

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, February 25, 2022 North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda (Videoconference)**

**1:30 – 1:35**

**1. Approval of January 28, 2022, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Tanya Brooks, STTC Chair

Item Summary: Approval of the January 28, 2022, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

**1:35 – 1:40**

**2. Consent Agenda**

Action       Possible Action       Information      Minutes: 5

**2.1. Federal Functional Classification System Amendment**

Presenter: Brian Flood, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of one new amendment to the currently approved Federal Functional Classification System (FFCS) will be requested. Included in the request staff will seek reapproval of a series of FFCS amendments previously approved in 2013 and 2018.

Background: While inclusion in the 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. 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 Committee review 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. Additional information can be found in [Electronic Item 2.1](#).

Performance Measure(s) Addressed: Safety, System Performance

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

Presenter: Huong Duong, NCTCOG

Item Summary: A recommendation for 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 2.2.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 2.2.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:40 – 1:50

3. **Electric Vehicle Charging Station Call for Projects**

Action       Possible Action       Information      Minutes: 10

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff proposes to open a call for projects to fund electric vehicle charging stations in the ozone nonattainment area. The call for projects was approved by the Regional Transportation Council on February 10, 2022. Staff will present proposed eligibility, requirements, scoring criteria, and a schedule for Committee endorsement.

Background: While there are hundreds of publicly available electric vehicle charging stations regionwide, these 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 area 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 Dallas-Fort Worth State Implementation Plan. [Electronic Item 3](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

1:50 – 2:00

4. **Transportation Development Credits Annual Report – Including Updated Allocations**

Action       Possible Action       Information      Minutes: 10

Presenter: Cody Derrick, NCTCOG

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

Background: Since 2012, the RTC has received 994,351,658 TDCs from the Texas Department of Transportation (TxDOT) to be utilized in lieu of the local match on projects and programs with federal funding. Once TDCs are received by 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 4.1](#). The TDC Annual Report, which must be submitted annually to TxDOT, is included as [Electronic Item 4.2](#).

Performance Measure(s) Addressed: Air Quality, Transit

2:00 – 2:10

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

Action       Possible Action       Information      Minutes: 10

Presenter: Amy Johnson, 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 ask the Committee to recommend Regional Transportation Council (RTC) 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 are available at [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress).

Background: Mobility 2045 was adopted by the RTC 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 2045-2022 Update is currently underway, which will include a new financial plan and necessary refinements to projects in the current Mobility 2045-2022 Plan. Development will be completed by April 1, 2022. The Mobility 2045-2022 Update will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. North Central Texas Council of Governments staff will seek Committee action to recommend RTC action permitting staff to open the official public comment period as outlined in the NCTCOG Public Participation Plan. STTC is expected to take final action on the Mobility 2045-2022 Update in May 2022. The RTC is expected to take final action on the Mobility 2045-2022 Update in June 2022. Additional information is included in [Electronic Item 5.1](#) and [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Transit

2:10 – 2:20

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

Action       Possible Action       Information      Minutes: 10

Presenter: 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”. There may or may not be refinements from last month’s presentations.

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 telemedicine solutions using automated vehicle platforms in McKinney and South Dallas, expanding a current on-demand shuttle service in Arlington, an automated parking/curb management test bed at DFW Airport; and a three-part technology initiative in south and southeast Fort Worth. Additional information is included in [Electronic Item 6](#).

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:25

7. **Cancellation of Trade Fair with Lubbock Metropolitan Planning Organization Metropolitan Planning Organization (MPO) and the Rio Grande Valley MPO**

Action       Possible Action       Information      Minutes: 5

Presenter: Ken Bunkley, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) cancellation of the Trade Fair with the Lubbock and the Rio Grande Valley Metropolitan Planning Organizations (MPOs) that was approved by the RTC in May 2021. The Texas Department of Transportation 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 Lubbock MPO and Rio Grande Valley MPO. Additional information is included in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway

2:25 – 2:30

8. **Regional Parking Database**

Action       Possible Action       Information      Minutes: 5

Presenter: Travis Liska, NCTCOG

Item Summary: Staff will provide an overview of the upcoming Regional Parking Database project, including a request for local governments to help identify and recruit commercial property owners and managers to volunteer to participate in a study of parking counts.

Background: Parking policies in the North Texas region will benefit from increased data on observed parking utilization. A 2018 study of parking utilization near Dallas Area Rapid Transit stations by North Central Texas Council of Governments (NCTCOG) found parking was oversupplied in most cases. Current formulas and assumptions behind parking demand estimates may be outdated. The rapidly growing North Texas region needs local parking utilization data to develop more efficiently. The Regional Parking Database will be a sample of parking counts at local commercial properties of various land uses and transportation contexts throughout the Metropolitan Planning

Area. Additionally, those who have independently conducted parking studies are encouraged to share their findings with NCTCOG. A report and resource on utilization trends will be created to better inform municipal parking codes and development opportunities. Staff will request the assistance of local governments in spreading awareness of this effort with relevant property representatives and commercial real estate contacts. Communicating this need for participation is crucial to developing an appropriate sample of parking data.

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

2:30 – 2:40

9. **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 Committee 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, evaluation of potential project candidacy elements, and identify potential multimodal projects for submittal consideration. 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) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that will have significant local or regional impacts. [Electronic Item 9.1](#) 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 planning to submit projects, please note that the registration process must be completed at [www.grants.gov](http://www.grants.gov), 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 Regional Transportation Council should be submitted to Kyle Roy of NCTCOG by Friday, March 25, 2022, at [kroy@nctcoq.org](mailto:kroy@nctcoq.org). In addition to increased formula funding, the IIJA includes many new competitive discretionary grant programs in addition to RAISE, significantly 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 Committee 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 FY2022 RAISE Grant will help lay initial groundwork for this proposed process. Additional information is included in [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Roadway, Goods Movement

2:40 – 2:50

10. **2023-2026 Transportation Improvement Program Development**

Action       Possible Action       Information      Minutes: 10

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will brief the Committee on the 2023-2026 Transportation Improvement Program (TIP) development process and provide a draft listing of current Regional Transportation Council 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 10](#) 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

2:50 – 2:50

11. **Fast Facts**

Action       Possible Action       Information      Minutes: 0

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

1. Air Quality Funding Opportunities for Vehicles  
([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
2. Dallas-Fort Worth Clean Cities Events  
(<https://www.dfwcleancities.org/events>)
3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 11.1](#))
4. March Public Meeting Notice
5. Public Comments Report ([Electronic Item 11.2](#))
6. Written Progress Reports:
  - Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-february-2022>)
  - Partner Progress Reports ([Electronic Item 11.3](#))

12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group. Michael Morris may highlight up-to-date information to assist the Committee.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on March 25, 2022.**



## 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](http://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](http://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.

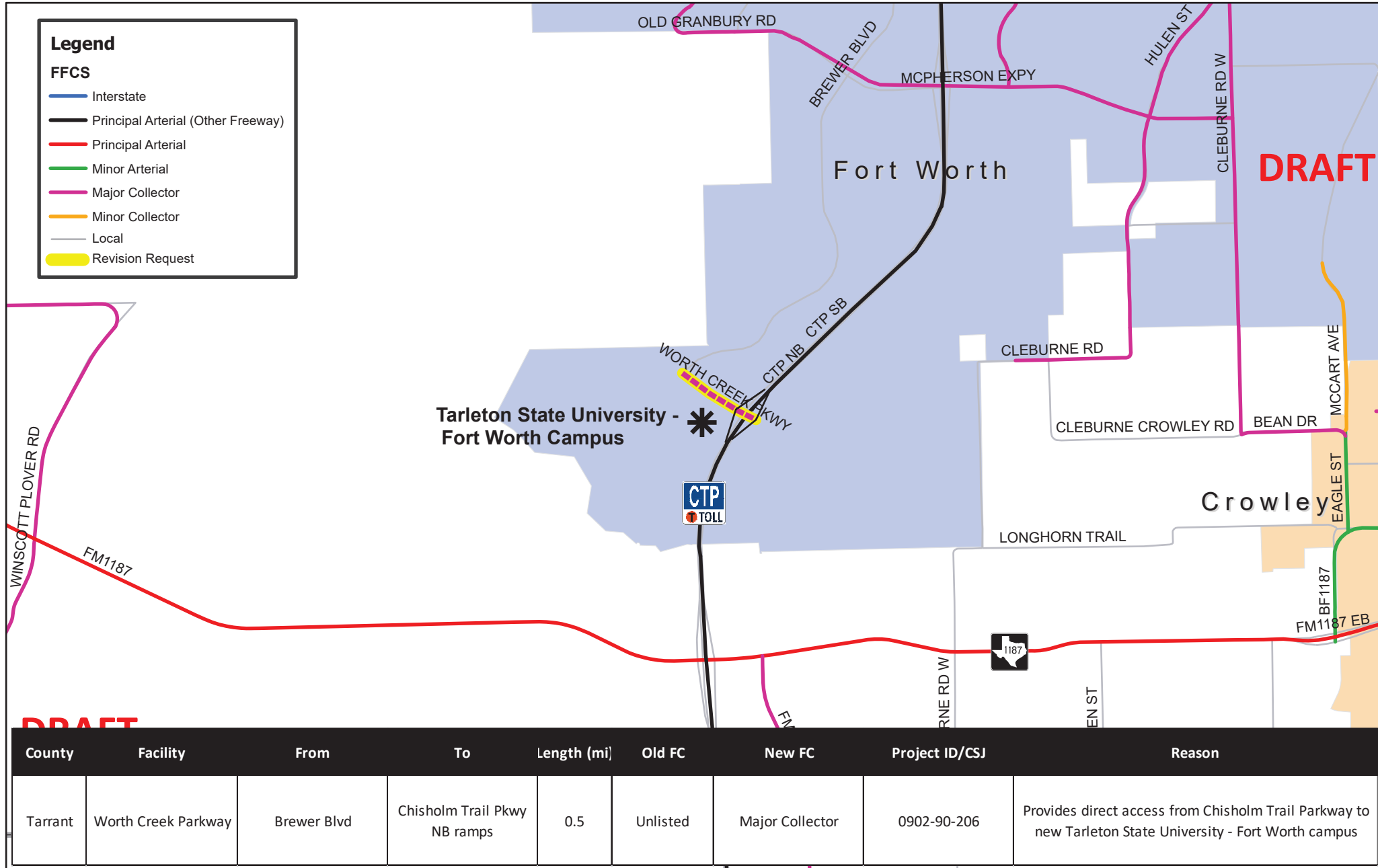
Adjourned at 3:23 PM.

# PROPOSED FFCS AMENDMENTS PREVIOUSLY APPROVED IN 2013 -2018

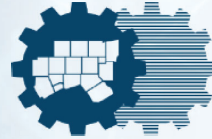
COUNTY	FACILITY	FROM	TO	LENGTH (MI)	OLD FC	NEW FC	REASON	RTC APPROVAL DATE	NCTCOG SUBMISSION TO TXDOT
Wise	FM 1810 (Realigned)	East of Public Rd 1122	BU 81D	1.25	Unlisted	Major Collector	Creates safer intersection for the heavy truck traffic on FM 1810 with US 81/287	Jul-18	Jan-19
Kaufman	FM 148 (Realigned)	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

# 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)



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Tarrant	Worth Creek Parkway	Brewer Blvd	Chisholm Trail Pkwy NB ramps	0.5	Unlisted	Major Collector	0902-90-206	Provides direct access from Chisholm Trail Parkway to new Tarleton State University - Fort Worth campus



**NCTCOG PRESENTATION**

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

**SURFACE TRANSPORTATION  
TECHNICAL COMMITTEE**

**February 25, 2022**

**Huong Duong, Air Quality Planner**

# Funding and Applicant Eligibility

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

<b>Call for Project</b>	North Texas Clean Diesel Project 2021
<b>Project Types</b>	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power
<b>Available Funding*</b>	\$1,531,290
<b>Applicants</b>	Private Fleets and Companies; Public Entities such as Local Governments
<b>Geographic Area</b>	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
<b>Funding Remaining After Recommended Subaward Rebates***</b>					<b>\$582,687</b>	

\*Refer to Electronic Item **X.X.2** for more details.

\*\*Three Activities Ineligible Due to EPA Requirement of Vehicle Engine Model Year.

\*\*\*Next Round of Call for Projects Currently Open for Remaining Balances.





# Project Recommendations Meet Onroad Eligibility Requirement

## North Texas Clean Diesel Project 2021

### Eligible Activities

#### Replace Onroad Diesel Vehicles\*

- GVWR: 16,001 and Up;
- EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric);
- Must Operate > 7,000 Miles/Year during 24 Months Prior to Application

### Funding Threshold

#### Replacement Type

#### Vehicles/ Equipment

New is Electric (Zero Emission)

45%

\*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)

Note: For All Project Types and Eligibility Requirements, Reference the October 14, 2021, RTC Meeting.



# Eligibility and Scoring Criteria

## North Texas Clean Diesel Project 2021

Characteristics	<b>Rebate Program</b> Purpose: Reduces administrative burden as compared to a subgrant program.	
	<b>Competitive Application Process</b> Purpose: Choose the best activities for our region.	
Eligibility	<b>Operate in Required Geographic Area</b>	
	<b>Clean Fleet Policy Adoption</b> Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	<b>Criteria</b>	<b>% of Total Score</b>
	<b>Cost Per Ton NO<sub>x</sub> Emissions Reduced</b> Purpose: Maximize Emissions Reductions	70%
	<b>Rebate Recipient Oversight Criteria</b> Purpose: Balance Project Benefits with Administrative Burden	25%
	<b>Geographic Impact Criteria</b> Purpose: Preference to Projects Operating in Environmental Justice Areas	5%



# 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

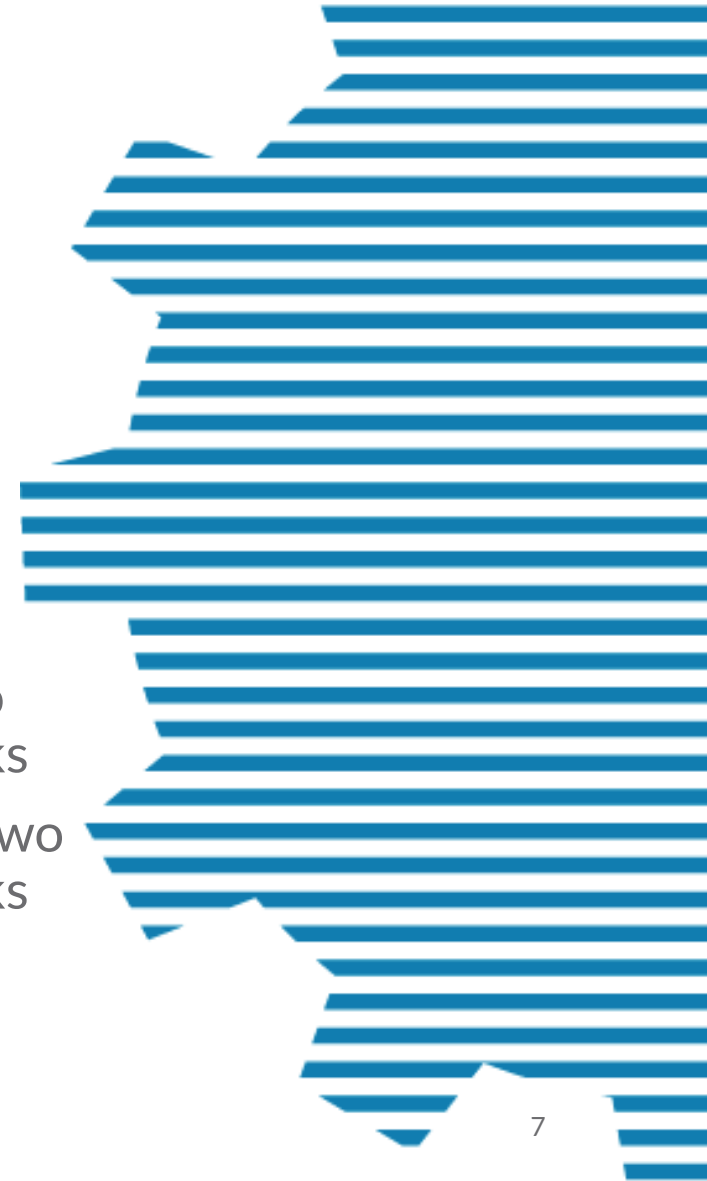


# ACTION REQUESTED

## Recommend RTC Approval of Rebate Recommended 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 <sub>x</sub> 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 <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank	Cost Per Ton NO <sub>x</sub> Tier (Max 64 Points)	Score: Cost Per Ton NO <sub>x</sub> 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 <sub>2</sub> 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
<b>Total Projects</b>											<b>\$2,108,006</b>		<b>\$948,603</b>	<b>\$948,603</b>	<b>\$1,159,403</b>	<b>24.26</b>	<b>\$1,059,566</b>						<b>0.84</b>	<b>0.78</b>	<b>6.71</b>	<b>2,512</b>		

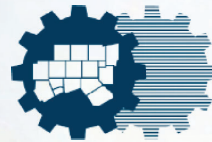
Funds Available for Call for Projects	<b>\$1,531,290</b>
Total Funds Recommended for Award	<b>\$948,603</b>
Balance Available for Future Project Solicitation	<b>\$582,687</b>

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<sub>x</sub> = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO<sub>2</sub> = 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/](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



# Electric Vehicle Charging Station Call for Projects

**AMY HODGES,  
PRINCIPAL AIR QUALITY PLANNER**

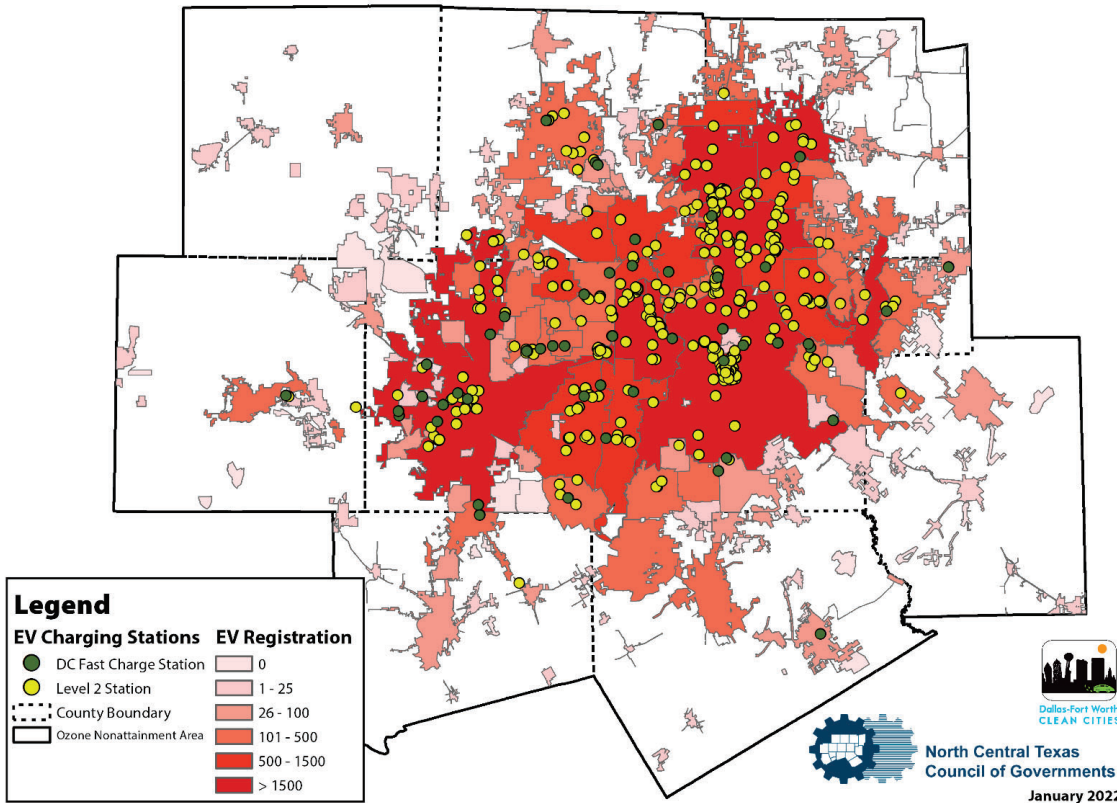
**SURFACE TRANSPORTATION  
TECHNICAL COMMITTEE**

**FEBRUARY 25, 2022**



# Regional Needs

## EV Registration and EVSE in Ozone Nonattainment Area



Filling Infrastructure Gaps

Enabling Fleet Electrification

57% of Surveyed Fleets Want to Electrify

In 2020, 63 Electric Vehicles Across 13 Fleets



Electric Vehicle Charging Station Call for Projects

# Funding and Scope

## **Funding:**

Up to \$1 Million Congestion Mitigation and Air Quality Improvement Program Funds

## **Applicant Eligibility:**

Public Sector Entities

Adoption of RTC Clean Fleet Policy Required by Application Deadline

## **Eligible Activities and Costs:**

Both Level 2 and Direct Current Fast Charge Stations

Design, Engineering, Purchase, Installation, and Construction Costs

**Maintenance and Operation Costs NOT Eligible**



# Structure and Requirements

## **Publicly-Accessible Stations**

Up to 100% Federal Funding, Transportation Development Credits as Match  
2 Application Windows (Round 1 and Round 2)  
Competitive Evaluation of Projects Within Each Round

## **All Stations Must:**

Be Located in the 10-County Ozone Nonattainment Area  
Be Located on Applicant-Owned Property and Owned by the Applicant Entity  
Be Co-Located with Existing Parking/Development  
Include J1772 or SAE Combined Charging System (CCS) Port(s)  
Meet Federal Highway Administration Buy America Requirements  
Be Complete and Operational by July 31, 2023



# Scoring Criteria

## Advancing Electrification – Up to 75 Points

Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification

Located In a Jurisdiction with No Existing Charging Stations

Serves a Public Fleet with No Existing EVs

Number and Type of Fleet Vehicles Expected to Use Charging Stations

Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application

Applicant Identifies Broader, Long-Range Plan to Electrify

Serve Communities Prioritized by the Justice 40 Initiative

Include Strategies to Minimize Grid Impacts

Features Such as Managed Charging, Integrated Storage, etc.

Chargers with Vehicle to Grid Capabilities

## Subrecipient Oversight Criteria – Up to 25 Points



# Schedule

Milestone	Target Date
RTC Action to Open Call for Projects	February 10, 2022
STTC Endorsement of Call for Projects	February 25, 2022
Call for Projects Opens	Upon STTC Endorsement
Round 1 Application Deadline	Friday, April 22, 2022 (8 Weeks)
Round 2 Application Deadline (If Funds Remain)	Friday, May 20, 2022 (12 Weeks)
STTC Recommendation of Awards	Phase 1: May 27, 2022 Phase 2 (if applicable): June 24, 2022
RTC Recommendation of Awards	Phase 1: June 9, 2022 Phase 2 (if applicable): July 14, 2022
Executive Board Authorization of Awards	Phase 1: June 23, 2022 Phase 2 (if applicable): July 28, 2022
Project Completion/Reimbursement Deadline	July 31, 2023



# Action Requested

## **STTC Endorsement of RTC Authorization to Open Call for Projects, Including:**

Eligibility Requirements

Scoring Criteria and Point Structure

Schedule, Including 2 Application Windows



# Contact Us



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Program Manager

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Amy Hodges

Principal Air Quality Planner

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Jared Wright

Air Quality Planner

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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 Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

Mobility 2045 Chapter 4 - Environmental Considerations

Appendix C - Environmental Considerations

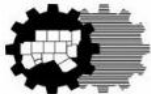


# UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM ALLOCATIONS AND ANNUAL TDC REPORT

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Surface Transportation Technical Committee

February 25, 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 FY 2021

# TDC BALANCES – AS OF FY 2021 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
<b>Total</b>	<b>994,351,658</b>	<b>214,074,494</b>	<b>37,731,890</b>	<b>251,806,384</b>	<b>742,545,274</b>

# 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
<b>Total</b>	<b>994,351,658</b>		<b>994,351,658</b>

# CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none"><li>• 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</li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Increase allocation by 15,000,000</li></ul>

# CATEGORY 2: RTC HAS REVENUE

Goals	<ul style="list-style-type: none"><li>• Advance initiatives of strategic importance</li><li>• Expedite delivery of projects</li><li>• Free up local or State funds for use on:<ul style="list-style-type: none"><li>• Projects that can be expedited outside the federal process</li><li>• Projects not typically eligible for federal funds</li></ul></li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Increase allocation by 40,000,000</li></ul>

## **CATEGORY 4: SELLING/TRANSFERRING TDCs TO OTHER MPOs/TxDOT**

Goal	<ul style="list-style-type: none"><li>• Generate local revolving fund to cash flow federal programs administered by NCTCOG</li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Continue the category, but maintain the current allocation</li></ul>

# CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none"><li>• 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</li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Increase allocation by 30,000,000</li></ul>



# CATEGORY 6: METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE

Goal	<ul style="list-style-type: none"><li>• Provide support to agencies that implement policies that further Mobility Plan objectives</li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Continue the category, but maintain the current allocation</li></ul>

# 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 <b>(RETIRED CATEGORY)</b>	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
<b>Total</b>	<b>994,351,658</b>		<b>994,351,658</b>

## **REQUESTED ACTION**

- Recommend RTC approval of the proposed TDC allocation changes

# CONTACT/QUESTIONS?

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Principal Transportation Planner  
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Cody Derrick  
Transportation Planner III  
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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,

A handwritten signature in black ink, appearing to read 'Christie J. Gotti', is written over a light blue horizontal line.

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 <sup>1</sup> 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
<b>Subtotal</b>	<b>994,351,658</b>	<b>2,160,735</b>	<b>133,693,417</b>	<b>7,553,943</b>	<b>2,918,124</b>	<b>6,948,165</b>	<b>11,914,551</b>	<b>27,115,772</b>	<b>21,769,787</b>	<b>37,731,890</b>	<b>251,806,384</b>	<b>742,545,274</b>

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 <sup>2</sup>	528,865,436
<b>Total TDCs Allocated to Dallas/Fort Worth MPO</b>	<b>994,351,658</b>
<b>Total TDCs Awarded as of September 30, 2021</b>	<b>(251,806,384)</b>
<b>Remaining TDC Pool for Future Programming</b>	<b>742,545,274</b>

## 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)**

<b>Projects Approved with MPO Transportation Development Credits:</b>						
<b>TIP Code</b>	<b>Project Description</b>	<b>Project Sponsor</b>	<b>Fiscal Year in TIP</b>	<b>Year Awarded/ Adjusted</b>	<b>TDC Amount*</b>	<b>TDC Category (1-6)</b>
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

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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
<b>Subtotal of Category 1 - Strategic Awards to Small Transit Providers</b>					<b>2,623,023</b>	
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
<b>Subtotal of Category 2 - RTC Has Revenue</b>					<b>2,461,375</b>	
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	

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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 SHOLOH 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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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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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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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
<b>Subtotal of Category 5 - Regional Programs/Management and Operations</b>					<b>24,133,213</b>	
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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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

\*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)
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
<b>Subtotal of Category 6 - MTP Policy Bundle</b>					<b>8,514,279</b>	
<b>Total Transportation Development Credits Awarded in 2021</b>					<b>37,731,890</b>	

\*Negative numbers indicate a reduction in the number of credits awarded on a project

# MOBILITY 2045 UPDATE

## SCHEDULE AND DRAFT PLAN PROGRESS

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February 25, 2022

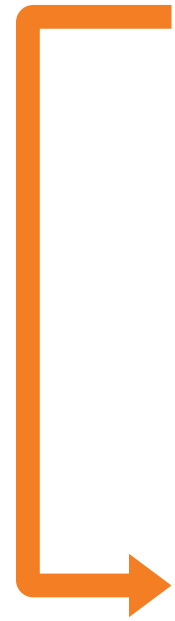
Surface Transportation Technical Committee

*plan in progress*  
**MOBILITY 2045**  
2022 UPDATE



# PLAN SCHEDULE

4-Year Federal  
Requirement



June 2018

November  
2018

May/June  
2022

November  
2022



Mobility 2045  
Adopted

**Air Quality  
Conformity  
Determination**



**ACTION**  
**Mobility 2045  
Update**

**DEADLINE**   
**Air Quality  
Conformity**

## Texas Conformities in 2022 (Tentative Schedule)

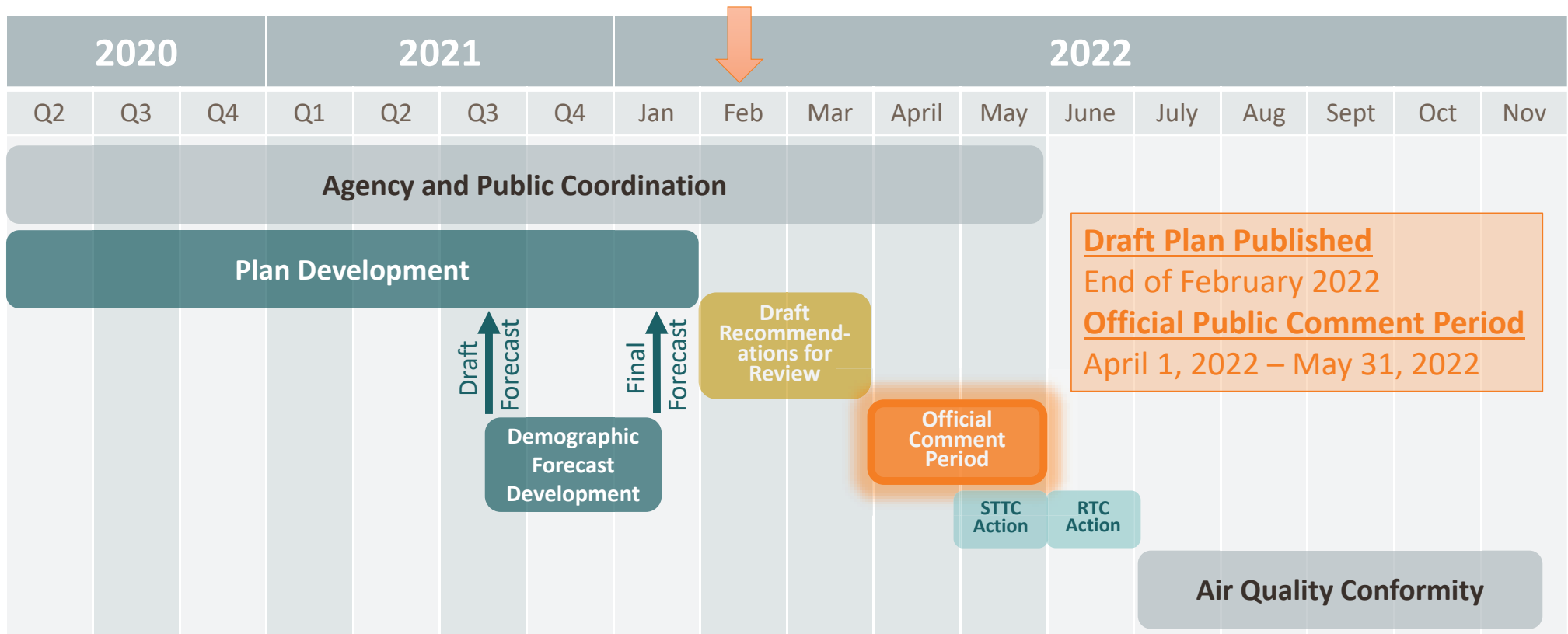
**DRAFT**

AGENCY	2022												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
NCTCOG						[Blue bar from Jun to Oct]						◆	
Alamo Area MPO						[Blue bar from Jul to Sep]			◆				
El Paso MPO				[Blue bar from Apr to Oct]								◆	
H-GAC						[Blue bar from Jul to Sep]			◆				

-  = 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](http://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



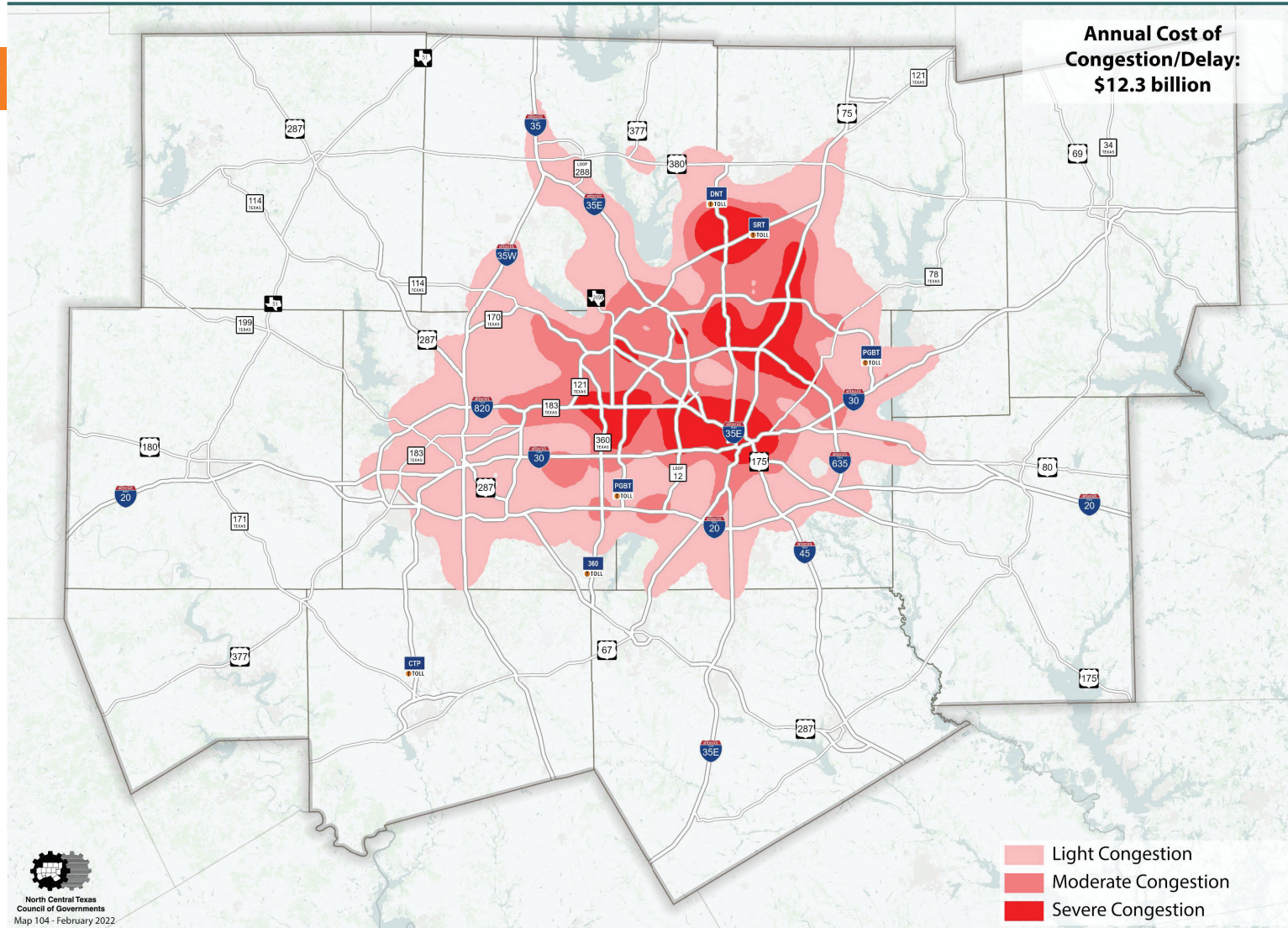
## Internet and Broadband

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

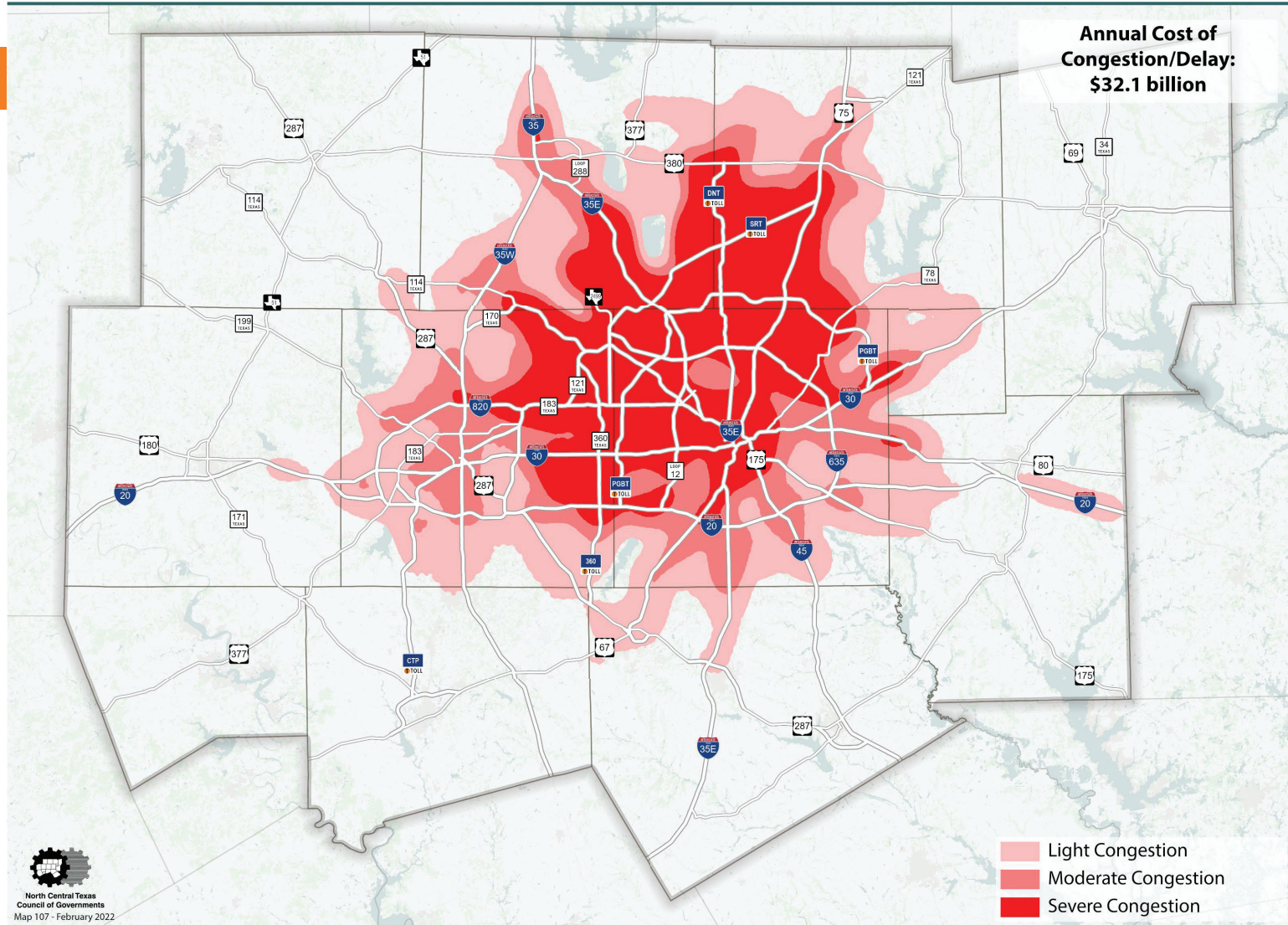
**DRAFT**





# 2045 Levels of Congestion/Delay

**DRAFT**

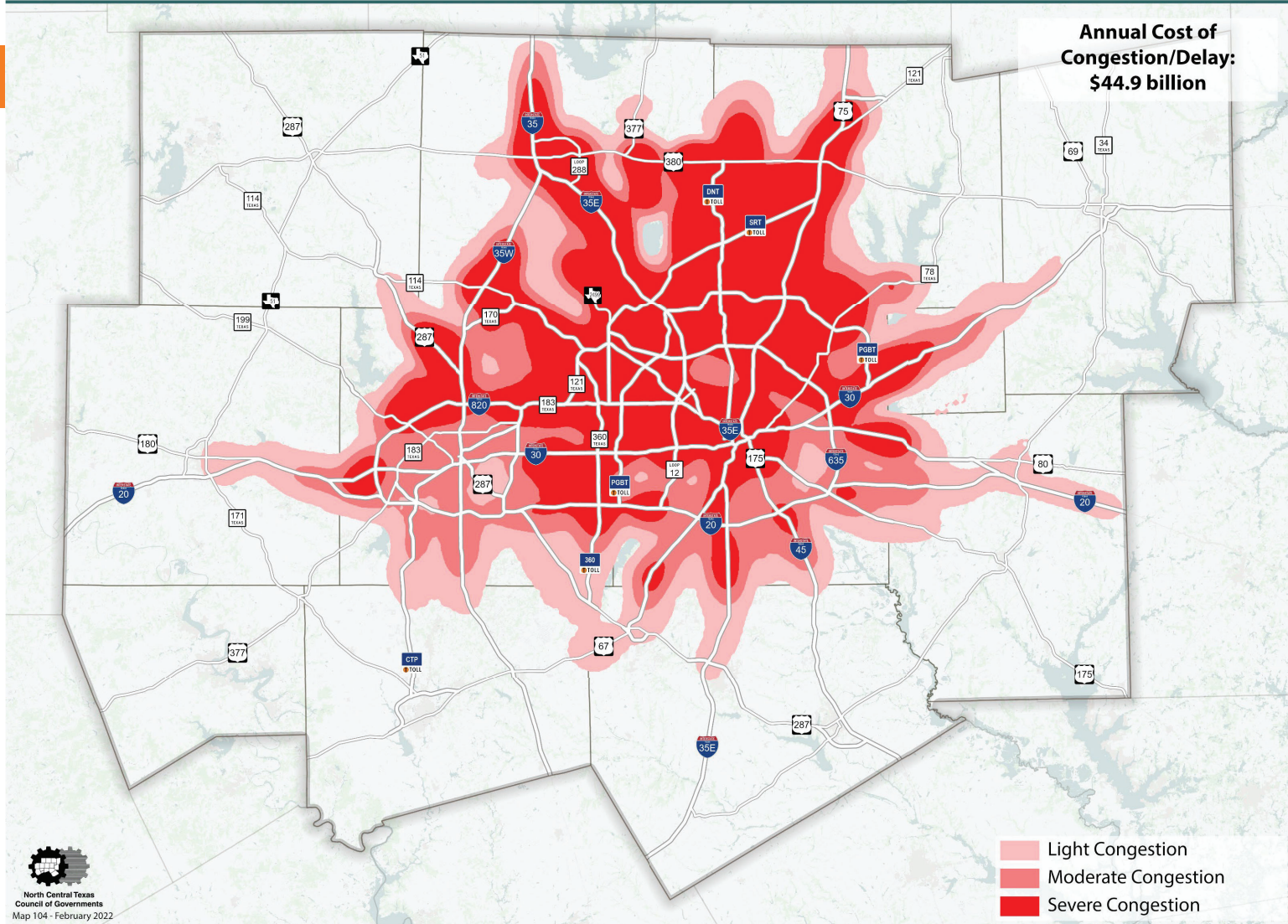






# 2045 No-Build Levels of Congestion/Delay

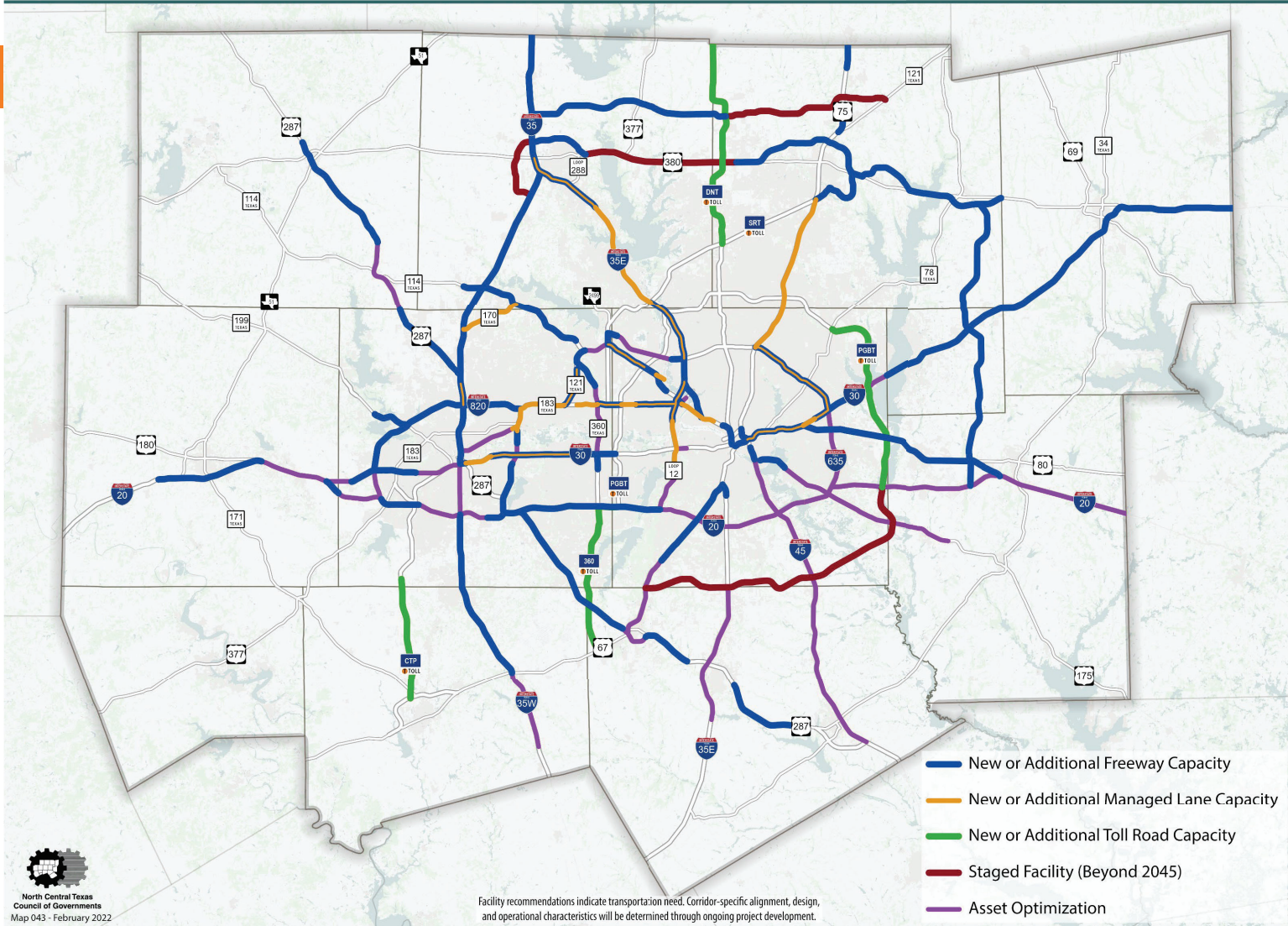
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# Major Roadway Recommendations

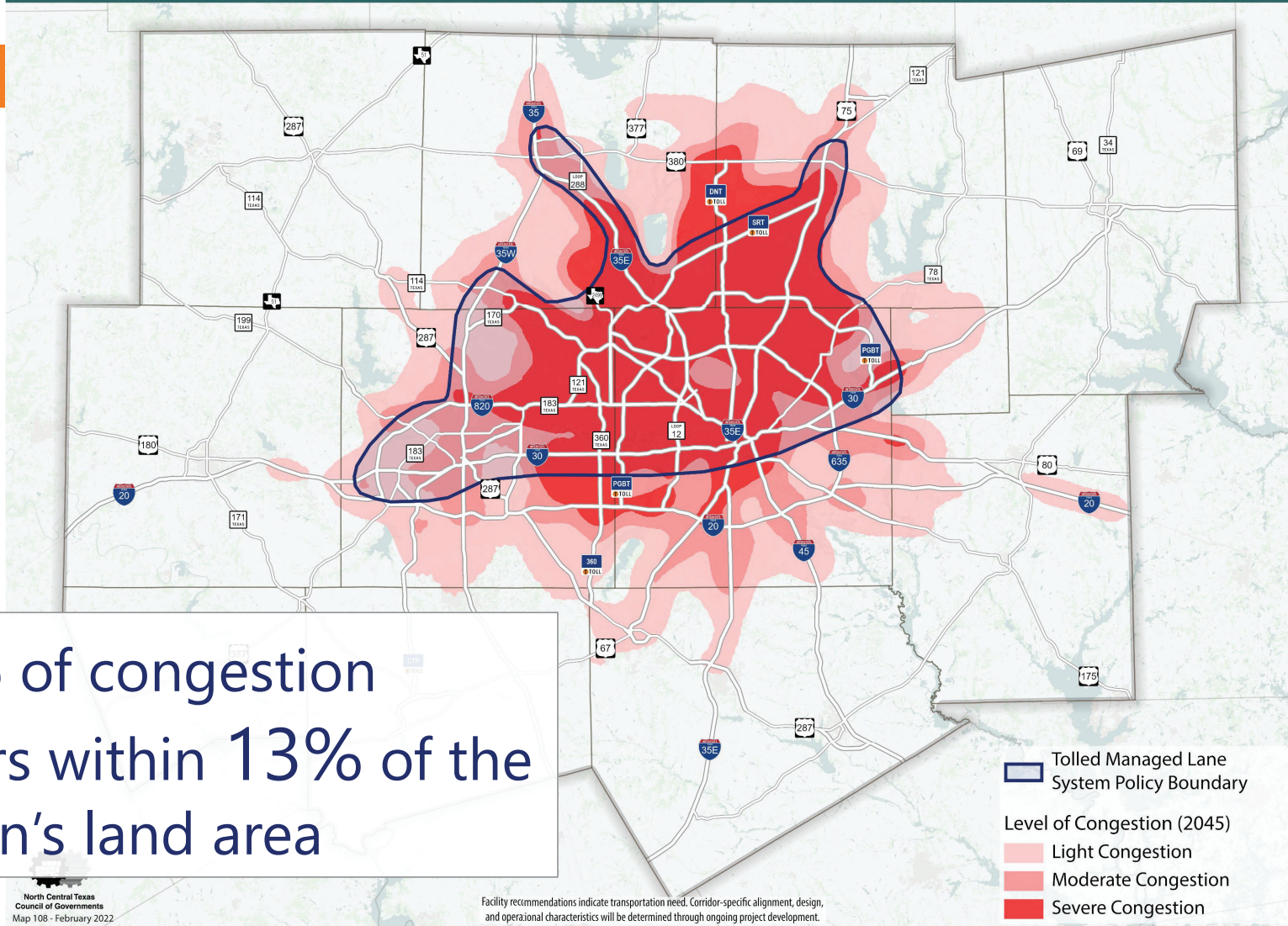
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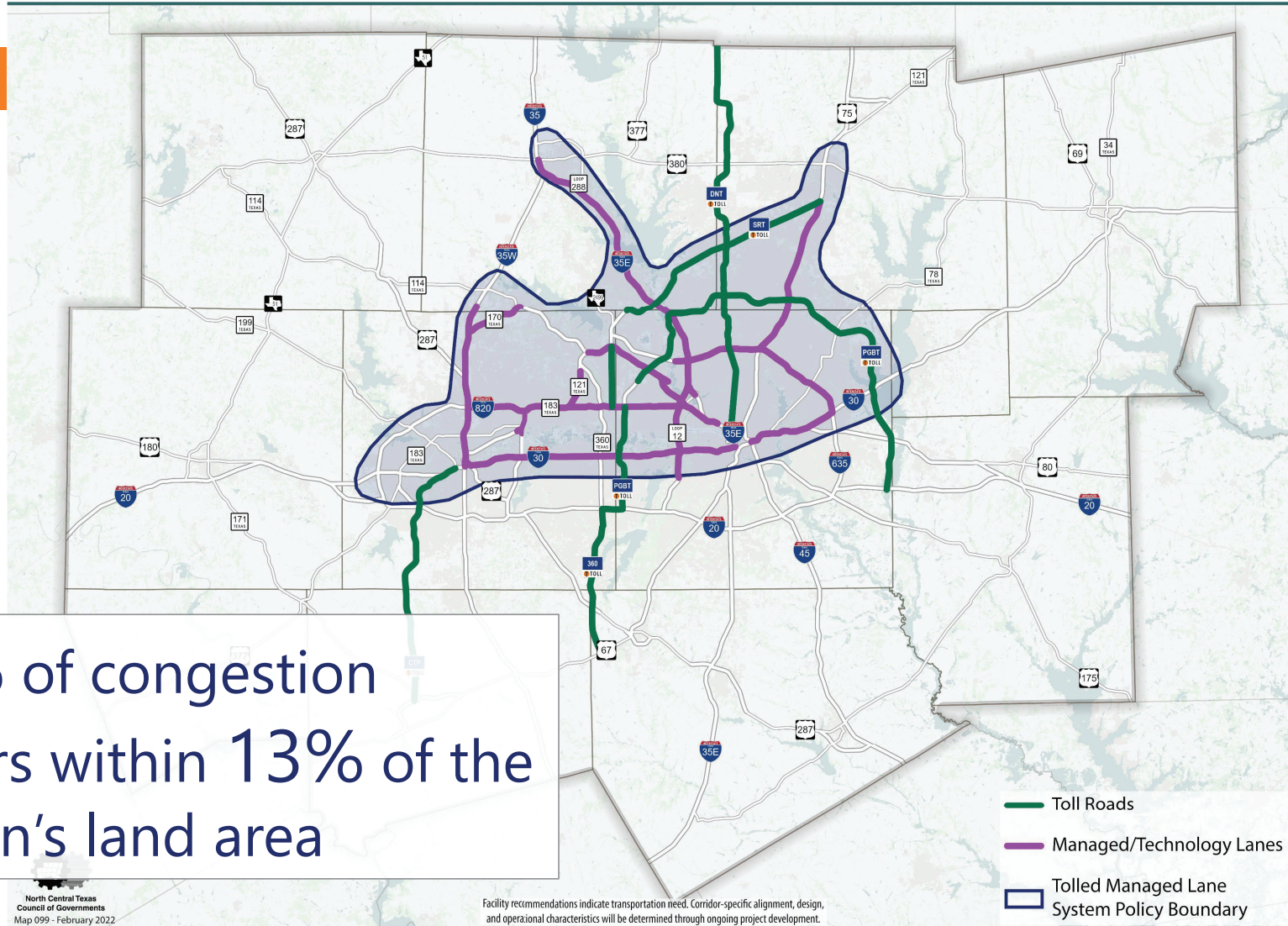




# Tolled Managed Lane System Policy Boundary

DRAFT



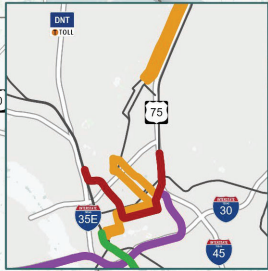
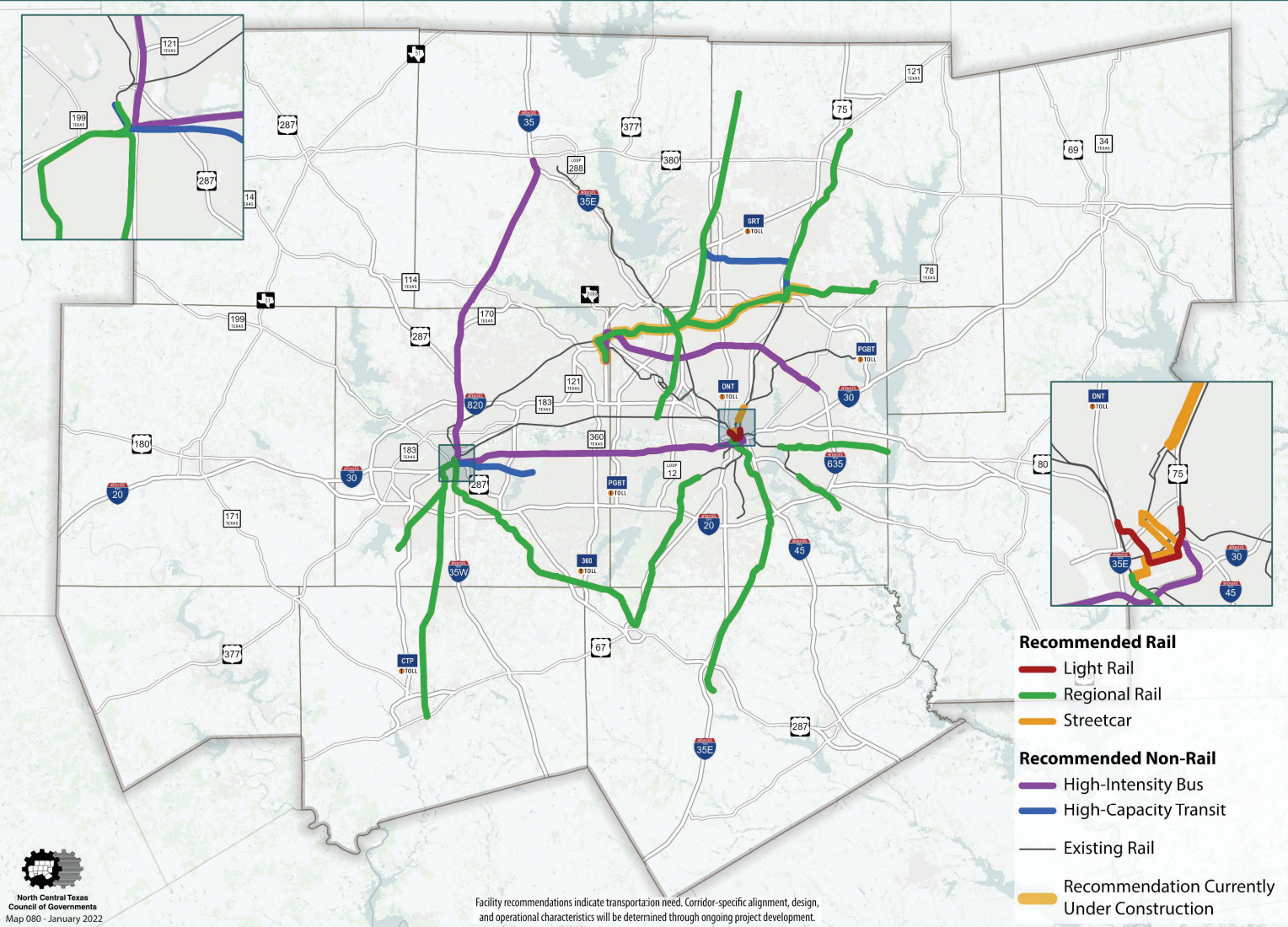
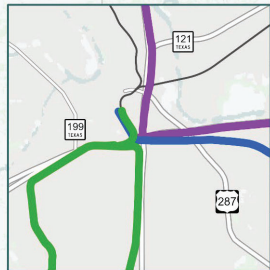


78% of congestion occurs within 13% of the region's land area

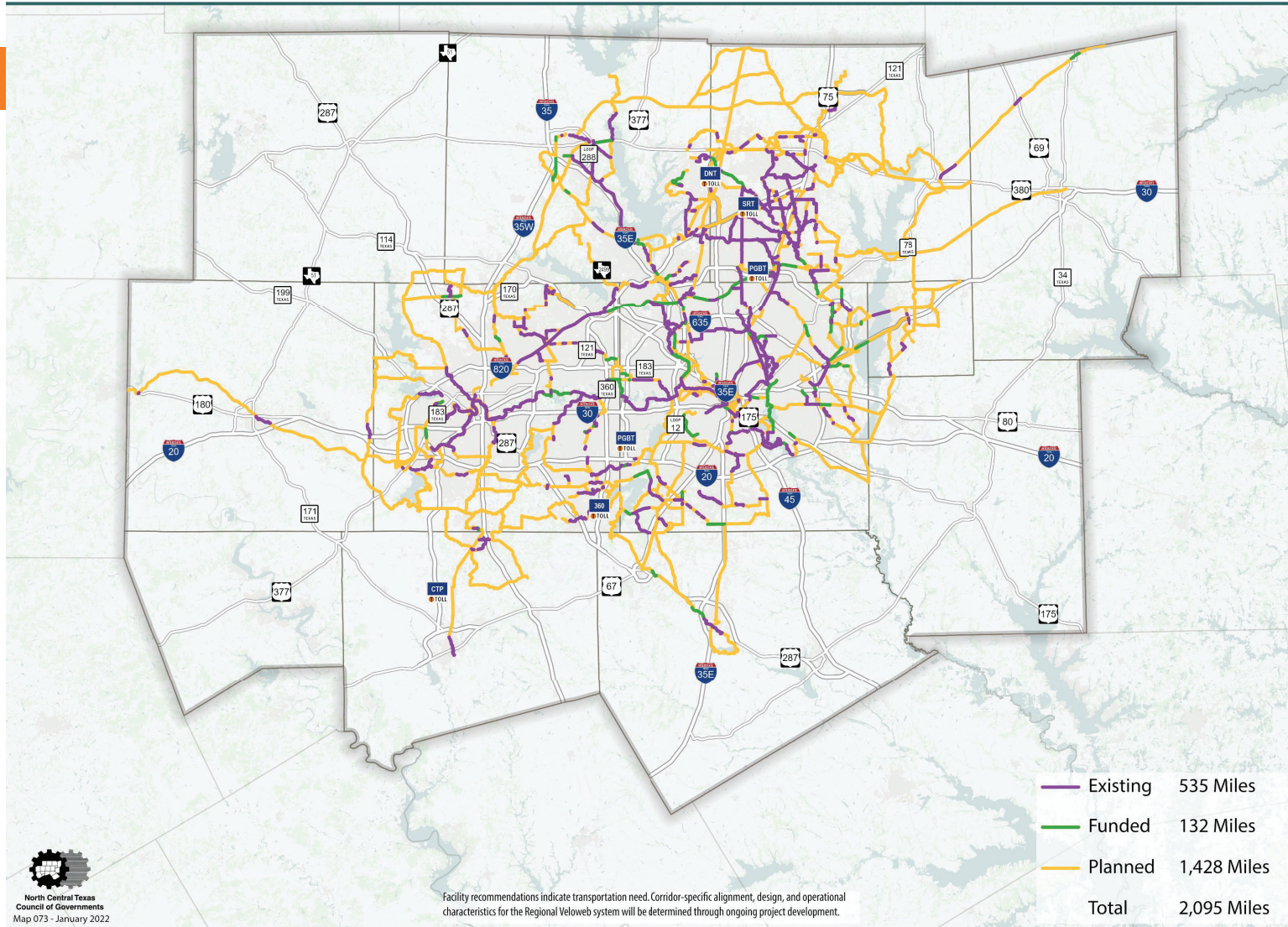


# Major Transit Corridor Recommendations

**DRAFT**



- Recommended Rail**
- Light Rail
- Regional Rail
- Streetcar
- Recommended Non-Rail**
- High-Intensity Bus
- High-Capacity Transit
- Existing Rail
- Recommendation Currently Under Construction



## MORE DRAFT MAPS AND RECOMMENDATIONS TABLES AVAILABLE ONLINE

[www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress)



Major Roadway  
Recommendations

Regionally-  
Significant  
Arterials

Priced Facilities

Transit Corridor  
Recommendations

Roadway Project  
Listing

Transit Project  
Listing

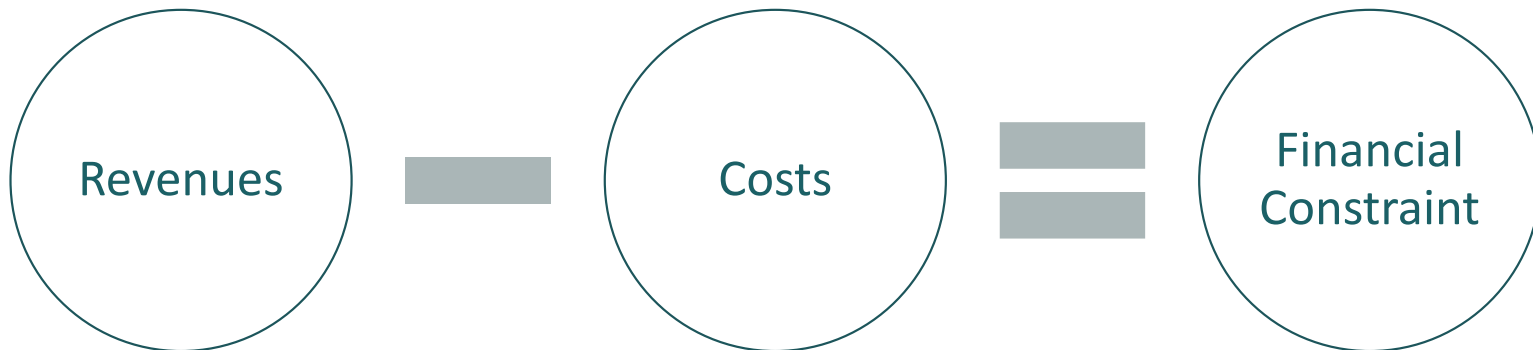
# FINANCIAL PLAN REQUIREMENTS

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	<b>30 B</b>	15% ▼
	Management & Operations	9.5	<b>10 B</b>	0% ▲
	Growth, Development, & Land Use Strategies	3.2	<b>1 B</b>	60% ▼
STRATEGIC INFRASTRUCTURE INVESTMENT	Rail & Bus	33.3	<b>40 B</b>	25% ▲
	HOV/Managed Lanes + Freeways/Tollways and Arterials	53.6	<b>60-70 B</b>	25% ▲
<b>Total, Actual \$, Billions</b>		<b>136.4 Billion</b>	<b>140-150 Billion</b>	<b>10% ▲</b>

# REVENUE SOURCES

## Baseline Revenue

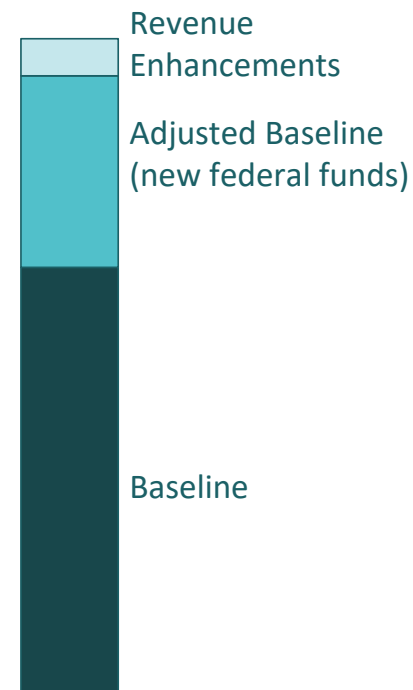
- Funds flowing through State Highway Fund and TxDOT UTP (Categories 1-12)
- System revenue
- Transit revenue (sales tax, federal, local, etc.)
- Local funds/local match

## Adjusted Baseline

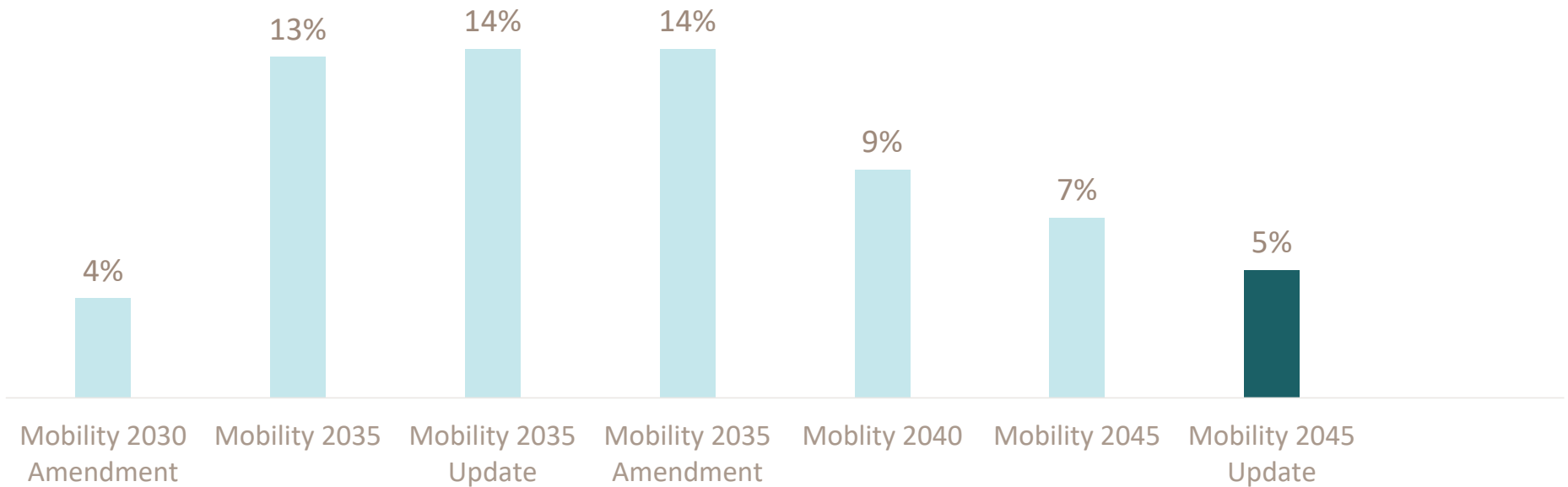
- New state and federal funds expected to start flowing through State Highway Fund
- New federal funds for transit
- Private and local funds for transit

## 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



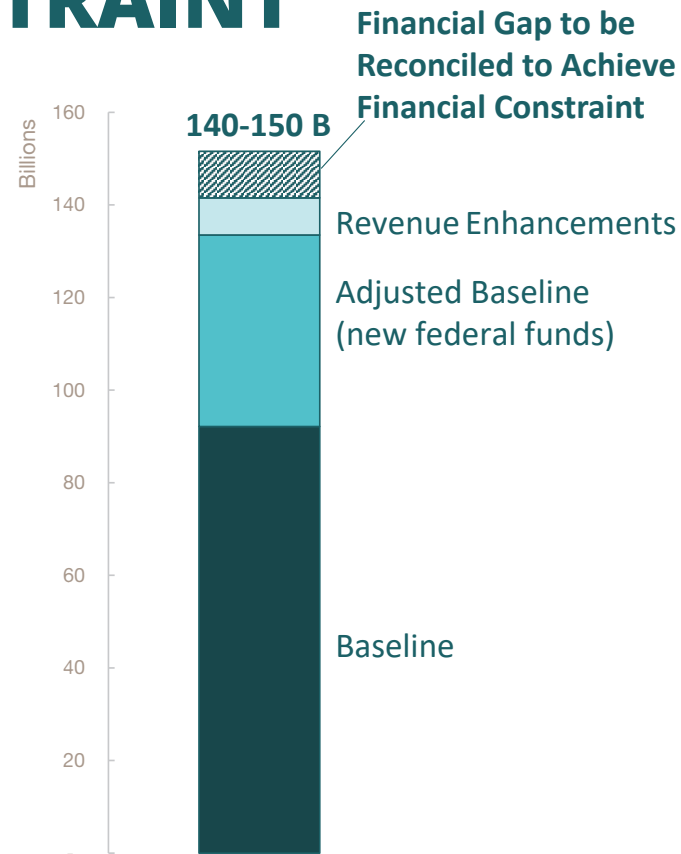
# FINANCIAL CONSTRAINT

## IN PROGRESS

Financial constraint expected

~~Forecast stage: developing/refining costs and revenues~~

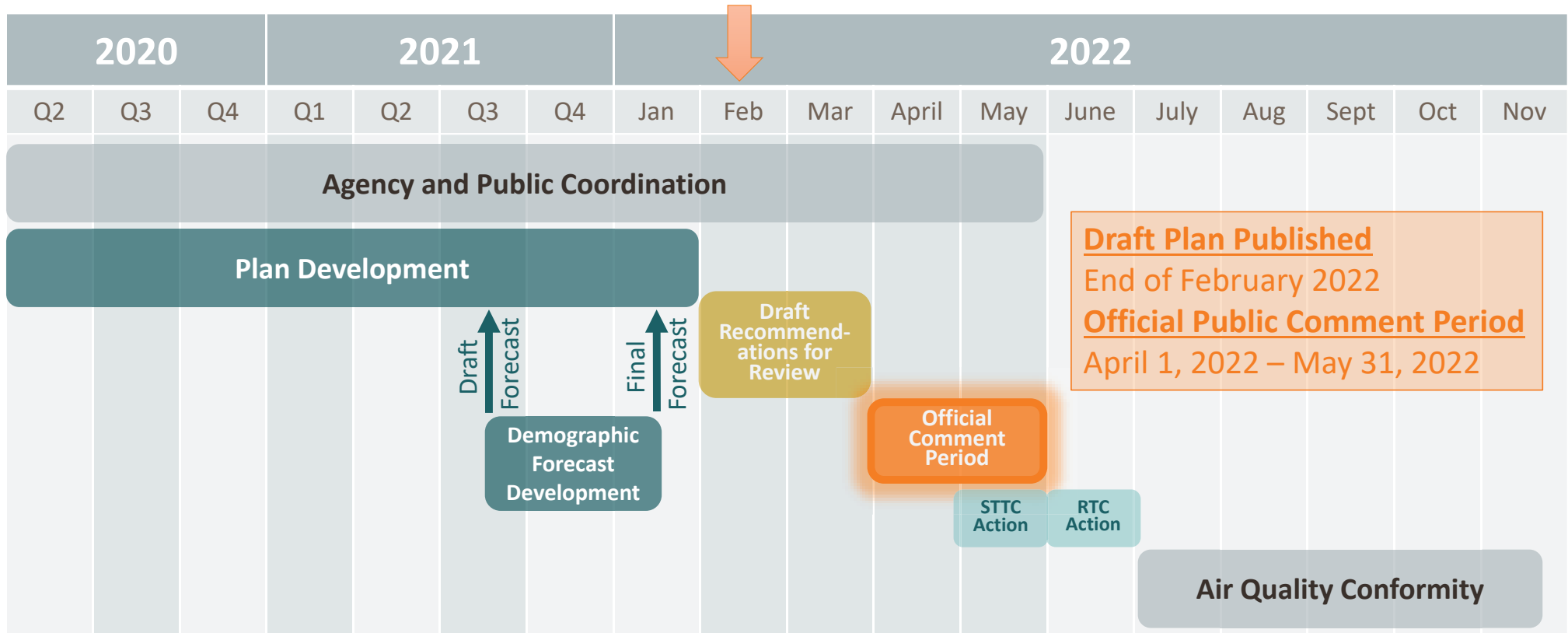
Final stage: confirming final costs and revenues



# 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
<b>February 2022</b>	<b>STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period</b>
<b>March 2022</b>	<b>RTC – Action Requested: Direct Staff to Enter Public Comment Period</b>
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
<b>May 2022</b>	<b>STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update</b>
<b>June 2022</b>	<b>RTC – Action Requested: Adopt Mobility 2045 - 2022 Update</b>

# MOBILITY PLAN SCHEDULE



**Notes:**

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.



## **ACTION**

Recommend that RTC direct staff to take the MTP draft recommendations, air quality conformity, and environmental justice analysis to public meetings

# CONTACT US



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*Principal Transportation Planner*

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Policy Name	Action Type	Status for Mobility 2045 Update
<b>Air Quality</b>		
Clean Fleet	Governing Body Approval	Existing
Idling Restrictions	Ordinance	Updated
Comprehensive Air Quality Action Plan	Joint Staff Coordination	New
<b>Aviation</b>		
Unmanned Aircraft Systems	Joint Staff Coordination	Existing
<b>Environmental</b>		
Stormwater Management	Governing Body Approval	Existing
Sustainable Tire Disposal and Recycling	Ordinance	New
<b>Equity</b>		
Equity	Joint Staff Coordination	New
<b>Freight</b>		
Freight-Oriented Development	Ordinance	Updated
Railroad Safety	Joint Staff Coordination	Existing
<b>Operations, Safety, and Security</b>		
Integration	Joint Staff Coordination	Existing
Roadway Safety Improvement	Joint Staff Coordination	Updated
Traffic Incident Management	Governing Body Approval	Updated
<b>Roadways</b>		
Asset Management	Ordinance	New
Context-Sensitive Complete Streets	Governing Body Approval	Updated
Street Connectivity	Governing Body Approval	New
<b>Sustainable Development</b>		
Land-Use Strategies	Ordinance	Updated
Parking Management	Governing Body Approval	Updated
Safe Access to Schools	Governing Body Approval	Updated
<b>Transit</b>		
Transit Funding	Governing Body Approval	Updated
<b>Travel Demand Management</b>		
Regional Trip Reduction Program	Joint Staff Coordination	Updated

# AV2.2/2.3 "Round 2" Projects

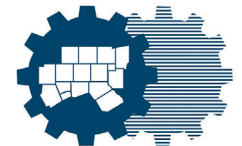
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REGIONAL TRANSPORTATION COUNCIL

Tom Bamonte, Senior Program Manager

Transportation Technology & Innovation Program, NCTCOG

10 February 2022



North Central Texas  
Council of Governments

# AV2.2/2.3 Background

**October 2018:** Regional Transportation Council approves “AV 2.0”

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

## **2021**

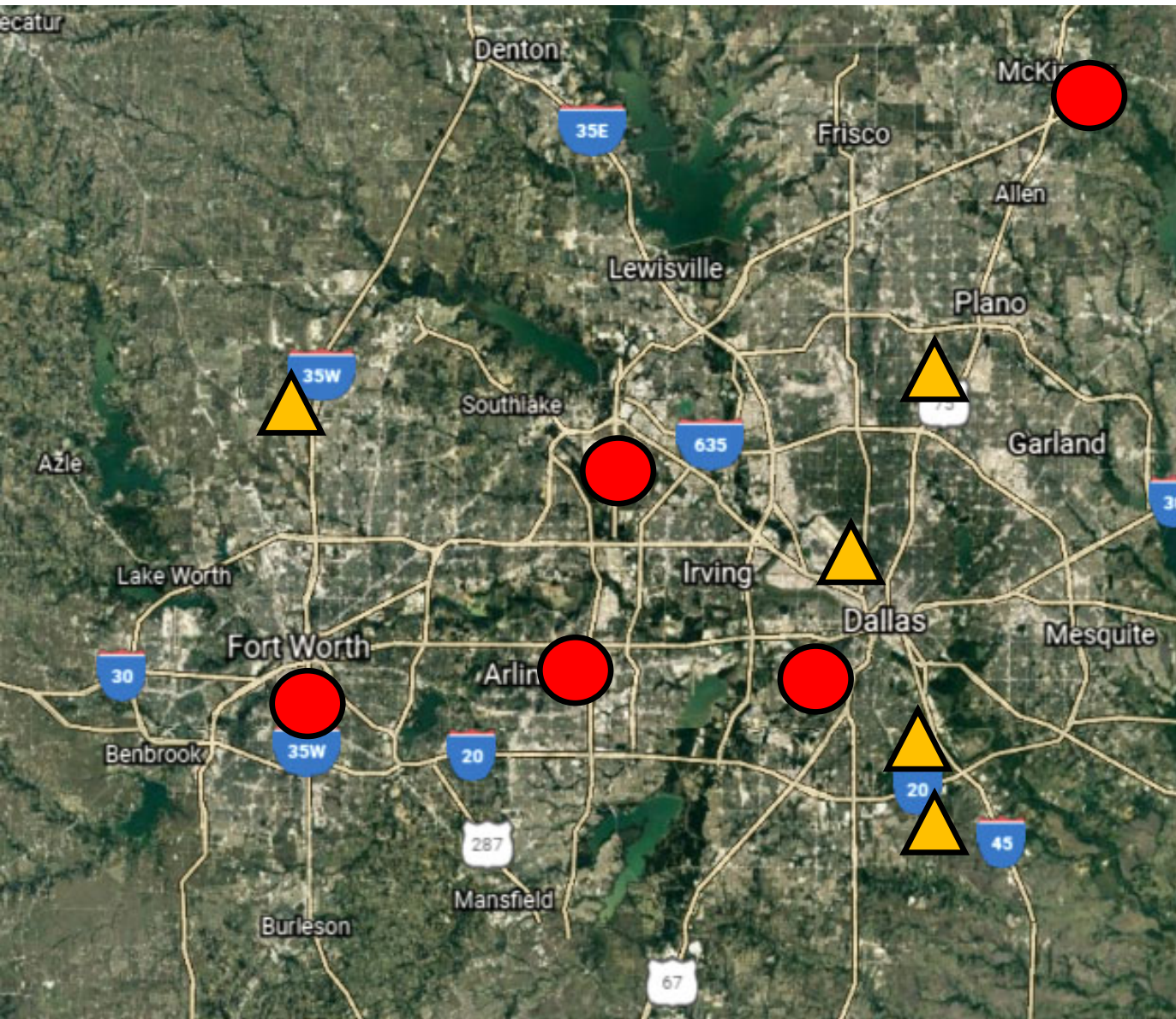
- Regional Planning Study launches ([ConnectNTXFutures.org](https://ConnectNTXFutures.org))
- July: RTC approves consolidated AV2.2/2.3 projects (Round One)
  - Dallas College: AV circulator and AV curriculum
  - DART: AV/EV Love Link buses to Love Field
  - Fort Worth: AV Truckport
  - Paul Quinn College: Food delivery bot
  - Richardson: AV/CV: Innovation Quarter, seniors, transit connection

## Associated Policies: P18-01

1. North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AVs) to help achieve the region's mobility goals. **Innovation**
2. All North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community. **Equal Community Participation**
3. The region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers. **Equity**
4. The AV 2.0 Program will be administered to advance these policies.

# 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



## 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 Telemedicine for Kids
- S/SE Fort Worth Projects

# 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
<b>TOTAL:</b>	<b><u>\$21.6M</u></b>
<b>REMAINDER:</b>	<b><u>\$8.3M</u></b>

## 2022

- Round 2 projects advanced
- Completed funding allocations

Round 2	
Arlington	\$600K
DFWIA	\$1.5M
McKinney	\$5M
Fort Worth	\$4.2M
<b>TOTAL:</b>	<b><u>\$11.3M</u></b>
<b>PROJECTS SHORTFALL:</b>	<b><u>\$3M</u></b>

# 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)



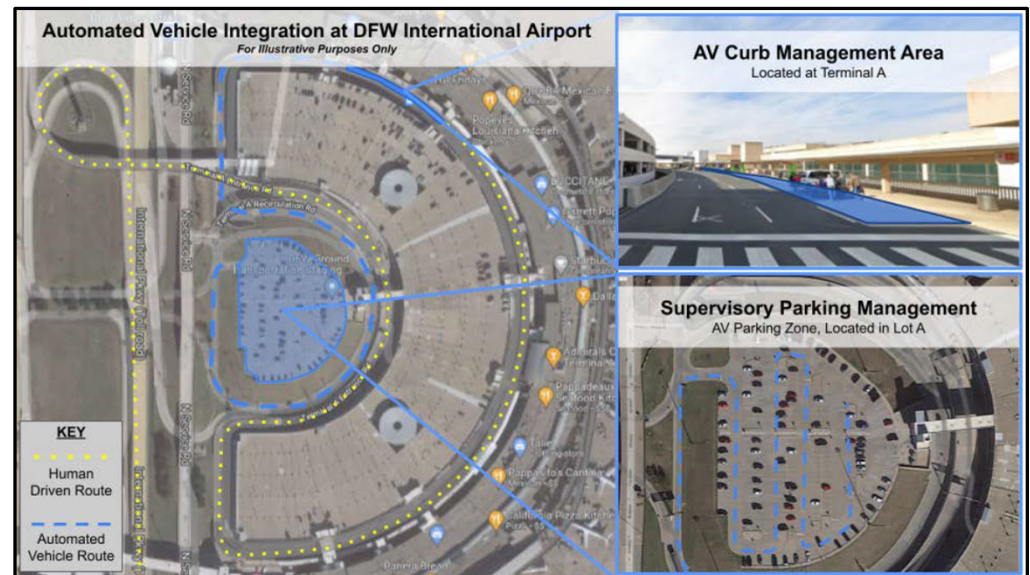
# DFWIA: Self-Parking Vehicle/Curb Management/Parking Management Test Site

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



# McKinney AV "Wellness Wagons"<sup>1</sup>

Project: Vans outfitted to serve as telemedicine studios and deployed using teleoperation to provide health care services to underserved communities in McKinney (suburban, semi-rural environments) and South Dallas (urban environment). Food/medicine delivery.

Amount: \$5M

Team:



<sup>1</sup> Pending City of McKinney City Council approval

# South and Southeast Fort Worth<sup>1</sup>

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)

<sup>1</sup> Supporting City of Fort Worth Resolution 5028-12-2018 (Task Force on Race and Culture)

# Round 2 Next Steps

1. January 2022: STTC approval received
2. February 2022: Request RTC approval
3. Late FY2022 (anticipated): Projects approved for S/TIP
4. Early CY2023 (anticipated): Project sponsors finalize agreements with TxDOT; projects launch thereafter
5. Continued NCTCOG staff technical support for project teams

# Requested Action

Staff recommends RTC approval of:

- (1) The proposed projects and funding for the AV2.2/2.3 program;
- (2) Use of Regional Transportation Development Credits for local match requirements;
- (3) Authorizing staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects.

# Contacts

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Twitter: [@TomBamonte](https://twitter.com/TomBamonte)

## **Clint Hail**

Transportation Planner  
Transportation Technology &  
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North Central Texas Council of  
Governments

Email: [chail@nctcog.org](mailto:chail@nctcog.org)

# Resource Slides

# Round Two Process

Followed the same process as Round One:

- Notice to STTC members: 9/9/2021
- Information session for STTC members and other interested parties: 9/30/2021
- Brainstorming with local partners: October – Mid-November 2021
- Proposals Due: 11/19/2021
- Review/comment/refinement on first draft proposals: 11/19/2021 – Early January 2022



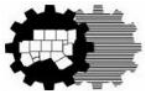
# Evaluation Criteria

- Substantial AV deployment
- Advance regional goals:
  - Improved access to jobs and other destinations
  - Environmental protection/resiliency
  - Economic development
  - Equity
  - Technology innovation leadership
- Contributions from private/public sectors
- Community involvement/support for deployment

# Cancellation of Trade Fair Partnerships with Lubbock and Rio Grande Valley Metropolitan Planning Organizations

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Surface Transportation Technical Committee  
February 25, 2022



North Central Texas  
Council of Governments  
Transportation Department

# Background

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- On May 13, 2021, the Regional Transportation Council (RTC) approved a Trade Fair partnership 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

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Previously Approved by the RTC May 2021:

- Trade Fair Partnership with the Lubbock MPO:
  - Transferring \$10,500,000 in 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
- 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

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Recommend 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

# Contact Information

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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](mailto: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](http://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
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### **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.<sup>1</sup> 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

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<sup>1</sup> 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 overburdened<sup>2</sup> 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

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<sup>2</sup> 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).<sup>3</sup> 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

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<sup>3</sup> 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.<sup>4</sup>

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<sup>4</sup> 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

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incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 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.<sup>5</sup> 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

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<sup>5</sup> 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;<sup>6</sup> (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.<sup>7</sup>

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.

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<sup>6</sup> 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](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>.

<sup>7</sup> 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 area<sup>8</sup> that had a population greater than 200,000 in

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<sup>8</sup> 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.<sup>9</sup> 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

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<sup>9</sup> 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](http://www.transportation.gov/RAISEBUILDgrants) for a list of 2010 Census-designated UAs.

preceding November 15, 2021, as measured by the 1990 and 2000<sup>10</sup> decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census<sup>11</sup>; (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 Census<sup>12</sup>; 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](http://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 Initiative<sup>13</sup>, 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](http://www.transportation.gov/RAISEgrants/raise-app-hdc).

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<sup>10</sup> See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

<sup>11</sup> See <https://www.census.gov/data/datasets/2020/demo/saipe/2020-state-and-county.html> for December 2020 Small Area Income Poverty Dataset

<sup>12</sup> 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

<sup>13</sup> <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](http://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](http://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,<sup>14</sup> 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

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<sup>14</sup> 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;<sup>15</sup> 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,<sup>16</sup> 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.

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<sup>15</sup> 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.

<sup>16</sup> 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),<sup>17</sup> and

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<sup>17</sup> 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,<sup>18</sup> 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.

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<sup>18</sup> 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,<sup>19</sup> including projects located at airport facilities.<sup>20</sup>

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

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<sup>19</sup> 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>

<sup>20</sup> 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](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](http://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](http://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;<sup>21</sup>
- (2) Register with the System for Award Management (SAM) at [www.SAM.gov](http://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

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<sup>21</sup> 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](mailto: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
<b>Safety</b>	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"> <li>• Protect non-motorized travelers or communities from health and safety risks; or</li> <li>• Reduce fatalities and/or serious injuries; or</li> <li>• Mitigate systemic safety issues</li> </ul>	Project has clear, direct, data-driven, and <b><i>significant</i></b> benefits beyond common practice for planning, designing, or building infrastructure that targets a known, documented safety problem by: <ul style="list-style-type: none"> <li>• Protecting non-motorized travelers and communities from health and safety risks; or</li> <li>• Reducing fatalities and/or serious injuries for underserved, overburdened, or disadvantaged communities; or</li> <li>• Mitigating systemic safety issues</li> </ul>
<b>Environmental Sustainability</b>	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"> <li>• Reduce air pollution and greenhouse gas</li> </ul>	Environmental sustainability is an explicit project purpose AND the project has clear, direct, data-driven, and <b><i>significant</i></b> 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"> <li>• Improve the resilience of at-risk infrastructure; or</li> <li>• Reduce vehicle miles traveled; or</li> <li>• Promote energy efficiencies; or</li> <li>• Support fiscally responsible land use and transportation efficient design; or</li> <li>• Incorporate electrification or zero emission vehicle infrastructure; or</li> <li>• Recycle or redevelop brownfield sites</li> </ul>	building infrastructure to: <ul style="list-style-type: none"> <li>• Reduce transportation-related air pollution and greenhouse gas emissions from uncoordinated land-use decisions; or</li> <li>• Reduce vehicle miles traveled, or</li> <li>• Promote energy efficiencies; or</li> <li>• Support fiscally responsible land use and transportation efficient design; or</li> <li>• Incorporate electrification or zero emission vehicle infrastructure; or</li> <li>• Improve the resilience of at-risk infrastructure; or</li> <li>• Recycle or redevelop brownfield sites; or</li> <li>• Address the disproportionate negative environmental impacts of transportation on underserved, overburdened, or disadvantaged communities</li> </ul>
<b>Quality of Life</b>	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"> <li>• Increase accessibility for travelers; or</li> <li>• Proactively address racial</li> </ul>	Quality of life is an explicit project purpose AND the project has clear, direct, data-driven, and <i><b>significant</b></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"> <li>• Remove barriers for individuals and communities to transportation, jobs, and business, opportunities; or</li> <li>• Enhance the unique characteristics of the community</li> </ul>	<ul style="list-style-type: none"> <li>• Increase accessibility for travelers specifically for underserved, overburdened, or disadvantaged communities; or</li> <li>• 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</li> <li>• Remove barriers for individuals and communities to transportation, jobs, and business, opportunities; or</li> <li>• Proactively address racial equity or other disparities; or</li> <li>• Enhance the unique characteristics of the community for underserved, overburdened, or disadvantaged communities</li> </ul>
<b>Mobility and Community Connectivity</b>	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"> <li>• Increase affordable transportation choices; or</li> </ul>	Mobility and community connectivity is an explicit project purpose AND the project has clear, direct, data-driven, and <b><i>significant</i></b> 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"> <li>• Proactively incorporate Universal Design; or</li> <li>• Increase multimodal freight movement and the movement of supply chains</li> </ul>	<ul style="list-style-type: none"> <li>• Increase affordable transportation choices for underserved, overburdened, or disadvantaged communities; or</li> <li>• Increase the accessibility for all users of a project, particularly non-motorized travelers (those walking, cycling, rolling, or using transit; or</li> <li>• 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</li> <li>• Proactively incorporate Universal Design; or</li> <li>• Increase multimodal freight movement and the movement of supply chains</li> </ul>
<b>Economic Competitiveness and Opportunity</b>	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"> <li>• Improve system operations to increase travel time reliability, velocity of goods movement, and multimodal freight mobility, especially for</li> </ul>	Economic competitiveness is an explicit project purpose AND the project has clear, direct, data-driven, and <b><i>significant</i></b> benefits beyond common practice for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> <li>• Improve system operations to increase travel time reliability, velocity of goods movement,</li> </ul>

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>supply chain bottlenecks; or</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Increase transportation options and system connectivity to revitalize communities, increase access to location-efficient affordable housing, or facilitate tourism opportunities; or</li> <li>• Implement local hire agreements or the use of registered apprenticeship</li> </ul>	<p>and multimodal freight mobility, especially for supply chain bottlenecks; or</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Implement local hire agreements or the use of registered apprenticeship</li> </ul>

Selection Criteria:	Non-Responsive	Low	Medium	High
<b>State of Good Repair</b>	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"> <li>• Restore and modernize core infrastructure assets; or</li> <li>• Address current or projected system vulnerabilities; or</li> <li>• Maintain assets in a state of good repair</li> </ul>	State of good repair is an explicit project purpose AND the project has clear, direct, data-driven, and <b><i>significant</i></b> benefits beyond common practice for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> <li>• Restore and modernize core infrastructure assets; or</li> <li>• Address current or projected system vulnerabilities for underserved, overburdened, or disadvantaged communities; or</li> <li>• Maintain assets in a state of good repair</li> </ul>
<b>Partnership and Collaboration</b>	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"> <li>• Collaborating with other public and private entities</li> <li>• Supporting the expansion of high-quality, good paying jobs through workforce development programs and incorporating workforce strategy into project development; or</li> <li>• Incorporating private sector entities in transportation infrastructure</li> </ul>	Project has, or will, support and engage diverse people and communities beyond common practice by: <ul style="list-style-type: none"> <li>• Collaborating with other public and private entities; or</li> <li>• Ensuring that equity considerations for underserved, overburdened, or disadvantaged communities are meaningfully integrated into planning, development, and implementation of transportation investment; or</li> <li>• Supporting the creation or expansion of high-quality, good-paying jobs through</li> </ul>

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"> <li>• Incorporating private sector entities, particularly DBEs, in transportation infrastructure planning, designing, or building</li> </ul>
<b>Innovation</b>	<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"> <li>• Deploying innovative technologies that drive safety, equity, climate and resilience, or economic outcomes or augment workers; or</li> <li>• Using innovative practices that facilitate improved project delivery; or</li> <li>• Incorporating innovative funding and financing</li> </ul>	<p>Innovation is an explicit project purpose AND the project has clear, direct, data-driven, and <b><i>significant</i></b> benefits beyond common practice for planning, designing, or building infrastructure for:</p> <ul style="list-style-type: none"> <li>• Deploying technologies and other practices that drive safety, equity, climate and resilience, or economic outcomes for underserved, overburdened, or disadvantaged communities or augment workers;</li> <li>• Using practices that facilitate improved project delivery; or</li> <li>• Incorporating innovative funding and financing</li> </ul>

(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.<sup>22</sup>

(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

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<sup>22</sup> [www.transportation.gov/NRSS](http://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 equity<sup>23</sup> 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

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<sup>23</sup> 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*<sup>24</sup>, 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

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<sup>24</sup> [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/building\\_a\\_better\\_america-policy\\_framework.pdf](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.<sup>25</sup>

## 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,<sup>26</sup> 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,

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<sup>25</sup> <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

<sup>26</sup> 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](http://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](mailto: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](http://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	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
<b>Pilot Program for Transit-Oriented Development (TOD) Planning</b>	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	<b>\$ 68 million</b> (\$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	
<b>Coordinated Access and Mobility Pilot Program</b>	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	<b>\$ 24 million</b> (\$ 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	
<b>Buses and Bus Facilities Program</b>	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)	<b>\$ 2.3 billion</b> (\$ 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	
<b>Low- and No-Emissions Bus Grants</b>	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	<b>\$ 5.6 billion</b> (\$ 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	
<b>Port Infrastructure Development Grants</b>	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	<b>\$ 2.25 billion</b> (\$ 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	
<b>Bridge Investment Program</b>	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.	
<b>Wildlife Crossings Pilot Program</b>	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		
<b>Rural Surface Transportation Grant Program</b>	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		
<b>Charging and Fueling Infrastructure Program</b>	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.	
<b>Reduction of Truck Emissions at Port Facilities</b>	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.	
<b>Congestion Relief Program</b>	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.	
<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT)</b>	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	

**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
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.



**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		
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	

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026**  
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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		
<b>Strengthening Mobility and Revolutionizing Transportation (SMART) Program</b>	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)		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	
<b>Assistance for Local Emergency Response Training (ALERT) Grant Program</b>	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.
<b>Rail Vehicle Replacement</b>	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  <b>(Active)</b>	3/7/2022  <b>(90 days)</b>	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	
<b>Passenger Ferry Grant Program</b>	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	
<b>Electric or Low-Emission Ferries</b>	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	
<b>All Stations Accessibility Program</b>	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	
<b>Natural Gas Distribution Infrastructure Safety and Modernization Grant Program</b>	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	

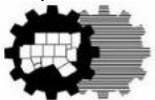
**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026  
 Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

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		
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.

# **2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS**

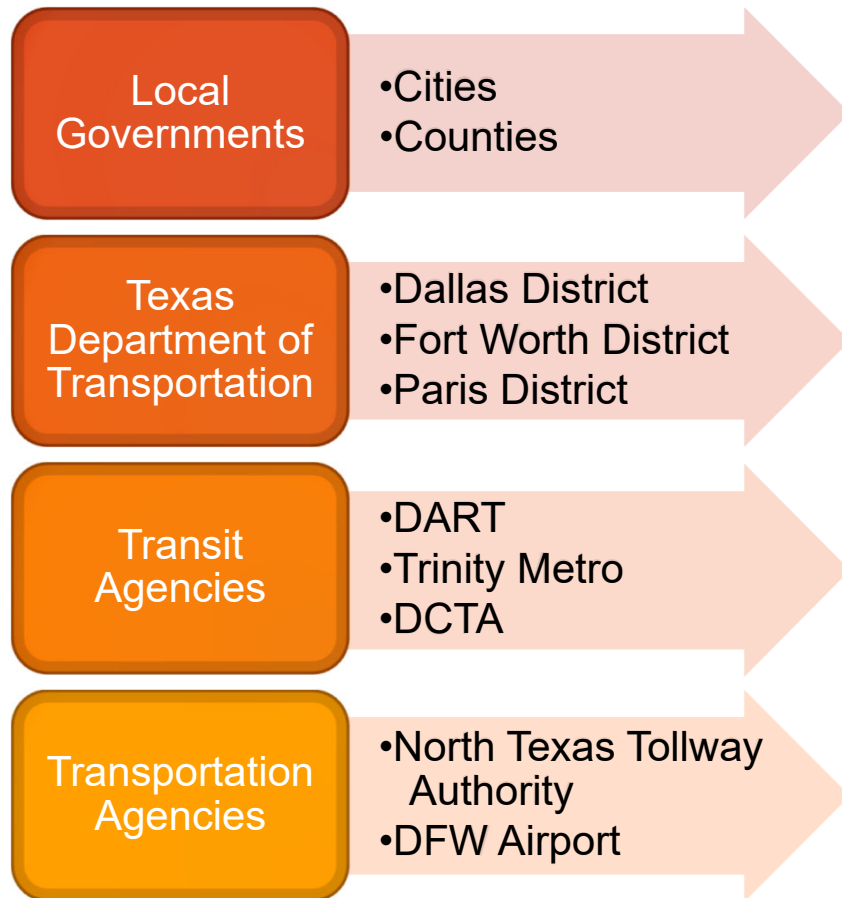
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Surface Transportation Technical Committee  
February 25, 2022



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 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 the need for additional TIP Modifications 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 review the listings for projects being implemented by your agency and within your jurisdiction to verify:
  - Start and end dates of each phase
  - Fiscal years 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 should be “double-listed” in FY2023 if they could be delayed.
  - 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
<b>Draft Listings - STTC Information</b>	<b>February 2022</b>
Draft Listings - RTC Information	March 2022
Public Involvement - Draft Listings	March 2022
<b>Deadline for Providing Comments on Draft Listings</b>	<b>March 31, 2022</b>
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

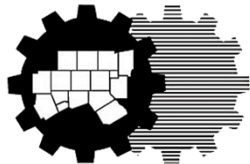
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# STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee  
February 25, 2022**



**North Central Texas  
Council of Governments**

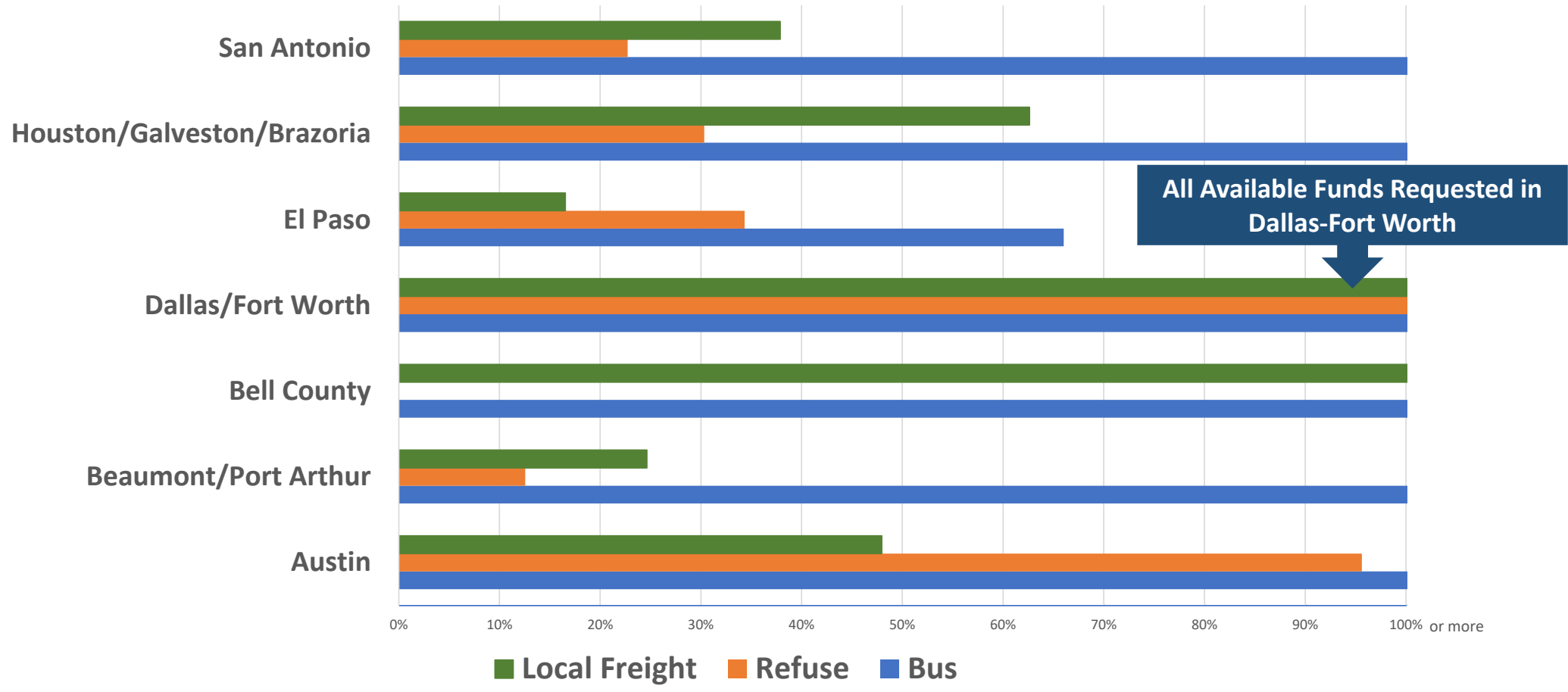
# OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

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	\$11,045,500 Requested \$9,860,000 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.texasvwfund.org](http://www.texasvwfund.org) as of February 11, 2022

# PERCENT FUNDING REQUESTED BY REGION

## Percent Available Funds Requested by Funding Round



Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of February 11, 2022

# REMAINING FUNDS BY FUNDING ROUND

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

\* 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 Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

\*Funds still being awarded

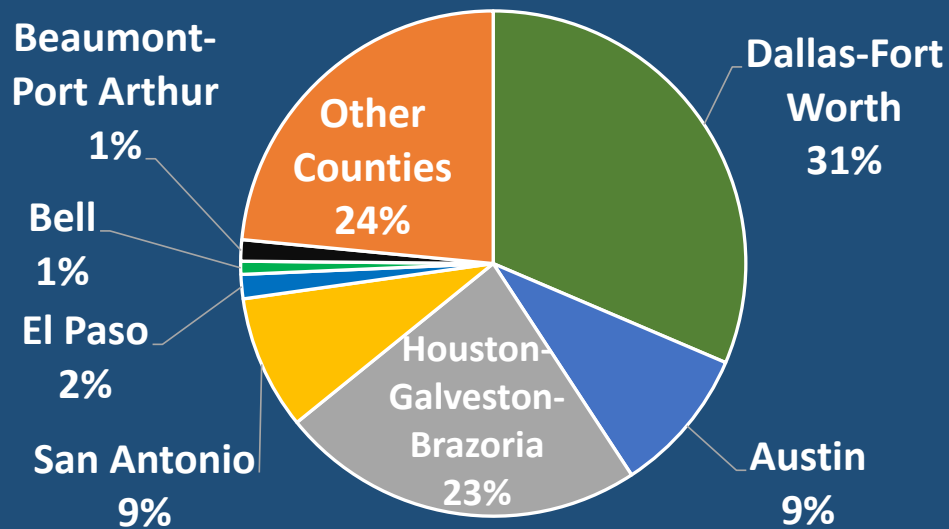
Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of February 11, 2022



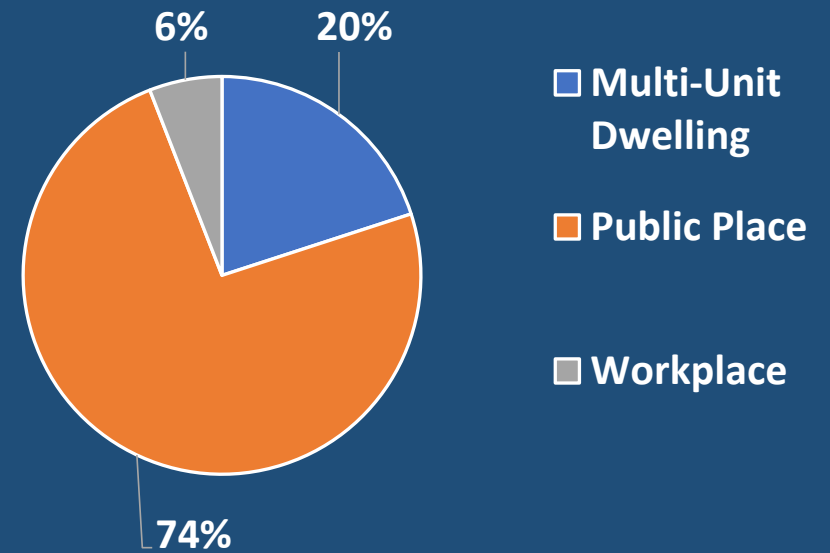
# TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Total Statewide Allocation = \$10,465,958; Total Funds Requested = \$11,045,500  
4,408 Sites Requested Statewide

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



## Type of Sites Requested

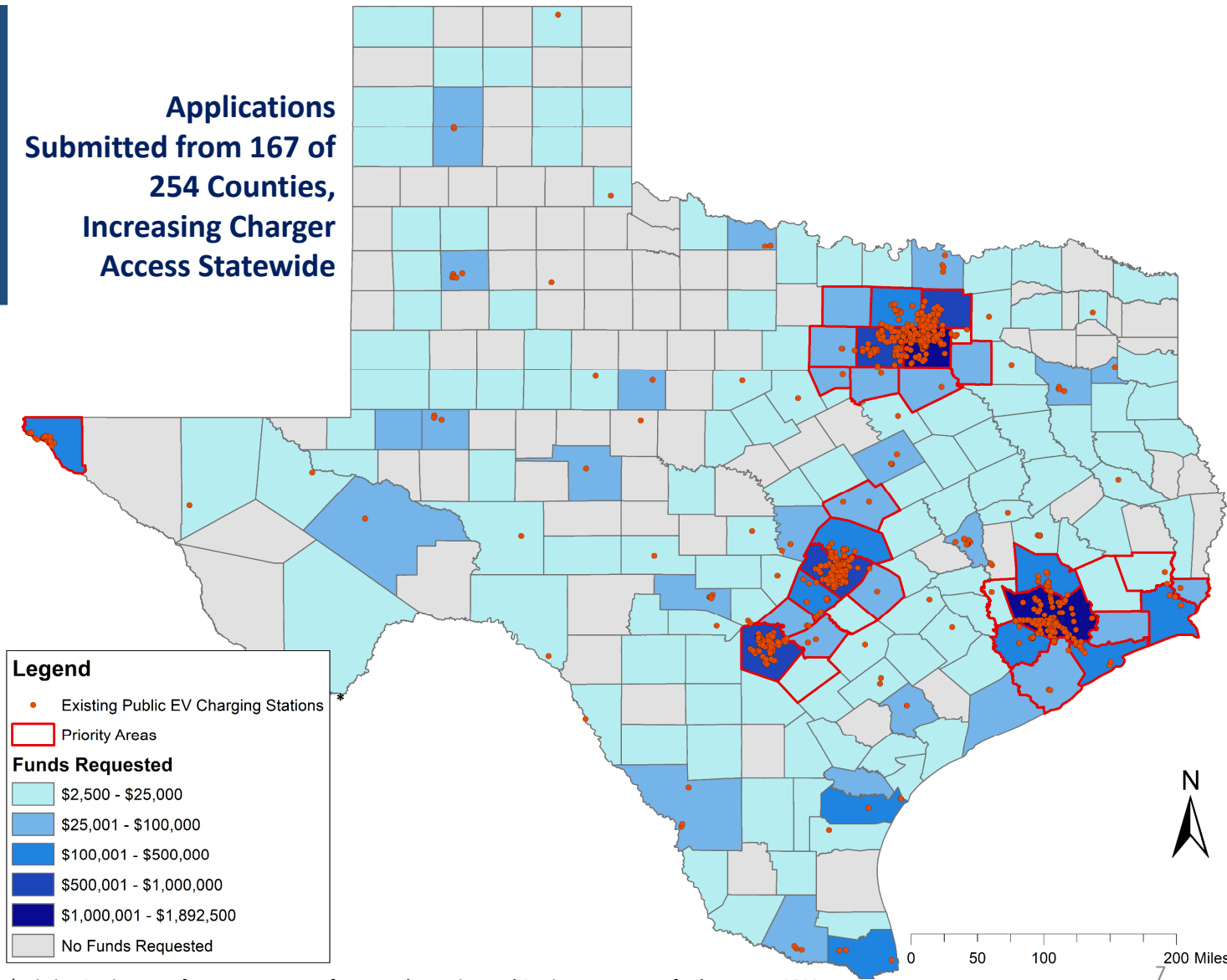


# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Applications Submitted from 167 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 February 11, 2022

## FOR MORE INFORMATION

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**Soria Adibi**  
**Senior Air Quality Planner**  
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**Bailey Muller**  
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**bmuller@nctcog.org**

Also see “Hot Topics” at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



North Central Texas  
Council of Governments

## **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 Monday, December 20, through Wednesday, January 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. Bicycle and pedestrian 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 32 bicycle and pedestrian comments, one transit comment and 29 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### **Bicycle & Pedestrian**

##### **Email –**

###### **1. Robin Pampillonia-Hunt**

Hi! We are in great need of a traffic light on La Manga and Meandering. We need to protect the kids walking to and from school. That intersection is so dangerous. My car was hit by another car in that intersection a few months ago. The neighborhood kids walk to school, and the runners and bikers need protection.

##### **Twitter –**

1. A 66-mile continuous regional bike trail from downtown Fort Worth to downtown Dallas: It's been in the planning for two decades and it's finally just a couple years from completion, according to @NCTCOGtrans.



**Facebook –**

1. 66-mile Fort Worth-to-Dallas 'superhighway' bike trail stirring anticipation of 2023 completion: <https://spectrumlocalnews.com/.../66-mile-fort-worth-to-...> – NCTCOG Transportation Department



This is going to be awesome! It's taken a loooong time. – John James

John James, the wait is \*almost\* over! 🙌 – NCTCOG Transportation Department

A friend of mine worked on the original concept in the early 80's while at UTA. Let everyone know when the ribbon cutting will be! – John James

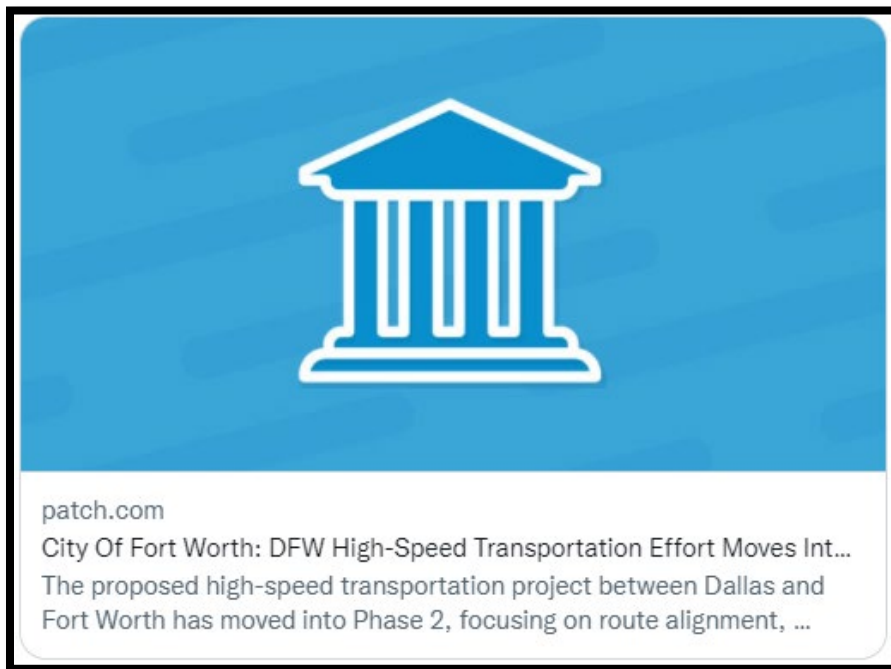
Thank you for sharing this! Can't wait ! – Fernando San Miguel Angeles

Fernando San Miguel Angeles, we can't wait either! – NCTCOG Transportation Department

### High-Speed Transportation

#### Twitter –

1. "A day trip to major #Texas cities from North Texas becomes much easier to imagine. This will be a great boost to economic activity and business in the state." @NCTCOGtrans #highspeedrail – Brett Sebastian (@BrettSebas)



### Programs

#### Twitter –

1. For over a decade, @NCTCOGtrans sought an effective tech-based solution to managing HOV lane tolls. Ultimately, they selected GoCarma. NCTCOG Senior Program Manager Dan Lamers explains the process.

Read the entire conversation with Dan:



### Public Meetings & Forums

#### Twitter –

1. The @NCTCOGtrans wants your thoughts and recommendations on transportation plans and initiatives in our city and throughout our region: <https://bit.ly/3p4AkVF>. – Mayor Mattie Parker (@MayorMattie)



But....apparently without the messiness of actually interacting WITH the Public in public.... – Downwinders at Risk (@cleanerair)

2. I wish Dallas would listen to this.

Rather than hiking the fees for restaurants and events to operate here or shutting down parks an hour early, maybe we should invest in cheaper infrastructure. – Krista Nightengale (@Knightengale)



Copenhagen is less than 1/10th the geographical size of Dallas but has a comparable population, meaning, it is a much, much denser city. It has different climate - the average highs in their summer =71. (But I agree we should add bike infrastructure & reduce business fees) – caraathome (@🏠) (@caraathome)

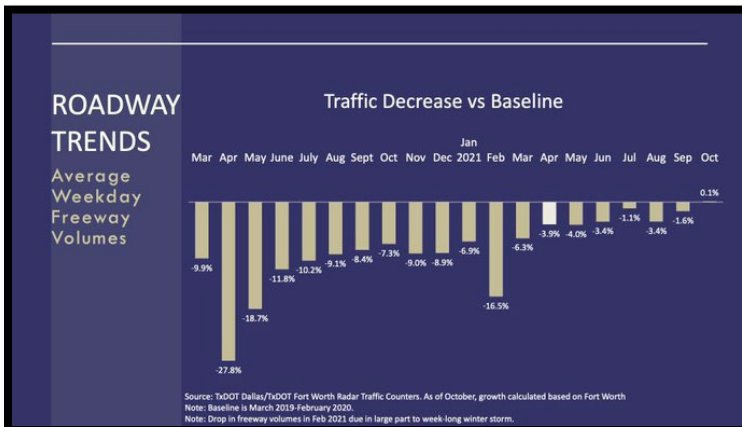
So how many of you have taken time to fill out the "map your experience" interactive public input tool on the @NCTCOGtrans site? – caraathome (@🏠) (@caraathome)

I feel like I fill out surveys/tools regarding priorities for transportation in North Texas every other week, but I'll doublecheck to ensure I've done this one. Thanks for pointing it out! I look forward to these surveys turning into action soon. – Krista Nightengale (@Knightengale)

### Roadway

#### Twitter –

1. Fort Worth area freeway traffic volumes have surpassed pre-pandemic levels as of October 2021. Data from @NCTCOGtrans. – Fort Worth Urban (@UrbanFortWorth)

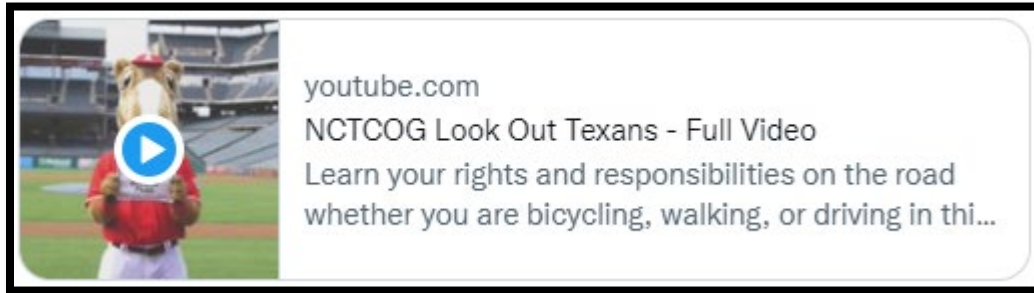




## Safety

### Twitter –

1. I just spotted @plainy in this excellent #VisionZero video from @NCTCOGtrans about pedestrian, bicycling, and driving safety. I miss your face! 🥺🚶🚲👏 – Catherine Cuellar (she/her/ella) (@ccuellar)



## Sustainability

### Twitter –

1. DFW transit is on the come up 📈🌳 – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

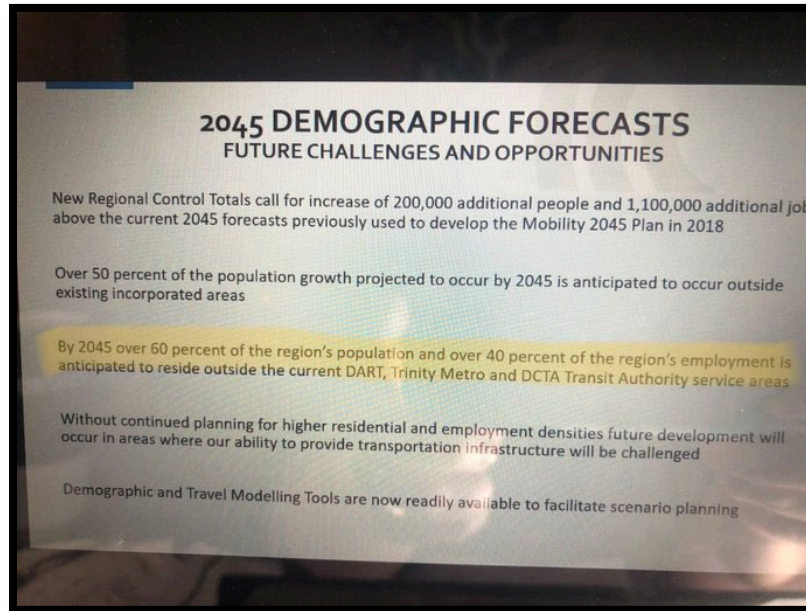


## Transit

### Twitter –

1. "By 2045 over 60% of the region's population and over 40% of the region's employment is anticipated to reside outside the current DART, Trinity Metro & DCTA transit authority service

area." -today's RTC mtg @NCTCOGtrans @NCTCOG\_Official @CityOfDallas @TEX21\_Transport @DRC – caraathome (@🏠) (@caraathome)



I'm sure Michael is shepherding the group to his view via cheap flattery and intimidating jargon. – Matthew Marchant (@MatthewMarchant)

It's almost like a combination of restrictive zoning preventing densification and the incentivization of sprawl makes it hard to have a viable public transit system – steven monacelli (@stevanzetti)

Infill/redevelopment that creates density requires some affluent and higher income residents to replace folks who's incomes are lower. Avoiding gentrification at all costs and expecting higher incomes is no way to grow cities. Public transit is not just a system for the poor. – Jon Hubach (@sirbach)

Indeed! Densification need not inherently displace low income and public transit should be something extensive enough for everyone to want to ride. – steven monacelli (@stevanzetti)

I heard Monte Anderson say it best - he supports gentrification. Which is moving lower incomes to upward mobility and incomes. Folks who simple want to stay on the bottom due to multiple reasons (lack of tools, ambition) can not hold us from improving a community/neighborhood. – Jon Hubach (@sirbach)

Sounds pretty good to me in theory and certainly we all want people to be able to have better lives. Densification would help us with our housing issues locally and alter the trajectory outlined in the original post above, and it will need to include working class housing. – steven monacelli (@stevanzetti)

True. Working with stakeholders to find solutions would work way better versus the silos we have been seeing of late. – Jon Hubach (@sirbach)

Something's gotta give at some point. All the people mocking California will have a rude awakening when DFW begins to have the same sort of affordability issues that make it hard to sustain a working class population that makes up the largest employment industry cluster. – steven monacelli (@stevanzetti)

We want their money, their citizens but expect them to live like those here. Not possible - not everyone will become affluent due to lack of education, opportunities, skills. Needs to be a balance of housing stocks, neighborhoods, etc. DFW has a lot work to create a balance. – Jon Hubach (@sirbach)

Indeed! Everyone cannot in fact become an entrepreneur. Someone's gotta do the work! – steven monacelli (@stevanzetti)

...So we have to build a zillion more highways that will really solve the problem this time..... – Downwinders at Risk (@cleanerair)

It's too humid in Dallas for highways – Elmo's Campaign Manager (@Vernbytes)

Sprawl sucks. Would be good for Dallas to improve their ADU policies and encourage a lot more housing/jobs by transit investments – Greg Anderson (@WalkableAustin)

2. Surprised they only went to March – JW (@ntxwxsnr)



## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

\*\*\*

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

## IN THE 'LOOP'

**DALLAS DISTRICT** – 2022 kicks off with an abundance of construction projects ramping up around the Dallas District.

**LOOP  
9**

Among them is the Loop 9 corridor project, which will address population growth, transportation demand, system linkages and connectivity in southern Dallas County, northern Ellis County and Kaufman County. The Loop 9 corridor features three segments, stretching from US Highway 67 to Interstate 20 (I-20).

**TxDOT started construction on the middle segment, known as Segment B, in January.** This first phase of segment B, which is a \$78 million project, is estimated to be completed in summer 2024. Segment B spans 12.1 miles and runs through the Cedar Hill, Midlothian, Ovilla, Glenn Heights, and Red Oak communities.



Source: TxDOT.

TxDOT graphic

**Phase 1 of Segment B** will consist of a Super 2 (one lane each direction, with periodic passing lane).



Source: TxDOT research.

**Segments of the Loop 9 project** with the current under construction **Segment B** shown in red.

**TxDOT is designing** new interchanges on Loop 9 at both I-35E and I-45 that will further enhance mobility. The work at the I-35E interchange is scheduled to start construction in 2023, and the I-45 interchange is scheduled to start in 2025.

“The Loop 9 project will help TxDOT address rapid growth and traffic congestion throughout southern Dallas County and northern Ellis County,” said Juan A.

Paredes, P.E., TxDOT Area Engineer for Ellis and Navarro counties. “The segment being built between I-35E and I-45 will offer a vital alternative to motorists, and I’m proud to be leading such a vital project to completion in 2024. This project certainly helps us to fulfill our mission of ‘Connecting You with Texas.’”

**More on Back Page**

## JANUARY 2022 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) <sup>3</sup>	CONTRACTOR	
1	0195-03-101	IH 35E	US 77 to IH 35/IH 35W	Resurfacing	\$7.18	\$6.08	-15.32%	\$8.31	Jagoe-Public Company
2	0048-04-094	IH 35E	At FM 387 (Butcher Rd.)	Reconstruct interchange, reconstr./widen 4 to 4/6 lane FRs	\$41.58	\$45.98	10.59%	\$56.28	Austin Bridge & Road Services, LP
3	0172-05-125	US 287	FM 813 to BUS 287R	Install median barrier	\$3.32	\$2.84	-14.50%	\$3.20	Gratiot Construction, Ltd.
4	2355-01-006	FM 2451	Midland Dr. to SH 34	Restore existing pvmt. and add shoulders	\$7.52	\$7.65	1.65%	\$10.72	Knife River Corporation South
5	0195-03-096	IH 35E	US 377 to FM 2181	Full depth concrete repair, pvmt. markings & diamond grinding	\$2.62	\$3.01	17.44%	\$2.98	Roy Jorgensen Associates, Inc.
6	0918-00-327*	VA	Various locations in the Dallas District	DMS rehabilitation	\$0.34	\$0.41	21.88%	\$1.55	Highway Intelligent Traffic Solutions, Inc.
<b>EST. JANUARY 2022 TOTALS</b>					\$62.56	\$65.97	TBD	\$83.04	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					TBD	TBD			
<b>*DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$1,388.77 M<sup>1</sup></b>				

\*Unmapped.

<sup>1</sup>District FY 2022 Letting Volume Cap includes the IH 35E Phase II project for \$708,268,750.

<sup>2</sup>District Volume Cap subject to change pending final FIN Division Approval.

<sup>3</sup>Estimated Total Project Costs includes estimated PE, ROW, E, Indirect Costs and Potential Change Order Costs at the time of bid.

## FEBRUARY 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	
1	0918-00-333	VA	Various freeways in Collin County	Install signing of truck lane restrictions	\$1.15
2	0918-47-249	McMillan Ave.	McMillan Ave. at Mockingbird Ln.	IMPROVE TRAFFIC SIGNALS	\$2.09
3	0918-47-251	CS	Greenville Ave. at Royal Ln.	IMPROVE TRAFFIC SIGNALS	
4	0918-47-252	Ferguson Rd.	Ferguson Rd. at Highland Rd.	IMPROVE TRAFFIC SIGNALS	
5	0918-47-258	Plano Rd.	Plano Rd. at Walnut Hill Ln.	IMPROVE TRAFFIC SIGNALS	
6	0918-47-263	Gus Thomasson	Gus Thomasson at Maylee Blvd.	IMPROVE TRAFFIC SIGNALS	
7	0918-47-267	Greenville Ave.	Greenville Ave. at Mockingbird Ln.	IMPROVE TRAFFIC SIGNALS	
8	1451-03-017	FM 55	SH 22 to Ellis County line	Rehabilitate existing pavement and add shoulders	
9	2374-03-096	I-20	At I-35E	Bridge Deck Repair	\$5.20
<b>ESTIMATED TOTAL</b>				<b>\$13.45 M</b>	

## COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1-31, 2022)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE	
1	0918-47-299*	VA	At various locations on I-20 and I-30	Install glare screens	\$2.75	1/4/2022
<b>ESTIMATED TOTAL</b>				<b>\$2.75 M</b>		

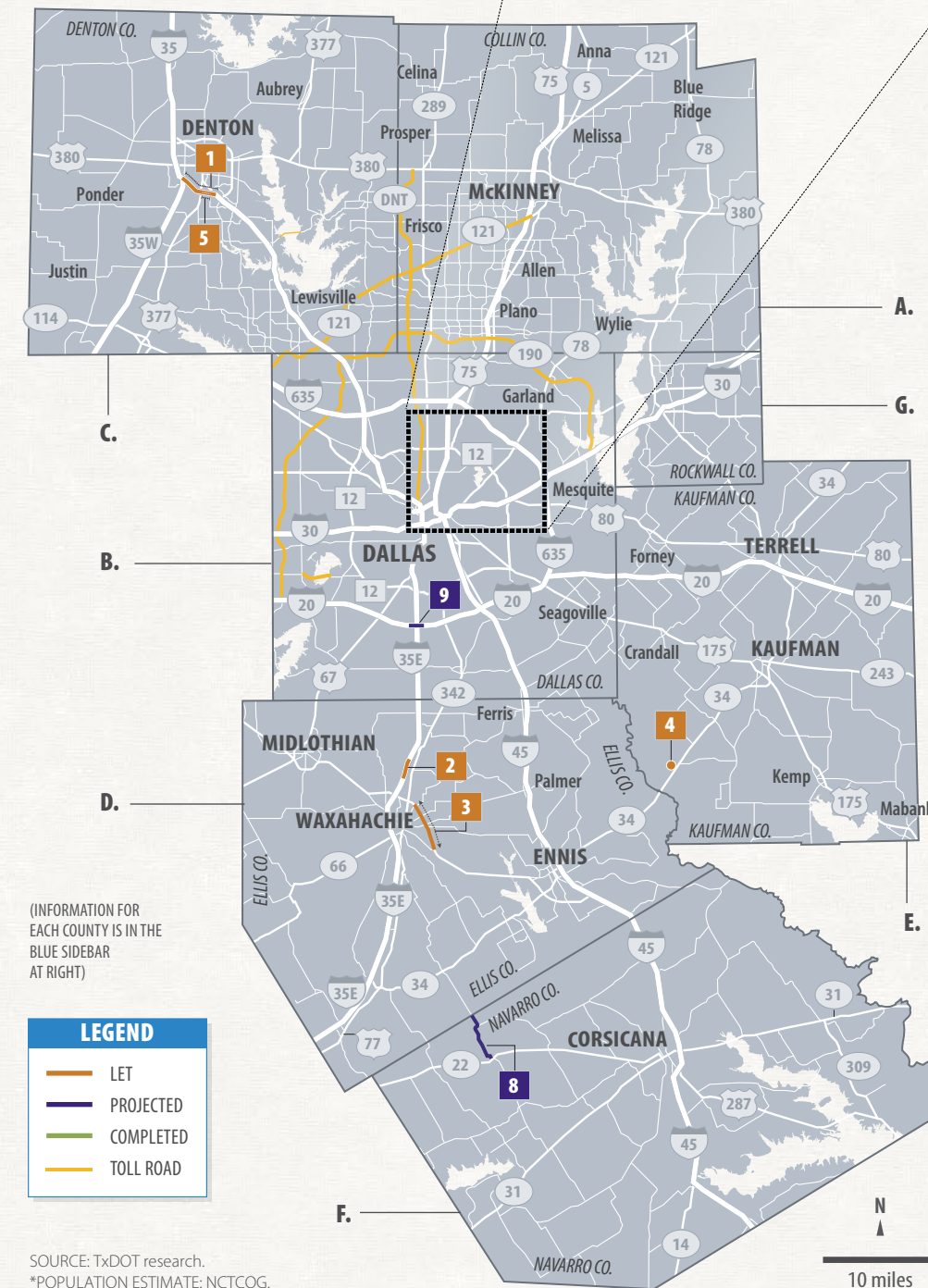
\*Unmapped.

SOURCE: Texas Department of Transportation

Credit: TxDOT graphics

## DALLAS DISTRICT PROJECTS MAP

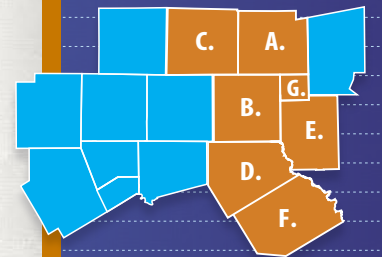
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **January 2022**, are projected to let in **February 2022**, or have recently been **completed**.



(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND	
<span style="color: orange;">—</span>	LET
<span style="color: blue;">—</span>	PROJECTED
<span style="color: green;">—</span>	COMPLETED
<span style="color: yellow;">—</span>	TOLL ROAD

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



### 2021 DALLAS DISTRICT ESTIMATE TOTALS

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

#### A. | COLLIN COUNTY

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

#### B. | DALLAS COUNTY

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

#### C. | DENTON COUNTY

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

#### D. | ELLIS COUNTY

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

#### E. | KAUFMAN COUNTY

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

#### F. | NAVARRO COUNTY

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

#### G. | ROCKWALL COUNTY

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

## LOOP 9 PROJECT AT A GLANCE

- **Will provide** an east-west transportation facility to serve the local communities.
- **Will provide** a facility to accommodate expanding transportation demands resulting from population growth and economic development in the region.
- **Will increase mobility** and accessibility in southern Dallas County, northern Ellis County and Kaufman County area.

## STATUS OF SEGMENTS

- **SEGMENT A**  
Segment A spans from US 67 to I-35E. Alternatives for this segment are currently being developed and studied in an Environmental Impact Statement process.
- **SEGMENT B**  
Segment B will be built in stages

to provide a direct link from I-35E to I-45. Construction began in January 2022. All right of way has been acquired for this project.

### ■ SEGMENT C

Segment C runs from I-45 to I-20. This corridor is currently inactive.

## MORE ON LOOP 9

**The first phase of the project** will build one lane in each direction from I-35E to I-45. The work in the first phase will serve as one future frontage road for the ultimate project.

**As traffic warrants** and funding becomes available, phase 2 will build the other side of the paired frontage road, as well as grade separations at high-volume intersections. The median will be left open for a future phase to build main lanes. Upon completion of phase 2, the two-way frontage road built in phase 1 will be converted to a one-way operation.

**Phase 3** will build main lanes as traffic warrants and funding becomes available. ■

## SEGMENT B: PHASES 1, 2 AND 3



Source: TxDOT.

TxDOT graphics

## TxDOT WINTER WEATHER PREPARATION

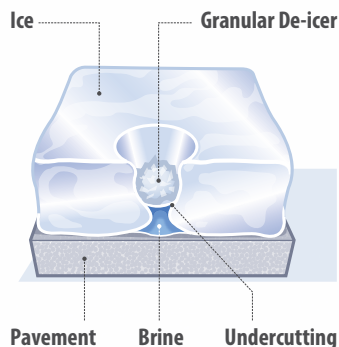
### HOW DO THE CHEMICALS WORK?

#### Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

#### Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



### WHICH MATERIALS ARE USED ON THE ROADS?



#### Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



#### During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

### AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: Texas Department of Transportation

Credit: DEAN HOLLINGSWORTH/TxDOT Information Specialist

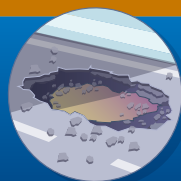
## DALLAS DISTRICT | PROGRESS



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

### FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>