census.gov/data/datasets/2020/demo/saipe/2020-state-and-county.html> for December 2020 Small Area Income Poverty Dataset

¹² 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

¹³ <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>

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 complete the SF-424C and attach to their application the “RAISE 2022 Project Information Form” available at www.transportation.gov/RAISEgrants/raise-info

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. Merit Criteria	See D.2. iv. and E.1
V. Project Readiness: Environmental Risk	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 and will evaluate the application based on information submitted. 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 should include a detailed statement of work that focuses on the technical and engineering aspects of the project, the current design status 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(s);
- (b) whether the project is located in a historically disadvantaged community, including the relevant census tract(s);
- (c) the Census-designated urbanized area in which the project is located, if relevant; and
- (d) whether the project is located in one of four Federally designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods)

Information under (d) may be used for internal data tracking.

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) including information about the degree of design completion on which the cost was estimated. 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 with specific amounts from each funding source. 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, the project budget should include:

- (a) Costs for the FY 2022 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. Merit 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 address each criterion. Insufficient information to assess any criterion will negatively impact the project rating. 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.

(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 will target known, documented safety problems within the project area or wider transportation network, and demonstrate how the project will protect motorized and non-motorized travelers or communities from health and safety risks. The application should provide evidence to support the claimed level of effectiveness of the project in protecting motorized and non-motorized travelers from health and safety risks, such as the number or rate of reduced crashes, serious injuries, and/or fatalities.

(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 include information demonstrating how the project will reduce air pollution and greenhouse gas emissions from transportation, increase use of lower-carbon travel modes such as transit active transportation, improve resiliency of at-risk infrastructure,¹⁴ be constructed consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, incorporate lower-carbon pavement and construction materials, or address the disproportionate negative environmental impacts of transportation on disadvantaged communities. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

(c) Quality of Life

¹⁴ For the RAISE program, at-risk infrastructure is defined as infrastructure that is subject to, or faces increased long-term future risks of, a weather event, a natural disaster, or changing conditions, such as coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

This section should describe how the project improves quality of life by increasing equity and accessibility for travelers, reducing transportation and housing cost burdens, including by facilitating greater public and private investments in commercial and mixed-income residential development near public transportation, along rural main streets or other walkable neighborhoods, removing physical barriers for individuals and communities; proactively addressing racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity; or enhancing the unique characteristics of the community (described in Section E.1.i.(c) of this notice).

(d) Improves Mobility and Community Connectivity

This section of the application should describe how the project will increase mobility and expand connectivity for all users of a project, particularly non-motorized travelers (those walking, cycling, rolling, or using transit). The application should include details on how the project encourages individuals and communities to move around freely with or without a car, and create neighborhoods where people can live, work, and play. If applicable, this section should describe how the project will meet Americans with Disabilities Act requirements and be accessible to people with disabilities, including individuals who use wheelchairs. Projects that increase mobility for freight movement and improve supply chains should describe the details and impacts of those outcomes. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

(e) Economic Competitiveness and Opportunity

This section of the application should describe how the project will support the Economic Competitiveness and Opportunity criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected improvements to system operations to increase travel time reliability and manage travel demand for goods movement, especially for

supply chain bottle necks, thereby increasing velocity and improving local and regional freight connectivity to the national and global economy. The application should include information on how the project increases affordable transportation options and system connectivity to revitalize communities, increase access to location-efficient affordable housing, reduces burdens of commuting, increases tourism opportunities, or improves overall well-being. Applicants should also describe whether and how project delivery and implementation create good-paying jobs with the free and fair choice to join a union to the greatest extent possible, the use of demonstrated strong labor standards, practices and policies (including for direct employees, contractors, and sub-contractors); use of project labor agreements, and distribution of workplace rights notices; the use of Local Hire provisions;¹⁵ registered apprenticeships; or other similar standards or practices. Applicants should describe how planned methods of project delivery and implementation (for example, use of Project Labor Agreements and/or Local Hire provisions,¹⁶ training and placement programs for underrepresented workers) provides opportunities for all workers, including workers underrepresented in construction jobs to be trained and placed in good-paying jobs directly related to the project. The applicant should describe the extent to which the project and local and regional policies related to the project will contribute 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 greater public and private investments in land-use productivity, including rural main street revitalization or locally-driven density decisions that support equitable commercial and mixed-income residential development.

¹⁵ IJIA div. B § 25019 provides authority to use geographical and economic hiring preferences, including local hire, for construction jobs, subject to any applicable State and local laws, policies, and procedures.

¹⁶ Project labor agreement should be consistent with the definition and standards outlined in Executive Order 13502.

(f) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by restoring and modernizing core infrastructure assets, and/or addressing current or projected system vulnerabilities (described in Section E.1.i.(e) of this notice). The application should include information on the current condition of all assets that will be affected by the project, how the proposed project will improve asset condition, plans to ensure the ongoing state of good repair of new assets constructed as part of the project, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(g) Partnership and Collaboration

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including how the project has or will engage communities affected by the project, and demonstrates that equity considerations for disadvantaged communities are meaningfully integrated into planning, development, and implementation of transportation investments, particularly Disadvantaged Business Enterprises (DBEs). The application should describe any public involvement plan or targeted outreach, demonstrating engagement of diverse input during project planning. This section should note if the applicant is participating in a non-DOT Federal capacity-building program for the area served by the project. The application should include 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. If applicable, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.

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.

(h) 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, and (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology or other innovative practices, 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. The applicant should describe how the technologies or practices drive safety, equity, climate and resilience, or economic outcomes, and will be incorporated into the project and broader supply chains to enhance data collection, digital connectivity, and augment workers.

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, such as a public-private partnership, 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. Project Readiness

Project Readiness will be assessed based on a Technical Assessment, Financial Completeness Assessment, and Environmental Risk Assessment. The application should contain a section that explicitly addresses Environmental Risk. The Technical Assessment and Financial Completeness Assessment will be based on information contained throughout the application.

a. 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 consistent with all applicable local, State, and Federal requirements. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, 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; public involvement; 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, 2026),¹⁷ and

¹⁷ The statutory obligation deadline is September 30, 2026. The Department assesses risk against an earlier deadline of June 30, 2026 to allow time to complete administrative processing and address challenges before the statutory deadline.

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, 2031; and
- 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.
- 4) the applicant has meaningfully sought community input through public involvement, particularly engaging environmental justice communities or disadvantaged communities that may be affected by the project where applicable.

(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,¹⁸ 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.

¹⁸ 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.

- v. If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.
 - vi. A description of public engagement about the project that has occurred, proactively inclusive of historically disadvantaged communities, including details on compliance with environmental justice requirements and the degree to which public comments and commitments have been integrated into project development and design. Right-of-Way acquisition plans should be provided if applicable.
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) 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 projects,¹⁹ including projects located at airport facilities.²⁰

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 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 such as letters of support from the State DOT if the project is

¹⁹ 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 (unless National Highway Freight Program funding is identified as a source of other federal funding – States may modify their Freight Investment Plan of a State Freight Plan after award of discretionary grant funding; non-State applicants would need a letter from the State indicating intent to add to State Freight Plan for use of NHFP funding pursuant to selection). 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. The Port Planning and Investment Took Kit is available at <https://aapa.cms-plus.com/files/PDFs/Toolkit/Final%20toolkit.pdf>

²⁰ Projects at or near airports must be compatible with any FAA-approved Airport Layout Plan for each associated airport, applicable airport safety and airspace standards, including aeronautical surfaces associated with the landing and takeoff of aircraft at the airport, 14 CFR Part 77, and compatible land-use. Additionally, projects at an airport: must be consistent with established Sponsor Grant Assurances, including (but not limited to) requirements for non exclusive-use aeronautical 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.

intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Tool

(https://ops.fhwa.dot.gov/freight/freight_analysis/mobility_trends/index.htm).

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 provide a public involvement plan demonstrating meaningful engagement of the community affected by the project, to include environmental justice communities or disadvantaged communities, where applicable. 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 purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by comparing its expected benefits to its expected costs. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2. Applicants should also 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.

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. The analysis 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 of 7 percent per year to the project's streams of benefits and costs, which should be stated in constant-dollar terms. The costs and benefits that are compared in the BCA must cover the same project scope.

Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project. Projected benefits may accrue to both users of the facility and those who are affected by its use (such as through changes in emissions of greenhouse gases and other pollutants or availability of more affordable transportation choices). Usage forecasts applied in estimating future benefits should account for any additional demand induced by the improvements to the facility. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more difficult to quantify and/or value in economic terms.

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.

Detailed guidance from DOT on estimating benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, is available on the RAISE grant program website (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 April 14, 2022. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Unique Entity Identifier (UEI) number;²¹
- (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

²¹ On April 4, 2022 the Federal government will stop using the Data Universal Numbering System (DUNS) number to uniquely identify entities. At that point, entities doing business with the Federal government will use a Unique Entity Identifier (UEI) created in SAM.gov. If your entity is currently registered in SAM.gov, your UEI has already been assigned and is viewable in SAM.gov. This includes inactive registrations.

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.

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 UEI 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 contacts 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. DOT will not accept appeals of DOT’s decision to approve or deny a request for a late application. 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. The Department will review merit criteria for all applications and will review project readiness and benefit-cost analyses for a subset of projects based on the merit criteria. Section E.2 describes the review and selection process.

i. Merit Criteria

For each merit criterion, the Department will consider whether the benefits are clear, direct, data-driven, and significant, which will result in a rating of “high,” “medium,” “low,” or “non-responsive.” As further described in the rubric below, to receive a “high” criterion rating, the criterion must be addressed as a primary project purpose (not an ancillary or incidental consideration), significant benefits in the criterion must accrue to and the benefits must represent more than standard, common practice. To receive a “medium” criterion rating, the criterion must be addressed as a primary project purpose (rather than ancillary or incidental) with clear and direct benefits *aligned with common practice* for the project type. To receive a “low” criterion rating, the criterion benefits may be ancillary or incidental (rather than a primary project purpose) or there may be limited information to assess the benefits. Projects that negatively affect the criterion or for which the application does not contain sufficient information to assess the criterion will receive a “non-responsive” criterion rating. Specific considerations for each merit criterion are described in the rating rubric and following sections (a) through (h). Section E.2 describes how these ratings are used in the review and selection process.

The criterion ratings will inform the following overall Merit Rating in accordance with this rubric below:

- Highly Recommended if five of the eight merit criteria ratings are “high” and none of the merit criteria ratings are “non-responsive.”

- Recommended if at least one, but no more than four, of the merit criteria ratings are “high”, no more than three of the merit criteria ratings are “low”, and none are “non-responsive.”
- Acceptable if (1) there are no “high” ratings and no more than two “non-responsive” ratings, or (2) there are “high” ratings, but four or more “low” ratings, and no more than two “non-responsive” ratings
- Unacceptable if there are three or more “non-responsive” ratings.

Selection Criteria:	Non-Responsive	Low	Medium	High
Safety	Application contains insufficient information to assess safety benefit OR project negatively affects safety	Project may protect travelers or communities from health and safety risks as an ancillary benefit, but safety is not a primary project purpose OR application contains limited information to assess safety benefit.	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure intended to: <ul style="list-style-type: none"> • Protect non-motorized travelers or communities from health and safety risks; or • Reduce fatalities and/or serious injuries; or • Mitigate systemic safety issues 	Project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure that targets a known, documented safety problem by: <ul style="list-style-type: none"> • Protecting non-motorized travelers and communities from health and safety risks; or • Reducing fatalities and/or serious injuries for underserved, overburdened, or disadvantaged communities; or • Mitigating systemic safety issues
Environmental Sustainability	Application contains insufficient information to assess environmental sustainability benefits OR project	Project may improve resiliency and reduce emissions as an ancillary benefit but environmental sustainability is not a primary	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Reduce air pollution and greenhouse gas 	Environmental sustainability is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or

Selection Criteria:	Non-Responsive	Low	Medium	High
	negatively affects environmental sustainability	project purpose OR application contains limited information to assess environmental sustainability benefits	emissions from transportation; or <ul style="list-style-type: none"> • Improve the resilience of at-risk infrastructure; or • Reduce vehicle miles traveled; or • Promote energy efficiencies; or • Support fiscally responsible land use and transportation efficient design; or • Incorporate electrification or zero emission vehicle infrastructure; or • Recycle or redevelop brownfield sites 	building infrastructure to: <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions from uncoordinated land-use decisions; or • Reduce vehicle miles traveled, or • Promote energy efficiencies; or • Support fiscally responsible land use and transportation efficient design; or • Incorporate electrification or zero emission vehicle infrastructure; or • Improve the resilience of at-risk infrastructure; or • Recycle or redevelop brownfield sites; or • Address the disproportionate negative environmental impacts of transportation on underserved, overburdened, or disadvantaged communities
Quality of Life	Application contains insufficient information to assess quality of life benefits OR negatively affects quality of life	Quality of life is an ancillary benefit but not a primary project purpose OR the application contains limited information to assess quality of life benefits	Project has clear and direct benefits for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Increase accessibility for travelers; or • Proactively address racial 	Quality of life is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure to:

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>equity or other disparities; or</p> <ul style="list-style-type: none"> • Remove barriers for individuals and communities to transportation, jobs, and business, opportunities; or • Enhance the unique characteristics of the community 	<ul style="list-style-type: none"> • Increase accessibility for travelers specifically for underserved, overburdened, or disadvantaged communities; or • Reduce transportation and housing cost burdens, including through commercial and mixed-income residential development near public transportation, along rural main streets, or other walkable neighborhoods; or • Remove barriers for individuals and communities to transportation, jobs, and business, opportunities; or • Proactively address racial equity or other disparities; or • Enhance the unique characteristics of the community for underserved, overburdened, or disadvantaged communities
Mobility and Community Connectivity	Application contains insufficient information to assess mobility and community connectivity benefits OR project negatively affects mobility	Mobility and community connectivity is an ancillary benefit but not a primary project purpose OR the application contains limited information to assesses mobility	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Increase affordable transportation choices; or 	Mobility and community connectivity is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits, beyond common practice for planning, designing, or building infrastructure to:

Selection Criteria:	Non-Responsive	Low	Medium	High
	and connectivity	and community connectivity benefits	<ul style="list-style-type: none"> • Proactively incorporate Universal Design; or • Increase multimodal freight movement and the movement of supply chains 	<ul style="list-style-type: none"> • Increase affordable transportation choices for underserved, overburdened, or disadvantaged communities; or • Increase the accessibility for all users of a project, particularly non-motorized travelers (those walking, cycling, rolling, or using transit; or • Encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car; or • Proactively incorporate Universal Design; or • Increase multimodal freight movement and the movement of supply chains
Economic Competitiveness and Opportunity	Application contains insufficient information to assess mobility and community connectivity benefits OR project negatively affects economic competitiveness	Economic Competitiveness and Opportunity is an ancillary benefit but not a primary project purpose OR the application contains limited information to assess economic competitiveness and opportunity benefits	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Improve system operations to increase travel time reliability, velocity of goods movement, and multimodal freight mobility, especially for 	Economic competitiveness is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Improve system operations to increase travel time reliability, velocity of goods movement,

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>supply chain bottlenecks; or</p> <ul style="list-style-type: none"> • Offer significant regional and national improvements in economic strength and opportunity by increasing the economic productivity of land, capital, or labor; creating or expanding high-quality, good-paying jobs; and improving the economic strength of regions and cities • Increase transportation options and system connectivity to revitalize communities, increase access to location-efficient affordable housing, or facilitate tourism opportunities; or • Implement local hire agreements or the use of registered apprenticeship 	<p>and multimodal freight mobility, especially for supply chain bottlenecks; or</p> <ul style="list-style-type: none"> • Offer significant regional and national improvements in economic strength and opportunity by increasing the economic productivity of land, capital, or labor; creating or expanding high-quality, good-paying jobs; and improving the economic strength of regions and cities • Increase transportation options and system connectivity to revitalize underserved, overburdened, or disadvantaged communities, increase access to jobs and location-efficient affordable housing, or facilitate tourism opportunities; or • Implement local hire agreements or the use of registered apprenticeship

Selection Criteria:	Non-Responsive	Low	Medium	High
State of Good Repair	Application contains insufficient information to assess state of good repair benefits OR project negatively affects state of good repair	State of good repair is an ancillary benefit (to include routine or deferred maintenance) but not a primary project purpose OR the application contains limited information to assess state of good repair benefits	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Restore and modernize core infrastructure assets; or • Address current or projected system vulnerabilities; or • Maintain assets in a state of good repair 	State of good repair is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Restore and modernize core infrastructure assets; or • Address current or projected system vulnerabilities for underserved, overburdened, or disadvantaged communities; or • Maintain assets in a state of good repair
Partnership and Collaboration	Application contains insufficient to assess the partnership and collaboration aspects of project; OR project negatively affects partners or community members (e.g. negative impacts from ROW acquisition)	Partnership and Collaboration is not a primary project purpose OR the application contains limited information to assess partnership and collaboration benefits	Project has, or will, support and engage diverse people and communities by: <ul style="list-style-type: none"> • Collaborating with other public and private entities • Supporting the expansion of high-quality, good paying jobs through workforce development programs and incorporating workforce strategy into project development; or • Incorporating private sector entities in transportation infrastructure 	Project has, or will, support and engage diverse people and communities beyond common practice by: <ul style="list-style-type: none"> • Collaborating with other public and private entities; or • Ensuring that equity considerations for underserved, overburdened, or disadvantaged communities are meaningfully integrated into planning, development, and implementation of transportation investment; or • Supporting the creation or expansion of high-quality, good-paying jobs through

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>planning, designing, or building</p>	<p>workforce development programs that incorporate worker representatives and incorporating workforce strategy into project development; or</p> <ul style="list-style-type: none"> • Incorporating private sector entities, particularly DBEs, in transportation infrastructure planning, designing, or building
Innovation	<p>Application contains insufficient information to assess innovation benefits</p>	<p>Innovation is not a primary project purpose OR the application contains limited information to assess innovation benefits</p>	<p>Project has clear and direct benefits with common practices for planning, designing, or building infrastructure for:</p> <ul style="list-style-type: none"> • Deploying innovative technologies that drive safety, equity, climate and resilience, or economic outcomes or augment workers; or • Using innovative practices that facilitate improved project delivery; or • Incorporating innovative funding and financing 	<p>Innovation is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure for:</p> <ul style="list-style-type: none"> • Deploying technologies and other practices that drive safety, equity, climate and resilience, or economic outcomes for underserved, overburdened, or disadvantaged communities or augment workers; • Using practices that facilitate improved project delivery; or • Incorporating innovative funding and financing

(a) Safety

DOT will assess how the project targets a known safety problem and seeks to protect motorized and non-motorized travelers and communities from health and safety risks. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and serious injuries among transportation users; the degree to which the project addresses vulnerable roadway users; and the degree to which the project addresses inequities in crash victims; the project's incorporation of roadway design and technology that is proven to improve safety. Applicants are encouraged to support actions and activities identified in the Supports actions and activities identified in the National Roadway Safety Strategy.²²

(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 transportation-related pollution such as air pollution and greenhouse gas emissions, increase use of lower-carbon travel modes such as transit and active transportation, improve the resiliency of at-risk infrastructure, incorporate lower-carbon pavement and construction materials, or address the disproportionate negative environmental impacts of transportation on disadvantaged communities. DOT will also consider whether the project will promote energy efficiencies, support fiscally responsible land use and transportation efficient design, incorporate electrification or zero emission vehicle infrastructure, increases resiliency, and recycle or redevelop brownfield sites, particularly in communities that disproportionately experience climate-change-related consequences. DOT will

²² www.transportation.gov/NRSS

consider whether projects in floodplains are upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, *Climate-Related Financial Risk* (86 FR 27967) and 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (80 FR 6425.) DOT will assess whether the project has addressed environmental sustainability, including but not limited to consideration of the following examples:

(1) The project results in significant greenhouse gas emissions reductions relative to a no-action baseline;

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

(3) The regional transportation improvement program (TIP) or statewide transportation improvement program (STIP) does not dedicate a significant share of funding (inclusive of all sources) to highway expansion;

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

(5) 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/>);

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

(7) 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;

- (8) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;
- (9) The project supports the installation of electric vehicle charging stations;
- (10) The project promotes energy efficiency;
- (11) The project serves the renewable energy supply chains;
- (12) The project improves disaster preparedness and resiliency;
- (13) 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;
- (14) The project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm (e.g. brownfield redevelopment);
- (15) The project supports or incorporates the construction of energy- and location-efficient buildings; or
- (16) 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 improves quality of life in rural areas or urbanized areas. This may include projects that: (i) increase affordable and accessible transportation choices and equity for individuals; (ii) reduce transportation and housing cost burdens, including through public and private investments to support greater commercial and mixed-income residential development near public transportation, along rural main streets or in walkable neighborhoods (iii) enhance the unique characteristics of the community; or (iv)

proactively address racial equity²³ or other disparities and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project proactively addresses racial equity and barriers to opportunity, including but not limited to the following examples:

- (1) Equity impact analysis 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 or that proactively create new connections and opportunities for underserved communities that are underserved by transportation; or
 - (4) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.
- (d) Mobility and Community Connectivity

DOT will consider the extent to which the applicant describes how the project will increase mobility and expand connectivity for motorized and non-motorized travelers or underserved communities to transportation, jobs, and business opportunities by removing barriers for individuals and communities. DOT will consider how the project increases the walkability and accessibility for pedestrians and encourages thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or

²³ 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).

without a car. DOT will consider whether the project includes new or improved walking, biking, and access for people with disabilities and proactively incorporates Universal Design. DOT will also consider the extent to which projects increase mobility for freight and the movement of goods through supply chains.

(e) Economic Competitiveness and Opportunity

DOT will assess the degree to which the project will:

(1) improve system operations to increase travel time reliability and manage travel demand for goods movement, especially for supply chain bottle necks, thereby reducing the cost of doing business and improving local and regional freight connectivity to the national and global economy;

(2) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities;

(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) increase opportunities for tourism;

(5) result in long-term job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union, such as through the use of project labor agreements, registered apprenticeships, and local hiring provisions, or other targeted preferential hiring requirements, or other similar standards or protections;

(6) 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.

(f) State of Good Repair

DOT will assess whether and to what extent the project (1) is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair, including DOT-required asset management; and (2) addresses current and projected vulnerabilities that, if left unimproved, will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth. DOT will also consider whether the project includes a plan to maintain the transportation infrastructure built with grant funds in a state of good repair. DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, and support commerce and economic growth. Projects that represent routine or deferred maintenance will be less competitive in this criterion. Per FHWA's published *Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America*²⁴, the Department encourages applicants to improve the condition and safety of existing state and locally-owned transportation infrastructure within the right-of-way before proposing projects that add new general purpose travel lanes serving single occupancy vehicles.

(g) Partnership and Collaboration

DOT will consider the extent to which the projects have or will engage diverse people and communities and demonstrate that equity considerations and community input and ownership, particularly among disadvantaged communities, are meaningfully integrated into planning, development, and implementation of transportation investments. Competitive applications should demonstrate strong collaboration and support among a broad range of stakeholders, including community-based organizations, other public or private entities and labor

²⁴ https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/building_a_better_america-policy_framework.pdf

unions. 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, community-based, and private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will consider whether the project supports the expansion of high-quality, good paying jobs through workforce development programs, including labor-management programs, and incorporating workforce strategy into project development. Whenever people or businesses, including those from disadvantaged communities, are forced to be relocated due to the project, DOT will consider whether applicants are providing adequate compensation and mitigation to maintain community cohesion.

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.

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 public and private stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with greater economic development such as commercial and mixed-income residential development near public transportation, along rural main streets or other walkable neighborhoods projects, water and waste infrastructure, power and electric infrastructure, broadband and land plans and policies, or other community development efforts.

(h) Innovation

Consistent with DOT's Innovation Principles to support workers, allow for experimentation and learn from failure, provide opportunities to collaborate, and be flexible and adapt as technology changes, 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 and strong labor standards, 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 that 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 seaports 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 as well as workers.

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 § 200.216.²⁵

2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships and single contractor design-build arrangements), 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. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

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.

ii. Demonstrated Project Readiness

For capital projects that receive second-tier analysis, during application evaluation,²⁶ DOT will consider project readiness to assess the likelihood of a successful project. In that project readiness analysis, DOT will consider three evaluation ratings: Environmental Risk,

²⁵ <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

²⁶ The process for determining which applications receive second-tier analysis is described in Section E.2 of this notice.

Technical Assessment, and Financial Completeness Assessment. The application should contain a section that explicitly addresses Environmental Risk, but the Technical Assessment and Financial Completeness Assessment will be based on information contained throughout the application. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation, and results in a rating of "high risk," "moderate risk," or "low risk." The Technical Assessment 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, civil rights compliance, previous experience with DOT discretionary grant awards and the technical experience and resources dedicated to the project. Technical Assessment ratings will be one of the following: "certain," "somewhat certain," "uncertain," or "unknown." Lack of previous project delivery according to Federal requirements is not sufficient justification for a rating of "uncertain," but may result in a rating of "unknown." The Financial Completeness Assessment reviews the availability of matching funds and whether the applicant presented a complete funding package, and will receive a rating of "complete," "partially complete," or "incomplete." For projects that receive a rating of "complete" and include funding estimates that are based on early stages of design (e.g. less than 30 percent design) or outdated cost estimates, without specified contingency, evaluators may add a comment to note the potential for uncertainty in the estimated project costs. All applicants, including those requesting 100 percent grant funding, should describe a plan to address potential cost overruns. Low ratings in any of these readiness areas 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.

iii. Economic Analysis of Project Costs and Benefits

For capital projects that receive second-tier analysis, DOT will consider the costs and benefits of projects seeking RAISE grant funding in determining whether a project is cost effective. 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 as either negative (costs exceed benefits) or positive (benefits exceed costs.) Projects with negative ratings will not be selected for an award, unless the project demonstrates clear outcomes, as identified by the SRT, for overburdened, underserved, or historically disadvantaged communities.

(b) Planning Grants

Planning grant applications will be evaluated against the same merit criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit criteria. The only readiness reviews for planning grants are the Technical Assessment and the Financial Completeness Assessment. 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 BIL requires DOT to consider geographical and modal diversity when selecting RAISE grant awards.

2. Review and Selection Process

This section explicitly addresses the BIL requirement to describe the methodology for evaluation in the NOFO. The RAISE grant program review and selection process consists of Merit Criteria Review; Project Readiness Review (consisting of Technical Assessment, Environmental Risk Review, Financial Completeness Review); Economic Analysis; and Senior Review. The Secretary makes final project selections.

Teams comprising Department and contractor staff review all eligible applications received by the deadline for a Merit Review and assign ratings as described in Section E.1.i.

Projects that receive “High” ratings in five or more criteria and no “Non-responsive” ratings will be designated “Highly Recommended” and automatically advance for second-tier analysis. Projects that receive a “High” in any selection criterion, no more than three “Low” ratings, and no “Non-responsive” ratings will be designated as “Recommended.” The Senior Review Team (SRT) reviews all “Recommended” projects to determine if the benefits of a particular criterion are so significant that the project merits advancing for second-tier analysis. The SRT can advance a “Recommended” project only if (1) the project received a “high” in the priority criteria of safety, environmental sustainability, mobility and community connectivity, or quality of life merit criteria, and the benefits are exceptional or (2) if the SRT provides additional information to demonstrate that a criterion has benefits that are aligned with a “high” rating (whether or not the Merit Review Team assigned a “high” rating) and would be exceptional. Senior Operating Administration staff and OST staff may make recommendations to the SRT for which projects should advance based on the benefits of a particular criterion.

Second-tier analysis for capital projects consists of: (1) an Economic Analysis; (2) an Environmental Risk Assessment; and (3) a Financial Completeness Assessment. Second-tier analysis for planning projects consists only of a Financial Completeness Assessment. The

Economic Analysis assesses the proposed project's estimated benefit-cost ratio. The Environmental Risk assessment analyzes the project's environmental approvals and the likelihood of the necessary approvals affecting the project's timely obligation of funds. The Financial Completeness Assessment reviews the availability of matching funds and ability to address cost overruns.

Following completion of second-tier analysis, the SRT determines which projects with second-tier analysis are designated as Highly Rated. The SRT may advise the Secretary on projects with the greatest local and regional impact based on selection criteria described in Section E.1 of this Notice. The Secretary selects projects from the Highly Rated List for award, consistent with the selection criteria and statutory requirements for geographic and modal diversity.

The BIL mandated RAISE grant awards by August 12, 2022.

Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation. Due to overwhelming demand, the Department is unable to provide a RAISE award to every competitive project that applies. The Department will identify "Projects of Merit" with the aim of encouraging sponsors with competitive projects that do not receive a RAISE 2022 award to consider applying in future rounds of funding. Projects for which a RAISE application is advanced by the SRT on the Highly Rated List, but that are not awarded, are automatically designated as "Projects of Merit." This is a novel designation that provides the sponsors of these projects the opportunity to receive additional technical assistance that encourages sponsors with competitive projects to apply in the future.

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 Federal Awardee Performance and Integrity Information System (FAPIIS), the designated integrity and performance system accessible through SAM. 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 2022 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 FY 2020 awards. The RAISE FY 2022 Terms and Conditions will be similar to the BUILD FY 2020 Terms and Conditions, but it will include relevant updates consistent with this notice.

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 generally 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://www.transportation.gov/sites/dot.gov/files/2020-11/build-fy2020-fhwa-exhibits-20201105.pdf>.

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

a. 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). In the grant agreement, applicants will be required to certify that they have taken one or more of the activities numbered in Section E.1.a.i.b, or will be required to propose a new activity to be completed prior to obligation of construction funds that addresses climate change and environmental justice.

b. 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 so 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). In the grant agreement, applicants will be required to certify that they have taken one or more of the activities listed in Section E.1.a.i.c, or will be required to propose a new activity to be completed prior to obligation of construction funds that addresses racial equity and barriers to opportunity.

c. Labor and Work

Each applicant selected for RAISE grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of strong labor standards as described in Section A. Projects that have not sufficiently considered job quality and labor rights, standards, and protections in their planning, as determined by the Department, will be required to do so, to the full extent possible under the law, before receiving funds for construction, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR 22829), and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64335). RAISE funds may not be used to support or oppose union organizing.

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.) and other information as requested by DOT. 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 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.

Issued in Washington D.C. on January 27, 2022:



Peter Paul Montgomery Buttigieg
Secretary of Transportation

Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULEMAKING	PURPOSE	ELIGIBILITY		FUNDING				GRANT TIMING (FY 2022)				MERIT CRITERIA	NOTES	
					Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement			Obligation/ Expenditure
Nationally Significant Freight and Highway Projects (INFRA)	11110	Existing	Complete	Construct multimodal freight and highway projects of regional and national significance.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	National Multimodal Freight Network (NMFN): Highways Bridges Highway/Railroad Grade Separations Freight (Rail, Intermodal, or Port Facilities) Wildlife Crossings International Border Crossings	\$ 8 billion (\$ 1.6 billion/yr)	"Large" Project: Min. - \$ 100 million Max. - N/A "Small" Project: Min. - \$ 10 million Max. - < \$ 100 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - \$ 5 million Max. - N/A	"Large" Projects - 85% "Small" Projects - 15% Urban - 70% Rural - 30% < 10% Maximum/State	60% - Grant 80% - Total	Pending (Date not specified)	30 days	Not specified	Obligation: Available 3 years after award announcement Expenditure: Available 5 years after obligation	Supporting national/regional economic vitality Climate change & environmental justice impacts Racial equity & barriers to opportunity Leveraging of Federal funds Innovation (technology, delivery, & financing) Performance & accountability Project readiness (feasibility, schedule, & approvals) Assessment of project risks & mitigation strategies	Also known as Infrastructure for Rebuilding America (INFRA) grants.
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	11127	Existing	Complete	Improve transportation accessibility to Federal and tribal lands.	Any entity eligible for tribal transportation or Federal transportation or lands access program (including any sponsored State and local governments)	Projects to construct, reconstruct, or rehabilitate transportation facilities to access Federal/tribal lands.	\$ 275 million (\$ 55 million/yr)	Min. - \$ 12.5 million	Not specified	50% - Federal lands 50% - Tribal lands	90% - Federal lands 100% - Tribal lands	Pending (Date not specified)	Not specified	Not specified	Not specified	Address USDOT goals: Safety & state of good repair Economic competitiveness & quality of life Improves critical multimodal facility conditions Construction, reconstruction, or rehabilitation needs Available matching funds National Register of Historic Places eligibility Increased efficiency via new technology/innovations	Of annual Federal lands projects, at least 1 must occur in a National Park System unit with > 3 million visitors.
Local and Regional Project Assistance Program (RAISE)	21202	Existing	Complete	Fund eligible projects that will have a significant local or regional impact and improve transportation infrastructure.	State Department of Transportation (DOT) Territorial Government Local Government Special Purpose Transportation District/Authority Transit Agency Tribal Government Public Agency/Chartered Authority (established by 1 or more States)	Federal aid-eligible highway/bridge projects Public transportation projects Passenger or freight rail projects Port infrastructure investments Surface transportation components of an airport Tribal land surface transportation facility projects Culvert rehabilitation/replacement projects Stormwater runoff prevention projects Other surface transportation projects to advance program goals	\$ 15 billion (\$ 3 billion/year)	"Urban" Project: Min. - \$ 6.25 million Max. - N/A "Rural" Project: Min. - \$ 1 million Max. - N/A	"Urban" Project: Min. - \$ 5 million Max. - N/A "Rural" Project: Min. - \$ 1 million Max. - N/A	< 15% - single State 50% - "Urban" 50% - "Rural"	80% - "Urban" > 80% - "Rural", historically disadvantaged, or persistent poverty area	1/14/2022 (Active)	4/14/2022 (90 days)	10/11/2022 (270 days after NOFO release)	Obligation: Available 3 years after award announcement Expenditure: Available 5 years after obligation	Improves safety Improves environmental sustainability Improves quality of life Increases economic competitiveness & opportunities Contributes to a state of good repair Enhances mobility and community connectivity Collaboration w/ other public/private entities Adopts innovative technology, delivery, & financing Demonstrates project readiness Cost-effectiveness	Also known as Rebuilding American Infrastructure With Sustainability and Equity (RAISE) grants. \$ 7.5 billion appropriated by IIJA plus added \$ 7.5 billion subject to Congressional approval.
Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grant Program	22103/ 22303	Existing	Complete	Planning or capital projects improve safety, efficiency, or reliability of passenger or freight rail.	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Class II or Class II Railroad TRB w/ Rail-Related Research Contract Entity University Transportation Center (rail research) Public Agency/Chartered Authority (established by 1 or more States)	Railroad safety technology deployment, including positive train control (PTC) & rail integrity inspection systems Intercity passenger rail service project Addressing congestion challenges affecting rail service Highway-rail grade crossing improvements Rail relocation and improvement projects Improve short-line or regional rail infrastructure Multimodal connection or service integration enhancements between rail service & other modes Development/implementation of safety program or institute designed to improve rail safety Preparation of regional rail service development plans & corresponding environmental analyses Workforce development & training activities	\$ 5 billion (\$ 1 billion/yr)	Not specified	Not specified	Not specified	Not specified	Pending (Expected 3rd quarter 2022)	90 days	Not specified	Not specified	Eligibility, risk review, & application completeness Project benefits/effects: System/service performance & trip/transit times Safety, competitiveness, reliability, & resilience Improved integration efficiency w/ other modes Ability to meet existing/anticipated demand Technical merit: Appropriateness to achieve expected outcomes Readiness & meeting project track(s) requirements Technical qualifications/experience Potential business plan private sector participation Adopt innovative technology, delivery, & financing Consistency w/ planning guidance/documents Construction/maintenance capacity & willingness Incorporation of key DOT objectives: Safety Equitable economic strength & opportunities Investment racial equity & economic inclusiveness Addressing resilience & climate change Transformation of nation's transportation assets	Applicant must identify 1 or more of the following project tracks: 1 - Planning 2 - PE/NEPA 3 - FD/Construction 4 - Research, Safety Programs, & Institutes (non-rail infrastructure)
Rail Restoration and Enhancement Grants	22105/ 22304	Existing	Complete	Operating grants to initiate, restore, or enhance passenger rail service.	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Tribal Government Public Agency/Chartered Authority (established by 1 or more States)	6-year assistance for projected net operating costs	\$ 250 million (\$ 50 million/yr)	Not specified	1st service yr - 90% 2nd service yr - 80% 3rd service yr - 70% 4th service yr - 60% 5th service yr - 50% 6th service yr - 30%	Not specified	N/A	Pending (Expected 4th quarter 2022)	60 days	Not specified	Not specified	Eligibility, risk review, & application completeness Technical merits/status: Appropriateness to achieve expected outcomes Planning/design, NEPA, agreements, & acquisitions Capital, mobilization, operating, & funding plans State, local, regional, & private entity commitments Benefits: Daily/daytime route service introduction Service to unserved/underserved communities Rural/disadvantaged area economic development Other non-transportation provisions Intercity Passenger Rail connectivity/coverage Matching funds meet/exceed minimum requirements Demonstrate broad stakeholder funding participation Incorporation of key DOT objectives: Support national/regional economic vitality Leverage Federal funds Credible state of good repair preparation Innovative safety & project delivery approaches Accountability & performance	Subject to annual appropriations.

Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULEMAKING	PURPOSE	ELIGIBILITY		FUNDING				GRANT TIMING (FY 2022)				MERIT CRITERIA	NOTES	
					Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement			Obligation/ Expenditure
Pilot Program for Transit-Oriented Development (TOD) Planning	30009	Existing	Complete	Identify developments and implementation strategies to create compact, mixed use communities with easy accessibility to jobs, services, and new/existing public transit systems.	State, or a political subdivision of a State Metropolitan Planning Organization (MPO) Local Government	Financing comprehensive or site-specific planning associated w/ eligible projects that seek to: Enhance economic development, ridership, & other goals established project development/engineering processes Facilitate multimodal connectivity & accessibility Increase transit hub access for bicycle/pedestrians Enable mixed-use development Identify infrastructure needs and/or private sector participation	\$ 68 million (\$13.6 million/yr)	Not specified	Min. - \$ 250,000 Max. - \$ 2 million	Not specified	80% - Total	Pending (Date not specified)	60 days	Not specified	<i>Obligation:</i> Available 4 years after award announcement <i>Expenditure:</i> Not specified	Demonstrated need: Address product implementation impediments Advancement of TOD implementation Justification for Federal funds Transit corridor benefit extent from TOD planning TOD planning extent to address climate change & challenges for environmental justice (EJ) populations Strength of work plan, schedule, & process: Achievability & detail sufficiency of schedule Proportionality of project corridor coverage Extent of partnerships, including w/ private sector Capabilities to develop, adopt, & implement plans Extent of EJ transit accessibility & participation Equity-focused outreach/engagement incorporation Housing density/affordability zoning policy effects Climate change & greenhouse gas reduction effects Relation of performance measures to stated goals	
Coordinated Access and Mobility Pilot Program	30017	Existing	Complete	Financial assistance for projects to improve coordination of transportation services and non-emergency medical transportation (NEMT).	Public Transit Agency/Authority	Innovative projects for the transportation disadvantaged that improve coordination of transportation services & NEMT services, including: Regional/statewide mobility management projects Deployment of coordination technology Regional/statewide 1-call/click center accessibility	\$ 24 million (\$ 4.8 million/yr)	Not specified	Not specified	Not specified	80% - Total	Pending (Date not specified)	60 days	Not specified	<i>Obligation:</i> Not specified <i>Expenditure:</i> 24 months after obligation	Address need for mobility management Demonstrated benefits: Coordinated transportation service accessibility Reduced service duplication Enhanced Federal funding efficiency for such service Adoption of consistent driver/vehicle standards Cost allocation rate efficiencies across programs Coordinated service delivery pilot demonstration Planning consistency & partnership commitments Project readiness Technical, legal, & financial authority/capacity	
Buses and Bus Facilities Program	30018	Existing	Complete	Provide grants to replace, rehabilitate, purchase, or lease buses and related equipment, or to rehabilitate, purchase, construct, or lease bus-related facilities	For recipients allocating funds to fixed route bus operators: State, or a political subdivision of a State Local Government Tribal Government Public Transit Agency/Authority Subrecipients can include otherwise eligible applicants and also private non-profit organizations engaged in public transportation	Replace, rehabilitate, purchase, or lease buses, vans, or related equipment Rehabilitate, purchase, construct, or lease bus-related facilities Workforce development activities (0.5% of grant award) National Transit Institute training costs (0.5% of grant award; 80% of costs)	\$ 2.3 billion (\$ 460 million/yr)	Not specified	Not specified	Not specified	80% - Total 85% - Acquiring vehicles for CAA/ ADA compliance (net cost) 90% - Equipment & facilities for CAA/ ADA compliance (net cost)	Pending (Date not specified)	60 days	Not specified	<i>Obligation:</i> Available 12 months after award announcement (preferred) <i>Expenditure:</i> Not specified	Address need for buses & supporting facilities: Asset age, mileage, & condition/performance Transit service gap/demands Demonstrated benefits/effects: System condition Service reliability Enhanced access/mobility Planning consistency & local/regional prioritization Financial availability/commitment Project implementation strategy Technical, legal, & financial capacity Autonomous or other innovative vehicle technology safety compliance or exemption/waivers	
Low- and No-Emissions Bus Grants	30018	Existing	Complete	Provide grants for purchases of low-/no-emission transit buses and related infrastructure.	State, or a political subdivision of a State Local Government Tribal Government Public Transit Agency/Authority	Purchase/lease low- or no-emission buses Acquire low- or no-emission buses w/ leased power source Construct/lease related facilities & equipment (including intelligent technology/software) Construct new or improve/rehabilitate existing public transportation facilities to accommodate low- or no-emission buses	\$ 5.6 billion (\$ 1.12 billion/yr)	Not specified	Not specified	< 25% - single State	80% - Total 85% - Buses 90% - Bus-related equipment or facilities	Pending (Date not specified)	60 days	Not specified	<i>Obligation:</i> Available 12 months after award announcement (preferred) <i>Expenditure:</i> Not specified	Address need for buses & supporting facilities: Asset age, mileage, & condition/performance Transit service gap/demands Consistency w/ long-term fleet management plan Demonstrated benefits/effects: Reduced energy consumption Reduced harmful or direct carbon emissions Planning consistency & local/regional prioritization Financial availability/commitment Project implementation strategy Technical, legal, & financial capacity Autonomous or other innovative vehicle technology safety compliance or exemption/waivers	
Port Infrastructure Development Grants	Division J	Existing	Complete	Financial assistance to improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundations, as well as for projects that reduce or eliminate port-related pollutant or greenhouse gas emissions.	State Department of Transportation (DOT) Local Government, or a political subdivision Tribal Government Port Authority/Commission, or authoritative agent Special Purpose Transportation District/Authority Multi-jurisdictional group of entities listed above Lead entity above jointly w/ private entities Chartered Public Agency (established by 1 or more States)	Port gate improvements Road improvements both within & connecting to port Rail improvements both within & connecting to port Berth improvements (docks, wharves, & piers) Fixed landside improvements for cargo operations Facilities necessary for safe operations Combination of activities described above	\$ 2.25 billion (\$ 450 million/yr)	Not specified	Min. - \$ 1 million Max. - N/A	< 25% - single State	80% - Total > 80% - Large project grant awards < \$ 10 million > 80% - Small ports under 46 USC 50302(d)	Pending (Expected February 2022)	90 days	Not specified	Not specified	Effects on goods movement Support national/regional economic vitality Cost effectiveness Address port competitiveness & externalities Effects on job creation & labor agreements Address climate change & environmental justice Advance racial equity & reduce opportunity barriers Leverage Federal funding & attract investment Project readiness Technical capacity & project constructability Environmental risks, reviews, & permits Consideration of domestic preferences	

Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULEMAKING	PURPOSE	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	NOTES	
					Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure			
Bridge Investment Program	11118	New	Pending	Improve bridge (and culvert) condition, safety, efficiency, and reliability.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory. Replace or rehabilitate culverts to improve flood control & habitat connectivity for aquatic species.	\$ 12.5 billion (\$ 2.5 billion/yr)	"Large" Project: Min. - \$ 100 million Max. - N/A Other Eligible Project: Min. - \$ 2.5 million Max. - < \$ 100 million	"Large" Project: Min. - N/A Max. - < 50% of Cost Other Eligible Project: Min. - N/A Max. - < 80% of Cost	"Large" Projects - > 50% (aggregate) Tribal facilities - \$ 100 million	80% - On System 90% - Off System	Pending (Date not specified)	Not specified	Not specified	Not specified	Address need to improve bridge condition Extent to generate: Avoided costs by closure or reduced use prevention Safety benefits (accident reduction) Person and freight mobility benefits National/regional economic benefits Long-term resiliency/protection from natural events Non-vehicular/public transportation user benefits Innovative design/construction/technology benefits Maintenance cost reduction Demonstrate cost effectiveness Adequate ongoing maintenance/preservation support Transportation Asset Management Plan consistency	Option of multi-year funding agreements for "large" projects.	
Wildlife Crossings Pilot Program	11123	New	Pending	Reduce number of wildlife-vehicle collisions and contribute to improved habitat connectivity for terrestrial and aquatic species.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Reduce number of wildlife-vehicle collisions & contribute to improved habitat connectivity for terrestrial & aquatic species. Extent to accomplish: Leveraging Federal investment Support local economic/educational opportunities Incorporation of innovative technologies Standardize methodologies for collision avoidance Guidance for mitigation measure evaluations	\$ 350 million (\$ 70 million/yr)	Not specified	Not specified	Rural - > 60%	Not specified	Pending (Date not specified)	Not specified	Not specified	Not specified	Likelihood of protection for motorists & wildlife Leveraging of Federal investment Supporting local visitation & economic development Incorporating innovative technologies Provision of education/outreach opportunities Monitoring/research for best practice identification		
Rural Surface Transportation Grant Program	11133	New	Pending	Improve and expand rural surface transportation infrastructure to generate economic growth and improve quality of life through increased connectivity and enhanced safety/reliability.	State Department of Transportation (DOT) Regional Transportation Planning Organization (RPO) Local Government Tribal Government	Projects eligible under National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), Surface Transportation Block Grant Program (STBG), or Tribal Transportation Program: Highway, Bridge, Tunnel, or Freight projects Highway safety improvements Facility accessibility to support rural area economy On-demand mobility management system/services	\$ 2 billion (\$ 400 million/yr)	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Small" Projects - < 10% Appalachian Development Highway System - < 25% Rural Roadway Lane Departures - < 15%	80% - Total (100% - Appalachian Development Highway System and Denali access system projects)	Pending (Expected 1st quarter 2022)	Not specified	Not specified	Not specified	Regional economic, mobility, & safety benefits: Address economic development & job creation Enhance recreational & tourism opportunities Coordination to address broadband infrastructure Access to health providers & essential services Cost effectiveness Project feasibility & readiness State of good repair		
Charging and Fueling Infrastructure Program	11401	New	Pending	Strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure, particularly along designated alternate fuel corridors.	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Special Purpose Transportation District/Authority Tribal Government Territorial Government Private entities (corporation, company, partnership, or non-profit organization) can participate via contract w/ 1 or more listed public entities	Development phase activities, including feasibility planning, environmental review, preliminary engineering, & preconstruction efforts Installation and operation (first 5 years) of electric vehicle charging or alternate fueling infrastructure Traffic control devices for directional information/access to electric vehicle charging or alternate fueling infrastructure	\$ 2.5 billion FY 22 - \$ 300 million FY 23 - \$ 400 million FY 24 - \$500 million FY 25 - \$600 million FY 26 - \$700 million	Not specified	Max. - \$ 15 million Education/community engagement efforts - < 5%	50% set-aside to install EV charging and alternate fueling infrastructure on public roads or in parking facilities at publicly accessible locations 50% set-aside for infrastructure along FHWA-designated alternate fuel corridors	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Extent for improving alternate fuel corridor networks: Corridor infrastructure demand readiness Meet current/anticipated market demands Accelerate construction unlikely without Federal aid Support a long-term competitive market Provide access to areas of current/forecasted need Support intermodal freight deployment Support alternate fuel geographic diversity Private entity experience & financial capacity	Requirement to redesignate alternate fuel corridors and establish process for regular redesignation.	
Reduction of Truck Emissions at Port Facilities	11402	New	Pending	Reduce truck idling and emissions at ports, including through the advancement of port electrification.	Not specified	Extent for accomplishing reduction of port-related emissions	\$ 400 million (\$ 80 million/yr)	Not specified	Not specified	Not specified	80% - Total 80% - Award	Pending (Expected by April 1, 2022)	Not specified	Not specified	Not specified	Not specified	Participation in study addressing how ports benefit from increased emission reduction prospects, including contributions from emerging technology.	
Congestion Relief Program	11404	New	Pending	Advance innovative, integrated, and multimodal solutions to reduce congestion and related economic/environmental costs.	For urbanized area w/ population > 1 million: State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government	Planning, design, deployment, and operation of: Integrated congestion management systems HOV/toll electronic pricing/enforcement strategies Alternate mode/peak travel incentive programs Interstate System tolling (Secretary approved)	\$ 250 million (\$ 50 million/yr)	Not specified	Min. - \$10 million Max. - N/A	Not specified	80% - Total 80% - Award	Pending (Date not specified)	Not specified	Not specified	Not specified	Reduce highway congestion, associated economic costs and environmental costs/emissions, and optimize usage of highway/transit systems through: Intermodal integration w/ highway performance Reducing/shifting user travel times and/or modes Pricing of parking, roadway use, and/or congestion	OST may not approve use of Interstate System tolls under the program in more than 10 urbanized areas.	
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT)	11405	New	Pending	Enabling communities to assess vulnerabilities to current and future weather/climate events, plan transportation improvements and emergency response strategies to address those vulnerabilities, and protect surface transportation assets to provide greater resiliency, continued operation, rapid recovery, and improved ecosystem conditions against those events.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Federal Land Management Agency (apply jointly w/ State)	Resilience planning activities, including resilience improvement plans, evacuation planning/preparation, & capacity-building Construction of (or improvement to) evacuation routes Resiliency-based construction activities Highway, transit, intercity passenger rail, & port facilities	\$ 1.4 billion (\$ 280 million/yr)	Not specified	Not specified	New capacity - < 40% Planning grants - < 10% Passenger rail - < 25% (intercity) Tribal projects - > 2% Rural - > 25%	80% - Total (capital) 100% - Total (planning) 100% - Tribes	Pending (Date not specified)	Not specified	Not specified	Not specified	Resilience Improvement Grants: Cost effectiveness Address vulnerable assets w/ high impact risk Resiliency improvement plan inclusion Community Resilience and Evacuation Route Grants: Cost effectiveness Address current/future evacuation vulnerabilities Incorporate development/demographic projections At-Risk Coastal Infrastructure Grants Cost effectiveness Address current/future natural disaster risks Reduce long-term infrastructure costs Access to coastal residences/businesses/assets Prioritize first responder & evacuation route access	Federal share can increase by 7% if recipient develops a resiliency improvement plan, & by 3% more if that plan is incorporated into a State, MPO, or RPO long-range transportation plan.	

Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULEMAKING	PURPOSE	ELIGIBILITY		FUNDING				GRANT TIMING (FY 2022)				MERIT CRITERIA	NOTES	
					Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement			Obligation/Expenditure
Healthy Streets Program	11406	New	Pending	Advancing projects to mitigate urban heat islands, improve air quality, and lower impact risks to streets by reducing the extent of impervious surfaces that contribute to excessive stormwater runoff and extreme heat.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization (apply jointly w/ above entities)	Urban heat island assessment of "hot spot areas" Comprehensive tree canopy inventory/assessment Equity assessment of tree canopy gaps, flood-prone locations, & "hot spot areas" compared to public/active transportation facilities & disadvantaged communities Investment planning to address heat island, flooding, & tree canopy gap assessments Purchasing/deployment of "cool" and/or porous pavements in pedestrian-only and/or low-volume/speed vehicular use areas Tree (native species) purchasing, site preparation, planting, maintenance/monitoring for projects in neighborhoods with comparatively low tree cover or higher maximum daytime summer temperatures Underground infrastructure assessments coordinated with local transportation/utility providers Hiring staff to conduct all above activities	\$ 500 million (\$ 100 million/yr)	Not specified	Max. - \$ 15 million	Urban - 80%	80% - Total 100% - Economic hardship (OST)	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	Priority to be given to entities where proposed projects are in disadvantaged communities, community benefits agreements, or youth/conservation corps partnerships.
Stopping Threats on Pedestrians	11502	New	Pending	Pilot program assisting State and local government entities with bollard installation projects designed to prevent pedestrian injuries and terrorism acts in high-volume pedestrian areas.	State, or political subdivision of a State Local Government	Bollard installation projects on Federal-aid eligible highways	\$ 25 million (\$ 5 million/yr)	Not specified	Not specified	Not specified	100% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	Application must contain description of project, installation area pedestrian injury or terrorism risks, and risk mitigation analysis with respect to proposed project.
Reconnecting Communities Pilot Program (Planning Grants)	11509	New	Pending	Pilot program to study, design, and/or construct the removal, retrofit, or mitigation of a highway or other transportation facility that alleviates or eliminates community mobility, access, or economic development barriers due to high speeds, grade separations, or other engineering factors.	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization	Regarding a limited access highway, viaduct, or principal arterial facility: Planning/feasibility study evaluating potential of removal, retrofit, or mitigation to restore community connectivity Public engagement or other advanced planning efforts facilitating input on plans for removal or conversion	\$ 75 million (\$ 15 million/yr)	Not specified	Min. - N/A Max. - \$ 2 million	Not specified	80% - Total	Pending (Expected 2nd quarter 2022)	Not specified	Not specified	Not specified	Demonstrate replacement/reconstruction need Existence of mobility/safety/opportunity barriers Current facility not justified by current/future travel Productivity of advanced feasibility analysis	
Reconnecting Communities Pilot Program (Capital Grants)						Regarding a limited access highway, viaduct, or principal arterial facility: Construction to remove, retrofit, or mitigate facility Replacement w/ new eligible context-sensitive facility that restores community connectivity	\$ 925 million (\$ 185 million/yr)	Not specified	Min. - \$ 5 million Max. - N/A	Not specified	50% - Grant 80% - Total					Extent of mobility/access/opportunity barrier removal Appropriateness of action for current/future travel Impact on freight movement Cost effectiveness Opportunities for inclusive economic development Current facility's lack of current/future land use context Project readiness & feasibility study outcomes Potential for local job creation and/or DBE contracting	
Invasive Plant Elimination Program	11522	New	Pending	Provide grants to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along & in areas adjacent to transportation corridor rights-of-way (ROW). May only be used for costs related to mowing if identified as the best means of treatment according to best management practices or used in conjunction with other treatments.	State Department of Transportation (DOT)	Activities to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along & in areas adjacent to transportation corridor rights-of-way (ROW). May only be used for costs related to mowing if identified as the best means of treatment according to best management practices or used in conjunction with other treatments.	\$ 250 million (\$ 50 million/yr)	Not specified	Not specified	< 10% - Equipment purchasing < 5% - Administrative/ Indirect costs	50% - Total 75% - Project utilizes revegetation w/ native plants and wildflowers	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	
Active Transportation Infrastructure Investment Program	11529	New	Pending	Provide grants to construct eligible projects that provide safe and connected active transportation facilities in an active transportation spine or network.	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Regional Transportation Planning Organization (RPO) Multi-County Special District Local Government Tribal Government Multi-State Group of Governments	Active transportation project or group of projects within or between a community or group of communities (at least 1 of which within recipient's jurisdiction)	\$ 1 billion (\$ 200 million/yr)	Min. - \$ 100,000 (Planning grants) Min. - \$ 15 million (Capital grants)		\$ 3 million - Planning grants > 30% - Active network connectivity > 30% - Active "spines"	80% - Total 100% - If majority of census tracts have poverty rate > 40%	Pending (Expected 1st quarter 2022)	60 days	150 days after NOFO release	Not specified	Connect destinations within/between communities Integration w/ transit services Community support & implementation commitments Facilitating increased community walking/biking Extent of matching funds & land/in-kind contributions Address disparate disadvantaged area safety/access	

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PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULEMAKING	PURPOSE	ELIGIBILITY		FUNDING				GRANT TIMING (FY 2022)				MERIT CRITERIA	NOTES	
					Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement			Obligation/ Expenditure
Strategic Innovation for Revenue Collection Pilot Program	13001	New	Pending	Test the feasibility of a road usage fee and other user-based alternate revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Groups of State DOTs, MPOs, or Local Governments	Projects must address one or more of the following: Test design, acceptance, equity, & adoption of user-based alternate revenue mechanisms Quantify & minimize relevant administrative costs Test viability, reliability, & security data/fee collection solutions, including by third-party vendors Public education/outreach to increase public need awareness for alternate revenue mechanisms Evaluate compliance & enforcement ease of varied implementation approaches for different users Consider innovative uses for revenue collection, including use of an alternate fuel station network Evaluate imposition impacts on transportation revenues/costs, personal mobility, driving patterns, & congestion (freight & passenger vehicles) Evaluate integration options w/ nationwide transportation revenue collection/regulations, toll revenue collection platforms, or other relevant revenue mechanisms	\$ 75 million (\$ 15 million/yr)	Not specified	Not specified	Not specified	80% - Total 70% - Repeat Grantee	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	
Multi-State Freight Corridor Planning	21106	New	Pending	Provide grants to existing multi-State freight compacts, or States seeking to form a multi-State freight compact, as a strategy to improve a route/corridor that is part of the National Multimodal Freight Network.	Multi-State Freight Compact, which shall include State Departments of Transportation (DOT) plus the following public/private sector entities w/ freight mobility interests: Ports Freight Railroads Shippers Carriers Freight-Related Associations Third-Party Logistics Providers Freight Industry Workforce Environmental Organizations Community Organizations Local Governments	2-year operation of the Multi-State Freight Compact	\$ 25 million (\$ 5 million/yr)	Not specified	< \$ 1 million (Existing) < \$ 2 million (New)	Not specified	50% - Existing 75% - New	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	
National Infrastructure Project Assistance ("Mega-Projects")	21201	New	Pending	Provide single or multi-year grants for projects likely to generate national or regional economic, mobility, and safety benefits, but would not be achievable without substantial financial assistance.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Amtrak Partnership (with one or more of the above entities)	Highway/bridge project on the National Multimodal Freight Network (NMFN), National Highway Freight Network (NHFN) or National Highway System (NHS) Freight intermodal (including public ports) or freight rail project providing public benefit Railway-highway grade separation/elimination project Intercity passenger rail project Public transportation project that is part of projects described above Grouping, combination, or program of inter-related, connected, or dependent projects of any described above	\$ 10 billion (\$ 2 billion/yr)	"Large" Project: Min. - \$ 100 million Max. - < \$ 500 million "Larger" Project: Min. - \$ 500 million Max. - N/A	Min. - Not Specified Max. - > 60% of Cost	50% - "Large" Projects 50% - "Larger" Projects	< 60% - Grant 80% - Total	Pending (Expected 1st quarter 2022)	Not specified	Not specified	Not specified	Generate strong economy/mobility/safety benefits Demonstrate need for significant Federal funding Cost-effectiveness Capacity of non-Federal funding commitments Recipient legal, technical, & financial capacity Support achieving a state a good repair Extent of project benefits to generate: Avoided costs by closure or reduced use prevention Reduced lifecycle maintenance costs Reduced serious injuries, fatalities, & related costs Improved person/freight mobility and reliability Improved air quality & health impacts Improved resilience & stormwater runoff effects Volumes of supported people/freight movements Short/long-term job access, growth, or creation Innovative build materials & operations technologies Historically disadvantaged/poverty area benefits Multimodal user benefits & accommodations National/regional multimodal connectivity	\$ 5 billion appropriated by IIJA.

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National Culvert Removal, Replacement, and Restoration Grant Program	21203	New	Pending	Award grants for the removal, repair, or replacement of culverts or weirs that meaningfully improve or restore passage for anadromous fish.	State Department of Transportation (DOT) Local Government Tribal Government	Project opening up more than 200 meters of upstream habitat before the end of the natural habitat Projects to improve fish passage for: Anadromous fish species listed as an endangered or threatened species Anadromous fish stocks identified by the Undersecretary or Director that could reasonably become listed as an endangered or threatened species Anadromous fish stocks identified as prey for endangered, threatened, or protected species Anadromous fish stocks identified by the Undersecretary or Director as climate resilient stocks	\$ 4 billion (\$ 800 million/yr)	Not specified	Not specified	Not specified	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	\$ 1 billion appropriated by IIJA.
Railroad Crossing Elimination Program	22104/ 22305	New	Pending	Award grants for highway-rail or pathway-rail crossing improvement projects that focus on improving the safety and mobility of people and goods.	State Department of Transportation (DOT) Territorial Government Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Port Authority Group of above entities	Grade separation or closure, including use of a bridge, tunnel, embankment, or combination thereof Track relocation Improvement/installation of protective devices, signs, or other safety measures related to above project types Other means or related group projects to improve the safety and mobility of people and goods Planning, environmental review, & design/engineering for above project types	\$ 3 billion (\$ 600 million/yr)	Not specified	Min. - \$ 1 million (except planning grant)	Planning Grants: Total - > 3% (Rural/Tribal - > 25%) Capital Grants: Rural/Tribal - > 20% Each State - < 20%	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	\$ 3 billion appropriated by IIJA.
Federal-State Partnership for Intercity Passenger Rail Grants	22106/ 22307	New	Pending	Projects to expand intercity passenger rail and improve state of good repair.	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Tribal Government Public Agency/Chartered Authority (established by 1 or more States)	Replace, rehabilitate, or repair intercity passenger rail infrastructure, equipment, or a facility to bring such assets into a state of good repair Reduce trip times, increase train frequency, boost operating speeds, improve reliability, expand capacity, reduce congestion, add electrification, and/or other intercity passenger rail improvements Expand/establish new intercity passenger rail service Group of related projects described above Planning, environmental studies, & final design for a project	\$ 7.5 billion (\$ 1.5 billion/yr)	Not specified	Min. - \$ 80 million	> 45% - NE Corridor project inventory > 45% - Not on NE Corridor (> 20% benefits long-distance route) < 5% - Planning studies	80% - Total	12/10/2021 (Active)	3/7/2022 (90 days)	Not specified	Not specified	Eligibility, completeness, & applicant risk review Technical merit: Appropriateness to achieve expected outcomes Qualifications/experience & execution capacity Private sector participation in business plan Construction & maintenance capacity/willingness Past performance & prior financial contributions Project readiness & completion of prerequisites Legal consistency w/ planning guidance/documents Project benefits/effects: System/service performance & trip/transit times Safety, competitiveness, reliability, & resilience Improved multimodal integration efficiencies Ability to meet existing/anticipated demand	Advanced General Fund appropriations to add extra \$ 36 billion to this program (non-competitive grant investment).
Interstate Rail Compacts Grant Program	22306	New	Pending	Financial assistance to entities pursuing interstate rail compacts pursuant to section 410 of the Amtrak Reform and Accountability Act of 1997.	For interstate rail compact entities: State, or political subdivision of a State Group of States Amtrak or other Intercity Rail Passenger Carrier	For implementing interstate rail compacts: Costs of administration System planning, including studies of freight rail operations & ridership impacts Promotion of intercity passenger rail operation Competitive Federal grant application preparation Operations coordination	\$ 15 million (\$ 3 million/yr)	Not specified	Max. - \$ 1 million	10 grants/year	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	
Safe Streets and Roads for All Grant Program	24112	New	Pending	Supporting efforts to advance "Vision Zero" safety plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.	Metropolitan Planning Organization (MPO) Local Government Tribal Government Multi-jurisdictional group of entities listed above	Develop a comprehensive safety action plan Conduct planning, design, and other developmental activities for projects and strategies identified in a comprehensive safety action plan Implement projects and strategies identified in a comprehensive safety action plan	\$ 5 billion (\$ 1 billion/yr)	Not specified	Not specified	< 15% - single State > 40% - Planning	80% - Total	Pending (< 180 days after fiscal year appropriation)	Not specified	Not specified	Not specified	Reduction of road user serious injuries & fatalities Public/private stakeholder engagement Adoption of innovative safety technologies/strategies Includes evidence-based projects or initiatives Ensure equitable safety investment Areal extent of low-cost, high-impact safety measures	

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Strengthening Mobility and Revolutionizing Transportation (SMART) Program	25005	New	Pending	Provide grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Transit Agency/Authority Public Toll Authority Groups of entities listed above	Coordinated automation Connected vehicles Intelligent sensor-based infrastructure Intelligent transportation system integration Technology-based commerce delivery & logistics Leveraging use of innovative aviation technology Smart grid development/deployment Smart-technology traffic signal deployment	\$ 500 million (\$ 100 million/yr)	Not specified	Not specified	40% - Large communities (> 400k population) 30% - Midsize communities (200k < population < 400k) 30% - Regional partnerships and Rural communities (outside > 200k Urbanized Area)	Not specified	Pending (Date not specified)	Not specified	Not specified	Not specified	Integration capabilities of public transit options Conducive population density & transportation needs Leadership & functional capacity continuity Public open data sharing commitments Public/private sector delivery likelihood Advanced data/technology contributing to: Reduced public/commerce congestion delay Improved safety & integrated multimodal systems Improved education, jobs, & health care access Underserved population connectivity & cost savings Medium/long-term economic competitiveness Improved transportation system reliability Broad public/system connected vehicle connectivity Improved energy efficient & pollution reduction Increased transportation system resiliency Incentivized private investments/partnerships, including w/ telecommunication service providers	
Assistance for Local Emergency Response Training (ALERT) Grant Program	26002	New	Pending	Develop and provide training on hazardous materials responses.	Non-Profit Organization: Representing first responders or public officials responsible for coordinating disaster response Able to provide direct or web-based training to individuals responding to accidents and hazardous materials incidents	Develop hazardous materials response training curriculum, both for direct training & in electronic format for web-based training	\$ 25 million (\$ 5 million/yr)	Not specified	Not specified	Not specified	Not specified	Pending (Date not specified)	30 days	Not specified	<i>Obligation:</i> Available 30 days after award announcement <i>Expenditure:</i> 12 months after obligation	Program evaluation: Training capacity for first responder target area Inclusion of rural area training plan Training inclusion of hazardous material transport Gap assessment of hazmat responder training Allowable, allocable, & reasonable activities Clear communication of project activity timeline Description/effectiveness of training delivery model Impacts on reducing risk & enhancing hazmat safety Monitoring & evaluation strategy for success Competitiveness of training cost per individual Technical evaluation: Curriculum regulation/standards compliance Identify critical-need hazmat responder locations Applicant curriculum development expertise Ability to deliver effective "train the trainer" course	Funding to be derived from recovered funds out of State/Tribal grants authorized in 49 USC 5116.
Rail Vehicle Replacement	30016	New	Pending	Financial assistance for the replacement of rail rolling stock.	State, or a political subdivision of a State Local Government Public Transit Agency/Authority	Replacement of rail vehicles: If age/condition of rail rolling stock has exceeded or will exceed useful service life within 5 years If replacement is listed as a priority in the rail investment portion of the Transit Asset Management Plan	\$ 1.5 billion (\$ 300 million/yr)	Not specified	Multi-year agreements possible (up to 3 consecutive fiscal years) Max. - 3 new awards/yr	Not specified	50% - Grant 80% - Total	12/10/2021 (Active)	3/7/2022 (90 days)	Not specified	<i>Obligation:</i> Not specified <i>Expenditure:</i> Not specified	Eligibility, completeness, & applicant risk review Technical merit: Appropriateness to achieve expected outcomes Qualifications/experience & execution capacity Consideration of private sector participation Construction & maintenance capability/willingness Past performance & prior financial contributions Project readiness & completion of prerequisites Legal consistency w/ planning guidance/documents Project benefits/effects: System/service performance & trip/transit time Safety, competitiveness, reliability, & resilience Improved multimodal integration efficiencies Ability to meet existing/anticipated demand	
Passenger Ferry Grant Program	30017	New	Pending	Capital projects to support passenger ferry service in urban areas.	State, or a political subdivision of a State Local Government Public Transit Agency/Authority Tribal Government	Support existing ferry service Establish new ferry service Repair/modernize ferry boats, terminals, & related facilities/equipment	\$ 150 million (\$ 30 million/yr)	Not specified			80% - Total 90% - Vehicle-related equipment for CAA/ADA compliance (net cost)	Pending (Date not specified)	90 days	Not specified	<i>Obligation:</i> Available 12 months after award announcement (preferred) <i>Expenditure:</i> Not specified	Demonstrated need: Age, condition, & performance of assets Degree of fleet maintenance/condition upgrades Degree of addressing capacity constraints Current/anticipated ridership demand support Demonstrated benefits/effects: System safety & state of good repair Added multimodal integration & trip options Emissions reduction Planning & local/regional prioritization Local financial commitment Project implementation strategy Technical, legal, & financial capacity	
Electric or Low-Emission Ferries	71102	New	Pending	Provide grants for purchases of electric or low-emitting ferries, and electrification or emission-reduction measures/equipment for existing ferries.	State, or a political subdivision of a State Local Government Public Transit Agency/Authority Tribal Government	Projects supporting the transition of passenger ferries to low or zero-emission technology	\$ 250 million (\$ 50 million/yr)	Not specified	Not specified	Not specified	Not specified	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	
All Stations Accessibility Program	Division J	New	Pending	Funding to upgrade accessibility to rail stations.	State, or a political subdivision of a State Local Government Public Transit Agency/Authority	Projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons w/ disabilities	\$ 1.75 billion (\$ 350 million/yr)	Not specified	Not specified	Not specified	90% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program	Division J	New	Pending	Provide grants to modernize natural gas pipelines.	Municipal or Community-Owned Utility Provider (not including for-profit entities)	Projects to repair, rehabilitate, or replace natural gas distribution pipeline systems Acquire pipeline system-related equipment to reduce incidents, fatalities, & avoid economic losses	\$ 1 billion (\$ 200 million/yr)	Not specified	Not specified	Not specified	Not specified	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	

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PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULEMAKING	PURPOSE	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	NOTES
					Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure		
Airport Terminal Program	Division J	New	Pending	Financial assistance for existing and new terminal buildings and terminal access projects.	Commercial Airports (all sizes)	Projects to increase commercial airport capacity & accessibility	\$ 5 billion (\$ 1 billion/yr)	Not specified	Not specified	Not specified	80% - Large/ medium hubs 95% - Small, non-hub, and non-primary airports	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	
Contract Tower Program	Division J	New	Pending	Funding for projects to construct, repair, or relocate non-approach control towers, as well as for related equipment & construction of remote towers.	Airports in the Contract Tower Program or Contract Tower Cost-Share Program	Projects to construct, repair, or relocate non-approach control towers, as well as for related equipment & construction of remote towers	\$ 100 million (\$ 20 million/yr)	Not specified	Not specified	Not specified	100% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	Set-aside within the Airport Infrastructure Grants Program.



SOURCE: <https://www.transportation.gov/RAISEgrants>

March 10, 2022

Regional Transportation Council (RTC) – Electronic Item 12.3
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

RAISE Discretionary Grant Program

FY 22 Overview – Funding, Cost, Award, & Eligibility Details

2

Funding Availability

\$1.425 Billion

– Capital Projects (Nation)

\$75 Million

– Planning Grants (Nation)

50% / 50%

– Urban / Rural Areas

Federal Cost Share / Match

Up to 80%

– Urban Areas

Up to 100%

- a. Rural Areas
- b. Historically Disadvantaged Areas
- c. Areas of Persistent Poverty

Maximum Award

\$25 Million

– per Project
(Capital or Planning)

\$225 Million

– per State ($\leq 15\%$)

Minimum Award

\$5 Million

– Urban Areas
(Capital or Planning)

\$1 Million

– Rural Areas
(Capital or Planning)

- **Obligation Deadline: September 30, 2026**
- **Expenditure Deadline: September 30, 2031**
- **FY 2022 Appropriations Act** – RAISE funding may double per IIJA authorizations; likely 2nd round later this year
- Tribal, Federal Lands, TIFIA/RRIF Program funds can be considered as non-Federal revenue sources
- New project type eligibility: Airport surface transportation & stormwater runoff prevention



RAISE Discretionary Grant Program

Merit Criteria and Selection Methodology

3



■ Individual Merit Criteria Ratings:

- “High” – Primary purpose has significant benefits beyond common practice
- “Medium” – Primary purpose has benefits aligned with common practice
- “Low” – Ancillary/incidental benefits or limited assessment response
- “Non-Responsive” – Negative effects or insufficient assessment response

■ Overall Merit Ranking:

- “Highly Recommended” – ≥ 5 “high” & no “non-responsive” ratings
- “Recommended” – ≥ 1 “high”, ≤ 3 “low”, & no “non-responsive” ratings
- “Acceptable” – ≤ 2 “non-responsive” (with no “high” rating), & ≥ 4 “low” ratings (with ≥ 1 “high” rating)
- “Unacceptable” – ≥ 3 “non-responsive” ratings

■ Second-Tier Analysis:

- “Highly Recommended” projects automatically advance to this level
- “Recommended” projects advance with “high” rating for safety, quality of life, environmental sustainability, or mobility/community connectivity
- Senior review team evaluation including Economic (benefit-cost) Analysis, Environmental Risk Assessment, & Financial Completeness Assessment

■ Awards (to be announced by August 12, 2022):

- Secretary only awards highly-rated projects from the Second-Tier Analysis
- Unawarded “Projects of Merit” identified to encourage future resubmittal

RAISE Discretionary Grant Program

Perspectives from FY 21 Awarded Projects

4

■ Project Size & Location:

- 31 – “Urban”/32 – “Rural”
- 17 states, including TX, were awarded multiple projects (3 awards – AK, CA, IL, MO, NC, PA, & WA)

■ Project Type:

- 17 – Complete Streets
- 11 – Active Transportation
- 10 – Transit
- 6 – Asset Management
- 6 – New Roadway/Widening
- 5 – Port/Intermodal Facilities
- 5 – Freight/Intercity Passenger Rail
- 3 – Grade Separation (Road/Rail)

■ Funding Breakdown:

- \$953,500,540 RAISE funds awarded to 63 capital projects totaling \$2,453,340,651
- “Urban”:
 - **Project Cost:** Minimum = \$12,772,600; Maximum = \$212,889,578; Average = \$46,181,919
 - **RAISE Award:** Minimum = \$6,500,000; Maximum = \$25,000,000; Average = \$15,424,715
 - **Federal Share:** Minimum = 7.0%; Maximum = 80.0%; Average = 45.1% (2 projects = 80% Federal cost share)
- “Rural”:
 - **Project Cost:** Minimum = \$1,950,000; Maximum = \$89,530,000; Average = \$31,928,162
 - **RAISE Award:** Minimum = \$1,650,000; Maximum = \$25,000,000; Average = \$14,854,205
 - **Federal Share:** Minimum = 11.9%; Maximum = 100.0%; Average = 59.8% (9 projects ≥ 80% Federal cost share; 2 projects = 100%)

RAISE Discretionary Grant Program

Submittal Timeline (TENTATIVE)

5

January 28, 2022	FY 22 RAISE Grant Final NOFO Announced
February 25, 2022	STTC Information
March 10, 2022	RTC Information
March 18, 2022	STTC Agenda “Mail-Out” <i>(NCTCOG projects identified, with scope, cost, & funding sources/shares finalized)</i>
March 25, 2022	STTC Action
March 30, 2022	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcoq.org)</i>
April 14, 2022	RTC Action/Endorsement
April 14, 2022	FY 22 RAISE Grant Application Submittal Deadline – www.grants.gov
April 28, 2022	Executive Board Endorsement



Infrastructure Investment and Jobs Act (IIJA)

Preparing for USDOT Discretionary Grant Programs

6

- IIJA provides a five-year (FY 22-26) investment of **\$567.5 billion** dedicated among all modes of transportation infrastructure:
- Along with increased formula funding, extensive growth in the funding/amounts of competitive grant programs (*see USDOT list – Electronic Item 12.2*):
 - 11 existing programs (e.g., RAISE) with increased project/applicant eligibility and new/modified criteria
 - 28 new programs (bridges, resiliency, electrification/alternate fuels, equity/sustainability, etc...)
 - More accessibility for local governments/MPOs, non-traditional entities, and public-private partnerships
- Need to optimize resources for more effective/collective responses to greater competition
 - Multiple grant programs to be opened simultaneously
 - Notices of Funding Opportunity (NOFOs) with improved methods to assess competitiveness and award accountability
 - Many projects will have compatibility for multiple programs, inclusion of various multimodal elements can address vital requirements, and acknowledgment of known synergies can improve promotion and award coverage
- Regional collaboration and development of a comprehensive project/program decision “matrix” could help establish an effective “conveyor belt” for maximizing preparation and processing



Strategy to Prepare for IJA Competitive Grants

Proposed Zero-Emission Vehicle Call for Partners

7

- Projects for electrification of heavy vehicles and equipment (via battery or fuel cell power sources) have potential to provide substantial air quality benefits
- IJA introduced new initiatives on electrification and expanded inclusion within existing programs
 - Infrastructure for Rebuilding America (INFRA) Grant Program – Expected to include expanded electrification emphasis
 - Port Infrastructure Development Grant Program
 - Charging and Fueling Infrastructure Grant Program
 - Reduction of Truck Emissions at Port Facilities Grant Program
 - Department of Energy – Hydrogen Hubs
- Project success likely to require private sector participation
- Proposed Call for Partners:
 - Solicit teams for engagement in project development/packaging to prepare for competitive grant opportunities
 - Proposals to include collaboratively scoped projects as a public-private partnership (PPP)
 - Time – constrained for approximately one year, but would be re-initiated for future cycles



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ZEV Call for Partners

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March 10, 2022

Regional Transportation Council (RTC) – Electronic Item 12.3
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

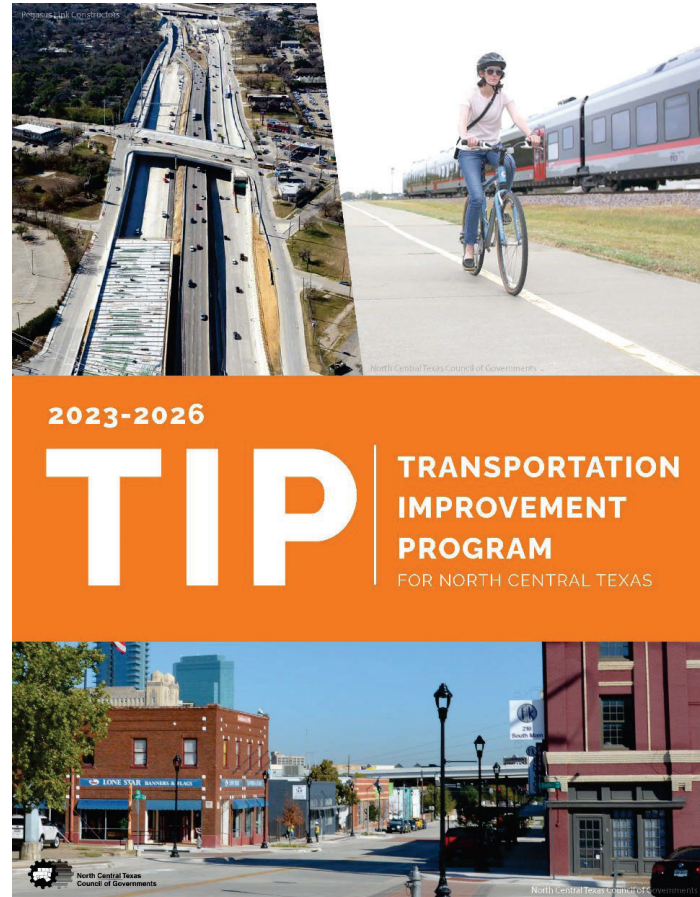
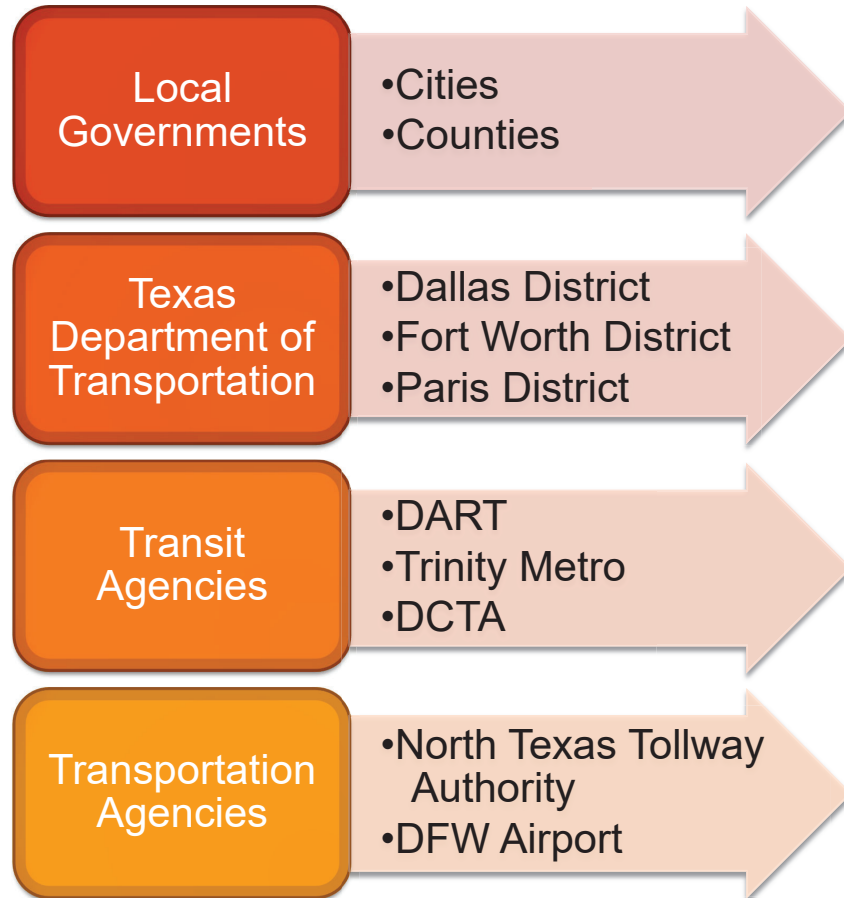
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

Regional Transportation Council
March 10, 2022



North Central Texas
Council of Governments
Transportation Department

A COOPERATIVE EFFORT



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally-funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- **Financially constrain project programming based on estimated future revenues**
- **Conduct Mobility Plan and Air Quality conformity review**
- **Solicit public and Committee/Council input**
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)

FOCUS AREAS

- Draft Project Information
 - Reflects updates to projects provided by agencies and from recent/pending TIP Modifications
 - Financially constrained to the 2022 Unified Transportation Program (UTP) allocations plus anticipated carryover funding
- Fiscal Year 2023 Surveys
 - Surveys sent to agencies that have a project or phase in FY2023, the first year of the new TIP
 - Responses provide clarity on project schedules to help NCTCOG determine which project phases will be **TRULY** ready to commence in FY2023
 - Failure to provide a survey response could lead to your project being pushed to a later year
 - Doing this work now can help prevent carryover accumulations and the need for additional TIP Modifications/project delay actions in the future

SCOPE OF PROGRAMMING

- \$7.05 Billion in the 2023-2026 TIP (Roadway and Transit)
 - \$4.75 Billion in Federal Commitments
 - \$1.14 Billion in State Commitments
 - \$0.16 Billion in Regional Commitments
 - \$0.63 Billion in Local Commitments
 - \$0.37 Billion in Transit Formula Commitments
- 886 Active Projects (Roadway and Transit)
 - 418 Active Projects in 2023-2045
- 67 Implementing Agencies (Roadway and Transit)

REQUEST FOR REVIEW

- Please ensure agency staff review the listings for projects being implemented by your agency and within your jurisdiction to verify:
 - Start and end dates of each phase
 - Fiscal year(s) of each phase
 - Scope
 - Limits
 - Funding amounts
- If a project does not have funding in FY2023, FY2024, FY2025, or FY2026, it will not be in the new TIP.
 - FY2022 projects will not automatically carry over. We must determine now if projects could be delayed and should be “double-listed” in FY2023.
 - Projects in FY2027 and later will be in the environmental clearance appendix of the TIP (Appendix D).

TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-February 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Public Involvement - Draft Listings	March 2022
Deadline for Providing Comments on Draft Listings	March 31, 2022
Final Listings - STTC Action	April 2022
Final Listings - RTC Action	May 2022
Submit Final Document to TxDOT	June 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

QUESTIONS/COMMENTS

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Regional Transportation Council Attendance Roster
March 2021 - February 2022

RTC MEMBER	Entity	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22
Daniel Alemán Jr (01/22)	Mesquite	--	--	--	--	--	--	--	--	--	--	P	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	A	P	P	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	P	P	P	A	P	A	P	P	E(R)
Adam Bazaldua (09/21)	Dallas	--	--	--	--	--	--	E	P	E(R)	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	--	--	--	--	--	P	P	P	P	P	P	A
Gyna Bivens (08/21)	Fort Worth	--	--	--	--	--	P	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	E(R)	P	P	P	P	P	E(R)	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	A	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	A	P	A	P	P	P	A	P	A	A
Janet DePuy (09/21)	Richardson	--	--	--	--	--	--	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	E	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	E	P	P	P	P	P	P	A
George Fuller (07/17)	McKinney	P	P	A	P	P	P	P	E(R)	P	A	P	P
Raul H. Gonzalez (09/21)	Arlington	--	--	--	--	--	--	P	E	P	P	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	P	E	P	P	P	P	E	P	E(R)	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	P	A	P	P	P	A	P	P	E
Roger Harmon (1/02)	Johnson County	P	P	P	P	A	P	P	E(R)	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	E(R)	P	E(R)	P	P
Ron Jensen (06/13)	Grand Prairie	A(R)	P	P	P	P	P	P	P	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	P	P	P	A	P	P	P	P	P	E(R)	P
Brandon Jones (05/21)	Lewisville	--	--	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	P	P	P	P	P	E(R)	P	A	E	E(R)	A	A
Mike Leyman (09/19)	Mansfield	P	E(R)	E(R)	P	P	P	P	P	P	P	P	E(R)
Alison Maguire (07/21)	Denton	--	--	--	--	P	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	P	E	A	E(R)	E(R)	P	P	A	P	A	P
Allen E. Meagher (12/20)	Irving	E(R)	P	P	E	P	P	P	E	P	P	P	E(R)
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	E	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	A	P	A	P	P	P
Omar Narvaez (09/21)	Dallas	--	--	--	--	--	--	E	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	E	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
March 2021 - February 2022**

RTC MEMBER	Entity	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22
Jim R. Ross (07/21)	Arlington	--	--	--	--	P	E(R)	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	E	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	A(R)	P	P	P	E(R)	P	E	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	E	E(R)	P	P	E	P	E	E(R)	P	E	P	P
Michele Wong Krause (11/21)	DART	--	--	--	--	--	--	--	--	E(R)	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
December 2020 - January 2022

STTC MEMBERS	Entity	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	--	--	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Eules	*	*	*	*	*	*	*	*	*	*	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	--	--	*	*	*	*	*	*	*	*
Chad Edwards	Trinity Metro	--	--	--	--	--	--	*	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	*	*	*	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Joel James	NTTA	--	--	--	--	--	--	--	--	--	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
December 2020 - January 2022

STTC MEMBERS	Entity	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
William Johnson	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Marbut	Weatherford	--	--	--	--	--	--	--	--	--	--	--	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 28, 2022

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 28, 2022, 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 December 3, 2021, Minutes:** The minutes of the December 3, 2021, meeting were approved as submitted in Electronic Item 1. Melissa Baker (M); Paul Luedtke III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Federal Functional Classification System Amendment:** A recommendation for Regional Transportation Council (RTC) approval of two amendments to the currently approved Federal Functional Classification System (FFCS). The proposed amendments were included as Electronic Item 2.1.1 and additional information was provided in Electronic Item 2.1.2.

A motion was made to approve this item. Kelly Porter (M); Brian Moen (S). The motion passed unanimously.

- 2.2. **Traffic Incident Management Regional Transportation Council Local Funds for Farmersville:** A request for approval of \$8,264.70 in Regional Transportation Council (RTC) local funding to fund the City of Farmersville Incident Management Trailer. Additional information on this funding source request is provided in Electronic Item 2.2.

A motion was made to approve this item. Clarence Daugherty (M); Jim O'Connor (S). The motion passed unanimously.

3. **MPO Milestone Policy Update:** Brian Dell presented the recommendations for three projects and provided the Committee with an update on the Milestone Policy Round 2 projects that have not let for construction. The objective of this policy is to ensure that projects that have been funded for at least ten years and have not gone to construction will be implemented in a timely fashion. Staff has been focused on this round for almost a year. The RTC approved a round of projects in February 2021. In February 2021, the deadlines were established for projects to go to construction. A revamped project tracking process was also implemented. The new project tracking process requires project sponsors to submit reports every quarter that provide the latest project schedule and what steps are being taken to implement the project. This provides an opportunity for staff to highlight any issues that project sponsors might have experienced. Staff uses those reports to assign a risk rating: green represents a low risk, yellow means a moderate risk, and red represents a high risk of project delay. If the committed schedule is not adhered to and the project has consistently been rated as red, then the project will likely be recommended for cancellation. However, staff does look at each project's circumstances on a case-by-case basis. Electronic Item 3.1 features a project list with more details on all the projects. The list shows their risk rating and

staff comments on what the risk factors are. When the list was first taken to the RTC, there were 23 projects on the list. Over the last year, four of them have gone to letting and gone to construction, leaving 19. Of those 19, one had a deadline of fiscal year 2021, five have a letting deadline of the end of this fiscal year, nine are supposed to let by the end of the fiscal year 2023, and four are slotted out beyond 2024. All told, there is about \$349 million worth of projects remaining to go to construction. Eleven projects are at low risk of missing their deadline, four of them are medium risk, and four are high risk. Mr. Dell highlighted the three projects that staff proposed action on. The Collective Mixed-Use Development project in the City of Dallas missed its deadline of the end of the fiscal year 2021. NCTCOG staff met with the city and a new deadline of May 1, 2022, was established, but the project went to bidding earlier than expected on January 12, 2022. Therefore, staff recommends that the RTC extend the deadline and leave the funding on the project as-is. The project will continue to be monitored to ensure it proceeds to actual construction. The next project is Corporate Drive in the City of Lewisville. This project has several segments. This particular segment had a deadline for the end of fiscal year 2022 based on the letting schedule provided by the city. However, since that time, TxDOT has required the city to execute a new Regional Toll Revenue agreement that will combine all the project segments. Staff recommends the RTC move this project's deadline to fiscal year 2023 to align with the related projects. The third project staff is asking for action on is Alsbury Boulevard in the City of Burleson. This project was initially funded with a Congressional Earmark. The city has since opted to return that Earmark funding and fund the project with city funds to accelerate implementation and avoid the federal process. Staff recommends removing the earmark funds from the project in the TIP. The ability to administratively amend the TIP as needed to incorporate these changes was also requested. Status updates on each project, along with their latest ratings, can be found in Electronic Item 3.1. Details on the MPO Milestone Policy and the proposed action items can be found in Electronic Item 3.2. Mike Galizio of Tarrant County asked whether the City of Burleson Earmark could be utilized elsewhere in the region. Mr. Dell noted that those funds were set aside for just that project and they could not be repurposed. Mr. Galizio also asked if it was the first time that the Collective Mixed Use Development project was getting a deadline extension. Mr. Dell confirmed that it was. A motion was made to approve this item. Robert Woodbury (M); Greg Royster (S). The motion passed unanimously.

4. **Automated Vehicles Program 2.2: Round 2 Projects and Supplemental Round 3 Projects:** Clint Hail presented an action item on the automated vehicles program round two projects and supplemental round three projects. In 2021, NCTCOG got the planning portion of the projects underway. If STTC members want to learn more about that, they should visit www.connectntxfutures.org. In July of 2021, the RTC approved the first round of AV 2.2 and 2.3. In 2018, the RTC established policies centered around building up transportation innovation in the region while ensuring a level playing field for all communities. Whether you are a community with a lot or a community with a little, you can be a part of these projects through equal community participation. These projects also address transportation gaps appropriately with technology. There are still gaps left by the markets; those are going to lag, but there is a good case to apply a solution to them. We can step in and lend support. Here's a look at the funding. In 2021, the first round of projects came out with about \$8.3 million left. In September 2021, we had an announcement on round two. Later that month, we had a very well-attended forum where we established what round two would look like. At the end of the round two proposal process, we ended up with six projects but moved forward with four totaling about \$11.3 million with a projected shortfall of \$3 million. A map showing the deployment of projects demonstrated that round one covers some areas, and round two fills other geographic gaps well. It is a very well-rounded project geographically. The first project covered was an expansion of Arlington's current RAPID autonomous vehicle shuttle

service. It is an on-demand shuttle service that is expanding to add teleoperation and emergency vehicle alert technology for the vehicles. This represents a key set of bridge technologies for achieving full driverless operation. And, so this is a very exciting, very innovative, and a very boundary-pushing project. I wanted to highlight this as a great example of regional teamwork in that Dallas College was willing to return the funding for one of their projects back to the region, so those funds could be used for this Arlington technology expansion. The remainder needed to fund the project is the \$600,000 you see here. We're very thankful to Dallas College for answering the call. This was great teamwork for the region, and we tip our hat to that. DFW International Airport has teamed up with some partners, in a national renewable energies' lab, to develop new technology that's come online to help with automated parking. This is another significant bridge technology. DFW International Airport wanted to use this new technology to help get vehicles from the curb to the garage, and then within the garage, to move vehicles around as needed and manage space. Thus, this technology proposal also includes an active curb management system. Total cost, \$500,000. McKinney has something called the Wellness Wagons. These are vans outfitted as telemedicine studios deployed in urban, suburban, and exurban environments. These are the key environments where they take the service to people rather than people going to the service. This project comes in at about \$5 million, and this is also pending McKinney's city council's approval. Finally, we have a set of projects in Fort Worth. First, expanding the zone transit service in a traditionally underserved zip code. Also, a pilot project to expand broadband access in two key corridors in that area. Finally, a project that allows traffic signals to interface with connected vehicle technology. Soon, connected vehicle traffic signal technology for emergency vehicles and transit vehicles will arrive. Round one had a great slate of technologies brought on board for the region. Round two represents a lot of newer technologies brought on board. This is important because it allows us to pursue our innovation goals, as outlined in our policies, and we've come up with a diverse list of technologies for the region. Thanks to the leadership of this committee, the RTC, and your mandate to pursue these goals, we are probably able to have the most robust automated vehicle environment in the country. We anticipate late fiscal year 2022 to have the projects approved for the next step. In early 2023, project sponsors begin finalizing their agreements with texts. We're talking to the RTC next month, pending your approval. Our requested action is threefold: we are asking for these proposed projects to be funded using AV 2.2 and 2.3 project funds; that you authorize the use of regional transportation development credits for local match requirements; and that you authorize staff to do all we can to advance the projects and support local partners. A motion was made to approve the three staff requests. Robert Woodbury (M); Greg Royster (S). The motion passed unanimously.

5. **Regional Vanpool Program Vehicle Revised Partnership:** Gypsy Gavia presented a request for a recommendation to the RTC that the Regional Vanpool Program modifications be approved due to an inadequate supply of vans. The North Central Texas Regional Vanpool Program consists of three transit agencies: DCTA, DART, and Trinity Metro. Each agency operates the vanpool services for the region. These services provide air quality benefits for the region by removing single-occupancy vehicles from the road. The Regional Vanpool Program is required under the SIP, otherwise known as a State Implementation Plan. Ms. Gavia noted that if this program goes away, then sanctions could be imposed, leading to a loss of millions of dollars for our region. Therefore, staff has worked closely with transit partners to ensure that the regional vanpool program serves our region as effectively as possible. In May of last year, the Regional Transportation Council approved various program modifications, including defining the transit boundaries for the agency's boundaries for the vanpool groups. Recently, DART has informed the Council of Governments and the

transit partners that their current vendor cannot meet their contractual obligations. This is due to the ongoing pandemic and the chip shortage. Their vendor has been unable to secure additional vehicles. It's difficult for riders to switch vehicles and for DART to grow the vanpool program. COG and DART staff have been coordinating with the vanpool partners to ensure no gaps of service or coverage. Staff proposes that current vanpool groups be absorbed by updating boundaries. DCTA and Trinity Metro may cover the full service provided by DART. The map on this slide shows the previously approved boundaries shared with STTC and RTC. These consider origin and destination. The boundaries eliminate competition and deliver consistent messaging to the riders. For the areas in yellow, DART was a designated operator. Vanpool groups can go anywhere in the region. In blue, those areas are covered by DCTA. Green is Collin County which DCTA and DART share. This area would go to DCTA. Trinity Metro is in orange and goes across the region. Wise County, in purple would go to Trinity Metro unless they went into Denton. In that case, they are covered by DCTA. The changes with DART's contract prompted COG staff to meet with the transit authorities to discuss how the boundaries could be adjusted to redistribute the DART service vanpool area. The current vanpool groups with DART would be moved to Trinity Metro, and future vanpool groups would be operated by the designated agency indicated on this slide. For DCTA, it would now serve groups in Hunt, Rockwall, Kaufman, and all of Collin County in addition to their previous service area. Trinity Metro would be the designated vanpool provider for Dallas, Ellis, and Navarro Counties in addition to their previous service area. Wise County would continue to be shared and, depending on the destination, would either go to the DCTA or Trinity Metro. Ms. Gavia noted that next steps for the Regional Vanpool Program include DART coordinating to alert groups and provide them a 30-day notice of the upcoming changes. They're also working with Trinity Metro to meet with all the group leaders and discuss the transition logistics. All active DART vanpool groups would be transitioned over to Trinity Metro at the beginning of March. Moving forward with any newly formed vanpool group, we will follow the updated boundaries and coordinate with that corresponding agency. COG staff will monitor vanpool expenses with Trinity Metro and DCTA and adjust the funding if needed. These boundaries are temporary as we continue to move towards one regional program anticipated in 2025. The request for today is for the committee's approval to recommend to RTC to approve DCTA and Trinity Metro to replace the current full service provided by DART. Also, to revise administrative documents as appropriate to incorporate this project modification. A motion was made to approve the staff requests. Chad Edwards (M); Todd Plesko (S). The motion passed unanimously.

6. **2045 Demographic Forecast and Mobility 2045 Update**: Dan Kessler and Amy Johnson presented an information item on the completion of the 2045 Demographic Forecast. Staff has reached the last phase of the demographic forecast process. The final step is approval by our Executive Board. Staff did brief them yesterday and will be asking for their final approval in February. These forecasts are being used to drive the new metropolitan transportation plan. Staff came to this committee in December, asking for your help in motivating local review. We thank you for that. I think many of you stepped in because we got a pretty good response after that presentation. We heard from cities and counties representing a little over 70% of the population, so we didn't get everybody, but we got all the major counties. We got most major cities, and so, thanks to the committee, and thanks to all of you that stepped in. Local review is critical to this process. Just a reminder, we're dealing with a 2045 control total population of 11.4 million, that's about 200,000 above our current forecast. We were able to hold to our county control totals. We did learn a lot in this review process. This demographic forecasting process is ongoing. We've already started talking about the next round. We're also doing some work to support the water folks.

Everything that we learned in this review process is an ongoing process. We looked closely at the development announcements. In our perimeter counties, particularly the unincorporated rural areas, that's a hard thing for us to forecast. We got a lot of good input there, and we're going to continue working on that methodology. We projected that 42% of the population growth, about 1.6 million folks, will occur outside existing incorporated areas. That doesn't mean that by 2045 cities won't have incorporated a lot of these areas. You all know the challenge the legislature put cities in regarding incorporating. If you're going to incorporate, you've got to provide services. That may slow incorporation, but I don't think it will slow growth. We're going to continue to see a lot of growth in our unincorporated areas. That puts a lot of pressure on counties and cities in your ETJ. That's a policy issue that will continue to talk about with the RTC. There were slight modifications to our population estimate and population forecasts by cities. Another data point is relative to where we are concerning transit service areas. This is another one of those challenging numbers that we project by 2045: 60% of our population will reside outside of an existing DART, DCTA, or Trinity Metro service area. That reinforces what we all need to do in the region to get our act together and expand transit service. We need to get our transit service areas to serve more people. That's an overwhelming statistic. Employment is the big growth number. We're adding over a million employees in this forecast, going up to 8.1 million. A lot of that has to do with employment participation rates and the growth of our region in the technology, medical, defense, and aerospace fields, where we're expected to continue to grow. We were able to hold our forecast control totals and the employment by county. We were able to keep our forecast control totals, and the employment by county shows that. Michael launched an initiative with our water planning folks who are again interested in demographic forecasts out through the year 2017. That's work we did several years ago that we will revisit. This will provide the foundation for the next plan cycle, which we would anticipate to be out through 2050. With that, we've got our hands full for updating the current Metropolitan Transportation Plan.

Staff also provided an update on Mobility 2045 - 2022 Update. Staff provided maps showing major roadway recommendations, transit corridor recommendations, and the regional Veloweb. For the regional Veloweb, staff noted the region is making good progress on building out this network, and the Mobility Plan includes planned facilities to continue making progress towards bringing people options. Maps and project tables are available on the webpage, www.nctcog.org/PlanInProgress. As the draft plan and other items become available, they will also be posted online. For policies and programs, the only change to note is the health accessibility program. Previously in its place was a placeholder for the new federal executive orders that have come out since Mobility 2045 has been adopted. In working through the planning process, the Mobility Plan Update will include the new Health Accessibility Program to address healthy access to food and medical care, also including food deserts. There are no updates since the last presentation to the technology program, but to reiterate, we are incorporating the latest of what has come out of various studies, as well as incorporating the internet and broadband topic, which has gained attention in recent years. Staff presented information on the draft financial plan. Per federal regulations, the plan must be financially constrained, meaning it can only include projects with reasonably expected funding sources. The Mobility Plan must include all funding sources in the plan, include project recommendations in year-of-expenditure dollars, and account for inflation. Staff noted the balance that the plan must strike between regional priorities and financial means. Staff discussed expenditure categories pertaining to maximizing the existing system: infrastructure, maintenance, management, operations, and growth, development, and land use. Overall, there is a decrease in infrastructure maintenance compared with Mobility 2045 due to Mobility 2045 Update having fewer years in the plan's timeframe. However, the annual maintenance expenditure category keeps the same pace of spending as before.

Staff also noted an increase in overall spending due to new revenues and NCTCOG's pipeline of projects that may be slotted in the plan should additional funds become available. Staff explained the three buckets of revenue: baseline, adjusted baseline, and revenue enhancements, and noted that the Texas sales tax is doing well in the state despite the pandemic. The adjusted baseline reflects new or additional funding expected to start flowing in the near term. Revenue enhancements are funds that are reasonably expected to the future. Staff emphasized that the source of the future revenue remains flexible but is projected as the equivalent of increases to gas taxes and registration fees. Of the forecasted \$140 billion total in revenue, about 75 percent is general revenues that have some restrictions but are generally flexible. About 25 percent to 30 percent of forecasted funds are directly tied to specific projects, reflecting the work of the RTC in utilizing innovative funding sources and competitive grants. Financial constraint is expected to be achieved, though refinements are expected in closing a small gap in the draft forecast. The Mobility 2045 Update official public comment period begins in April and runs through May, and staff anticipate coming back to STTC for action in May, then the RTC in June

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items in the region. The region has good news coming out of the Comptroller's Office. Also, the new stimulus bill will be featured in the next presentation. Apart from the Texas Transportation Commission meeting yesterday, most of these items are in our control concerning implementation, legislation-wise and money-wise. As a general theme, we need to wind down conversations about what we're going to do and what we need to start moving towards implementing that item. Suppose it doesn't happen in your community. In that case, there's a good chance it will be left behind given the federal government's interest and the state government's interest in getting a lot of projects to, and across, the goal line. I will be preparing more detailed funding information for the RTC. I think it is extremely positive news regarding federal and state revenues. Our second item has to do with the electronic nature of our meetings. We are still meeting remotely. At some point, we're not going to meet remotely. The RTC had one meeting in person at the Irving Convention Center. Again, I thank the City of Irving for helping us to sponsor that event. Our Chair was not able to make the last meeting. You can make your own assumption why she was not able to make the meeting. She was in the meeting electronically, which triggered the Vice-Chairman to come from Collin County to chair that meeting. As a result, the meeting was held remotely instead of in person. We are ready to meet in person. Perhaps the Chair and Dan Kessler can talk about when we are ready to bring the technical committee back. I think this is very efficient, but I don't think it's as effective. Maybe it's efficient for us technologically, but it's not effective in delivering our transportation system. I think because of it, we've gone electronic on our agenda items, and we're not doing a lot of mailouts with paper. Until I hear otherwise, I think we're going to be electronic in our mailouts forever and not go back to a lot of printing of materials and mailouts of materials. Dan Lamers and Brendon Wheeler have major positive information about advancing high-speed rail between Dallas and Fort Worth. We're expediting that. There are ongoing negotiations with FRA and FTA. Two additional modes of transportation wish to come to our region for certification. There's at least one more hyperloop company that wishes to come. There's another technology company you'll hear about. Ken Kirkpatrick and Brendon Wheeler are working on the mechanics of how we can communicate to everyone the opportunities of new technologies coming to the region and the desire for those companies to certify here. Once certified, those facilities would go into regular operation. We think these technologies are mature enough to have the opportunity of having a non-throwaway technology, so congratulations to Dan Lamers, Brendon Wheeler, and that team. The region just won three RAISE grants. You're going to see slotting months ahead of schedule; if we

think projects will win, we will figure out which program is best to complete it. Then, we can go ahead and have that be one of our three slotted projects as part of that process. No one else in the country is doing that. I don't want to scurry every time. We have a plan. Some projects will be directly funded. Some will be funded through our national competition work with Christie on backstops. On projects that don't win, you're going to see more imagination coming to the technical committee regarding the slotting of those projects. My last item is the news from yesterday. I have asked for an emergency meeting with the districts. I believe it's going to be Monday afternoon. After two minute orders on a facility, the Texas Transportation Commission approved this project in San Antonio that was on-system to have a financial partner follow certain steps, get consensus, hold a bond, and build a project. The Commission went back and is no longer permitting that to go off-system. Why is that important? We're heavily exposed in our region because we supported our partners in 2014. So, if the project were to be pulled, we would be at financial risk of having to repay the Federal Highway Administration. We don't have that magnitude of money to repay the Federal Highway Administration. I've asked Ken to look at the legal process of what the Commission is using for the final approval. Where is that in our process? Usually, I think it's after our project is completed. The good news is that it permits us to retain a 20% local match on the project by TxDOT. The bad news is that it appears to open our office to significant financial risk, so we will have to sort that out. We want to first meet with TxDOT to get the direction they're getting from headquarters. All the communities that are working with us, and through partnership with TxDOT, on on-system projects and on off-system projects, will need to meet once we meet with the districts. Then, we can all get a path forward on each of these individual projects. So, I think, with the spirit of the "Year of the Doing," sometimes there's a little undoing. But, we must get to this issue quickly to get back to the "Year of the Doing". STTC supported us on three bridges over dry land, and the RTC supported us on three bridges in Fort Worth over dry land. Now, we have received news that the bypass channel this last week will be funded.

8. **Quarterly Report:** Michael Morris provided a summary of current performance metrics related to the impacts of COVID-19 on the transportation system and highlighted how those metrics have changed over time. We have good news, and the region is returning to the norm; but, for bike-ped, the bad news is we're returning to the norm. Toll roads are now over to where they were before Covid, which is terrific news. Freeways are back to where they were too. Airports are only 10% below where they were. This number is going to fluctuate with the latest round of Covid outbreaks. The good news for transit is that we're starting to see it now down to 40%. It used to be in the 50% to 55% range. Transit members, hang in there. These numbers are improving every month, and you'll see that I think it mirrors the return of work. The freeway numbers are going back to where they were previously demonstrated by peak period distributions. Although you see morning people going to work, you still don't see the magnitude we had before the Covid situation. Good news for transit to the tune of almost a percent per month. We're seeing the telescoping that we all hoped for. For bike-ped, some of that will be retained. I think a lot of that will be retained in the post-Covid world. Airport passenger data is almost all the way back as business travel is coming back. Also, I think that the comptroller data may represent stronger revenues of state money than we will get from the federal government. These are very significant numbers. Prop 1 and Prop 7, remember this proposition revenue is driven by people who wish to buy new cars. They pay higher excise and sales tax. Also, the energy that comes out of the ground. Many people have returned to normal but notice the price at which fuel is now being collected. There are very positive state numbers with Prop 1 and Prop 7 in the transition of these pieces of legislation to full-year implementation. NTTA, our partner in our toll roads, notice how their numbers are now post-Covid. Look at how they were hurt significantly in the

April-May time frame of 2020. They have come back very strong with regard to their ability to repay their bonds. We always look at I-35 to be managed lanes and how positive those express lanes have returned. You know it was down 30% to 50%. Now, I-35 is only down zero to 10%. I think it's an extremely positive report. I think it shows the vitality of the region. I think it shows the vitality of these revenue forecasts. I think we're going to go to quarterly presentations. So, we'll bring this back in about three months. We'll get these presentations quarterly and bring them to the RTC quarterly

9. **SH 183 Segment 2E Design Cost Contingency:** Ken Kirkpatrick provided a status update on the Regional Transportation Council financial backstop for SH 183 Segment 2E design costs. Segment 2E is the last remaining section of the North Turn Express CDA that's either not operational or has not gone into construction. Segments 1 and 2W had been in operation for quite some time (IH20/SH 183) on the 35W side from downtown up to approximately North Tarrant Parkway. Those have been in operation for several years. The current 3C from North Tarrant Parkway up to approximately SH 170 is under construction. Segment 2E from 121 to the western extension at PGBT is the remaining segment that needs to be moved forward. As per TxDOT's CDA agreement, TxDOT can request a change proposal from the developer to advance that segment. So, what does that mean? The private sector is eager to begin and are waiting for TxDOT to issue a request for change proposal. If they do, then TxDOT and the private sector can enter negotiations on advancing that segment. If successful, that would result in a change order to permit that project to proceed. So, where does the RTC come into play? Staff has understood for some time that a request for change proposal was forthcoming from TxDOT. RTC did not want to wait any longer to advance the project. In June of 2020, the RTC allocated \$3 million as a design cost contingency for the private sector to continue with the design work pending TxDOT's issuance of a change proposal request. This resulted in a design cost contingency agreement between Cintra and the Council of Governments, which is a two-year agreement. It goes through August of 2022. It allows design work to proceed. The RTC obligation would go away if TxDOT asked for a change proposal. Staff has been anticipating that for a number of months and it is still anticipated. The current trigger date on the call on the RTC design costs backstop is currently February 28th. The original date was last August. It's been extended a couple of times. Its current date is the end of February. So, what does that mean? That means if TxDOT does issue a change request proposal by that date, Cintra could call on the \$3 million backstop. If so, the RTC would be obligated to pay that and, in exchange, the RTC would take ownership of the design work that had been completed. This is one of the items staff has been using to press the advancement of that segment. If you recall, back in the November-December timeframe, the RTC requested interested parties to issue letters of support to the LBB and other stakeholders. Staff is pressing on many different fronts to continue to advance this segment.
10. **Dallas-Fort Worth High-Speed Transportation Connections: Environmental Study:** Brendon Wheeler provided an update on current phase two activities and coordination efforts with the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) pertaining to the National Environmental Policy Act (NEPA) process. Staff introduced a policy discussion to update an existing RTC policy (P21-01) on the high-speed transportation corridor along I-30. Staff requested committee action on the item. The current policy stated continued support for the plan policies of a three-station concept on high-speed transportation between Dallas and Fort Worth. The current policy also advanced phase one recommendations from the high-speed connection study for the I-30 corridor to be the preferred corridor. The policy advanced the preferred modes of high-speed rail and hyperloop along that corridor through the NEPA process as a part of that policy. There was

also mention of coordination with federal partners to determine the appropriate path forward into NEPA. The policy also directed staff to coordinate with our local partners and TxDOT as well as integrate these planning efforts into our plan. This slide confirms that we are advancing the three-station concept. One station in Dallas, one station in Arlington near the entertainment district, and one station in Fort Worth along the I-30 corridor. We're looking at the I-30 corridor in two different segments. The western segment of I-30 will be reconstructed to the ultimate condition in the near future. TxDOT Fort Worth is looking to advance the planning and NEPA process for that corridor soon, and the eastern segment of the I-30 corridor, from Cooper Street in Arlington all the way into Dallas, has already been reconstructed to the ultimate condition for the most part. We have different options on both of these segments of I-30 for how to integrate the high-speed corridor with the existing and future freeway. One of the options for this corridor was to replace the managed lanes in the middle of the I-30 corridor. That has been a subject of the analysis the project team has undertaken since last summer. Further analysis by the project team finds more benefit to advancing both high-speed transportation alignment and the managed lanes concurrently along the I-30 corridor. We believe this provides for multi-modal flexibility along this corridor, providing opportunities for the managed lanes to offer future flexibility as automated vehicles become more prevalent. We believe that's a significant opportunity. Additionally, we see there's no added benefit to the high-speed transportation project by replacing the managed lanes with high-speed infrastructure. Getting to the technologies of high-speed rail and hyperloop: based on discussions with the Federal Railroad Administration and the Federal Transit Administration over the course of the project and coordination with hyperloop to developers through our technology forum, the project team recommends advancing both high-speed rail and hyperloop technologies in parallel paths. We recommend advancing only high-speed rail through the NEPA process on I-30 and advancing hyperloop along a technology certification and demonstration path. To clarify, this recommendation would advance both technologies in different corridors. Currently, the Federal Railroad Administration has a defined process to advance standardized high-speed rail from a nonspecific provider. Through the NEPA process for a particular corridor, hyperloop technology still has some hurdles to clear to develop a standardized process. In coordination with the Federal Railroad Administration and the Federal Transit Administration, the project team proposes to advance only high-speed rail along I-30. This fulfills the regional commitment and RTC policy to advance the project through the NEPA process. We believe this approach provides an environmentally cleared corridor that maintains the momentum of the phase one analysis. We believe there's an opportunity to advance hyperloop along a different path in our region, one that's been pursued before when Virgin Hyperloop was looking to locate a certification center within our region. And this approach maintains the opportunity for private investors and operators in high-speed rail to continue to gain interest in our Dallas-Fort Worth corridor. There have been plenty of other hyperloop companies that the project team has been in coordination with through our technology forum process. They are all interested in certifying their technology and looking for locations around the world. To prove out the technology for future implementation and operation, it does need to go through this safety certification and demonstration process, which will eventually lead to standardization at the federal level. The project team would continue to advance the hyperloop along this different path. We believe that this would fulfill the regional commitment and RTC policy to advance this hyperloop technology within the region. The COG staff and project team will monitor hyperloop technology advancement through NASA's Technology Readiness Level Index. We've already received interest from hyperloop companies to develop certification facilities. We can see this interest generating momentum in our region. With hyperloop development through technology providers and investors, we have the opportunity to leverage these facilities to meet a real-world

application beyond the certification test. Finally, we see the opportunity being region-wide, allowing communities from all over DFW to submit their strategic locations and projects for consideration by these hyperloop developers and investors. Staff requests the STTC to recommend that the RTC adopt an updated high-speed rail policy reaffirming RTC's previous policy position to advance high-speed rail and hyperloop through different processes. Advancing high-speed rail through the NEPA process to not hold up the NEPA process with a developing technology. And to environmentally clear the I-30 corridor for both alignment and station locations. As well as reaffirming the RTC's support for managed lanes and high-speed rail within the I-30 corridor concurrently. This policy would also direct staff to coordinate with federal partners to determine a lead agency and an appropriate path forward into the NEPA process. We will continue coordination with TxDOT, local governments, and the public in phase two and monitor hyperloop technology advancement utilizing NASA's Technology Readiness Level Index with regular updates to this body and the RTC. Phase one was substantially completed in September 2021. We're here today asking for your action. We will be meeting with the FRA and the FTA soon. Then, we will be going back to the RTC for their action, pending your discussion today. A motion was made to approve the staff request. Kelly Porter (M); Bryan Beck (S). The motion passed unanimously.

- 11. Safety Performance Targets Update:** Kevin Kroll provided an update on the federally required regional Roadway Safety Performance targets for 2022. The status of the various federally required performance measures the North Central Texas Council of Governments (NCTCOG) tracks and monitors was highlighted. Safety targets are calculated based on a five-year rolling average and must be tracked and reported annually. This process began for NCTCOG in December 2017, when RTC approved 2018 safety performance targets. At that time, they also adopted the Road to Zero safety position that even one death on the transportation system is unacceptable. NCTCOG staff and partner agencies were challenged to work together to develop projects, programs, and policies that eliminate these serious injuries and fatalities. In February 2019, NCTCOG received approval for the remaining performance targets schedule, which extends through 2022. In May of 2019, the Texas Transportation Commission adopted minute order 115481 to work towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and zero by 2050. Mr. Kroll provided an overview of both the current trends within the state and region. For both the state and the region, the current trend for the number of fatalities and number of non-motorized fatalities and serious injuries are increasing. In 2020, NCTCOG was able to compare observed data for target year 2018 to our original 2018 targets. We have continued that comparison of real data to targets each year since. This year, performance year 2020 observed data is compared to 2020 targets which were set in January 2020. In 2020, targets for the number of fatalities, the rate of fatalities, and the number of non-motorized fatalities were met. Targets for serious injuries and the rate of serious injuries, were not met, but did make significant progress towards meeting those targets and therefore did meet our 2020 targets. For performance year 2021, TxDOT started using a new performance target, which is a 50% reduction by 2035 for the fatality total and fatality rate targets. They're keeping the same 2% reduction by 2022 for their other targets. NCTCOG decided to keep the 2% reduction by 2022 targets for all five performance targets. Next year, NCTCOG will look to adopt new targets. In 2020, the NCTCOG region had our highest total of fatalities (635) and non-motorized fatalities and serious injuries (618). Data from the last five years (2016 to 2020), are used to project future trends. Projections for fatalities and non-motorized fatal and serious injuries show those numbers are likely to continue to increase in the next few years. These two performance targets are therefore trying to reduce the slope of this increase before a reduction can occur. A list of all the safety related projects and programs that NCTCOG currently has ongoing or is in the process of developing was

shown. It was specified that other NCTCOG program areas and partner agencies all have a stake in the safety of the region's roadways.

12. **Dallas-Fort Worth Clean Cities Annual Survey:** Amy Hodges presented an update on the Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey. As part of DFWCC's mission as a clean cities coalition each year, data is collected from the fleets in the region centered around strategies employed to make fleets more efficient and reduce emissions. The data is relayed to the Department of Energy and communicates the coalition's impact on the region. The Department of Energy then produces a report for the region based on this data and the report is posted on the DFWCC website. The types of data collected are the types of alternative fuel vehicles used, anti-idling measures, and how vehicle miles traveled energy and fuel use were reduced. Also, collected are fleets' education and training needs and goals to understand how DFWCC can provide assistance and support to fleets and to encourage peer-to-peer support across fleets that share common interests and goals. The Annual Fleet Survey was opened earlier this month, and the data collected will reflect fleets' efforts in 2021. The Annual Fleet Survey transitioned to an online platform last year, and because that was well received, the online format is continued this year. The deadline to submit surveys is February 18. DFWCC strives to meet goals set by the Department of Energy by exceeding the previous year's gasoline gallon equivalent reductions by 16% and greenhouse gas reductions by 20%. New data related to emissions and greenhouse gas reduction impacting Justice 40 communities is being collected. The Justice 40 initiative aims to deliver 40% of the benefits of federal investments in climate and sustainable transportation to underserved communities. The Department of Energy requested that fleets share where fleet efficiency and emission reduction strategies are implemented so the impact of these efforts on underserved communities can be assessed. DFWCC also recognizes fleets based on their survey data through gold, silver, and bronze awards as well as the Shining Stars award and the Fleet Challenge. To receive recognition, the fleet must have adopted the Clean Fleet Policy and submitted an accurate and complete survey. To determine awardees, the DFWCC reviews and scores the surveys. The fleet recognition awards will be announced this summer. In closing, DFWCC is asking that as many fleets as possible submit a survey by February 18 to help the coalition meet its goals this year.

Adjourned at 3:23 PM.