

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, February 28, 2020

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of January 24, 2020, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Bryan Beck, STTC Chair

Item Summary: Approval of the January 24, 2020, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda (There are no items on the Consent Agenda)**

Action       Possible Action       Information      Minutes: 0

1:35 – 1:45

3. **Public Comments at Regional Transportation Council Meetings (HB 2840) Rules**

Action       Possible Action       Information      Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of Rules for Public Comments at RTC meetings.

Background: HB 2840 requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. Input must be given before or during the consideration of the agenda item and not after. HB 2840 also permits governmental bodies to adopt reasonable rules regarding the public's right to address the body, including rules regarding time limits. Non-English speakers, with a translator, must be given double time during open meetings to address and communicate with the body. A governmental body may not prohibit public criticism of the body. This bill took effect on September 1, 2019. Staff will request approval on rules for the RTC to accept public comments as detailed in [Electronic Item 3.1](#). An example Speaker Request Card is included as [Electronic Item 3.2](#). Once approved, the rules will be included as an Appendix to the Public Participation Plan. [Electronic Item 3.3](#) is a presentation that provides more information.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

1:45 – 1:55

4. **Trinity River Vision Bridge Project Funding Increase**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of a funding increase of \$20 million for the Trinity River Vision (TRV) Bridge project will be requested.

Background: The TRV Bridge project includes the construction of three bridges over the redirected Trinity River in Downtown Fort Worth. The bridges were originally funded in 2011 with a total of \$69.9 million of federal, State, city, and private partner funding. Due to constructability issues and resulting delays, the most recent projected costs are \$89.3 million creating a projected overrun of \$19.4 million. The North Central Texas Council of Governments is proposing to add \$20 million, of which \$15 million would be a grant and \$5 million would be paid back by the City of Fort Worth and other local partners over the next ten years. Details are provided in [Electronic Item 4](#).

Performance Measure(s) Addressed:

Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

1:55 – 2:05

5. **Update on Regional Transportation Council Action for the Virgin Hyperloop One Certification Center Proposal Response**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the resolution and funding proposal for the response to Virgin Hyperloop One (VHO) regarding its Request for Proposals for a Certification Center.

Background: On November 14, 2019, the Regional Transportation Council (RTC) approved submittal of a response to the VHO Request for Proposals. A copy of the previously approved resolution is provided in [Electronic Item 5.1](#). Since that time, an Open Records request was received by the North Central Texas Council of Governments. Legal staff requested an opinion from the Attorney General, provided in [Electronic Item 5.2](#). [Electronic Item 5.3](#) contains information regarding the hyperloop technology, proposed Certification Center route, implications to the existing and future mobility plans, and proposed funding. At is February 27, 2020, meeting, the RTC will be asked to take action on the draft resolution provided in [Electronic Item 5.4](#) and proposed letter to the United States Department of Transportation Secretary, provided in [Electronic Item 5.5](#).

Performance Measure(s) Addressed:

Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

2:05 – 2:15

6. **Next Steps with the Texas Department of Transportation and 2021 Unified Transportation Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will update the Committee on the latest schedule and process to formulate the Unified Transportation Program (UTP) for this year. The Regional Transportation Council (RTC) will be asked to approve correspondence to Texas Transportation Commission (TTC) Chairman J. Bruce Bugg Jr. requesting a meeting with the RTC Chair and members.

Background: Discussions continue with the Texas Department of Transportation (TxDOT) districts on the schedule to develop new projects for the 2021 UTP. August 2020 is the deadline for Texas Transportation Commission action. [Electronic Item 6.1](#) contains information from the last TTC meeting. [Electronic Item 6.2](#) contains the latest funding targets from TxDOT. A summary presentation, provided in [Electronic Item 6.3](#), includes the need for the conversation, RTC interest to complete managed lane sections, and new funding developing for SH 183 near Dallas Fort Worth International Airport. Staff will highlight the need for the RTC to work with the TTC on project delivery.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:15 – 2:25

7. **Mobility 2045 Update (High-Speed Rail Recommendations)**

Action       Possible Action       Information      Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: At the Regional Transportation Council's (RTC's) request, staff will provide a discussion regarding the Mobility 2045 High-Speed Rail recommendations. The discussion will include information identifying various high-speed transportation technologies.

Background: The RTC adopted Mobility 2045 on June 14, 2018. Mobility 2045 includes recommendations regarding various high-speed rail technologies and corridors. During the January 9, 2020, RTC meeting, members requested a discussion and clarification regarding future high-speed transportation opportunities. The discussion will include the following topics:

- Mobility 2045 recommendations
- Various high-speed transportation technology definitions
- Current high-speed transportation efforts
- Future high-speed transportation opportunities

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:25 – 2:35

8. **Metropolitan Transportation Plan Schedule**

Action       Possible Action       Information      Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. Staff will provide a report regarding efforts to update Mobility 2045.

Background: Following RTC adoption of Mobility 2045, staff and partner agencies have been working toward implementing the plan. These efforts include planning and project development tasks, projects in construction, and coordinating with the public and our transportation partners.

Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, the Mobility 2045 Update will be required to attain Transportation Conformity. The updated plan will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:35 – 2:45

9. **2021-2024 Transportation Improvement Program Draft Listings**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the 2021-2024 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 9](#) contains an overview of the TIP development process, focus areas, and schedule. By the meeting date, the financially constrained draft project listings for the 2021-2024 TIP will be available at the following weblink: [https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/21_24DraftProjectListings.pdf). Local agency comments on the draft listings must be provided by April 9, 2020, in order to be included in the final listings.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:45 – 2:55

10. **Clean Cities Annual Survey Results and Coalition Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Bailey Muller, NCTCOG

Item Summary: Staff will present an update on the status of the Dallas-Fort Worth Clean Cities (DFWCC) Coalition annual survey, 2019 Fleet Recognition awardees, and new items in the coming year.

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a United States Department of Energy (DOE) initiative to reduce total energy impacts in the transportation sector, since 1994. Clean Cities coalitions are required to complete annual reporting to the DOE every March. The Coalition has a goal of increasing energy use impacts by 15 percent year-over-year. In order to complete this report and meet these goals, DFWCC seeks information from local fleets about alternative fuel use and other fuel-saving activities. Four years ago, DFWCC also began a recognition program based on this data to highlight fleets that demonstrate excellence in their fleet reporting. [Electronic Item 10](#) provides more information.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:55 – 3:10

11. **Fast Facts**

Action       Possible Action       Information      Minutes: 15

Item Summary: Brief presentations will be made on the following topics:

1. *Amy Johnson* – Metropolitan Transportation Plan Policy Bundle – Round 4 ([Electronic Item 11.1](#))
2. *Daniel Snyder* – Designing for Pedestrian Safety Workshop ([Electronic Item 11.2](#))
3. *Daniel Snyder* – Bicycle/Pedestrian Count Data Workshop
4. *Ernest Huffman* – Know Before You Fly Workshop ([Electronic Item 11.3](#))
5. *Bethany Hyatt* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
6. *Bethany Hyatt* – Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
7. *Carli Baylor* – January Online Input Opportunity Minutes ([Electronic Item 11.4](#))
8. *Carli Baylor* – March Public Meeting Notice ([Electronic Item 11.5](#))
9. *Victor Henderson* – Public Comments Report ([Electronic Item 11.6](#))
10. Written Progress Report:
  - Local Motion ([Electronic Item 11.7](#))

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

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on March 27, 2020, at the North Central Texas Council of Governments.**

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
January 24, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 24, 2020, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Onyinye Akujuo, Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary Jr., Rick Cortez, Allen Harts (representing Hal Cranor), Clarence Daugherty, Chad Davis, Arturo Del Castillo, Duane Hengst (representing Greg Dickens), David Disheroon, Kelli Gregory (representing Phil Dupler), Chad Edwards, Claud Elsom, Chris Flanigan, Ann Foss, Mike Galizio, Ricardo Gonzalez, Gary Graham, Ron Hartline, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Chad Barte (representing Alonzo Liñán), Eron Linn, Clay Lipscomb, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Lacy Rodgers, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Cheryl Taylor, Press Tompkins, Keith Fisher (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, Cameron Anderson, Tom Bamonte, Berrien Barks, Carli Baylor, Chasidy Benson, Natalie Bettger, Brandi Bird, Jesse Brown, Molly Carroll, Dave Carter, Brian Dell, Sam Dennehy, Cody Derrick, Kevin Feldt, Brian Flood, David Garcia, Gypsy Gavia, Dorothy Gilliam, Christie Gotti, Clifton Hall, Victor Henderson, Rebekah Hernandez, Amy Hodges, Chris Hoff, Kirk Houser, Brett Huntsman, Bethany Hyatt, Brian Jahn, Amy Johnson, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Wayne Kurfees, Dan Lamers, Sonya Landrum, April Leger, Travis Liska, Mickey McGuire, James McLane, Mindy Mize, Erin Moore, Michael Morris, Jeff Neal, Evan Newton, Johan Petterson, Ezra Pratt, Vercie Pruitt-Jenkins, Chris Reed, Kyle Roy, Samuel Simmons, Shaina Singleton, Shannon Stevenson, Teresa Taitt, Gaby Tassin, Vivek Thimmavajjhala, Ben Torres, Francisco Torres, Mitzi Ward, Amanda Wilson, Brian Wilson, Kate Zielke, and Norma Zuniga.

1. **Approval of December 6, 2019, Minutes:** The minutes of the December 6, 2019, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **McKinney Avenue Trolley Funding:** A recommendation for Regional Transportation Council (RTC) approval to utilize existing Regional Toll Revenue funds previously authorized by the RTC for transit projects in an amount not to exceed \$650,000 to support the McKinney Avenue Transit Authority's Improved Service Frequency Plan and ensure enhanced connectivity between Uptown and Downtown Dallas was requested. Details were provided in Electronic Item 2.1.1.
  - 2.2. **FY2020 and FY2021 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program was requested. Action included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided as Electronic Item 2.2.1 and additional information was provided in Electronic Item 2.2.2.

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

3. **Collin Creek Mall:** Michael Morris presented details of efforts to formalize a new program to combine new large developments coming to the region with redevelopments within the region. He noted staff has been working on a comprehensive policy for projects that fall into two categories: 1) existing developments in the region that are being repurposed and 2) developments for large corporations coming to the region. The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers, as well as requests for entities looking to relocate to the region from local partners seeking new opportunities to revitalize existing areas. This creates an opportunity to use transportation investment to change land use and promote economic development of the region. Examples of external partnership requests, as well as local partnership efforts were highlighted. In addition, elements of a proposed policy/standard practice to handle these types of requests versus approaching each request differently was presented. Projects should support sustainable, mixed-use, and transit-oriented development with some opportunity to use technology as part of the effort. Many will have a parking garage component, which is usually a cost issue with developers regarding mixed-use development. It is also important that these occur in urban, suburban, and rural contexts. Projects must have a context sensitive design with each potentially differing in context. Since there is an economic development benefit, investment will be through both grants and loans. In addition, it will be important to partner with the Governor's Office on economic development projects coming to the region. Mr. Morris presented details of the Collin Creek Mall mixed-use redevelopment partnership opportunity. Staff proposed that the Regional Transportation Council (RTC) contribute \$30 million in federal funds for the parking garage and the City of Plano will contribute \$25 million. Half of the RTC funding will be a loan. Since the redevelopment is near light rail and there is not enough parking in Downtown Plano or Plano City Hall, the project will include transit service using next generation electric vehicles to the Downtown Plano Light Rail Station. He noted discussions are ongoing regarding the source of funding for this service, as well as the number of vehicles needed for the transit service. Mr. Morris noted the use of shuttles in other areas of the region and potential economies of scale to use an integrated technology for use across the system. Payment to Dallas Area Rapid Transit (DART) for operations is not proposed. Plano is paying as a member of DART and there is existing transit service in proximity to the project. DART will have the benefit of the capitol purchase and will readjust its operating cost over time as a result of readjusting its transit service plan. The transit vehicles will be available for service to the parking garage, as well as places of interest between that are to be determined by DART. As part of the partnership, the parking garage must be open to the public. In addition, the development must include electric vehicle charging infrastructure. Negotiations are ongoing and include assurances that the proposed development will materialize. Future efforts will include a case-by-case assessment of risk. The money that is loaned will be paid back with interest and a standard rate of 2.4 percent has been established. Future discussions regarding inflation may be necessary. RTC funding would only pay for publicly available parking/transit and the garage must be owned by the public sector. In addition, RTC funding will be for construction only. He noted that this proposed partnership is an example of efforts to standardize a set of principles when new large developments come to the region or entities propose redevelopments within the region. Mr. Morris provided an overview of the action requested. Action will include a request for \$30 million in federal funds, \$15 million to be repaid as a loan, and \$25 million in local funds. Flexibility to use Congestion Mitigation and Air Quality Improvement Program (CMAQ) or Surface Transportation Block Grant Program funds will be needed, with Federal Transit Administration funds potentially used to assist in the purchase of approximately three transit vehicles for shuttle purposes. Specific terms of the agreement will be finalized separately. Committee Chair Bryan Beck noted that he supports the goal of the effort. He asked the total number of parking spaces to be included in the garage and staff's vision that the investment made for parking spaces is equivalent to what is preserved for transit use. He noted his concern that the mixed-use development may consume all the parking and that there will not be dedicated park-and-ride spaces for transit. Mr. Morris noted the total number of parking spaces is approximately 900-1000, 200-300 of which is dedicated to

residential. He later clarified that the total parking spaces is 2,000, of which 1,250 are public and 750 are private spaces. He added there are not direct mathematics that equate the \$15 million to a specific amount of parking spaces reserved for transit. It is the vision of the mixed-use development and what it can bring in a fast-growing part of the region and associated accessibility measures that staff believes the transit component will bring. Shawn Poe asked if there would be benchmarks required of the developer similar to what cities include in economic development agreements. Mr. Morris discussed staff efforts to evaluate the risk of the project and the importance of developing a standard policy for this and similar projects, but noted staff preferred not to add deal points on top of the City's agreements with the developer that could complicate the project. Chris Flanigan discussed the component of the agreement associated with transit bus purchases and noted that it seemed as though the structure of the agreement mandates the purchase of next generation electric vehicles and if so, was that born out of a requirement of the CMAQ funding. Mr. Morris noted that yes, there is a requirement for next generation transit vehicles, but that it is not a result of CMAQ funding. Staff would like to have more experience with next generation transit vehicles, and through this effort can advance technologies to help determine if there are potential benefits for other deployments. Mike Galizio asked if the City has agreed to own and maintain the parking structure and if the public parking is free or paid. Mr. Morris noted that the parking is free. Ken Kirkpatrick noted the City has agreed that the public sector would own the land underneath the parking garage, either directly by the city or a Local Government Corporation created by the City. Chad Davis asked if this effort could be perceived as an attempt to spend public money on private development. Mr. Morris noted that it is important to be careful regarding public-sector support for ad hoc private-sector development. Awareness of this was one element that triggered discussion of a comprehensive policy for consistency with all requests. In addition, he noted the importance of public-sector benefit. For this project, it was not the developer or the City that requested the next generation transit shuttle. The North Central Texas Council of Governments (NCTCOG) explored the public-sector interest which included the introduction of several purposes for the garage. The parking garage helps light rail, downtown restaurants, and mixed-use developments at this location. The context must have public-sector benefits, and because there is also public-sector benefit it is important that a portion of the funds be a loan. Eron Linn noted that DART runs site-specific shuttles, so it is familiar with that aspect of the project, but noted the next generation transit component seems prescriptive. Mr. Morris noted there were many considerations discussed. Vehicles are being provided and the transit agency will receive the benefit of the capital costs and is either absorbing or reprogramming the operating costs. He noted that he would be happy to meet with DART to explain the benefit. A motion was made to recommend Regional Transportation Council approval for parking and transit at the Collin Creek Mall mixed use redevelopment: \$30 million federal funding with a \$15 million payback for the parking garage, \$25 million local funds, and approximately three transit vehicles for shuttle purposes. Action included flexibility in the federal funding source of either Congestion Mitigation and Air Quality Improvement Program or Surface Transportation Block Grant funds, with Federal Transit Administration funds possible to assist with transit. Specific agreement terms will be finalized. Also included in the action was a recommendation for approval of staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include this project and funding. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Metropolitan Transportation Plan Policy Bundle – Round 4:** Amy Johnson presented an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle Round 4 application process. The MTP Policy Bundle is a list of 20 voluntary policies that can be adopted by local governments or transportation partners. A minimum adoption of 50 percent of the applicable policies is required, and successful applicants receive Transportation Development Credits (TDC) that can be used to offset local funds for federal transportation projects. To be eligible, projects must be new and not contained in the current Transportation Improvement Program. Agencies can apply online at [www.nctcoq.org/policybundle](http://www.nctcoq.org/policybundle). Example policies were highlighted.



Agencies can take action to adopt the policies through four types of action: 1) joint staff coordination, 2) governing body approval, 3) local ordinance, or 4) election. Round 4 of the Policy Bundle will be a two-year program (FY2021 and FY2022), versus a one-year program as in previous rounds. TDC award amounts will be commensurate with the longer time period. As in previous rounds, all interested agencies must reapply even if they participated in the previous round. In addition, the same list of eligible policies from Mobility 2045 will be available. Round 4 funding assistance will open on February 3. The early submittal deadline is March 20. Applications received by this deadline will be reviewed for completeness by North Central Texas Council of Governments staff. The final application deadline is April 27, 2020. A timeline for the effort was reviewed. An overview of the process to use TDCs was provided, and it was noted that TDCs awarded in FY2020 may be used in FY2021 and FY2022. Members were encouraged to contact Transportation Improvement Program staff for assistance. Details were provided in Electronic Item 4. Committee Chair Bryan Beck noted the length of time it takes to implement projects and the impact to using TDCs within the two fiscal years. Christie Gotti noted the MTP Policy Bundle Program is silent on the timeframe to use TDCs once they are assigned to projects. Agencies should identify the project on which the TDCs will be awarded and have an executed TDC agreement within the two-year timeframe.

5. **Update on the Fort Worth to Laredo High-Speed Transportation Study:** Kevin Feldt provided an update regarding the high-speed transportation study draft report for the Fort Worth to Laredo high-speed transportation project. The project follows up on the Texas Department of Transportation (TxDOT) Texas to Oklahoma Passenger Rail Study (TOPRS). North Central Texas Council of Governments (NCTCOG) staff reviewed the TOPRS Tier I environmental document recommendations for corridors, technologies, and modes of travel. The intention is that the study would be a bridge to a future study for the Fort Worth to Laredo high-speed transportation project. The final report is expected to be submitted in February 2020. The Metropolitan Planning Organization's (MPO's) study reviewed three corridors identified in the TOPRS and analyzed hyperloop, magnetic levitation, high-speed and higher-speed trains, regional rail, and guaranteed transit. High-level criteria were used to review the TOPRS corridors, with 23 city-to-city combinations analyzed. Corridor types identified were greenfield, existing highways, existing railroad, and existing utility. Hyperloop technology with stops at all major cities along the corridor was the highest-rated alternative analyzed. The general corridor path recommended alternative is use of a utility corridor from Fort Worth to Waco, the IH 35 corridor from Waco to San Antonio, and a greenfield corridor west of IH 35 from San Antonio to Laredo. Study results indicated further analysis in a Tier II Environmental Study is warranted. NCTCOG staff and the consultant met with all MPOs in the corridor. Comments from MPOs were highlighted. Comments included the need for public funding, who will fund the project, construction costs, the project timeline, maturity and expectation of the technology, and the availability of existing rights of way to emerging and new technologies. Clarence Daugherty asked if there was an anticipated timeline for this project. Mr. Feldt highlighted next steps, which includes working with the other MPOs to identify a path forward and with the State of Texas to determine the appropriate mechanism for future study. Additional discussion regarding the readiness of the hyperloop technology was held. Onyinye Akujuo asked if there has been any initial cost analysis completed for the maglev and hyperloop technologies. Mr. Feldt noted no costs have been included, primarily because the cost of the hyperloop technology is unknown at this time and staff did not want to disadvantage or advantage other technologies during the analysis.
6. **Safety and Transit Asset Management Performance Measures Updates:** Kevin Kroll provided an update on Roadway Safety regional targets for federally required performance measures. Federal legislation specifies quantitative performance measures that must be tracked and reported annually or biennially. Performance targets for Roadway Safety were approved by the Regional Transportation Council (RTC) in 2017 and first tracked in 2018. In February 2019, the RTC reaffirmed the performance targets for both Highway Safety and

Transit Asset Management, as well as established a regional safety position that even one death on roadways is unacceptable. Also approved was additional funding for future safety project implementations. Mr. Kroll highlighted the five Roadway Safety performance targets: 1) number of fatalities, 2) rate of fatalities, 3) number of serious injuries, 4) rate of serious injuries, and 5) number of non-motorized fatalities plus serious injuries. Texas Department of Transportation (TxDOT) Safety Performance Targets and Projections for 2018, 2019, and 2020 were also highlighted. He noted that at the beginning of the process, TxDOT decided that a 2 percent reduction across each of the performance measures was achievable by the target year 2022. In addition, preliminary North Central Texas Council of Governments (NCTCOG) 2018 Safety Performance was highlighted. All targets are based on a five-year rolling average, and for the first time since the process began there is data available for comparison of targets versus performance. According to the Federal Highway Administration (FHWA) process, actual performance must be better than the 2018 targets or than the baseline performance (2012-2016). The region, according to the process, would be deemed to have met or made significant progress towards the targets. Mr. Snyder discussed the process for states to present their data to FHWA and the implications if states are deemed not to have met or made significant progress towards meeting their Highway Safety Improvement Program targets. He added the FHWA does not make any determination on metropolitan planning organizations (MPO) regarding performance measures. The timeline for this effort was reviewed and it was noted that NCTCOG's final findings on performance status for 2018 regional targets will be reported in April 2020.

David Garcia provided an update on Transit Asset Management (TAM) regional targets and performance. As the MPO for the region, NCTCOG is required to set annual TAM targets in coordination with transit providers to ensure regional consistency. The TAM model is designed to prioritize funding based on the condition of transit assets to achieve and maintain assets in a state of good repair. Targets are established for each asset category: 1) rolling stock (revenue transit vehicles), 2) infrastructure (rail track), 3) equipment (non-revenue transit support vehicles), and 4) facilities (buildings, stations, park and rides). The target for each category is zero percent. Mr. Garcia noted that with the latest data release which focuses on FY2018, staff can provide updates on all asset categories and presented performance by asset category. Rolling stock is measured by whether the vehicles meet or exceed their defined useful life. Comparing 2017 to 2018, passenger car performance remained the same over the two-year period and continued to meet the regional target. Small bus and commuter rail passenger coach decreased in performance, and the bus group improved compared to 2017 but still does not meet the regional target. Infrastructure performance measures the percentage of revenue track miles with performance restrictions by mode. Streetcar rail performance is the only infrastructure type that meets the regional target of zero percent. In the equipment category performance is measured by whether the vehicles meet or exceed their defined useful life. Only steel wheel vehicles meet the regional target of zero percent. Automobiles, trucks, and other rubber tire vehicles do not meet the target. Data for facilities performance measures breaks down facilities that have been inventoried versus those that have undergone a conditions assessment and performance is measured using the Federal Transit Administration's (FTA's) model to assess a facilities overall condition. Given the large number of facilities, a phased approach is being taken to assess facilities over the four-year TAM plan horizon. Relative to the facilities that have been assessed, the regional target is being met. Mr. Garcia noted staff will continue to coordinate with providers to adopt consistent definitions and targets as they relate to Transit Asset Management. Staff will also coordinate with providers to stay informed about the new safety plans that all transit operators who receive 5307 funds are required to develop per FTA regulations. Providers have until July 2020 to develop Public Transportation Agency Safety Plans. Staff is currently coordinating with providers to get more information about the plans and working with FTA to clarify the MPO's roll regarding setting safety performance targets. Additional updates will be provided to the Committee and an RTC workshop is proposed for the summer. Committee action on the Public Transportation Agency

Safety Plan (PTASP) and Pavement, Bridge, and System Performance measures will be requested in October 2020. Michael Morris noted that staff will work with transit agencies to ensure that the scale of future transit graphics capture performance accurately. Onyinye Akujuo noted that many of the slides do not contain data from Trinity Metro. Trinity Metro has a new Chief Safety Office who will be responsible for the PTASP and provide data to NCTCOG.

7. **Public Comments at Regional Transportation Council Meetings (HB 2840) Draft Rules:**

Amanda Wilson provided an overview of draft Rules for Public Comments at Regional Transportation Council (RTC) Meetings. HB 2840, which took effect on September 1, 2019, requires governmental bodies to allow members of the public to make comments to a governmental body before or during the body's consideration of an item. Reasonable rules regarding public comment can be adopted, including provisions for time limits for commenters and additional time for commenters that require translation. Public criticism of the body may not be prohibited. Ms. Wilson noted that the Transportation Department implemented public comments beginning with the September 2019 RTC meeting and that no members of the public have taken an opportunity to comment to the RTC to date. An overview of the draft rules, provided in Electronic Item 7.1, was provided. Staff proposed a single public comment period following the pledges and before any action items. Public comments will be taken on any agenda item, and speakers will be given a three-minute time limit, with six minutes given for those requiring translation. Large delegations may be encouraged to have one spokesperson speak for the group, with a five-minute time limit provided; ten minutes if using a translator. Translation will be provided if requested 72 hours in advance. In addition, provisions are included for warning speakers when time has exhausted or if removal of a speaker is necessary. A Speaker Request Card, provided in Electronic Item 7.2, must be completed prior to the start of the RTC meeting. The card provides an opportunity for written comments rather than speak at the meeting. Ms. Wilson noted that as part of development of the draft rules, staff benchmarked local governments in the region as well as other metropolitan planning organizations in Texas. Staff has also considered room layout and personnel and technology needs, and believes staff is appropriately prepared. Ms. Wilson noted the rules will be added to Public Participation Plan as an appendix when adopted and to the RTC Bylaws when next updated in 2022. Comments received will be documented in the RTC minutes. In addition, she noted information regarding the opportunity to speak will be provided on the RTC website prior to the February 27, 2020, meeting. Based on feedback received at the January 9, 2020, RTC meeting, written comments received at RTC meetings will be provided to members in advance of discussion on an item. If someone does not wish to speak, staff would be available to read whether an individual was for or against an item at the end of the comment period. She noted that the draft rules are currently in an online 45-day public input opportunity. To date, two public comments have been received related to appreciation to the legislature for the opportunity to comment and that the rules seemed reasonable. Ms. Wilson provided an overview of the schedule for this effort. RTC action on the draft rules is anticipated at the March 12, 2020, meeting. Details were provided in Electronic Item 7.3. Chad Edwards asked if open comments will be accepted at RTC meetings. Ms. Wilson noted that only comments specific to the meeting agenda will be permitted.

8. **Texas Volkswagen Environmental Mitigation Program Update:** Amy Hodges provided an update on the Texas Volkswagen Environmental Mitigation Program. Funds are available through the Volkswagen Mitigation Trust as a result of a settlement agreement related to the installation of emissions defeat devices. The Texas Commission on Environmental Quality (TCEQ) is responsible for administration of Texas' share of the funds, approximately \$209 million total. Of the total, approximately \$31 million was set aside for statewide zero-emission vehicle infrastructure which is anticipated to be available in summer 2020. Organizations interested in applying for zero-emission vehicle infrastructure funding were encouraged to contact staff. In addition, approximately \$169 million is available for mitigation actions such as the replacement or repower of old, heavy-duty diesel equipment with the

Dallas-Fort Worth in receipt of approximately \$33 million. TCEQ has been releasing funding in project-specific application cycles. The first round of funding made approximately \$11.6 million available for school, transit, and shuttle buses. Although the funding round remains open until May 8, all funding has been awarded. The second funding round included approximately \$8.3 million for refuse vehicles and remains open. Ms. Hodges noted that refuse vehicle funding is available for the repower or replacement of refuse vehicles such as garbage trucks, roll-off trucks, dump trucks, sweeper trucks, and others. Funding is available at 80 percent with no federal requirements. To date, the region has applied for only 29 percent of available funding. The importance of fleets in the region requesting all funds allocated, in order for the region to fully benefit, was highlighted, and it was noted that applications will be accepted through October 8. The third round of funding has not been released but approximately \$6.6 million will be available for local freight and port drayage trucks. Staff anticipates that the funding will be available by January 31, 2020. Approximately \$6.6 million in remaining funds is available for other categories listed in Electronic Item 8. Staff will continue to monitor funding available through the Texas Volkswagen Environmental Mitigation Program and provide updates to members.

9. **Auto Occupancy Verification Technology Update:** Natalie Bettger provided an update on the launch of a high-occupancy vehicle (HOV) technology that verifies and automatically applies the HOV discount on managed lanes within the region. The technology will launch at 6:30 pm the afternoon of the meeting on LBJ East and on all other managed lanes January 27, 2020. An overview of the new automated process was provided. Users will get the GoCarma app that is associated with a toll tag and setup the GoCarma pass, drive in the TEXpress lane, and the app will automatically recognize the number of passengers in the vehicle and apply the appropriate toll. As of January 21, over 22,000 visitors have accessed the GoCarma website and over 8,600 users have registered for the app. Most questions received to date about the app have been related to occupant passes for those with no smartphone and general use of the technology. She noted that efforts are continuing on final acceptance and integration testing, implementation of a communication plan, and customer service monitoring. After launch of the technology, members will be updated on the go-live process, ongoing performance measures, and any customer service items. She thanked LBJ/NTE Mobility Partners, the North Texas Tollway Authority, and the Texas Department of Transportation for their partnership on this effort. She noted that a more extensive marketing effort focused on new users will begin in April 2020.
10. **New Traffic Counts Website:** Francisco Torres provided an overview of the main features and tools of the new North Central Texas Council of Governments (NCTCOG) traffic counts web interface. The new interface was developed to help make traffic count data more understandable and accessible to the general public. New features include display of the latest count and year on the initial screen and availability of detailed data on all points that includes historical counts, counts by time of day, and counts by vehicle type. He also highlighted the various types of traffic counts available and noted that for the first time, bicycle and pedestrian counts are available. In addition, the interface is fully compatible with mobile devices. The website is available at <https://trafficcounts.nctcog.org/trafficcount/>. Members were encouraged to contact staff if they would like to see their entities' traffic counts displayed on the NCTCOG website.
11. **Transportation Alternatives Call for Projects:** Daniel Snyder presented an overview of the 2020 Transportation Alternatives Call for Projects. Approximately \$20 million in federal funding is anticipated to be available to support non-motorized forms of transportation and construct facilities that support walking and bicycling. Eligible project activities may include shared-use paths, on-street bikeways, bicycle/pedestrian signalization, protected intersections, sidewalk/crosswalks/curb ramps, traffic control and calming measures, signage, road diets, and bicycle/pedestrian counters. The maximum federal funding award is \$5 million, and the

minimum award is \$300,000. Details regarding eligible projects sponsors and locations were provided in Electronic Item 11. Mr. Snyder noted the emphasis for the Transportation Alternatives Call for Projects is the implementation and construction of new facilities. Any design and environmental work will be 100 percent locally funded. A minimum 20 percent local match is required for construction, and the local match must be cash or Transportation Development Credits (TDC). Agencies are eligible to request TDCs in lieu of local match if qualified through the Metropolitan Transportation Plan Policy Bundle process. In addition, a resolution by the project sponsor's governing body confirming the availability of local match contribution is required with each application. The evaluation and scoring criteria for projects within the Active Transportation and Safe Routes to School categories were highlighted. Additional scoring criteria were detailed in Electronic Item 11. Mr. Snyder noted that pending approval by the Regional Transportation Council on February 27, 2020, the Call for Projects will open March 2, 2020. The deadline to submit applications is May 15, 2020, 5 pm. Proposed projects recommended for funding will be presented to the Committee at the August 28, 2020, meeting for consideration.

12. **Fast Facts:** Michael Morris provided a status report on upcoming Regional Transportation Council (RTC) agenda items. Regarding the Virgin Hyperloop One (VHO) Certification Center Request for Proposal, VHO headquarters personnel will be in the region February 3-4. Entities who submitted a project corridor will be invited to provide an informal presentation to VHO staff. He added that the February 13, 2020, RTC meeting has been postponed until February 27, 2020, 10 am for further discussion on the next step in the Request for Proposal process.

Mr. Morris also noted that conversations are advancing with the Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG) staff have been working with the TxDOT districts to submit a list of projects proposed for funding in the Unified Transportation Program. Additional details will be presented to the RTC at its February 27, 2020, meeting. As part of the project submittals, Mr. Morris noted that four tolled managed lane projects will be submitted. Projects were listed in Reference Item 12.1. Discussions with TxDOT will including the ability of advancing tolled managed lanes projects due to their success and the importance of formula allocation.

Jeff Neal noted that the United States Department of Transportation (US DOT) recently announced the Fiscal Year (FY) 2020 round for the Infrastructure for Rebuilding American (INFRA) Discretionary Grant Program. The Notice of Funding Opportunity is available at [www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity](http://www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity). The deadline for project applications is February 25, 2020. Entities interested in receiving a letter of support were asked to contact staff prior to February 7, 2020. Endorsement of the specific project applications submitted will be requested at a future meeting.

Kate Zielke provided an overview of a new online tool developed by the NCTCOG Transportation and Environment and Development Departments, the Permittee Responsible Mitigation Database. The database connects willing landowners and permit applicants to make it easier to conduct permittee responsible mitigation related to the discharge of dredge and fill material into waters of the United States. Details about the database were provided in Electronic Item 12.2 and the data base is available at [www.prmd.nctcog.org](http://www.prmd.nctcog.org).

Chris Klaus noted that the latest correspondence from the Texas Commission on Environmental Quality (TCEQ) regarding dedicated AirCheckTexas funding was provided in Electronic Item 12.3. The correspondence reaffirms TCEQ's opinion that there are no options for the region to retain the dedicated and unspent monies for the repair and replacement assistance program.

Dorothy Gilliam reminded members of the February 1, 2020, deadline for political subdivisions, state agencies, and institutes of higher education located in ozone nonattainment or near nonattainment counties to report electricity consumption and progress towards the reduction goal to the Texas State Energy Conservation Office. A copy of recent correspondence was provided in Electronic Item 12.4.

Jenny Narvaez noted that staff comments on the Dallas-Fort Worth 8-Hour 2015 Ozone National Ambient Air Quality Standard Emissions Inventory State Implementation Plan Revision were provided in Electronic Item 12.5.

Amy Hodges highlighted current air quality funding opportunities for vehicles, including the 2020 Clean Diesel Call for Partners and the Clean Fleets North Texas Call for Projects. Additional information was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle). In addition, Ms. Hodges noted that the annual fleet survey is now available at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport).

Kimberlin To congratulated recipients of the 2018-2019 Air North Texas Partner Awards: Outstanding Advertising, Hood County Clean Air Coalition; Outstanding Initiative, Green Dallas; Outstanding Outreach, City of Plano; Arlo Ambassador, City of Denton; and Partner of the Year, City of Grand Prairie. Details were provided at [www.airnorthtexas.org/partnerawards19](http://www.airnorthtexas.org/partnerawards19).

Shaina Singleton noted that the deadline for the May 2020 Transportation Improvement Program/Statewide Transportation Improvement Program modification cycle was close of business the day of the meeting.

Evan Newton provided an update on the east/west funding equity. He noted no changes have occurred since last presented in September 2019, and details were provided in Electronic Item 12.6.

Carli Baylor noted that public comments received during November and December comment periods were provided in Electronic Item 12.7 and Electronic Item 12.8, respectively.

Ms. Baylor also noted that an online public input opportunity is available January 13-February 11, 2020. Topics to be included, as well as other details, were provided in Electronic Item 12.9.

Victor Henderson noted that Electronic Item 12.10 contained the current Public Comments Report that includes general public comments received from November 20-December 19, 2019. Comments related to transit use, access and expansion were in the majority.

The current Local Motion was provided in Electronic 12.11, and transportation partner program reports were provided in Electronic Item 12.12.

13. **Other Business (Old and New)**: There was no discussion on this item.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 28, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:40 pm.

## **REGIONAL TRANSPORTATION COUNCIL**

### **Rules for Public Comment**

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

#### Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

#### Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

#### Speaker Warning and Removal

The RTC Chair will provide a notice to a speaker whose time has expired. The RTC reserves the right to have speakers removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks.





# Rules for Public Comments at Regional Transportation Council Meetings (HB 2840)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 28, 2020

AMANDA WILSON, AICP



North Central Texas  
Council of Governments

# Overview of HB 2840

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Members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment

A governmental body may not prohibit public criticism of the body

Bill took effect on September 1, 2019

# Draft Rules

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Single public comment period, following the pledges, before any action items

Public comments will be taken on any agenda item

Establishes a 3-minute time limit; 6-minute time limit if using a translator

Large delegations may be encouraged to have one spokesperson speak for the group; in this case a 5-minute time limit is provided (10 minutes if using a translator)

Translation will be provided by RTC, if requested, 72 hours in advance

Provisions for warning speakers if time exhausted or removal, if necessary

# Draft Rules, continued

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Speaker Request Card must be completed prior to the start of the RTC meeting

Speakers must provide the following information:

- Name
- City of Residence
- Zip Code
- Agenda item(s) on which the speaker plans to speak
- Indication if speaking on/for/against the agenda item(s)
- Any other information requested by RTC staff

Opportunity to provide written comments rather than speak at the meeting

# Additional Items

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Benchmarked local governments on a number of topics

RTC Rules will be added to Public Participation Plan as an appendix when adopted; will be added to RTC Bylaws when next updated (2022)

Considered room layout, personnel and technology needs to effectively implement the public comments

Information will be provided on the RTC website regarding the public comment opportunity, as well as ability to request translation

Comments received will be documented in RTC minutes

Written comments will be provided to RTC prior to item consideration; individuals may state only for/against an item and that will be provided to the RTC at the end of the comment period

# Schedule

Milestone	Date
Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)	January 9, 2020
Public Input Opportunity (45-Day Comment Period)	January 13-February 26, 2020
STTC Information Item	January 24, 2020
STTC Action Item	February 28, 2020
RTC Action Item	March 12, 2020

# Action Requested

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Recommend approval to the Regional Transportation Council of Rules for Public Comments at Regional Transportation Council Meetings (Electronic Item 3.1).

# Questions/Comments

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**Amanda Wilson**

Program Manager

(817) 695-9284

[awilson@nctcog.org](mailto:awilson@nctcog.org)

**Ken Kirkpatrick**

Legal Counsel

(817) 695-9278

[kkirkpatrick@nctcog.org](mailto:kkirkpatrick@nctcog.org)



A night-time architectural rendering of a modern bridge over a river. The bridge features a series of illuminated, V-shaped piers that cast a blue glow on the water. The bridge deck is lit with warm white lights, and a person is visible walking on a path on the right side. The sky is dark blue, and trees are visible on the right.

# Trinity River Vision Bridge Projects

**Additional Funding Request and Loan Agreement with the City of Fort Worth**

Source: NCTCOG

STTC Action  
February 28, 2020

# Background

The Panther Island Central City Flood Project is the planned construction of a 1.5 mile bypass channel of the Trinity River to control flooding north of downtown Fort Worth. The project will create two islands, collectively known as Panther Island.

One of the key features of the project are the signature bridges on Henderson Street, N. Main Street, and White Settlement Road.

The RTC was originally involved in funding three bridges with a Congressional Earmark, Surface Transportation Block Grant, Regional Toll Revenue, Transportation Alternative, and local funding.



# Project Location

- While the original bid came in under the funded amount, constructability issues the resulting project delays have created a cost overrun
- The RTC has been asked to help pay for the increase.



# TRV Bridge Project Financial Status

Original Funding	\$69.9 million
Projected Cost	\$89.3 million
<hr/>	
Current Project Overrun	\$19.4 million

Source: TxDOT - 2/13/2020

# Action Requested

Regional Transportation Council (RTC) approval to :

- Provide an additional \$20 million to cover the cost overrun
  - \$15 million is a grant
  - City of Fort Worth and other local partners will pay back \$5 million over 10 years
- Administrative amend the TIP/STIP and other planning documents as needed

**RESOLUTION OF SUPPORT FOR THE HYPERLOOP CERTIFICATION CENTER  
INITIATIVE AND REAFFIRMATION OF HIGH-SPEED RAIL FROM DALLAS TO HOUSTON  
(R19-05)**

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

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

**WHEREAS**, the RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2045); and,

**WHEREAS**, there is increasing interest in and research and development of hyperloop technology, which provides for high-speed transport of both people and freight on a net zero energy basis; and,

**WHEREAS**, the RTC approved R16-06, supporting a Memorandum of Understanding with Texas Central Partners regarding high-speed passenger rail.

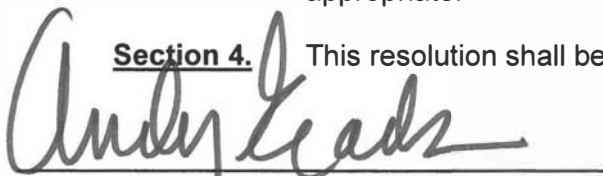
**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council reaffirms support of Texas Central Partners for high-speed passenger rail initiatives from Dallas to Houston.

**Section 2.** The Regional Transportation Council approves NCTCOG staff to respond to the Request for Proposals for a Hyperloop Certification Center by Virgin Hyperloop One, reach out to partners such as the Dallas Regional Chamber, and pursue support from the State of Texas.

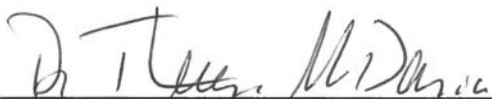
**Section 3.** This resolution shall be transmitted to interested parties as appropriate.

**Section 4.** This resolution shall be in effect immediately upon its adoption.



Andy Eads, Chair  
Regional Transportation Council  
County Judge, Denton County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 14, 2019.

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



## North Central Texas Council Of Governments

February 6, 2020

Office of the Attorney General  
Open Records Division  
PO Box 12548  
Austin, Texas 78711-2548

Reference: Public Information Act Request from skyTran, Received by the North Central Texas Council of Governments on January 23, 2020

Dear Open Records Chief:

The North Central Texas Council of Governments (NCTCOG) received a Public Information Act (PIA) request from skyTran on January 23, 2020, for the Virgin Hyperloop One Request for Proposals (RFP) documents and any response made by NCTCOG. The request is enclosed as Attachment 1.

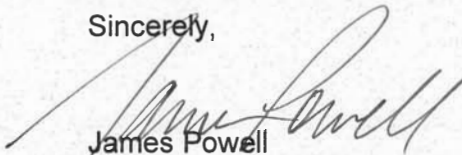
NCTCOG is withholding the Virgin Hyperloop One RFP documents pursuant to Section 552.305 of the PIA for the purpose of requesting an Attorney General Opinion and to permit third parties to assert their arguments on whether the information should be released pursuant to Section 552.305. As permitted by Section 552.305(c), NCTCOG is not submitting reasons why this information should or should not be withheld. NCTCOG has provided notice to third parties pursuant to Section 552.305(d).

NCTCOG is also withholding its proposal documents/response and requesting an Attorney General Opinion pursuant to Sections 552.104, 552.105 and/or 552.131. NCTCOG is actively engaged in a competitive bidding process to attract Virgin Hyperloop One to locate in the Dallas/Fort Worth metroplex. Release of any of NCTCOG's proposal documents/response would harm NCTCOG and give advantage to other regions throughout the United States that are also aggressively competing in this process. Therefore, NCTCOG asserts these documents in entirety should be excepted from disclosure in accordance with Section 552.104. Additionally, the documents contain information related to location of property which, if disclosed, would damage NCTCOG's negotiating position with respect to real property as defined under Section 552.105. Lastly, the response contains information regarding financial and other potential incentives that are being offered to which no agreement has been finalized in accordance with Section 552.131.

In accordance with Section 552.301(d)(1) of the Public Information Act, NCTCOG is notifying the requestor by copy of this letter that it is declining to release the requested information to seek an Attorney General ruling on whether the withheld documents (enclosed on USB drive) may be released.

Please feel free to contact me at (817) 695-9283 or [jpowell@nctcog.org](mailto:jpowell@nctcog.org) with any questions.

Sincerely,



James Powell  
Assistant General Counsel  
North Central Texas Council of Governments

JP:al  
Enclosures

cc: Marco Booth, Requestor, skyTran (w/o enclosures)

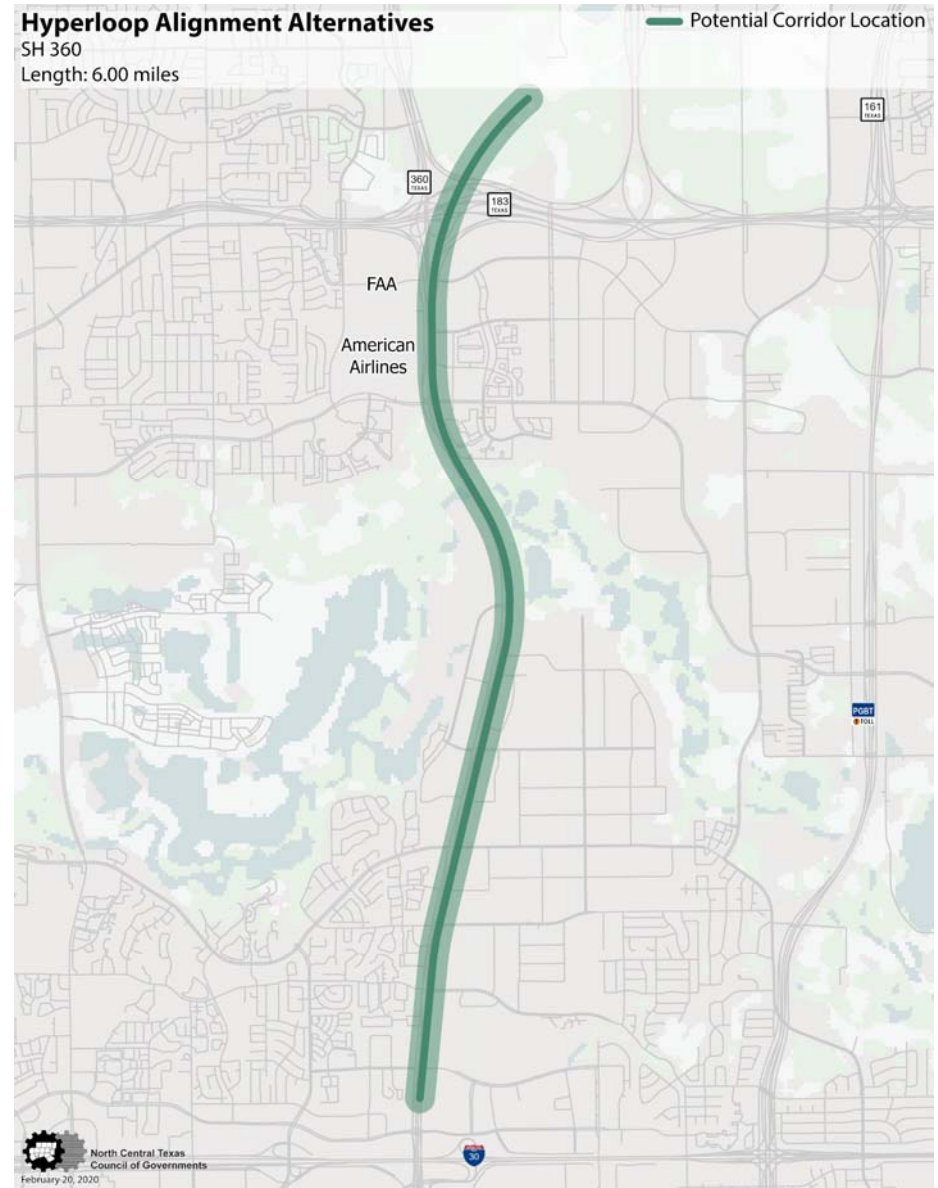
# UPDATE ON RTC ACTION FOR THE VIRGIN HYPERLOOP ONE CERTIFICATION CENTER PROPOSAL RESPONSE

Surface Transportation Technical Committee  
February 28, 2020

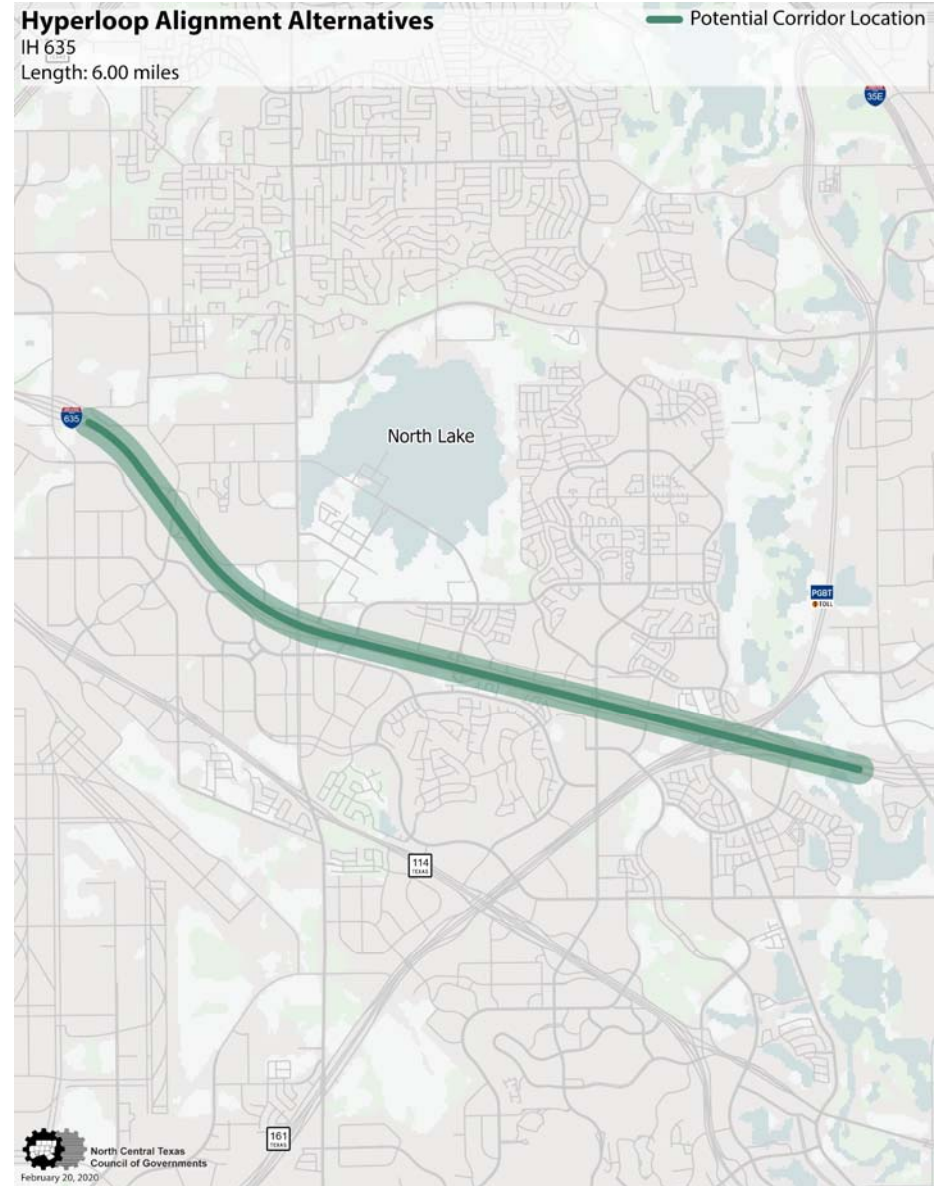
Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments



# Proposed Corridor: SH 360 and DFWIA Combined Corridors 7 and 8 Alignment Option 6B



# Contingency Corridor: IH 635 Corridor 3






# Revenues (Target \$200M)

FUNDING REQUEST	Corridor (6 Miles)
State TERP Air Quality Funds	\$50M - \$100M
TxDOT Commission/Governor's Office <sup>1</sup>	✓
Federal Request (California HSR)	\$50M - \$100M
Federal INFRA	\$30M
EPA/DOE	✓
Aircheck (RTC)	\$10M - \$30M
City/County (RTC)	✓
Private Sector (RTC)	✓
STBG (RTC)	\$40M
RTC Local	\$10M (includes \$2.5M for University Partnership)
RTC Transportation Development Credits	Yes
RTC Carbon Credits	Yes
	<b>\$190M - \$310M</b> ✓

✓ = Round Three




<sup>1</sup> Enterprise Fund Request Pending Being Short Listed ✓

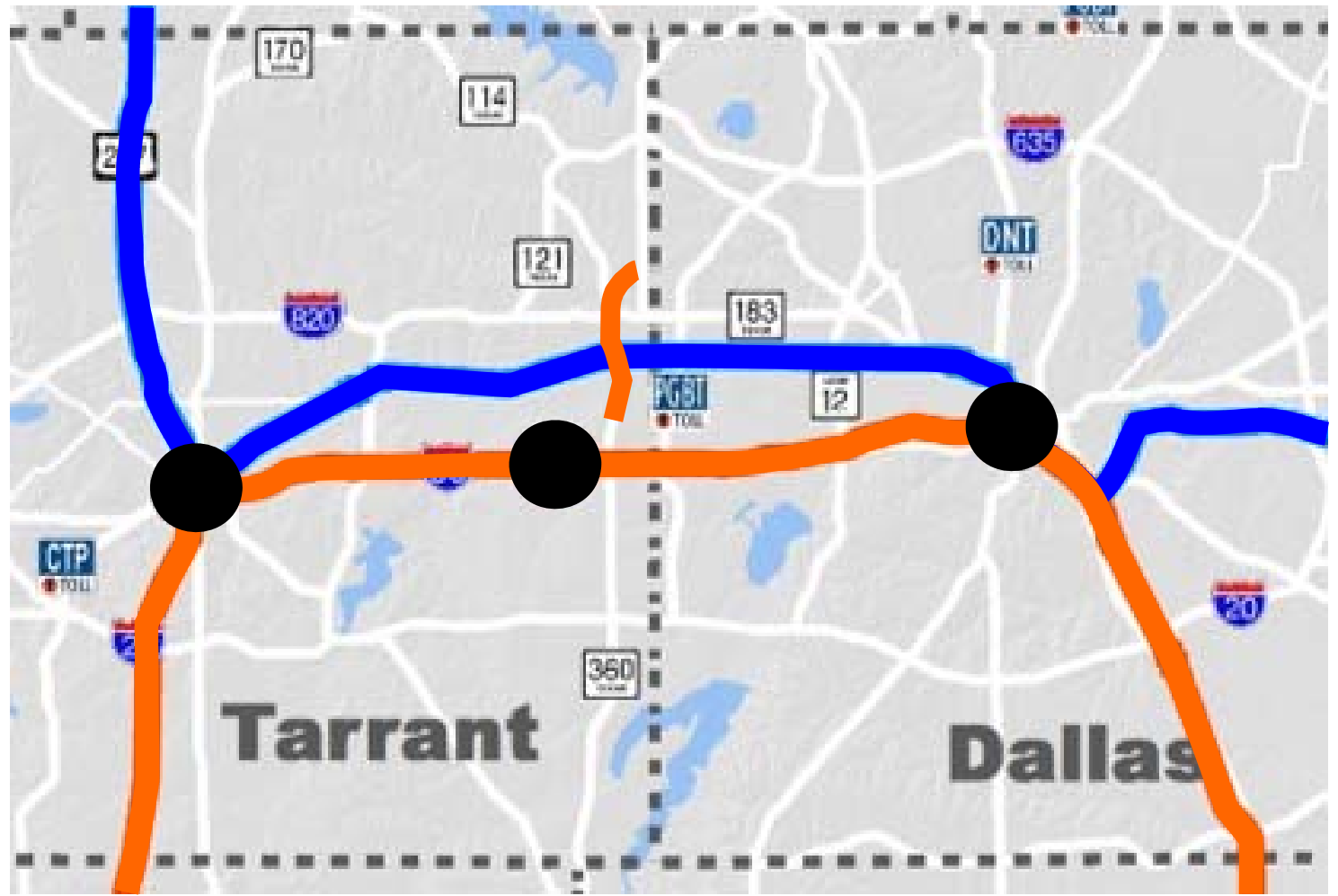
# Mobility 2045 High-Speed Recommendations

-  At-Grade
-  Grade Separated
-  Station Location






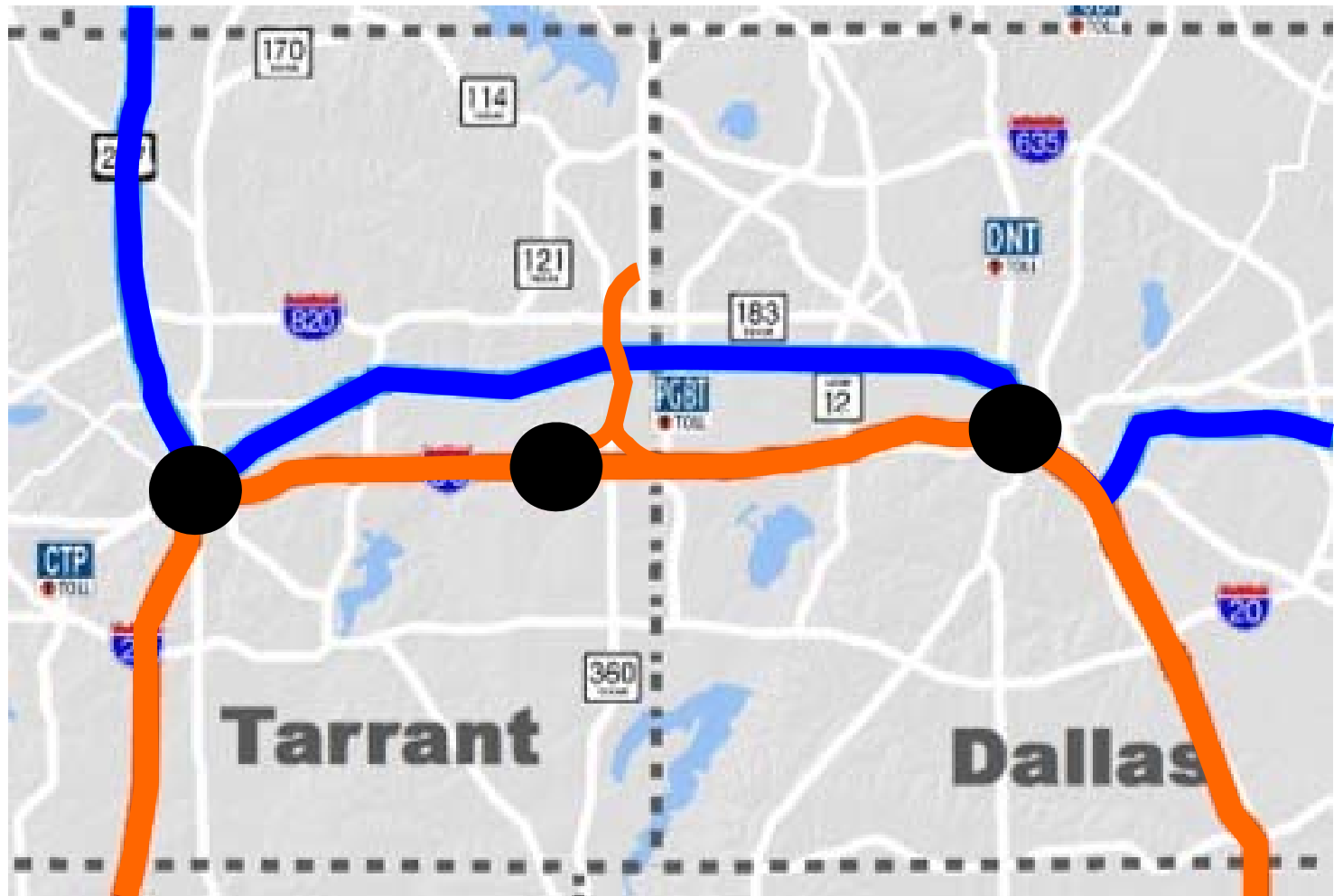
# Proposed Certification Center Location

-  At-Grade
-  Grade Separated
-  Station Location



# System Connection

-  At-Grade
-  Grade Separated
-  Station Location



# Travel Time to DFW Airport

## **Downtown Fort Worth to DFW Airport**

- Regional Rail: 49 minutes
- Auto Peak Period:  
31-39 minutes
- Hyperloop: 7 minutes

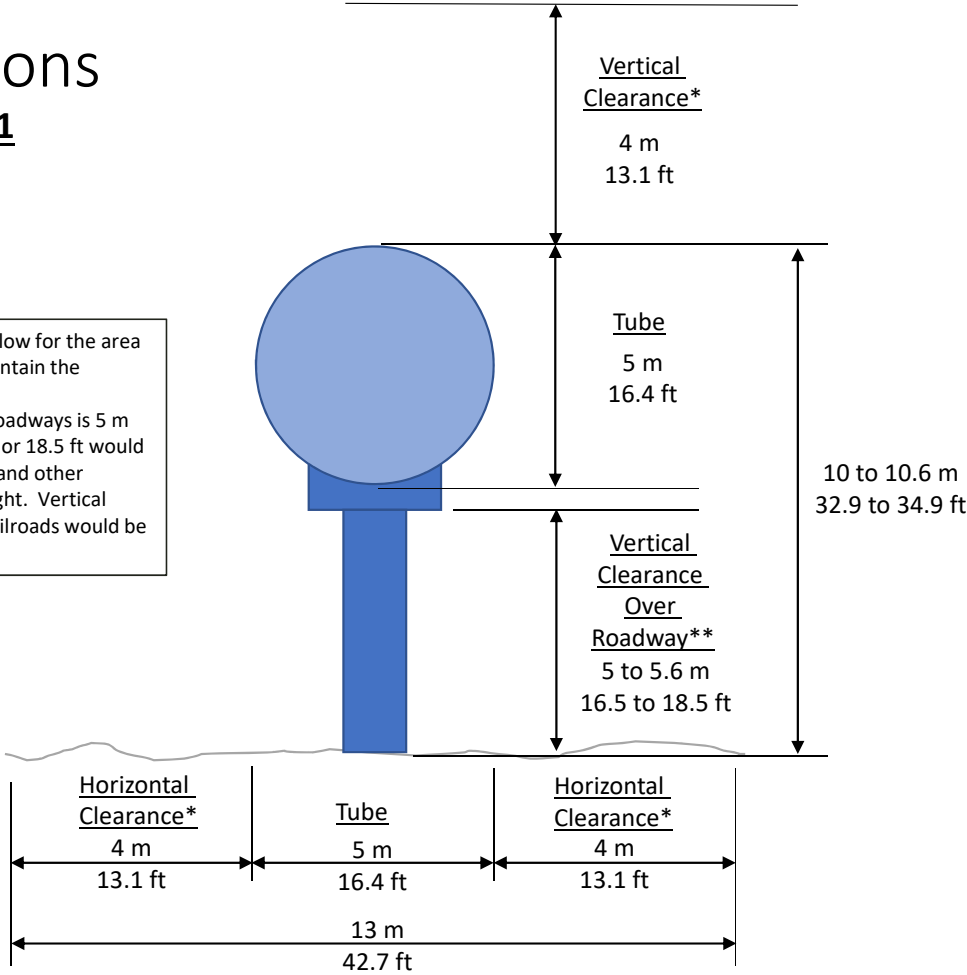
## **Downtown Dallas to DFW Airport**

- Light Rail: 50 minutes
- Auto Peak Period:  
35-40 minutes
- Hyperloop: 7 minutes

# Typical Sections

## Elevated 1

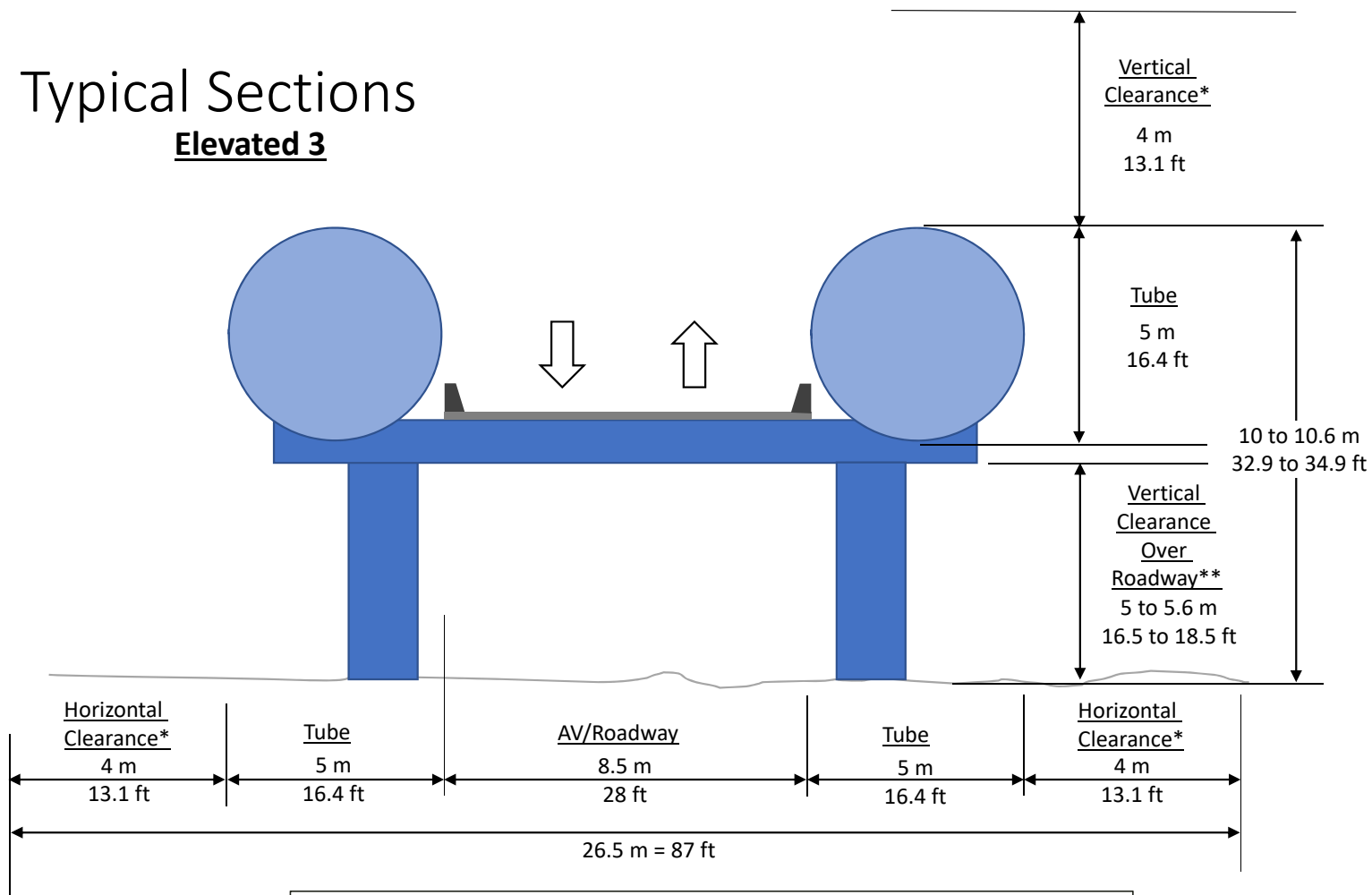
\* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.  
 \*\* Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18.5 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.





# Typical Sections

## Elevated 3



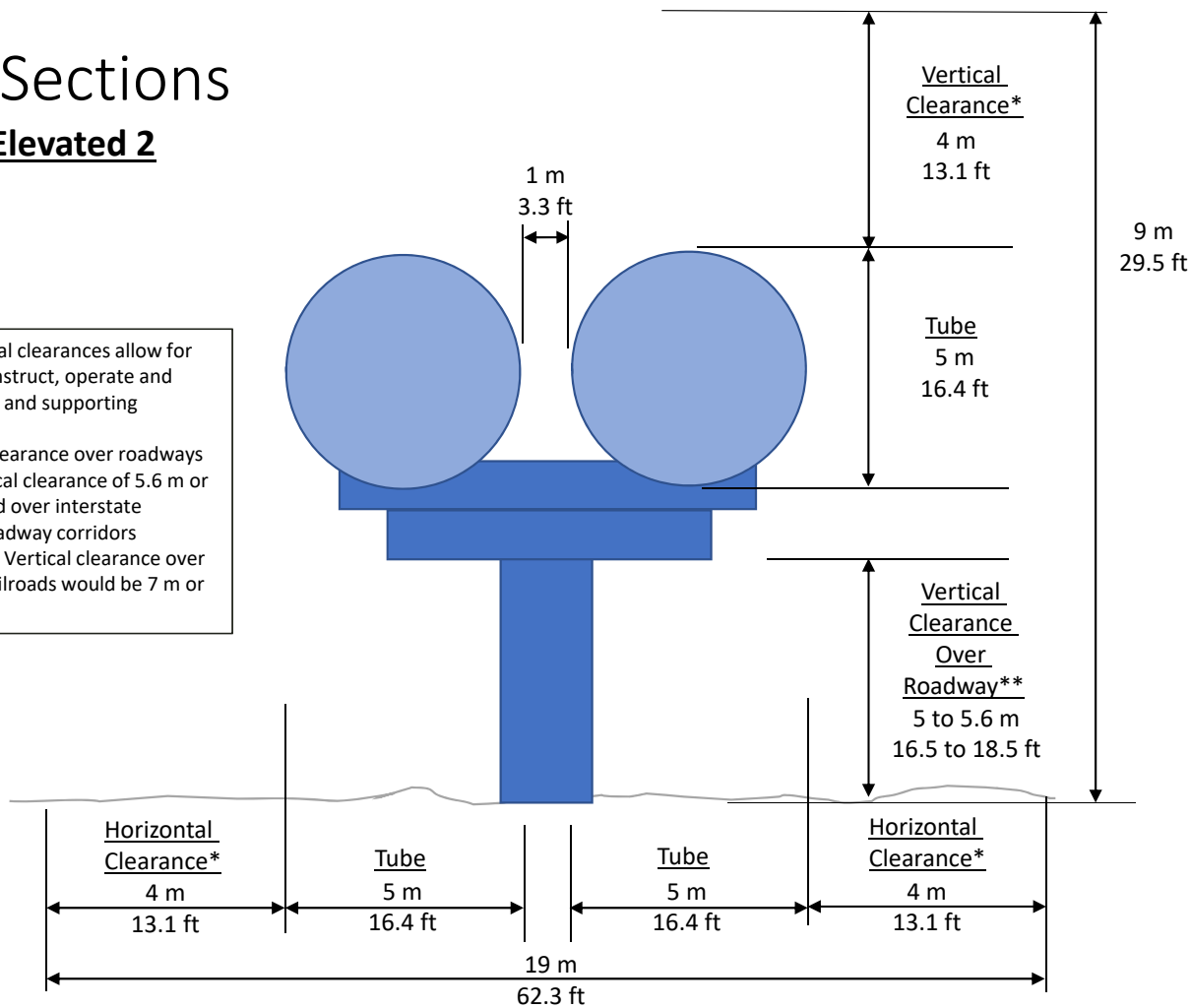
\* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.  
 \*\* Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.

# Typical Sections

## Elevated 2

\* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

\*\* Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.



**DRAFT**

**RESOLUTION OF SUPPORT FOR THE HYPERLOOP CERTIFICATION CENTER  
PHASE TWO PROPOSAL  
(R20-01)**

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

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

**WHEREAS**, the RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2045); and,

**WHEREAS**, the RTC previously approved R19-05, supporting the Hyperloop Certification Center Initiative and Reaffirmation of High-speed rail from Dallas to Houston, resulting in NCTCOG submitting a response to the Request for Proposals for a Hyperloop Certification Center; and,

**WHEREAS**, the NCTCOG proposal has moved to Phase 2 of the Request for Proposals and the preferred alignment is a combination of two corridors previously submitted in Phase 1 beginning on Dallas Fort Worth International Airport property and within the existing right-of-way of State Highway 360, with a contingent alignment within the existing right-of-way of Interstate Highway 635, and funded with proposed public and private revenue sources.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council supports the preferred alignment, contingent alignment and funding sources proposed by NCTCOG.

**Section 2.** The Regional Transportation Council approves NCTCOG staff to submit a proposal for Phase 2 of the Virgin Hyperloop One Hyperloop Certification Center Request for Proposals.

**Section 3.** This resolution shall be transmitted to interested parties as appropriate.

**Section 4.** This resolution shall be in effect immediately upon its adoption.

---

Andy Eads, Chair  
Regional Transportation Council  
County Judge, Denton County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 27, 2020.

---

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



**DRAFT**

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

February 27, 2020

The Honorable Elaine Chao  
U.S. Department of Transportation  
Office of the Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service and for being a leader on transportation issues.

Virgin Hyperloop One (VHO) recently announced their plans for a Hyperloop Certification Center in a November 2019 Request for Proposals (RFP). The RTC and the North Central Texas Council of Governments (NCTCOG) responded to the RFP and submitted a proposal for a Certification Center in the Dallas-Fort Worth region that incorporates full-scale testing infrastructure over six miles. Final selection has not yet occurred.

The RTC and NCTCOG recently provided comments to the Federal Register notice related to the Non-Traditional and Emerging Transportation Technology (NETT) Council (attached) and submitted a request for funding for hyperloop technology through the current round of INFRA grant applications that closed on February 25, 2020. We are requesting federal funds to advance the VHO Certification Center in combination with local funds, state and other federal funds, including consideration of a portion of high-speed rail funds returned to the Federal Railroad Administration from the State of California. We look forward to discussing this topic with you further and engaging with the NETT Council.

Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

Andy Eads, Chair  
Regional Transportation Council  
County Judge, Denton County

RH:kw  
Attachment

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



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

January 10, 2020

The Honorable Elaine L. Chao  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, we would like to submit comments on the United States Department of Transportation's (USDOT) notice published in the November 26, 2019, Federal Register, Non-Traditional and Emerging Transportation Technology (NETT) Council, **Docket Number DOT-OST-2019-0165**.

As the MPO for the North Texas region, the RTC and NCTCOG are responsible for transportation planning in a 12-county area with a current population estimate greater than 7.5 million. In such a large and fast-growing region, it is imperative to "think outside the box" to consider ways people can safely travel in the future without increasing traffic congestion or decreasing air quality. Accordingly, the MPO has been making a concerted effort in the past several years to pursue innovation in transportation and air quality planning. Private-sector investors have sought the region's partnership on proposed hyperloop and high-speed rail facilities, and the MPO has embraced alternative fuel vehicle technologies as a key part of its successful plan to reduce ozone emissions. As the Office of the Secretary explores opportunities to support and implement emerging transportation technologies, please consider the following comments to help identify areas for new or revised Federal regulations.

### **Hyperloop**

Hyperloop is one of the most innovative emerging transportation technologies, but its newness means there is little regulatory clarity available to investors and planning agencies. Without regulatory clarity, the industry is unlikely to make significant investments in developing this technology and deploying it for either commercial or passenger uses. For example, although hyperloop could serve a role similar to rail's, it is not clear whether the federal government will regulate hyperloop as rail through the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA), or possibly another regulatory agency. Short routes could even be regulated as transit. Prompt action from the federal government to provide this clarity will help focus efforts to design equipment and systems for hyperloop technology as well as attract additional private investment, thus reducing government costs and speeding implementation.

More specifically, North Texas is one of many regions in the United States interested in partnering with private industry to help develop and eventually deploy hyperloop technology for either short or long routes, and for both persons and goods. NCTCOG, along with other regions, is currently working with Virgin Hyperloop One to determine whether there is a site within the region suitable for hosting a Hyperloop Certification Center. The environmental study required to host a technology Certification Center could take several years, possibly stymying further innovation. It appears Environmental Impact Statement requirements for new technologies still in the research and development phase could be made more flexible to better match the smaller footprint of these projects. By scaling back EIS requirements for hyperloop, certification efforts can proceed more quickly and hyperloop technology will be able to keep pace with other transportation innovations. The accelerated timeline for the Certification Center would make the project more attractive to private investors and government agencies.

Given the possible safety and air quality benefits of hyperloop, which does not require at-grade crossings and has no known direct emissions, the public stands to benefit immediately from successful deployment. For this reason, at this early stage of development, regulation of hyperloop should be based on performance rather than prescriptive rulemakings. Allowing researchers to develop the best equipment and operational practices for hyperloop as it evolves will ensure this technology realizes its full potential as a transportation mode more quickly, with the attendant public benefits. The need for public oversight and safety must be balanced with the likely public benefits for safety, air quality, and economic growth; too much regulation too soon threatens to negate the benefits of hyperloop before the technology matures.

Finally, federal funding for emerging transportation technologies in the research and development phase would incentivize bold thinking from both the private and public sectors. As the nation celebrates the 50th anniversary of the moon landing, it is worth noting the incredible success of private enterprise in building upon the federal government's early investment in researching and developing the technologies that initiated the revolution in computing and telecommunications, and advances in numerous other fields.

### **High-Speed Rail**

The above comments regarding the need for an accelerated environmental process and federal funding support apply equally to high-speed rail technologies. In the current regulatory environment, it simply takes too long to certify potential high-speed rail projects, especially given these technologies have been rigorously tested and successfully implemented in Japan, China, and Europe. The long environmental process is a significant barrier for private investors and thus inhibits implementation of high-speed rail in the United States, and specifically in Texas from Dallas to Houston.

Even after the environmental process is complete, significant regulatory obstacles remain for high-speed rail projects due to their novelty in the United States. However, this need not be the case. Trusted public agencies in other nations developed design, safety and operational standards for high-speed rail decades ago. Consulting with these nations to build upon their successes will hasten the technology's deployment across the country. For example, the Japanese Shinkansen technology being considered for a planned Dallas to Houston high-speed

rail route has not experienced a single fatality in over 50 years – a remarkable achievement by any measure. Therefore, rather than draft new rulemakings governing crashworthiness from scratch, the federal government could adopt (and adapt, where needed) the Japanese regulations. There is no need for the FRA to repeat work already accomplished internationally when that work is the global industry standard. A fresh look at risk assessment is needed.

Over the years, public officials and industry leaders have dreamed of establishing a state-of-the-art high-speed rail network that crisscrosses America. Although the political and funding challenges presented by such an admirable vision are numerous, the blueprint for this dream already exists in Japan, China, and Europe. Given these challenges, it is not prudent to further complicate efforts by creating a new system of regulations. Nationwide network standards can be easily borrowed from international partners, freeing up officials to focus on finding funding solutions through the next surface transportation reauthorization bill.

### **Buy America**

Many non-traditional and emerging transportation technologies are manufactured goods or products rather than conventional infrastructure materials. When USDOT Buy America requirements were originally enacted, the variety of funded projects was narrower, largely focused on iron and steel for highway infrastructure projects. As the variety of projects being implemented has expanded, the lack of statutory and regulatory language addressing manufactured goods or projects has caused impacts to project implementation. This is true for the simplest of safety initiatives that reduce fatal accidents.

The Federal Highway Administration's (FHWA) Buy America program, including statutory provisions at 23 U.S.C. 313 and regulatory provisions at 23 CFR 635.410, have an admirable purpose: to boost the economy by ensuring use of 100 percent domestic iron and steel in transportation infrastructure projects. However, following the April 18, 2017, Presidential Executive Order, its sweeping requirements are negatively affecting implementation of other federal transportation programs that were not the intended object of these regulations. For example, emissions reduction technology projects are eligible for funding through the Congestion Mitigation and Air Quality Improvement Program (CMAQ), but in practice these projects need a Buy America waiver to be eligible for implementation because they cannot comply with a 100 percent domestic content and manufacturing process. Unfortunately, FHWA has largely suspended the necessary waiver process. FHWA standard guidance does not address the realities of the global supply chain and real-world feasibility of purchases of manufactured goods and commercial off-the-shelf products. The process to apply for a waiver is cumbersome, and waivers have not been approved according to a regular schedule, which has jeopardized both innovative vehicle projects and progress toward air quality program goals. Most notable is the fact that clean vehicle projects using alternative fuel vehicles (including electric vehicles) and technology to retrofit diesel vehicles, which are intended to be priority uses of CMAQ funds, can no longer be implemented.

Metropolitan planning organizations located in ozone nonattainment areas are particularly affected by the waiver process. FHWA has found that diesel retrofits are among the most cost-effective emissions reduction projects, but Buy America program requirements have essentially

halted federally-funded clean vehicle programs, such as diesel replacements or alternative fuel vehicle purchases, due to the unavailability of 100 percent domestic iron and steel vehicles. FHWA has stopped approving or collecting waiver requests for these projects, despite FHWA having clearly documented through previous waiver approvals that no commercially available vehicle on the market meets the 100 percent domestic content standards set by the agency. As a result, despite having been awarded funds by MPOs, local governments, private contractors and fleet owners are unable to proceed with clean vehicle purchases and retrofits—a costly delay that many business managers are unable to accommodate. In this instance, the true cost of Buy America requirements is thus borne by the public, who do not receive easily attainable air quality benefits from widespread adoption of alternative fuel vehicles and vehicles equipped with emissions reduction technology.

Congress is aware of the problem. The FY2020 appropriations bill passed in December requires FHWA to approve all clean vehicle projects submitted prior to April 17, 2018, using the previous criteria of final vehicle assembly in the United States. This is a welcome start toward addressing the slow approval process, but the fact remains that waiver applications submitted subsequent to April 2018 remain at risk.

NCTCOG requests FHWA to revisit its Buy America standards and clarify that these standards are not intended to be applied to manufactured goods or commercial off-the-shelf products, such as vehicles. FHWA previously attempted to provide this clarity via a memo dated December 21, 2012, but this memo was canceled in 2015 due to challenges. Thus, language that specifies that manufactured goods are not subject to Buy America must be added to 23 U.S.C. 313 (b) to provide certainty. This exemption would balance the intended principle of the Buy America provision with CMAQ goals to fund the most cost-effective projects and support technologies that help reduce emissions and reinstate previous FHWA interpretation.

Additionally, the Buy America regulations of USDOT agencies such as the FHWA and the Federal Transit Administration (FTA) vary greatly. The FTA has adopted lower thresholds for Buy America standards that could serve as a starting point for providing necessary flexibility for implementation of non-traditional and emerging technology projects. FHWA's current Buy America regulations can present difficulties in identifying eligible funding streams and may result in unintended compliance challenges. Establishing lower thresholds for domestic iron or steel, restoring the requirement for final vehicle assembly in the United States, and considering issuance of public interest waivers for certain products and/or for new and emerging technologies may be possible solutions to ensure alignment with the Presidential Executive Order while encouraging advancement and innovation.

Finally, beyond revising existing regulations, there are ways the Non-Traditional and Emerging Transportation Technology (NETT) Council could support state and local agencies. As technology continues to advance at an ever-increasing speed, it can be overwhelming to local agencies to sort out "snake oil" proposals from legitimate technology developments. The NETT Council could establish an information hub for agencies that compiles the ever-growing universe of available technologies so agencies can determine the scope of services and technologies. A web-based information clearinghouse that helps direct agencies to available resources or assists in sorting out key information, such as emerging technology types, could be valuable.



January 10, 2020

Another option could be an online discussion forum where participation is limited to MPOs, Departments of Transportation, and other specific types of agencies, where agencies could easily seek feedback from one another. The Department of Energy Clean Cities program provides a similar discussion board often used by Clean Cities coalitions to seek peer recommendations on a variety of topics.

### **Freeway Design**

The widespread deployment of autonomous vehicles will provide opportunities for rethinking traditional infrastructure design. In particular, USDOT should view the environmental impact review process through a new lens that considers the benefits of autonomous and connected vehicles. With new technology-based freeway design, will freeways eventually shift from functioning as an infrastructure investment to a service investment? Among possible features, could freeways have 5G integrated as a service, technology preventing wrong way driving, geofencing capabilities preventing distracted driving, 5G within the vehicle and induction loops in the pavement for recharging electric vehicles? The possible incorporation of these technologies into freeway design merits a consideration of the implications for the traditional environmental review process.

We appreciate the opportunity to provide these comments and look forward to working with the Office of the Secretary as regulations are drafted or revised. If you have any questions, please feel free to contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Michael Morris, P.E.  
Director of Transportation

KR:kw



# 2021 Unified Transportation Program Development

Texas Transportation Commission

January 30, 2020

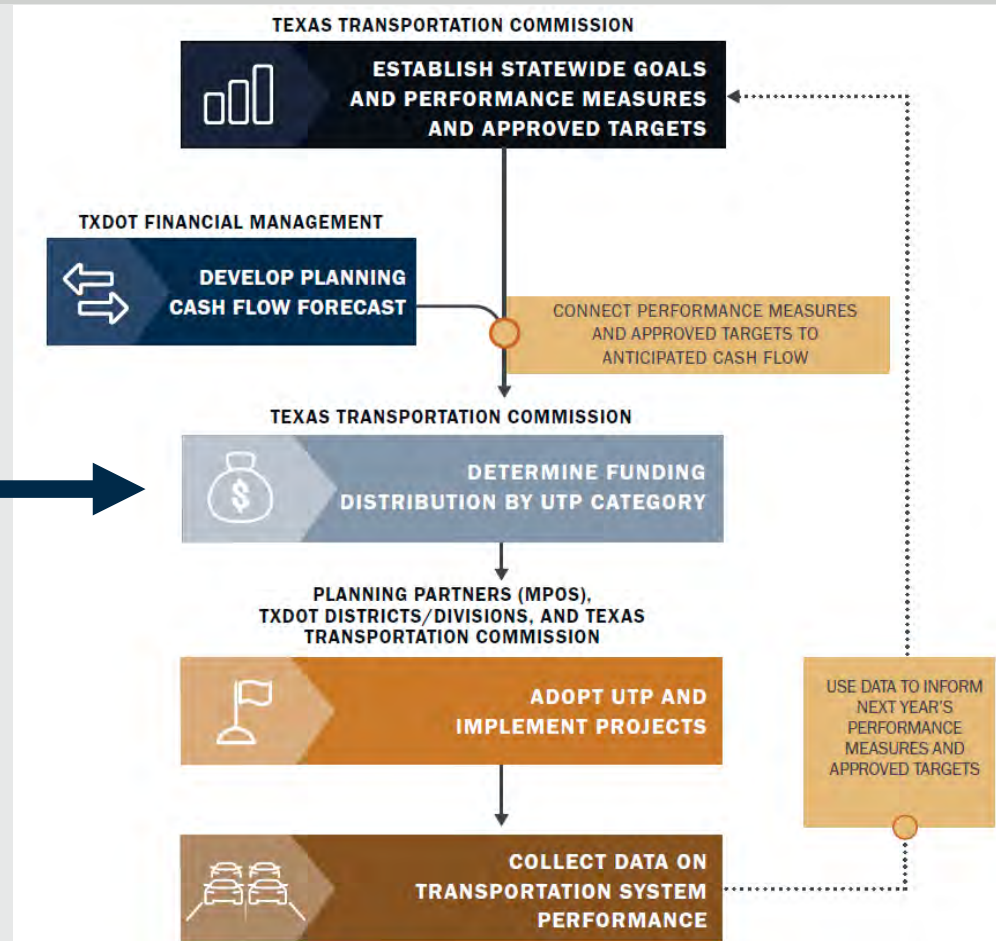
# TxDOT's Planning Elements



# UTP Development Process

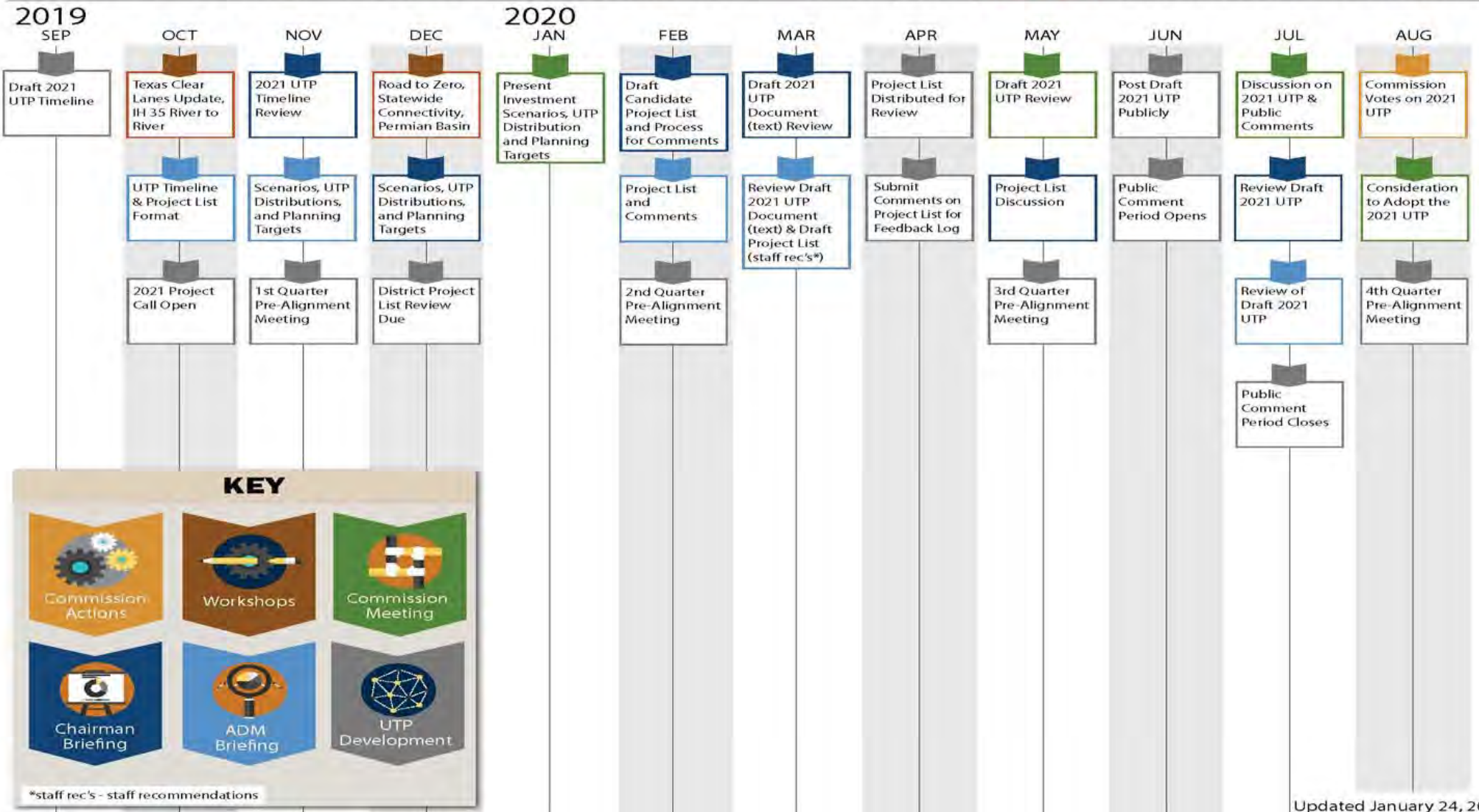


**We are here**



# UNIFIED TRANSPORTATION PROGRAM

# 2021 (UTP) DRAFT Commission Timeline



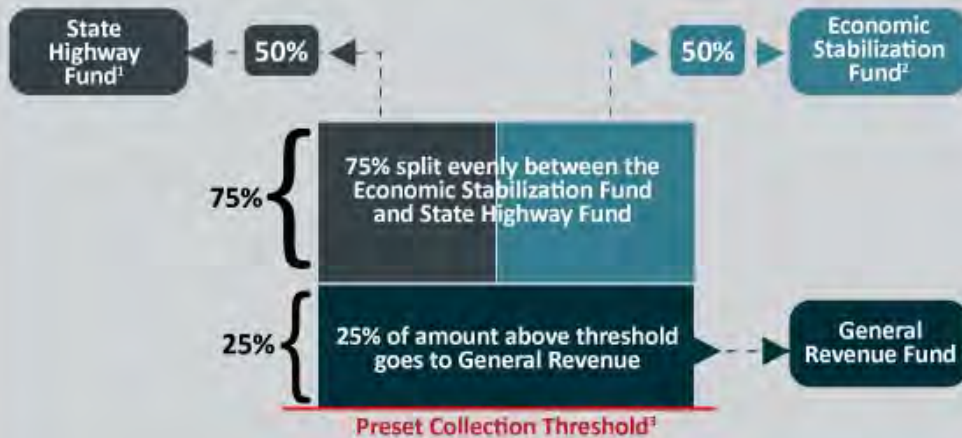
# Proposition 1 & Proposition 7 – (Non-Traditional SHF Sources)



## PROP 1

### Texas Oil & Gas Production Taxes Above Threshold

Proposition 1 funds transfers are set to expire after the Fiscal Year 2035 transfer (December 31, 2034), unless a future legislature votes to extend them.



1. Actual amounts deposited in the State Highway Fund may vary based on the sufficient balance of the Economic Stabilization Fund set by the legislature. SB 69 (86R, 2019) requires the Texas Comptroller of Public Accounts to determine and adopt for a state fiscal biennium a "threshold" balance of the Economic Stabilization Fund in an amount equal to seven percent of the certified general revenue-related appropriations made for that state fiscal biennium (effective beginning with the state fiscal year on September 1, 2021).

2. The Economic Stabilization Fund is also known as the Rainy Day Fund.

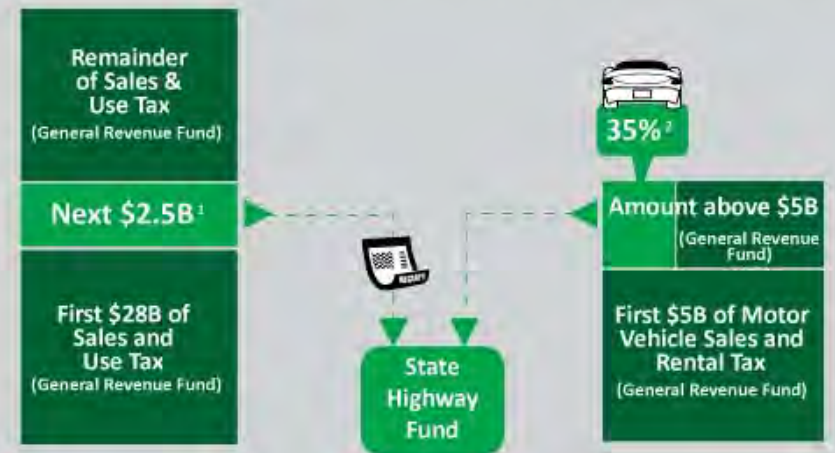
3. Preset collection threshold is set at 1987 oil and natural gas production tax levels: \$531.9 million in oil production tax revenues and \$599.8 million in natural gas production tax revenues.

Updated 10/25/19

## PROP 7

### Sales & Use Tax; Motor Vehicle Sales & Rental Tax

Proposition 7 funds (Sales & Use Tax) are set to expire August 31, 2032; and Proposition 7 funds (Motor Vehicle Sales & Rental Tax) are set to expire August 31, 2029 unless a future legislature votes to extend them.



1. This transfer of funds to the State Highway Fund took effect September 1, 2017 (FY 2018).

2. This transfer of funds to the State Highway Fund became eligible to take effect beginning with the state fiscal year starting on September 1, 2019 (FY 2020).

Updated 12/16/19

State Highway Fund (SHF)

# Impacts of Financial Forecast on DRAFT UTP Distribution



Changes to Forecast	Impact to UTP (\$B)
FY2030 Addition and FY2020 Removal (before other adjustments)	(\$2.2)
TERP Reductions	(\$1.3)
Addition of Expected Prop 1 to Projects	\$3.3
Reduction of Expected Prop 7 to Projects	(4.3)
Additional Federal Redistribution Estimate	\$1.3
Other Adjustments	(\$0.3)
Changes between 2020 & 2021 UTP	(\$3.5)

Changes to UTP Funding	2020 UTP	2021 UTP	Diff (\$B)
UTP Funding Distributions	\$71.5	\$68.5	(\$3.0)
Cat 3 State Funding Sources	\$0.8	\$0.3	(\$0.5)
Cat 3 Local Funding Sources	TBD	TBD	TBD
UTP Total without Local Funding	\$72.3	\$68.8	(\$3.5)

- FY 2020 funding included larger increases in funding from project acceleration
- Extended Texas Emissions Reduction Plan (TERP) transfers per HB 3745, 86<sup>th</sup> Legislature
- Proposition 1 assumes a more current 10-yr average (excluding hi/low deposits)
- Proposition 7 assumes revised comptroller transfer projections for motor vehicle sales taxes and two years of Proposition 12 debt services payments

# DRAFT 2021 UTP Distribution Strategy



\$0 Remaining to Distribute	Category and Description		Required Minimums	Other Strategic Distributions	2021 UTP Draft Distribution - Balanced Strategy
		1	Preventive Maintenance & Rehabilitation	-	\$13,926,300,000
	2	Metro and Urban Corridor Funding	-	\$9,762,260,000	\$9,762,260,000
	4R	Statewide Connectivity (Regional)	-	\$5,271,620,000	\$5,271,620,000
	4U	Statewide Connectivity (Urban Congestion)	-	\$4,490,640,000	\$4,490,640,000
	5	Congestion Mitigation and Air Quality	\$2,228,040,000	-	\$2,228,040,000
	6	Bridge	\$376,050,000	\$3,210,510,000	\$3,586,560,000
	7	Federal Metropolitan Mobility	\$4,655,270,000	-	\$4,655,270,000
	8	Safety	\$2,981,580,000	\$750,170,000	\$3,731,750,000
	9	Transportation Alternatives	\$910,500,000	-	\$910,500,000
	10	Supplemental Transportation Projects	\$725,470,000	-	\$725,470,000
	11	District Discretionary	\$655,000,000	\$411,500,000	\$1,066,500,000
	11ES	Energy Sector	-	\$2,136,880,000	\$2,136,880,000
	12	Strategic Priority	-	\$11,040,000,000	\$11,040,000,000
	12CL	Strategic Priority (Texas Clear Lanes)	-	\$5,000,000,000	\$5,000,000,000
		<b>Total Distribution</b>	<b>\$12,531,910,000</b>	<b>\$55,999,880,000</b>	<b>\$68,531,790,000</b>
	3	State Funds (RTR & DB Funds)			\$278,620,000
	3	Local Funds			TBD
		<b>Total Planning Forecast without Local</b>			<b>\$68,810,410,000</b>
		<b>Total UTP</b>			<b>TBD</b>

- Category Types**
- Preservation/Rehab.
  - Mobility/Connectivity
  - Federal Programs
  - State/Rider Req.
  - TTC Discretionary



# 2020 and DRAFT 2021 UTP Planning Distribution Comparison



Category and Description		2020 UTP Distribution	2021 UTP Draft Distribution - Balanced Strategy	Difference (2020 UTP vs 2021 Proposed)
1	Preventive Maintenance & Rehabilitation	\$13,926,300,000	\$13,926,300,000	\$0
2	Metro and Urban Corridor Funding	\$11,481,710,000	\$9,762,260,000	(\$1,719,450,000)
4R	Statewide Connectivity (Regional)	\$6,201,970,000	\$5,271,620,000	(\$930,350,000)
4U	Statewide Connectivity (Urban Congestion)	\$5,018,580,000	\$4,490,640,000	(\$527,940,000)
5	Congestion Mitigation and Air Quality	\$2,213,510,000	\$2,228,040,000	\$14,530,000
6	Bridge	\$3,586,560,000	\$3,586,560,000	\$0
7	Federal Metropolitan Mobility	\$4,588,130,000	\$4,655,270,000	\$67,140,000
8	Safety	\$4,031,750,000	\$3,731,750,000	(\$300,000,000)
9	Transportation Alternatives	\$910,500,000	\$910,500,000	\$0
10	Supplemental Transportation Projects	\$571,580,000	\$725,470,000	\$153,890,000
11	District Discretionary	\$1,096,500,000	\$1,066,500,000	(\$30,000,000)
11ES	Energy Sector	\$2,136,880,000	\$2,136,880,000	\$0
12	Strategic Priority	\$10,740,000,000	\$11,040,000,000	\$300,000,000
12CL	Strategic Priority (Texas Clear Lanes)	\$5,000,000,000	\$5,000,000,000	\$0
	<b>Total Distribution</b>	<b>\$71,503,970,000</b>	<b>\$68,531,790,000</b>	<b>(\$2,972,180,000)</b>
3	State Funds (RTR & DB Funds)	\$825,900,000	\$278,620,000	(\$547,280,000)
3	Local Funds	\$5,227,390,000	TBD	TBD
	<b>Total Planning Forecast without Local</b>	<b>\$72,329,870,000</b>	<b>\$68,810,410,000</b>	<b>(\$3,519,460,000)</b>
	<b>Total UTP</b>	<b>\$77,557,260,000</b>	<b>TBD</b>	<b>TBD</b>
	Estimated Development Costs (24% of Construction)	\$18,613,742,400	TBD	TBD

\*2021 figures are subject to change. Category 5, 7, & 9 are based on full utilization of apportionment. Category 3 local funds will be updated prior to public involvement in Summer 2020.

# 2020 and DRAFT 2021 UTP Planning Distribution Comparison



Category and Description		2020 UTP Distribution	2021 UTP Draft Distribution - Balanced Strategy	Difference (2020 UTP vs 2021 Proposed)
1	Preventive Maintenance & Rehabilitation	\$13,926,300,000	\$13,926,300,000	\$0
2	Metro and Urban Corridor Funding	\$11,481,710,000	\$9,762,260,000	(\$1,719,450,000)
4R	Statewide Connectivity (Regional)	\$6,201,970,000	\$5,271,620,000	(\$930,350,000)
4U	Statewide Connectivity (Urban Congestion)	\$5,018,580,000	\$4,490,640,000	(\$527,940,000)
5	Congestion Mitigation and Air Quality	\$2,213,510,000	\$2,228,040,000	\$14,530,000
6	Bridge	\$3,586,560,000	\$3,586,560,000	\$0
7	Federal Metropolitan Mobility	\$4,588,130,000	\$4,655,270,000	\$67,140,000
<b>8</b>	<b>Safety</b>	<b>\$4,031,750,000</b>	<b>\$3,731,750,000</b>	<b>(\$300,000,000)</b>
9	Transportation Alternatives	\$910,500,000	\$910,500,000	\$0
10	Supplemental Transportation Projects	\$571,580,000	\$725,470,000	\$153,890,000
11	District Discretionary	\$1,096,500,000	\$1,066,500,000	(\$30,000,000)
11ES	Energy Sector	\$2,136,880,000	\$2,136,880,000	\$0
<b>12</b>	<b>Strategic Priority</b>	<b>\$10,740,000,000</b>	<b>\$11,040,000,000</b>	<b>\$300,000,000</b>
<b>12CL</b>	<b>Strategic Priority (Texas Clear Lanes)</b>	<b>\$5,000,000,000</b>	<b>\$5,000,000,000</b>	<b>\$0</b>
<b>Total Distribution</b>		<b>\$71,503,970,000</b>	<b>\$68,531,790,000</b>	<b>(\$2,972,180,000)</b>
3	State Funds (RTR & DB Funds)	\$825,900,000	\$278,620,000	(\$547,280,000)
3	Local Funds	\$5,227,390,000	TBD	TBD
<b>Total Planning Forecast without Local</b>		<b>\$72,329,870,000</b>	<b>\$68,810,410,000</b>	<b>(\$3,519,460,000)</b>
<b>Total UTP</b>		<b>\$77,557,260,000</b>	<b>TBD</b>	<b>TBD</b>
Estimated Development Costs (24% of Construction)		\$18,613,742,400	TBD	TBD

\*2021 figures are subject to change. Category 5, 7, & 9 are based on full utilization of apportionment. Category 3 local funds will be updated prior to public involvement in Summer 2020.

## Category 12 Commission Discretion Comparison



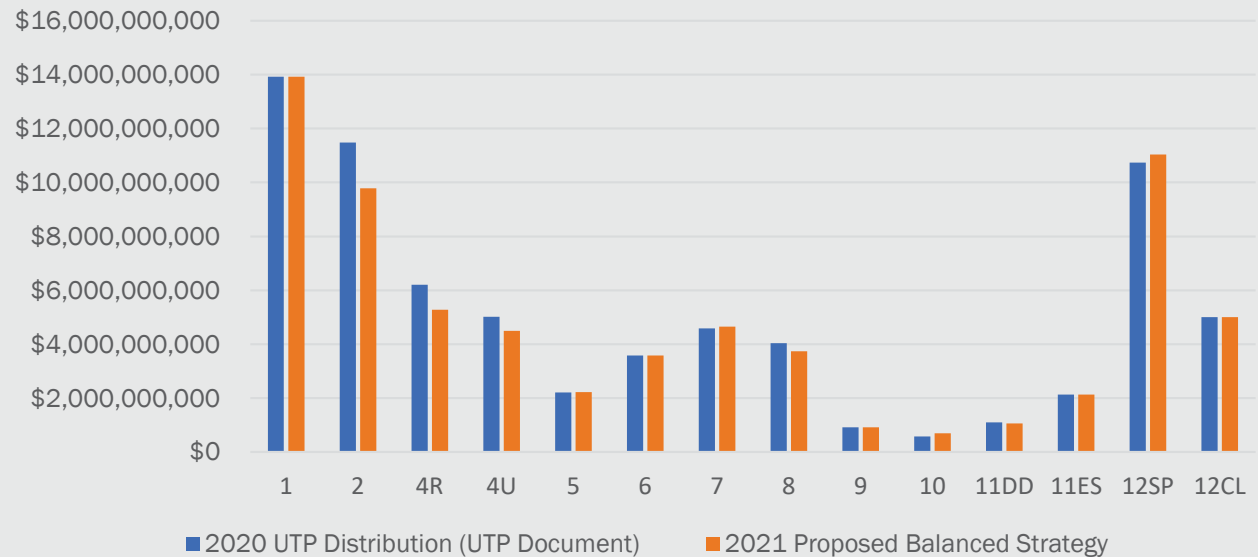
Category and Description		2020 UTP Distribution	2021 UTP Draft Distribution - Balanced Strategy	Difference (2020 UTP vs 2021 Proposed)
12	Strategic Priority	\$11,340,000,000	\$11,340,000,000	\$0
12CL	Strategic Priority (Texas Clear Lanes)	\$5,000,000,000	\$5,000,000,000	\$0
<b>Total Cat 12 Amount</b>		<b>\$16,340,000,000</b>	<b>\$16,340,000,000</b>	<b>\$0</b>
12	Transfer to Cat 8 Road to Zero	(\$600,000,000)	(\$300,000,000)	\$300,000,000
<b>Net Cat 12 Amount</b>		<b>\$15,740,000,000</b>	<b>\$16,040,000,000</b>	<b>\$300,000,000</b>
8	Safety	\$3,431,750,000	\$3,431,750,000	\$0
8	Transfer from Cat 12	\$600,000,000	\$300,000,000	(\$300,000,000)
<b>Total Cat 8 Amount</b>		<b>\$4,031,750,000</b>	<b>\$3,731,750,000</b>	<b>(\$300,000,000)</b>

# Impacts of Forecast on DRAFT UTP Distribution






- 2021 UTP distribution methodology includes:
  - Meeting federal and state requirements
  - Investing in programs and initiatives (Energy Sector and Road to Zero)
  - Maintaining historical investment levels associated with preservation and safety
  - Distributing remaining funds to address congestion and connectivity

2020 UTP vs 2021 Proposed Distribution



# Plan Performance Measures, DRAFT Targets and Current Conditions

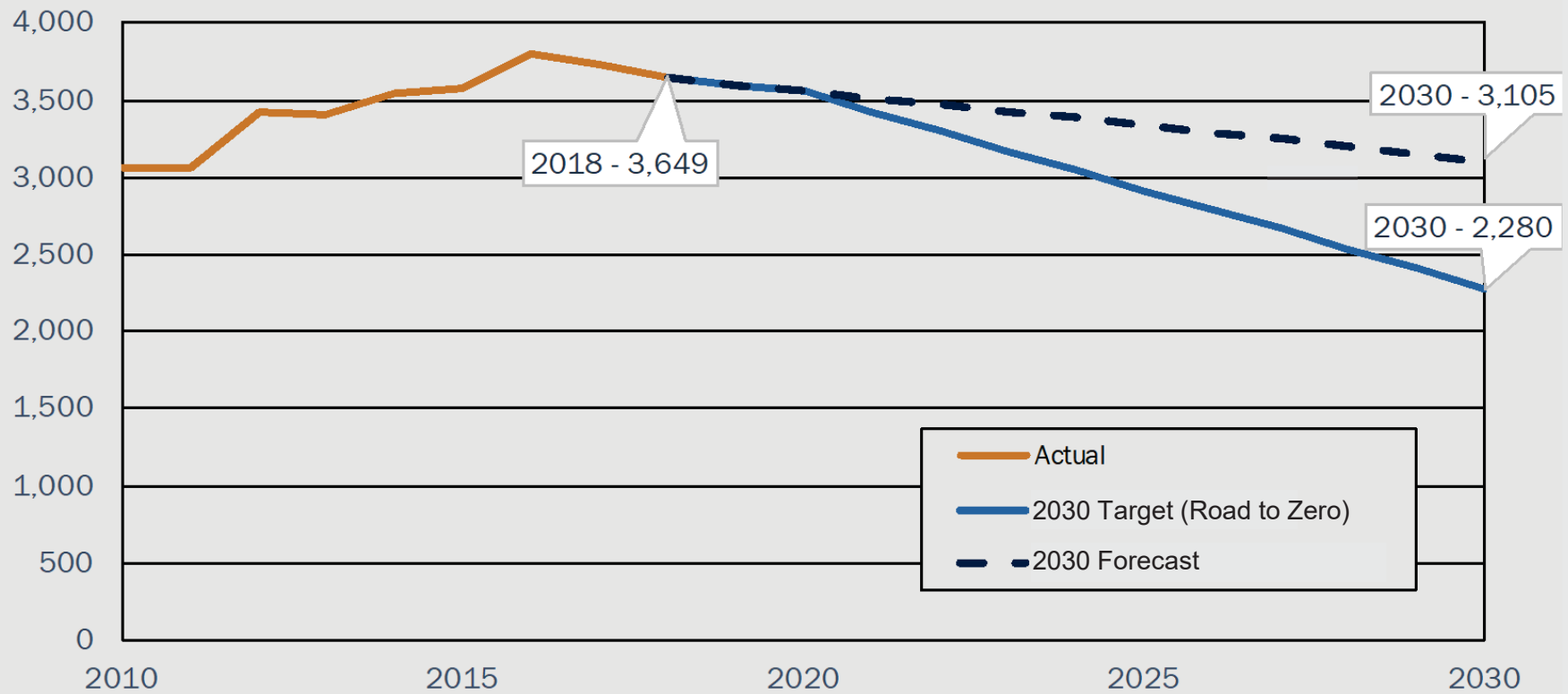


<b>PLAN GOAL</b>	 <b>PROMOTE SAFETY</b>	 <b>PRESERVE OUR ASSETS</b>	 <b>OPTIMIZE SYSTEM PERFORMANCE</b>			
<b>MEASURE</b>	FATALITIES EACH YEAR	FATALITY RATE	PAVEMENT CONDITION	BRIDGE CONDITION	URBAN CONGESTION INDEX	RURAL RELIABILITY INDEX
<b>2030 Target</b>	2,280	0.70	90%	90	1.20	1.12
<b>2030 Forecast</b>	3,105	0.95	88.0%	89.2	1.32	1.14
<b>2018 ACTUAL</b>	3,649	1.31	87.9%	88.9	1.25	1.14
<b>2017 ACTUAL</b>	3,727	1.37	86.3%	89.0	1.20	1.14
<b>2016 ACTUAL</b>	3,794	1.40	87.3%	89.2	1.19	1.14

# 2030 Fatality Forecast and DRAFT Target



Fatalities Per Year



## Next Steps



- February 2020: Distribute DRAFT planning targets to the districts and metropolitan planning partners
- February 2020: Begin statewide scoring for categories 2, 4 and 12 candidate projects
- February – April 2020: Brief members of TxDOT Administration and Commission on progress of project selection and scoring
- May 2020: Present draft 2021 UTP to Commission
- June 2020: Public Involvement (host public meeting)
- July 2020: Close public comment (host public hearing)
- August 2020: Request Commission consider adopting 2021 UTP



# DISCUSSION





# MEMO

February 12, 2020

**To:** District Engineers and  
Directors of Transportation Planning and Development

**Through:** Brian R. Barth, P.E. *BRB*  
Director, Project Planning and Development

**From:** Peter Smith, P.E. *PS*  
Director, Transportation Planning and Programming Division

**Subject:** DRAFT Preliminary Planning Targets for the 2021 UTP

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Attached are the preliminary funding targets and programming guidance for the 2021 Unified Transportation Program (UTP). In August, the Commission will consider authorizing the final planning targets and project selections for the 2021 UTP.

Developed by the Transportation Planning and Programming (TPP) staff, these preliminary funding targets and guidance are provided for you to update your local and regional transportation program. Keep in mind that these funding targets are estimates from current available funding sources projected over the next ten years. They are subject to change and are neither a commitment nor a guarantee of funding. However, it is important that you have as much flexibility as practical to develop a healthy volume and mix of projects to be considered for the ten-year transportation program to advance projects through the four-year construct authority window and, subsequently, the two-year and one-year letting windows.

These preliminary funding targets are based on the following:

- A balanced approach towards TxDOT's 10-year approved system performance targets for preservation, safety, congestion and connectivity.
- In consideration of the current decrease in the planning cash forecast, staff worked to maintain previous investment levels in categories associated with preservation and safety.

In addition to the assumptions noted above, please be aware of the following guidance when building your ten-year programs:

- Category 2 funds are to be used on-system and applied to your region's highest priority projects. They must not be applied to tolled projects. This direction is based upon Commission policy and the strategic direction to improve on-system mobility, which is reflected in the Category 2 formulas.
- Category 11 – Rider 11(b) projects are to be selected in accordance with the Coordinated Border Infrastructure (CBI) eligibility process. Please contact Tim Juarez with TPP Freight and International Trade Section for more information.

- Categories 2, 4, 11 Energy Sector and 12 will be managed as 10-year programs. Please continue to ensure all milestone information for these projects is maintained in your respective portfolios to support the balancing of project delivery with available cashflow statewide.
- Requests for Category 10-CBI (Mexico border districts only) must coordinate their requests with Tim Juarez with TPP Freight and International Trade Section.
- For those Districts with MPO's receiving Categories 5 and 7 funding, please ensure these balances are utilized to the fullest, especially within the four-year window of the STIP.
- No additional toll projects will be considered at this time.
- Ensure projects addressing the most congested regions within your district are targeted for mobility program funding in Categories 2, 4, 5, 7 and 12.
- All requests for Categories 4 (Rural) and 12 will be scored, and ranked on a statewide basis and considered for recommendations to the Commission based on how well they perform with respect to the department's key performance measures and other strategic factors. As a reminder, it is incumbent upon you to ensure your data are as current and accurate as possible.

Please direct any questions to Mildred Litchfield and me.

**Attachments: DRAFT 2021 UTP Planning Targets**

**CC:** William L. Hale, P.E.  
Quincy D. Allen, P.E.  
Roger A. Beall, P.E.  
Mildred Litchfield  
Tim Juarez, Jr.  
Caroline A. Mays, AICP  
Stephen Stewart, CPA

Funding Category	2021 UTP Funding Distribution
1 - Preventive Maintenance and Rehabilitation	\$13,926,300,000
2 - Metro and Urban Area Corridor Projects	\$9,762,261,100
3 - Non-Traditionally Funded Transportation Projects	
4 - Statewide Connectivity Corridor Projects	\$9,762,261,100
5 - Congestion Mitigation and Air Quality Improvement	\$2,228,040,000
6 - Structures Replacement and Rehabilitation	\$3,586,560,000
7 - Metropolitan Mobility and Rehabilitation	\$4,655,270,000
8 - Safety	\$3,731,750,000
9 - Transportation Alternatives	\$910,500,000
10 - Supplemental Transportation Projects	\$725,469,530
11 - District Discretionary	\$3,203,380,000
12 - Strategic Priority	\$16,040,000,000
<b>TOTAL UTP FUNDING: CATEGORIES 1 - 12</b>	<b>\$68,531,791,730</b>

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

**2021 Unified Transportation Program Planning Targets**

District/MPO/Division	CAT 1	CAT 2	CAT 3	CAT 4 URBAN	CAT 4 REGIONAL	CAT 5	CAT 6	CAT 7	CAT 8	CAT 9	CAT 10	CAT 11	CAT 12	TOTAL
Abilene	\$ 593,964,937	\$ -	\$ -	\$ 26,225,876	\$ 57,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,267,144	\$ 60,750,000	\$ 901,207,958
Amarillo	\$ 580,724,400	\$ -	\$ -	\$ 44,489,308	\$ 113,200,000	\$ -	\$ -	\$ -	\$ -	\$ 6,759,956	\$ 96,564,513	\$ 169,620,000	\$ -	\$ 1,011,358,178
Atlanta	\$ 319,133,678	\$ -	\$ -	\$ 14,382,228	\$ 494,202,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,839,270	\$ 95,238,800	\$ -	\$ 989,796,279
Austin	\$ 601,918,711	\$ -	\$ -	\$ 422,432,879	\$ 117,320,000	\$ -	\$ -	\$ -	\$ -	\$ 137,864	\$ 76,393,878	\$ 781,240,001	\$ -	\$ 1,999,443,333
Beaumont	\$ 396,036,865	\$ -	\$ -	\$ 102,700,512	\$ 125,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,437,828	\$ 540,210,000	\$ -	\$ 1,236,485,205
Brownwood	\$ 225,520,044	\$ -	\$ -	\$ -	\$ 132,830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,329,104	\$ -	\$ -	\$ 422,679,148
Bryan	\$ 446,533,046	\$ -	\$ -	\$ 47,325,107	\$ 839,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,465,063	\$ 448,900,000	\$ -	\$ 1,877,223,216
Childress	\$ 195,515,641	\$ -	\$ -	\$ -	\$ 17,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,064,638	\$ 11,200,000	\$ -	\$ 276,000,279
Corpus Christi	\$ 490,961,243	\$ -	\$ -	\$ 59,983,167	\$ 574,000,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000,000	\$ 161,569,952	\$ -	\$ -	\$ 1,361,514,363
Dallas	\$ 1,225,942,446	\$ -	\$ -	\$ 911,306,943	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,002,950	\$ 142,112,407	\$ 2,197,202,630	\$ -	\$ 4,478,567,375
El Paso	\$ 364,482,895	\$ -	\$ -	\$ 137,855,111	\$ 31,298,776	\$ -	\$ -	\$ -	\$ -	\$ 5,981,916	\$ 109,331,962	\$ 220,320,000	\$ -	\$ 869,270,660
Fort Worth	\$ 872,232,116	\$ -	\$ -	\$ 428,850,326	\$ 84,663,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,111,155	\$ 637,932,000	\$ -	\$ 2,138,789,041
Houston	\$ 1,196,950,987	\$ -	\$ -	\$ 1,158,899,723	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,516,962	\$ 144,508,288	\$ 2,938,120,000	\$ 5,449,995,960
Laredo	\$ 409,108,696	\$ -	\$ -	\$ 42,089,836	\$ 140,000,000	\$ -	\$ -	\$ -	\$ -	\$ 52,557,975	\$ 179,410,392	\$ 161,200,000	\$ -	\$ 984,366,899
Lubbock	\$ 621,436,476	\$ -	\$ -	\$ 39,839,743	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,502,212	\$ 133,918,641	\$ 71,540,000	\$ -	\$ 903,237,071
Lufkin	\$ 236,978,097	\$ -	\$ -	\$ -	\$ 549,043,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,744,780	\$ 6,260,000	\$ -	\$ 851,026,199
Odessa	\$ 775,209,822	\$ -	\$ -	\$ 81,071,154	\$ 196,018,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 631,152,097	\$ 381,950,000	\$ -	\$ 2,065,401,874
Paris	\$ 546,779,444	\$ -	\$ -	\$ 36,425,039	\$ 57,660,000	\$ -	\$ -	\$ -	\$ -	\$ 3,193,647	\$ 81,928,086	\$ 234,560,000	\$ -	\$ 960,546,216
Pharr	\$ 383,145,955	\$ -	\$ -	\$ 198,162,782	\$ 224,581,000	\$ -	\$ -	\$ -	\$ -	\$ 35,576,048	\$ 81,437,900	\$ 440,147,288	\$ -	\$ 1,363,050,973
San Angelo	\$ 421,957,073	\$ -	\$ -	\$ 15,213,304	\$ 42,601,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152,320,299	\$ 8,500,000	\$ -	\$ 640,592,526
San Antonio	\$ 1,095,025,650	\$ -	\$ -	\$ 420,389,326	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 148,920,326	\$ 1,293,000,000	\$ -	\$ 2,987,335,302
Tyler	\$ 580,638,339	\$ -	\$ -	\$ 86,987,711	\$ 204,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,918,404	\$ 179,000,000	\$ -	\$ 1,137,344,453
Waco	\$ 565,772,526	\$ -	\$ -	\$ 169,335,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,538,345	\$ -	\$ -	\$ 806,646,848
Wichita Falls	\$ 312,209,578	\$ -	\$ -	\$ 19,809,634	\$ 443,928,536	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,529,787	\$ 168,316,477	\$ -	\$ 1,020,794,012
Yoakum	\$ 468,121,336	\$ -	\$ -	\$ 26,864,419	\$ 572,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 141,565,742	\$ 140,000,000	\$ -	\$ 1,348,551,497
(ABL) Abilene MPO	\$ -	\$ 57,012,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,012,774
(AMA) Amarillo MPO	\$ -	\$ 96,715,887	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,715,887
(ATL) Texarkana MPO	\$ -	\$ 31,265,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,265,712
(AUS) CAMPO TMA	\$ -	\$ 918,332,345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 383,864,675	\$ -	\$ 24,665,980	\$ -	\$ -	\$ -	\$ 1,326,862,899
(BMT & HOU) HGAC TMA	\$ -	\$ 2,519,347,225	\$ -	\$ -	\$ -	\$ 929,740,879	\$ -	\$ 1,460,682,785	\$ -	\$ 93,859,070	\$ -	\$ -	\$ -	\$ 5,003,629,960
(BMT) JOHRTS MPO	\$ -	\$ 223,261,983	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,261,983
(BRY) Bryan-College Station MPO	\$ -	\$ 102,880,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,880,667
(CRP) Corpus Christi TMA	\$ -	\$ 130,398,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,180,349	\$ -	\$ 5,794,720	\$ -	\$ -	\$ -	\$ 226,373,259
(DAL, FTW & PAR) NCTCOG TMA	\$ -	\$ 2,913,385,366	\$ -	\$ -	\$ -	\$ 983,954,230	\$ -	\$ 1,546,278,171	\$ -	\$ 99,359,170	\$ -	\$ -	\$ -	\$ 5,542,976,937
(ELP) El Paso TMA	\$ -	\$ 299,685,025	\$ -	\$ -	\$ -	\$ 93,493,465	\$ -	\$ 217,618,566	\$ -	\$ 13,983,510	\$ -	\$ -	\$ -	\$ 624,780,566
(LRD) Laredo TMA	\$ -	\$ 91,499,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,417,596	\$ -	\$ 4,267,790	\$ -	\$ -	\$ -	\$ 162,185,031
(LBB) Lubbock TMA	\$ -	\$ 86,608,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,875,727	\$ -	\$ 4,297,230	\$ -	\$ -	\$ 300,000	\$ 158,081,092
(ODA) Permian Basin MPO	\$ -	\$ 176,241,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,241,640
(PAR) Sherman-Denison MPO	\$ -	\$ 79,184,868	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,184,868
(PHR) Rio Grande Valley TMA	\$ -	\$ 430,788,656	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 266,653,703	\$ -	\$ 17,134,360	\$ -	\$ -	\$ 800,000	\$ 715,376,719
(SJT) San Angelo MPO	\$ -	\$ 33,072,401	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,072,401
(SAT) AAMPO	\$ -	\$ 913,889,839	\$ -	\$ -	\$ -	\$ 220,851,426	\$ -	\$ 495,380,657	\$ -	\$ 31,831,670	\$ -	\$ -	\$ -	\$ 1,661,953,592
(TYL) Tyler MPO	\$ -	\$ 126,467,356	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 126,467,356
(TYL) Longview MPO	\$ -	\$ 62,636,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,636,362
(WAC) Killen-Temple TMA	\$ -	\$ 189,232,732	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,317,870	\$ -	\$ 3,940,100	\$ -	\$ -	\$ -	\$ 254,490,702
(WAC) Waco MPO	\$ -	\$ 178,888,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,888,960
(WFS) Wichita Falls MPO	\$ -	\$ 43,064,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,064,422
(YKM) Victoria MPO	\$ -	\$ 58,400,911	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,400,911
Bridge Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000
Traffic Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,076,750,000	\$ -	\$ -	\$ -	\$ -	\$ 3,076,750,000
Design Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000
Road to Zero - Traffic Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000
Design Build Development Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ 190,152,961	\$ -	\$ -	\$ -	\$ -	\$ 155,000,000	\$ -	\$ -	\$ 4,853,692,804	\$ -	\$ 5,198,845,765
<b>TOTAL</b>	<b>\$ 13,926,300,000</b>	<b>\$ 9,762,261,100</b>	<b>\$ -</b>	<b>\$ 4,490,640,106</b>	<b>\$ 5,271,620,994</b>	<b>\$ 2,228,040,000</b>	<b>\$ 3,586,560,000</b>	<b>\$ 4,655,270,000</b>	<b>\$ 3,731,750,000</b>	<b>\$ 910,500,000</b>	<b>\$ 725,469,530</b>	<b>\$ 3,203,380,000</b>	<b>\$ 16,040,000,000</b>	<b>\$ 68,531,791,730</b>

**Notes:**  
All categories provided only include the 2021 UTP Planning allocations. These amounts do not include carryover balances or other adjustments made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

**Category 1: Preventive Maintenance and Rehabilitation Total Funding Summary**

District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 50,682,584	\$ 54,714,079	\$ 46,481,891	\$ 58,057,280	\$ 51,903,234	\$ 62,801,100	\$ 63,613,458	\$ 60,688,286	\$ 59,807,033	\$ 85,215,991	\$ 593,964,937
Amarillo	\$ 49,552,779	\$ 53,494,405	\$ 45,445,726	\$ 56,763,080	\$ 50,746,218	\$ 61,401,151	\$ 62,195,401	\$ 59,335,436	\$ 58,473,828	\$ 83,316,375	\$ 580,724,400
Atlanta	\$ 27,231,438	\$ 29,397,535	\$ 24,974,432	\$ 31,193,816	\$ 27,887,286	\$ 33,742,642	\$ 34,179,117	\$ 32,607,440	\$ 32,133,948	\$ 45,786,024	\$ 319,133,678
Austin	\$ 51,361,274	\$ 55,446,754	\$ 47,104,329	\$ 58,834,724	\$ 52,598,269	\$ 63,642,068	\$ 64,465,305	\$ 61,500,962	\$ 60,607,908	\$ 86,357,117	\$ 601,918,711
Beaumont	\$ 33,793,530	\$ 36,481,602	\$ 30,992,641	\$ 38,710,741	\$ 34,607,420	\$ 41,873,769	\$ 42,415,424	\$ 40,465,013	\$ 39,877,421	\$ 56,819,304	\$ 396,036,865
Brownwood	\$ 19,243,457	\$ 20,774,158	\$ 17,648,513	\$ 22,043,524	\$ 19,706,920	\$ 23,844,685	\$ 24,153,126	\$ 23,042,480	\$ 22,707,881	\$ 32,355,301	\$ 225,520,044
Bryan	\$ 38,102,331	\$ 41,133,142	\$ 34,944,319	\$ 43,646,506	\$ 39,019,996	\$ 47,212,831	\$ 47,823,549	\$ 45,624,453	\$ 44,961,942	\$ 64,063,977	\$ 446,533,046
Childress	\$ 16,683,204	\$ 18,010,252	\$ 15,300,460	\$ 19,110,735	\$ 17,085,005	\$ 20,672,259	\$ 20,939,664	\$ 19,976,784	\$ 19,686,702	\$ 28,050,577	\$ 195,515,641
Corpus Christi	\$ 41,893,356	\$ 45,225,721	\$ 38,421,135	\$ 47,989,153	\$ 42,902,324	\$ 51,910,313	\$ 52,581,795	\$ 50,163,898	\$ 49,435,469	\$ 70,438,079	\$ 490,961,243
Dallas	\$ 104,608,752	\$ 112,929,750	\$ 95,938,530	\$ 119,830,110	\$ 107,128,172	\$ 129,621,345	\$ 131,298,051	\$ 125,260,502	\$ 123,441,598	\$ 175,885,636	\$ 1,225,942,446
El Paso	\$ 31,101,053	\$ 33,574,955	\$ 28,523,324	\$ 35,626,489	\$ 31,850,097	\$ 38,537,505	\$ 39,036,004	\$ 37,240,990	\$ 36,700,215	\$ 52,292,264	\$ 364,482,895
Fort Worth	\$ 74,426,914	\$ 80,347,128	\$ 68,258,234	\$ 85,256,588	\$ 76,219,428	\$ 92,222,845	\$ 93,415,786	\$ 89,120,197	\$ 87,826,085	\$ 125,138,910	\$ 872,232,116
Houston	\$ 102,134,933	\$ 110,259,153	\$ 93,669,746	\$ 116,996,331	\$ 104,594,772	\$ 126,556,020	\$ 128,193,075	\$ 122,298,304	\$ 120,522,413	\$ 171,726,239	\$ 1,196,950,987
Laredo	\$ 34,908,939	\$ 37,685,735	\$ 32,015,603	\$ 39,988,451	\$ 35,749,693	\$ 43,255,880	\$ 43,815,413	\$ 41,800,625	\$ 41,193,639	\$ 58,694,716	\$ 409,108,696
Lubbock	\$ 53,026,710	\$ 57,244,666	\$ 48,631,730	\$ 60,742,493	\$ 54,303,816	\$ 65,705,721	\$ 66,555,652	\$ 63,495,187	\$ 62,573,175	\$ 89,157,326	\$ 621,436,476
Lufkin	\$ 20,221,164	\$ 21,829,636	\$ 18,545,186	\$ 23,163,495	\$ 20,708,175	\$ 25,056,168	\$ 25,380,280	\$ 24,213,205	\$ 23,861,605	\$ 33,999,185	\$ 236,978,097
Odessa	\$ 66,148,075	\$ 71,409,756	\$ 60,665,565	\$ 75,773,115	\$ 67,741,199	\$ 81,964,484	\$ 83,024,729	\$ 79,206,958	\$ 78,056,796	\$ 111,219,147	\$ 775,209,822
Paris	\$ 46,656,281	\$ 50,367,508	\$ 42,789,297	\$ 53,445,120	\$ 47,779,961	\$ 57,812,083	\$ 58,559,907	\$ 55,867,115	\$ 55,055,870	\$ 78,446,301	\$ 546,779,444
Pharr	\$ 32,693,558	\$ 35,294,134	\$ 29,983,838	\$ 37,450,716	\$ 33,480,956	\$ 40,510,788	\$ 41,034,812	\$ 39,147,886	\$ 38,579,420	\$ 54,969,848	\$ 383,145,955
San Angelo	\$ 36,005,282	\$ 38,869,285	\$ 33,021,078	\$ 41,244,320	\$ 36,872,440	\$ 44,614,365	\$ 45,191,470	\$ 43,113,406	\$ 42,487,358	\$ 60,538,069	\$ 421,957,073
San Antonio	\$ 93,437,720	\$ 100,870,129	\$ 85,693,379	\$ 107,033,608	\$ 95,688,094	\$ 115,779,250	\$ 117,276,903	\$ 111,884,096	\$ 110,259,430	\$ 157,103,039	\$ 1,095,025,650
Tyler	\$ 49,545,435	\$ 53,486,477	\$ 45,438,992	\$ 56,754,667	\$ 50,738,698	\$ 61,392,052	\$ 62,186,184	\$ 59,326,643	\$ 58,465,162	\$ 83,304,028	\$ 580,638,339
Waco	\$ 48,276,947	\$ 52,117,088	\$ 44,275,638	\$ 55,301,604	\$ 49,439,659	\$ 59,820,260	\$ 60,594,060	\$ 57,807,731	\$ 56,968,306	\$ 81,171,234	\$ 565,772,526
Wichita Falls	\$ 26,640,610	\$ 28,759,710	\$ 24,432,573	\$ 30,517,018	\$ 27,282,228	\$ 33,010,543	\$ 33,437,548	\$ 31,899,971	\$ 31,436,752	\$ 44,792,625	\$ 312,209,578
Yoakum	\$ 39,944,444	\$ 43,121,784	\$ 36,633,753	\$ 45,756,659	\$ 40,906,474	\$ 49,495,404	\$ 50,135,648	\$ 47,830,234	\$ 47,135,692	\$ 67,161,244	\$ 468,121,336
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 1,188,320,769</b>	<b>\$ 1,282,844,544</b>	<b>\$ 1,089,829,910</b>	<b>\$ 1,361,230,343</b>	<b>\$ 1,216,940,535</b>	<b>\$ 1,472,455,531</b>	<b>\$ 1,491,502,359</b>	<b>\$ 1,422,917,803</b>	<b>\$ 1,402,255,651</b>	<b>\$ 1,998,002,555</b>	<b>\$ 13,926,300,000</b>

**Notes:**

Preventive Maintenance (PM) and Rehabilitation (Rehab) are combined into one allocation for the District to program and manage. PM accounts for 33% of total; formula components include on-system lane miles, pavement distress and on-system bridge deck area. Rehab accounts for 67% of total; formula factors include pavement distress scores, vehicle miles traveled per lane mile, single axle load miles and distress score pace factor. All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

**Category 2: Metropolitan (TMA) and Urbanized (Non-TMA) Corridor Funding (Formula Distribution, For Informational Purposes Only)**

District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
(ABL) Abilene MPO	\$ 2,575,095	\$ 2,436,244	\$ 8,516,212	\$ 5,800,835	\$ 3,786,074	\$ 8,684,808	\$ 8,174,661	\$ 6,843,335	\$ 7,997,670	\$ 2,197,840	\$ 57,012,774
(AMA) Amarillo MPO	\$ 4,368,365	\$ 4,132,819	\$ 14,446,814	\$ 9,840,478	\$ 6,422,658	\$ 14,732,819	\$ 13,867,412	\$ 11,608,963	\$ 13,567,165	\$ 3,728,393	\$ 96,715,887
(ATL) Texarkana MPO	\$ 1,412,178	\$ 1,336,032	\$ 4,670,277	\$ 3,181,169	\$ 2,076,277	\$ 4,762,734	\$ 4,482,971	\$ 3,752,874	\$ 4,385,909	\$ 1,205,292	\$ 31,265,712
(AUS) CAMPO TMA	\$ 41,478,300	\$ 39,241,762	\$ 137,174,740	\$ 93,436,861	\$ 60,984,133	\$ 139,890,404	\$ 131,673,226	\$ 110,228,906	\$ 128,822,338	\$ 35,401,674	\$ 918,332,345
(BMT & HOU) HGAC TMA	\$ 113,791,309	\$ 107,655,604	\$ 376,324,326	\$ 256,334,103	\$ 167,303,490	\$ 383,774,462	\$ 361,231,508	\$ 302,401,293	\$ 353,410,398	\$ 97,120,732	\$ 2,519,347,225
(BMT) JOHRTS MPO	\$ 10,084,070	\$ 9,540,330	\$ 33,349,478	\$ 22,716,067	\$ 14,826,265	\$ 34,009,702	\$ 32,011,968	\$ 26,798,494	\$ 31,318,869	\$ 8,606,740	\$ 223,261,983
(BRY) Bryan-College Station MPO	\$ 4,646,809	\$ 4,396,250	\$ 15,367,670	\$ 10,467,721	\$ 6,832,045	\$ 15,671,906	\$ 14,761,336	\$ 12,348,932	\$ 14,431,952	\$ 3,966,045	\$ 102,880,667
(CRP) Corpus Christi TMA	\$ 5,889,693	\$ 5,572,116	\$ 19,478,066	\$ 13,267,525	\$ 8,659,415	\$ 19,863,675	\$ 18,696,881	\$ 15,651,904	\$ 18,292,070	\$ 5,026,845	\$ 130,398,190
(DAL, FTW & PAR) NCTCOG TMA	\$ 131,588,823	\$ 124,493,464	\$ 435,183,278	\$ 296,426,001	\$ 193,470,569	\$ 443,798,651	\$ 417,729,870	\$ 349,698,323	\$ 408,685,501	\$ 112,310,886	\$ 2,913,385,366
(ELP) El Paso TMA	\$ 13,535,868	\$ 12,806,005	\$ 44,765,074	\$ 30,491,824	\$ 19,901,326	\$ 45,651,293	\$ 42,969,731	\$ 35,971,675	\$ 42,039,383	\$ 11,552,845	\$ 299,685,025
(LRD) Laredo TMA	\$ 4,132,763	\$ 3,909,921	\$ 13,667,644	\$ 9,309,745	\$ 6,076,260	\$ 13,938,224	\$ 13,119,492	\$ 10,982,849	\$ 12,835,438	\$ 3,527,308	\$ 91,499,644
(LBB) Lubbock TMA	\$ 3,911,828	\$ 3,700,900	\$ 12,936,981	\$ 8,812,052	\$ 5,751,428	\$ 13,193,096	\$ 12,418,132	\$ 10,395,714	\$ 12,149,265	\$ 3,338,740	\$ 86,608,136
(ODA) Permian Basin MPO	\$ 7,960,303	\$ 7,531,078	\$ 26,325,873	\$ 17,931,924	\$ 11,703,762	\$ 26,847,050	\$ 25,270,051	\$ 21,154,567	\$ 24,722,923	\$ 6,794,108	\$ 176,241,640
(PAR) Sherman-Denison MPO	\$ 3,576,541	\$ 3,383,692	\$ 11,828,140	\$ 8,056,762	\$ 5,258,467	\$ 12,062,303	\$ 11,353,762	\$ 9,504,687	\$ 11,107,939	\$ 3,052,573	\$ 79,184,868
(PHR) Rio Grande Valley TMA	\$ 19,457,423	\$ 18,408,266	\$ 64,348,514	\$ 43,831,125	\$ 28,607,587	\$ 65,622,429	\$ 61,767,760	\$ 51,708,254	\$ 60,430,412	\$ 16,606,885	\$ 430,788,656
(SJT) San Angelo MPO	\$ 1,493,781	\$ 1,413,235	\$ 4,940,148	\$ 3,364,992	\$ 2,196,255	\$ 5,037,949	\$ 4,742,019	\$ 3,969,733	\$ 4,639,349	\$ 1,274,940	\$ 33,072,401
(SAT) AAMPO	\$ 41,277,645	\$ 39,051,927	\$ 136,511,146	\$ 92,984,853	\$ 60,689,118	\$ 139,213,673	\$ 131,036,247	\$ 109,695,665	\$ 128,199,150	\$ 35,230,416	\$ 913,889,839
(TYL) Tyler MPO	\$ 5,712,149	\$ 5,404,146	\$ 18,890,902	\$ 12,867,578	\$ 8,398,378	\$ 19,264,888	\$ 18,133,266	\$ 15,180,080	\$ 17,740,658	\$ 4,875,311	\$ 126,467,356
(TYL) Longview MPO	\$ 2,829,095	\$ 2,676,549	\$ 9,356,228	\$ 6,373,014	\$ 4,159,523	\$ 9,541,454	\$ 8,980,988	\$ 7,518,343	\$ 8,786,539	\$ 2,414,629	\$ 62,636,362
(WAC) Killeen-Temple TMA	\$ 8,547,071	\$ 8,086,207	\$ 28,266,402	\$ 19,253,719	\$ 12,566,468	\$ 28,825,995	\$ 27,132,753	\$ 22,713,909	\$ 26,545,295	\$ 7,294,914	\$ 189,232,732
(WAC) Waco MPO	\$ 8,079,874	\$ 7,644,202	\$ 26,721,314	\$ 18,201,279	\$ 11,879,564	\$ 27,250,318	\$ 25,649,632	\$ 21,472,329	\$ 25,094,285	\$ 6,896,162	\$ 178,888,960
(WFS) Wichita Falls MPO	\$ 1,945,090	\$ 1,840,209	\$ 6,432,694	\$ 4,381,643	\$ 2,859,800	\$ 6,560,043	\$ 6,174,705	\$ 5,169,092	\$ 6,041,015	\$ 1,660,132	\$ 43,064,422
(YKM) Victoria MPO	\$ 2,637,793	\$ 2,495,561	\$ 8,723,563	\$ 5,942,073	\$ 3,878,257	\$ 8,896,264	\$ 8,373,697	\$ 7,009,955	\$ 8,192,396	\$ 2,251,353	\$ 58,400,911
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 440,931,865</b>	<b>\$ 417,156,518</b>	<b>\$ 1,458,225,486</b>	<b>\$ 993,273,342</b>	<b>\$ 648,287,119</b>	<b>\$ 1,487,094,141</b>	<b>\$ 1,399,742,069</b>	<b>\$ 1,171,779,875</b>	<b>\$ 1,369,435,920</b>	<b>\$ 376,334,764</b>	<b>\$ 9,762,261,100</b>

**Notes:**

Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.

Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.

MPO 10-year target allocations are based on the funding target formula with TMAs receiving 87% of Category 2 funding and MPOs operating in areas that are non-TMA receiving 13% of Category 2 funding. Distribution formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors.

Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.

**These programs are shown in annual amounts for informational purposes only to demonstrate how the 10 year program is built. These programs are managed by 10 year allocations. These balances do not include carryover adjustments based on letting adjustments.**

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

**Category 4: Statewide Urban Connectivity Funding Summary (For Informational Purposes Only, Totals Included in Summary)**

District/MPD/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 1,147,181	\$ 1,094,199	\$ 3,793,493	\$ 2,601,761	\$ 1,694,384	\$ 3,888,668	\$ 3,660,071	\$ 3,059,867	\$ 3,423,524	\$ 1,862,728	\$ 26,225,876
Amarillo	\$ 1,946,066	\$ 1,856,188	\$ 6,435,242	\$ 4,413,601	\$ 2,874,335	\$ 6,596,696	\$ 6,208,906	\$ 5,190,728	\$ 5,807,632	\$ 3,159,913	\$ 44,489,308
Atlanta	\$ 629,112	\$ 600,057	\$ 2,080,345	\$ 1,426,802	\$ 929,197	\$ 2,132,539	\$ 2,007,177	\$ 1,678,026	\$ 1,877,455	\$ 1,021,517	\$ 14,382,228
Austin	\$ 18,478,198	\$ 17,624,793	\$ 61,103,621	\$ 41,907,829	\$ 27,292,261	\$ 62,636,653	\$ 58,954,527	\$ 49,286,764	\$ 55,144,366	\$ 30,003,867	\$ 422,432,879
Beaumont	\$ 4,492,360	\$ 4,284,882	\$ 14,855,314	\$ 10,188,495	\$ 6,635,206	\$ 15,228,020	\$ 14,332,834	\$ 11,982,438	\$ 13,406,519	\$ 7,294,443	\$ 102,700,512
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ 2,070,110	\$ 1,974,503	\$ 6,845,432	\$ 4,694,929	\$ 3,057,549	\$ 7,017,177	\$ 6,604,669	\$ 5,521,591	\$ 6,177,817	\$ 3,361,330	\$ 47,325,107
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ 2,623,803	\$ 2,502,625	\$ 8,676,381	\$ 5,950,683	\$ 3,875,352	\$ 8,894,064	\$ 8,371,222	\$ 6,998,452	\$ 7,830,200	\$ 4,260,386	\$ 59,983,167
Dallas	\$ 39,862,688	\$ 38,021,652	\$ 131,817,755	\$ 90,407,014	\$ 58,877,110	\$ 135,124,939	\$ 127,181,554	\$ 106,325,461	\$ 118,961,960	\$ 64,726,809	\$ 911,306,943
El Paso	\$ 6,030,104	\$ 5,751,607	\$ 19,940,319	\$ 13,676,039	\$ 8,906,451	\$ 20,440,603	\$ 19,238,992	\$ 16,084,052	\$ 17,995,599	\$ 9,791,346	\$ 137,855,111
Fort Worth	\$ 18,758,912	\$ 17,892,542	\$ 62,031,885	\$ 42,544,477	\$ 27,706,875	\$ 63,588,206	\$ 59,850,143	\$ 50,035,511	\$ 55,982,099	\$ 30,459,675	\$ 428,850,326
Houston	\$ 50,692,973	\$ 48,351,746	\$ 167,631,292	\$ 114,969,676	\$ 74,873,419	\$ 171,837,003	\$ 161,735,482	\$ 135,213,001	\$ 151,282,709	\$ 82,312,421	\$ 1,158,899,723
Laredo	\$ 1,841,107	\$ 1,756,077	\$ 6,088,166	\$ 4,175,560	\$ 2,719,312	\$ 6,240,912	\$ 5,874,037	\$ 4,910,773	\$ 5,494,405	\$ 2,989,488	\$ 42,089,836
Lubbock	\$ 1,742,683	\$ 1,662,198	\$ 5,762,697	\$ 3,952,337	\$ 2,573,939	\$ 5,907,277	\$ 5,560,015	\$ 4,648,246	\$ 5,200,678	\$ 2,829,672	\$ 39,839,743
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Odessa	\$ 3,546,241	\$ 3,382,460	\$ 11,726,694	\$ 8,042,736	\$ 5,237,791	\$ 12,020,906	\$ 11,314,251	\$ 9,458,863	\$ 10,583,024	\$ 5,758,188	\$ 81,071,154
Paris	\$ 1,593,316	\$ 1,519,730	\$ 5,268,770	\$ 3,613,578	\$ 2,353,325	\$ 5,400,959	\$ 5,083,461	\$ 4,249,840	\$ 4,754,923	\$ 2,587,138	\$ 36,425,039
Pharr	\$ 8,668,102	\$ 8,267,770	\$ 28,663,639	\$ 19,658,915	\$ 12,802,769	\$ 29,382,783	\$ 27,655,502	\$ 23,120,365	\$ 25,868,159	\$ 14,074,780	\$ 198,162,782
San Angelo	\$ 665,465	\$ 634,731	\$ 2,200,558	\$ 1,509,249	\$ 982,891	\$ 2,255,768	\$ 2,123,161	\$ 1,774,991	\$ 1,985,944	\$ 1,080,546	\$ 15,213,304
San Antonio	\$ 18,388,808	\$ 17,539,531	\$ 60,808,027	\$ 41,705,096	\$ 27,160,233	\$ 62,333,643	\$ 58,669,330	\$ 49,048,336	\$ 54,877,600	\$ 29,858,721	\$ 420,389,326
Tyler	\$ 3,805,045	\$ 3,629,311	\$ 12,582,506	\$ 8,629,693	\$ 5,620,044	\$ 12,898,189	\$ 12,139,963	\$ 10,149,169	\$ 11,355,371	\$ 6,178,420	\$ 86,987,711
Waco	\$ 7,407,150	\$ 7,065,055	\$ 24,493,930	\$ 16,799,126	\$ 10,940,346	\$ 25,108,460	\$ 23,632,447	\$ 19,757,038	\$ 22,105,110	\$ 12,027,317	\$ 169,335,978
Wichita Falls	\$ 866,520	\$ 826,500	\$ 2,865,403	\$ 1,965,232	\$ 1,279,848	\$ 2,937,293	\$ 2,764,623	\$ 2,311,261	\$ 2,585,949	\$ 1,407,006	\$ 19,809,634
Yoakum	\$ 1,175,112	\$ 1,120,840	\$ 3,885,856	\$ 2,665,109	\$ 1,735,638	\$ 3,983,348	\$ 3,749,185	\$ 3,134,368	\$ 3,506,880	\$ 1,908,082	\$ 26,864,419
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 196,431,058</b>	<b>\$ 187,358,998</b>	<b>\$ 649,557,323</b>	<b>\$ 445,497,937</b>	<b>\$ 290,128,275</b>	<b>\$ 665,854,105</b>	<b>\$ 626,711,552</b>	<b>\$ 523,939,142</b>	<b>\$ 586,207,923</b>	<b>\$ 318,953,791</b>	<b>\$ 4,490,640,106</b>

**Notes:**

Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.

Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.

District allocations used in developing the 10-year target are based on the Category 2 funding target formula. Distribution formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors. Projects selected based on project-specific performance scoring thresholds for three corridor types: mobility, connectivity and strategic corridors on the state highway network.

Overall programming may not exceed the total 10-year funding target available. Annual totals shown represent current programming based on project ready to let date. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.

These programs are shown in annual amounts for informational purposes only to demonstrate how the 10 year program is built. These programs are managed by 10 year allocations. These balances do not include Carryover adjustments based on letting adjustments.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

<b>Category 4: Statewide Regional Connectivity Corridor Funding Summary</b>											
<b>Fiscal Year Authorizations—Current Programming (Including carry-over project authorizations)</b>											
<b>District/MPO/Division</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>10-YR Target (Cat 4 Regional)</b>
Abilene	\$ 30,000,000	\$ 10,000,000	\$ -	\$ 17,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,000,000
Amarillo	\$ -	\$ 15,700,000	\$ 97,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 113,200,000
Atlanta	\$ 15,685,000	\$ -	\$ 19,969,304	\$ 202,048,000	\$ 161,200,000	\$ 45,300,000	\$ -	\$ 50,000,000	\$ -	\$ -	\$ 494,202,304
Austin	\$ -	\$ 6,600,000	\$ 23,500,000	\$ -	\$ -	\$ -	\$ 87,220,000	\$ -	\$ -	\$ -	\$ 117,320,000
Beaumont	\$ 50,000,000	\$ -	\$ 64,000,000	\$ 11,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,100,000
Brownwood	\$ 9,350,000	\$ 27,780,000	\$ -	\$ 17,175,000	\$ 78,525,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,830,000
Bryan	\$ 200,000,000	\$ 121,000,000	\$ 228,000,000	\$ -	\$ 210,000,000	\$ 80,000,000	\$ -	\$ -	\$ -	\$ -	\$ 839,000,000
Childress	\$ 8,000,000	\$ -	\$ 9,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,220,000
Corpus Christi	\$ 95,000,000	\$ -	\$ 15,000,000	\$ -	\$ 145,000,000	\$ 21,500,000	\$ 80,000,000	\$ 217,500,000	\$ -	\$ -	\$ 574,000,000
Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
El Paso	\$ 10,120,407	\$ 21,178,369	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,298,776
Fort Worth	\$ 12,483,000	\$ -	\$ 29,680,445	\$ -	\$ -	\$ -	\$ 22,500,000	\$ 20,000,000	\$ -	\$ -	\$ 84,663,445
Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Laredo	\$ -	\$ 140,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000,000
Lubbock	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000
Lufkin	\$ 5,703,322	\$ 191,610,000	\$ 67,910,000	\$ 27,900,000	\$ -	\$ -	\$ -	\$ -	\$ 255,920,000	\$ -	\$ 549,043,322
Odessa	\$ 127,218,800	\$ -	\$ -	\$ -	\$ 68,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 196,018,800
Paris	\$ -	\$ -	\$ 40,000,000	\$ 17,660,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,660,000
Pharr	\$ 51,300,000	\$ -	\$ 30,380,000	\$ 100,176,000	\$ -	\$ 42,725,000	\$ -	\$ -	\$ -	\$ -	\$ 224,581,000
San Angelo	\$ 17,547,700	\$ 15,554,650	\$ 9,499,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,601,850
San Antonio	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000
Tyler	\$ 48,500,000	\$ 156,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 204,800,000
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ 146,628,536	\$ -	\$ 208,300,000	\$ -	\$ -	\$ 89,000,000	\$ -	\$ -	\$ -	\$ -	\$ 443,928,536
Yoakum	\$ -	\$ -	\$ 307,000,000	\$ 265,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 572,000,000
Statewide (Remaining Balance)											\$ 190,152,961
<b>TOTAL</b>	<b>\$ 827,536,765</b>	<b>\$ 705,723,019</b>	<b>\$ 1,149,959,249</b>	<b>\$ 693,059,000</b>	<b>\$ 693,525,000</b>	<b>\$ 278,525,000</b>	<b>\$ 189,720,000</b>	<b>\$ 287,500,000</b>	<b>\$ 255,920,000</b>	<b>\$ -</b>	<b>\$ 5,271,620,994</b>

**Notes:**

Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.

Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.

Funds distributed to districts based on performance scoring thresholds on project-specific basis for three corridor types: mobility, connectivity and strategic corridors on the state highway network.

Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.

**These balances do not include Carryover adjustments based on letting adjustments.**



DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE

**Category 5: Congestion Mitigation and Air Quality Improvement (CMAQ) Funding Summary**

District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BMT & HOU) HGAC TMA	\$ 87,359,856	\$ 88,615,901	\$ 89,896,985	\$ 91,203,105	\$ 92,450,805	\$ 93,648,430	\$ 94,779,288	\$ 95,981,086	\$ 97,241,305	\$ 98,564,117	\$ 929,740,879
(BMT) JOHRTS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(DAL, FTW & PAR) NCTCOG TMA	\$ 92,453,824	\$ 93,783,110	\$ 95,138,893	\$ 96,521,174	\$ 97,841,627	\$ 99,109,086	\$ 100,305,885	\$ 101,577,760	\$ 102,911,462	\$ 104,311,408	\$ 983,954,230
(ELP) El Paso TMA	\$ 8,784,787	\$ 8,911,093	\$ 9,039,917	\$ 9,171,259	\$ 9,296,726	\$ 9,417,157	\$ 9,530,875	\$ 9,651,726	\$ 9,778,452	\$ 9,911,472	\$ 93,493,465
(LRD) Laredo TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(LBB) Lubbock TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 20,751,533	\$ 21,049,895	\$ 21,354,205	\$ 21,664,462	\$ 21,960,842	\$ 22,245,326	\$ 22,513,951	\$ 22,799,427	\$ 23,098,781	\$ 23,413,003	\$ 220,851,426
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killeen-Temple TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 209,350,000</b>	<b>\$ 212,360,000</b>	<b>\$ 215,430,000</b>	<b>\$ 218,560,000</b>	<b>\$ 221,550,000</b>	<b>\$ 224,420,000</b>	<b>\$ 227,130,000</b>	<b>\$ 230,010,000</b>	<b>\$ 233,030,000</b>	<b>\$ 236,200,000</b>	<b>\$ 2,228,040,000</b>

**Notes:**

CMAQ is distributed by population weighted by air quality severity to non-attainment areas. Non attainment areas are designated by EPA.

All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE

**Category 6: Structures Replacement and Rehabilitation (Bridges) Funding Summary**

District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Bridge Division	\$ 312,732,602	\$ 337,660,704	\$ 287,350,077	\$ 357,852,884	\$ 320,223,055	\$ 384,394,791	\$ 388,475,676	\$ 369,800,558	\$ 341,963,675	\$ 486,105,977	\$ 3,586,560,000
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 312,732,602	\$ 337,660,704	\$ 287,350,077	\$ 357,852,884	\$ 320,223,055	\$ 384,394,791	\$ 388,475,676	\$ 369,800,558	\$ 341,963,675	\$ 486,105,977	\$ 3,586,560,000

**Notes:**

Bridge program is managed by the Bridge Division and includes three programs: Highway Bridge Program, Railroad Grade Separation and Bridge Maintenance and Improvement Program (BMIP). Projects are selected and prioritized based on need. All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

<b>Category 7: Metropolitan Mobility/Rehabilitation (STP-MM) Funding Summary</b>											
<b>District/MPO/Division</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>TOTALS</b>
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ 36,067,984	\$ 36,586,645	\$ 37,116,026	\$ 37,655,302	\$ 38,169,840	\$ 38,665,413	\$ 39,132,126	\$ 39,627,699	\$ 40,148,009	\$ 40,695,531	\$ 383,864,575
(BMT & HOU) HGAC TMA	\$ 137,246,015	\$ 139,219,627	\$ 141,234,028	\$ 143,286,082	\$ 145,244,005	\$ 147,129,762	\$ 148,905,698	\$ 150,791,454	\$ 152,771,341	\$ 154,854,772	\$ 1,460,682,785
(BMT) JOHRIS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ 8,473,362	\$ 8,595,209	\$ 8,719,576	\$ 8,846,266	\$ 8,967,146	\$ 9,083,569	\$ 9,193,213	\$ 9,309,637	\$ 9,431,872	\$ 9,560,500	\$ 90,180,349
(DAL, FTW & PAR) NCTCOG TMA	\$ 145,288,573	\$ 147,377,837	\$ 149,510,282	\$ 151,682,585	\$ 153,755,242	\$ 155,751,502	\$ 157,631,508	\$ 159,627,769	\$ 161,723,676	\$ 163,929,195	\$ 1,546,278,171
(ELP) El Paso TMA	\$ 20,447,479	\$ 20,741,516	\$ 21,041,630	\$ 21,347,354	\$ 21,639,053	\$ 21,920,001	\$ 22,184,587	\$ 22,465,535	\$ 22,760,507	\$ 23,070,905	\$ 217,618,566
(LRD) Laredo TMA	\$ 6,240,609	\$ 6,330,350	\$ 6,421,945	\$ 6,515,253	\$ 6,604,280	\$ 6,690,026	\$ 6,770,778	\$ 6,856,524	\$ 6,946,550	\$ 7,041,284	\$ 66,417,596
(LBB) Lubbock TMA	\$ 6,283,655	\$ 6,374,015	\$ 6,466,242	\$ 6,560,193	\$ 6,649,834	\$ 6,736,171	\$ 6,817,481	\$ 6,903,818	\$ 6,994,465	\$ 7,089,852	\$ 66,875,727
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ 25,054,830	\$ 25,415,121	\$ 25,782,858	\$ 26,157,469	\$ 26,514,896	\$ 26,859,148	\$ 27,183,353	\$ 27,527,606	\$ 27,889,042	\$ 28,269,381	\$ 266,653,703
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 46,546,055	\$ 47,215,392	\$ 47,898,563	\$ 48,594,503	\$ 49,258,519	\$ 49,898,060	\$ 50,500,357	\$ 51,139,899	\$ 51,811,364	\$ 52,517,945	\$ 495,380,657
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killeen-Temple TMA	\$ 5,761,438	\$ 5,844,288	\$ 5,928,850	\$ 6,014,993	\$ 6,097,185	\$ 6,176,347	\$ 6,250,899	\$ 6,330,061	\$ 6,413,174	\$ 6,500,634	\$ 61,317,870
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 437,410,000</b>	<b>\$ 443,700,000</b>	<b>\$ 450,120,000</b>	<b>\$ 456,660,000</b>	<b>\$ 462,900,000</b>	<b>\$ 468,910,000</b>	<b>\$ 474,570,000</b>	<b>\$ 480,580,000</b>	<b>\$ 486,890,000</b>	<b>\$ 493,530,000</b>	<b>\$ 4,655,270,000</b>

**Notes:**

Category 7 distributed to MPO's with urbanized area population over 200,000. Projects are selected by MPOs.

All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

<b>Category 8: Safety Funding Summary</b>											
<b>District/MPO/Division</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>TOTALS</b>
Traffic Division	\$ 242,439,840	\$ 270,420,969	\$ 221,125,148	\$ 296,691,064	\$ 260,673,714	\$ 331,576,194	\$ 339,432,007	\$ 323,857,780	\$ 364,528,351	\$ 426,004,934	\$ 3,076,750,000
Federal Railway-Highway Safety Program	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
Road to Zero - Traffic Division	\$ 300,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000
Design Build Development Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide (Remaining Balance)	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 155,000,000
<b>TOTAL</b>	<b>\$ 577,939,840</b>	<b>\$ 305,920,969</b>	<b>\$ 256,625,148</b>	<b>\$ 332,191,064</b>	<b>\$ 296,173,714</b>	<b>\$ 367,076,194</b>	<b>\$ 374,932,007</b>	<b>\$ 359,357,780</b>	<b>\$ 400,028,351</b>	<b>\$ 461,504,934</b>	<b>\$ 3,731,750,000</b>

**Notes:**

Safety program is managed by the Traffic Division and includes three programs: Highway Safety Improvement Program, Safety Bond Program and Systemic Widening Program. Safety projects are selected based on need measured by the safety improvement index, roadway safety and project-specific characteristics.

Federal Railway-Highway Safety Program \$20.0(M) per year is administered by the Traffic Division with projects selected based on the railroad crossing index to reduce fatalities, injuries and crashes at public grade crossings.

Statewide \$15.5(M) per year for Systemic Widening Program is administered by the Traffic Division.

All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

<b>Category 9: Transportation Alternatives (TA) Set Aside Program</b>											
<b>District/MPO/Division</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>TOTALS</b>
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 24,665,980
(BMT & HOU) HGAC TMA	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 93,859,070
(BMT) JOHRMS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 5,794,720
(DAL, FTW & PAR) NCTCOG TMA	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 99,359,170
(ELP) El Paso TMA	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 13,983,510
(LRD) Laredo TMA	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 4,267,790
(LBB) Lubbock TMA	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 4,297,230
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 17,134,360
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 31,831,670
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killeen-Temple TMA	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 3,940,100
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PTN TAP	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 156,116,400
TAP Flex	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 455,250,000
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 910,500,000</b>

**Notes:**

TMA allocations represent the TA Distribution to MPO's with urbanized area population over 200,000. The MPOs through a competitive process select TA projects in consultation with TxDOT.

Public Transportation Division (PTN) manages TA projects for areas with populations below 200,000. TA projects are evaluated, ranked and prioritized by PTN with Texas Transportation Commission selecting projects for funding.

Statewide TA Flex funding allocations and distribution are at the discretion of the Texas Transportation Commission.

All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

**Category 10: Supplemental Transportation Funding Summary**

District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	\$ -	\$ -	\$ -	\$ -	\$ 6,759,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,759,956
Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Austin	\$ 137,864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,864
Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ -	\$ 75,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000,000
Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,002,950	\$ -	\$ -	\$ -	\$ 2,002,950
El Paso	\$ 1,993,972	\$ 1,993,972	\$ 1,993,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,981,916
Fort Worth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,516,962	\$ -	\$ -	\$ -	\$ -	\$ 11,516,962
Laredo	\$ 17,519,658	\$ 17,519,658	\$ 17,518,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,557,975
Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,502,212	\$ -	\$ 1,502,212
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Paris	\$ -	\$ -	\$ 3,193,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,193,647
Pharr	\$ 8,764,705	\$ 8,761,753	\$ 17,138,074	\$ 911,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,576,048
San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yoakum	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Railroad Grade Crossing Program	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 35,000,000
Railroad Signal Maintenance Program	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 11,000,000
Texas Parks and Wildlife Program	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 100,000,000
Landscape Incentive Awards Program	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 20,000,000
Americans with Disabilities Act	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 150,000,000
PTN TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Green Ribbon	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ 9,240,000	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,240,000
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 89,256,200</b>	<b>\$ 154,875,384</b>	<b>\$ 97,444,352</b>	<b>\$ 52,511,515</b>	<b>\$ 58,359,956</b>	<b>\$ 63,116,962</b>	<b>\$ 53,602,950</b>	<b>\$ 51,600,000</b>	<b>\$ 53,102,212</b>	<b>\$ 51,600,000</b>	<b>\$ 725,469,530</b>

**Notes:**

Allocations include CBI authorized amounts, ferry and specific programs. Individual district allocations includes federal earmark funding and state match.

All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

**Category 11: District Discretionary Funding Summary (Includes Rider 11 and Rider 11B funds and additional annual formula distribution)**

District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 3,147,292	\$ 3,306,529	\$ 2,945,535	\$ 3,418,814	\$ 3,144,462	\$ 3,572,964	\$ 3,585,752	\$ 3,440,837	\$ 3,373,842	\$ 4,624,808	\$ 34,560,834
Amarillo	\$ 3,207,599	\$ 3,381,672	\$ 2,987,045	\$ 3,504,418	\$ 3,204,506	\$ 3,672,931	\$ 3,686,910	\$ 3,528,493	\$ 3,455,257	\$ 4,822,774	\$ 35,451,606
Atlanta	\$ 3,170,034	\$ 3,334,866	\$ 2,961,188	\$ 3,451,095	\$ 3,167,105	\$ 3,610,662	\$ 3,623,899	\$ 3,473,892	\$ 3,404,544	\$ 4,699,461	\$ 34,896,745
Austin	\$ 4,489,184	\$ 4,978,533	\$ 3,869,167	\$ 5,323,594	\$ 4,480,489	\$ 5,797,312	\$ 5,836,609	\$ 5,391,273	\$ 5,185,392	\$ 9,029,719	\$ 54,381,272
Beaumont	\$ 3,327,777	\$ 3,531,414	\$ 3,069,763	\$ 3,675,007	\$ 3,324,158	\$ 3,872,140	\$ 3,888,493	\$ 3,703,171	\$ 3,617,496	\$ 5,217,270	\$ 37,226,688
Brownwood	\$ 2,870,713	\$ 2,961,911	\$ 2,755,164	\$ 3,026,218	\$ 2,869,093	\$ 3,114,502	\$ 3,121,825	\$ 3,038,831	\$ 3,000,462	\$ 3,716,908	\$ 30,475,626
Bryan	\$ 3,375,707	\$ 3,591,135	\$ 3,102,754	\$ 3,743,042	\$ 3,371,879	\$ 3,951,589	\$ 3,968,889	\$ 3,772,837	\$ 3,682,201	\$ 5,374,605	\$ 37,934,639
Childress	\$ 2,788,585	\$ 2,859,579	\$ 2,698,635	\$ 2,909,639	\$ 2,787,324	\$ 2,978,365	\$ 2,984,066	\$ 2,919,458	\$ 2,889,590	\$ 3,447,314	\$ 29,262,556
Corpus Christi	\$ 3,353,093	\$ 3,562,958	\$ 3,087,189	\$ 3,710,942	\$ 3,349,364	\$ 3,914,104	\$ 3,930,957	\$ 3,739,968	\$ 3,651,673	\$ 5,300,372	\$ 37,600,620
Dallas	\$ 5,647,510	\$ 6,421,812	\$ 4,666,449	\$ 6,967,805	\$ 5,633,751	\$ 7,717,376	\$ 7,779,556	\$ 7,074,896	\$ 6,749,128	\$ 12,832,052	\$ 71,490,334
El Paso	\$ 13,268,559	\$ 3,457,628	\$ 3,029,003	\$ 3,590,949	\$ 3,265,199	\$ 3,773,979	\$ 3,789,162	\$ 3,617,098	\$ 3,537,552	\$ 5,022,880	\$ 46,352,009
Fort Worth	\$ 4,503,257	\$ 4,996,068	\$ 3,878,853	\$ 5,343,570	\$ 4,494,500	\$ 5,820,639	\$ 5,860,215	\$ 5,411,728	\$ 5,204,391	\$ 9,075,915	\$ 54,589,135
Houston	\$ 6,450,599	\$ 7,422,466	\$ 5,219,220	\$ 8,107,770	\$ 6,433,330	\$ 9,048,594	\$ 9,126,640	\$ 8,242,184	\$ 7,833,297	\$ 15,468,284	\$ 83,352,384
Laredo	\$ 13,014,697	\$ 3,141,315	\$ 2,854,269	\$ 3,230,599	\$ 3,012,447	\$ 3,353,172	\$ 3,363,340	\$ 3,248,111	\$ 3,194,839	\$ 4,189,551	\$ 42,602,341
Lubbock	\$ 3,294,532	\$ 3,489,990	\$ 3,046,881	\$ 3,627,816	\$ 3,291,059	\$ 3,817,032	\$ 3,832,728	\$ 3,654,849	\$ 3,572,615	\$ 5,108,139	\$ 36,735,642
Lufkin	\$ 3,051,830	\$ 3,187,583	\$ 2,879,828	\$ 3,283,308	\$ 3,049,418	\$ 3,414,725	\$ 3,425,626	\$ 3,302,083	\$ 3,244,969	\$ 4,311,444	\$ 33,150,813
Odessa	\$ 3,471,721	\$ 3,710,769	\$ 3,168,841	\$ 3,879,331	\$ 3,467,473	\$ 4,110,744	\$ 4,129,941	\$ 3,912,393	\$ 3,811,820	\$ 5,689,781	\$ 39,352,812
Paris	\$ 3,186,139	\$ 3,354,932	\$ 2,972,273	\$ 3,473,956	\$ 3,183,139	\$ 3,637,358	\$ 3,650,913	\$ 3,497,301	\$ 3,426,285	\$ 4,752,327	\$ 35,134,622
Pharr	\$ 13,506,241	\$ 3,753,781	\$ 3,192,601	\$ 3,928,331	\$ 3,501,842	\$ 4,167,965	\$ 4,187,844	\$ 3,962,568	\$ 3,858,422	\$ 5,803,097	\$ 49,862,690
San Angelo	\$ 3,022,887	\$ 3,151,520	\$ 2,859,906	\$ 3,242,224	\$ 3,020,602	\$ 3,366,748	\$ 3,377,078	\$ 3,260,015	\$ 3,205,896	\$ 4,216,436	\$ 32,723,313
San Antonio	\$ 4,809,131	\$ 5,377,188	\$ 4,089,388	\$ 5,777,749	\$ 4,799,037	\$ 6,327,661	\$ 6,373,279	\$ 5,856,314	\$ 5,617,319	\$ 10,079,979	\$ 59,107,044
Tyler	\$ 3,467,879	\$ 3,705,981	\$ 3,166,196	\$ 3,873,878	\$ 3,463,648	\$ 4,104,375	\$ 4,123,496	\$ 3,906,809	\$ 3,806,633	\$ 5,677,169	\$ 39,296,064
Waco	\$ 3,579,371	\$ 3,844,902	\$ 3,242,937	\$ 4,032,138	\$ 3,574,653	\$ 4,289,187	\$ 4,310,511	\$ 4,068,863	\$ 3,957,148	\$ 6,043,156	\$ 40,942,867
Wichita Falls	\$ 2,998,024	\$ 3,120,541	\$ 2,842,793	\$ 3,206,932	\$ 2,995,847	\$ 3,325,535	\$ 3,335,374	\$ 3,223,877	\$ 3,172,331	\$ 4,134,820	\$ 32,356,075
Yoakum	\$ 3,357,199	\$ 3,568,074	\$ 3,090,015	\$ 3,716,771	\$ 3,353,452	\$ 3,920,910	\$ 3,937,845	\$ 3,745,936	\$ 3,657,216	\$ 5,313,851	\$ 37,661,269
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 120,359,559</b>	<b>\$ 97,213,146</b>	<b>\$ 81,675,892</b>	<b>\$ 102,045,897</b>	<b>\$ 90,237,776</b>	<b>\$ 108,680,568</b>	<b>\$ 109,230,948</b>	<b>\$ 102,993,784</b>	<b>\$ 100,110,317</b>	<b>\$ 153,952,113</b>	<b>\$ 1,066,500,000</b>

**Notes:**

Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the project performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.

District discretionary includes \$2.5 million/year for each district per Rider 11 and additional funding allocated through Category 11 formula based on on-system vehicle miles traveled, on-system lane miles and annual truck VMT.

El Paso, Laredo and Pharr include \$10 million each in FY20 and FY21 (biennium) for Rider 11B Border Infrastructure funding.

All categories provided only include the 2021 UTP Planning allocations. **These amounts do not include carryover balances or other adjustments** made through casflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

**Category 11: Energy Sector Funding Summary Funding Summary 10-YR Programming and Planning Summary**

District/MPO/ Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 8,000,043	\$ 18,167,791	\$ 9,611,169	\$ 10,481,113	\$ 7,732,490	\$ 14,458,450	\$ 14,524,871	\$ 13,772,163	\$ 13,424,184	\$ 18,534,035	\$ 128,706,310
Amarillo	\$ 3,798,616	\$ 8,626,512	\$ 4,563,619	\$ 4,976,689	\$ 3,671,576	\$ 6,865,226	\$ 6,896,764	\$ 6,539,360	\$ 6,374,131	\$ 8,800,414	\$ 61,112,907
Atlanta	\$ 1,985,463	\$ 4,508,910	\$ 2,385,314	\$ 2,601,218	\$ 1,919,061	\$ 3,588,320	\$ 3,604,804	\$ 3,417,996	\$ 3,331,634	\$ 4,599,804	\$ 31,942,524
Austin	\$ 1,368,245	\$ 3,107,233	\$ 1,643,796	\$ 1,792,582	\$ 1,322,486	\$ 2,472,825	\$ 2,484,185	\$ 2,355,449	\$ 2,295,935	\$ 3,169,871	\$ 22,012,606
Beaumont	\$ 2,188,631	\$ 4,970,297	\$ 2,629,399	\$ 2,867,396	\$ 2,115,435	\$ 3,955,505	\$ 3,973,677	\$ 3,767,753	\$ 3,672,553	\$ 5,070,493	\$ 35,211,140
Brownwood	\$ 2,104,242	\$ 4,778,654	\$ 2,528,015	\$ 2,756,836	\$ 2,033,868	\$ 3,802,990	\$ 3,820,461	\$ 3,622,477	\$ 3,530,948	\$ 4,874,987	\$ 33,853,478
Bryan	\$ 3,575,939	\$ 8,120,820	\$ 4,296,096	\$ 4,684,952	\$ 3,456,345	\$ 6,462,782	\$ 6,492,471	\$ 6,156,018	\$ 6,000,475	\$ 8,284,527	\$ 57,530,425
Childress	\$ 1,417,317	\$ 3,218,673	\$ 1,702,750	\$ 1,856,872	\$ 1,369,916	\$ 2,561,512	\$ 2,573,279	\$ 2,439,927	\$ 2,378,278	\$ 3,283,558	\$ 22,802,082
Corpus Christi	\$ 7,705,605	\$ 17,499,134	\$ 9,257,435	\$ 10,095,361	\$ 7,447,899	\$ 13,926,314	\$ 13,990,289	\$ 13,265,285	\$ 12,930,113	\$ 17,851,898	\$ 123,969,333
Dallas	\$ 4,389,681	\$ 9,968,797	\$ 5,273,717	\$ 5,751,062	\$ 4,242,873	\$ 7,933,455	\$ 7,969,900	\$ 7,556,884	\$ 7,365,946	\$ 10,169,757	\$ 70,622,072
El Paso	\$ 3,914,667	\$ 8,890,059	\$ 4,703,041	\$ 5,128,731	\$ 3,783,745	\$ 7,074,964	\$ 7,107,466	\$ 6,739,143	\$ 6,568,866	\$ 9,069,273	\$ 62,979,953
Fort Worth	\$ 3,761,888	\$ 8,543,104	\$ 4,519,494	\$ 4,928,571	\$ 3,636,076	\$ 6,798,848	\$ 6,830,081	\$ 6,476,133	\$ 6,312,501	\$ 8,715,324	\$ 60,522,019
Houston	\$ 3,801,289	\$ 8,632,582	\$ 4,566,829	\$ 4,980,191	\$ 3,674,159	\$ 6,870,056	\$ 6,901,617	\$ 6,543,961	\$ 6,378,616	\$ 8,806,605	\$ 61,155,904
Laredo	\$ 8,503,626	\$ 19,311,409	\$ 10,216,169	\$ 11,140,873	\$ 8,219,231	\$ 15,368,574	\$ 15,439,175	\$ 14,639,087	\$ 14,269,202	\$ 19,700,706	\$ 136,808,051
Lubbock	\$ 6,040,638	\$ 13,718,057	\$ 7,257,160	\$ 7,914,033	\$ 5,838,615	\$ 10,917,224	\$ 10,967,376	\$ 10,399,025	\$ 10,136,274	\$ 13,994,598	\$ 97,182,999
Lufkin	\$ 1,590,853	\$ 3,612,767	\$ 1,911,235	\$ 2,084,228	\$ 1,537,649	\$ 2,875,143	\$ 2,888,351	\$ 2,738,671	\$ 2,669,474	\$ 3,685,596	\$ 25,593,967
Odessa	\$ 36,784,675	\$ 83,536,588	\$ 44,192,730	\$ 48,192,785	\$ 35,554,450	\$ 66,480,816	\$ 66,786,221	\$ 63,325,228	\$ 61,725,196	\$ 85,220,597	\$ 591,799,285
Paris	\$ 2,908,558	\$ 6,605,223	\$ 3,494,311	\$ 3,810,595	\$ 2,811,284	\$ 5,256,626	\$ 5,280,775	\$ 5,007,114	\$ 4,880,600	\$ 6,738,377	\$ 46,793,464
Pharr	\$ 1,962,631	\$ 4,457,061	\$ 2,357,885	\$ 2,571,306	\$ 1,896,993	\$ 3,547,057	\$ 3,563,352	\$ 3,378,692	\$ 3,293,323	\$ 4,546,910	\$ 31,575,209
San Angelo	\$ 7,433,832	\$ 16,881,947	\$ 8,930,929	\$ 9,739,302	\$ 7,185,215	\$ 13,435,138	\$ 13,496,858	\$ 12,797,424	\$ 12,474,073	\$ 17,222,269	\$ 119,596,986
San Antonio	\$ 5,582,555	\$ 12,677,770	\$ 6,706,825	\$ 7,313,885	\$ 5,395,853	\$ 10,089,333	\$ 10,135,683	\$ 9,610,432	\$ 9,367,606	\$ 12,933,340	\$ 89,813,282
Tyler	\$ 2,897,921	\$ 6,581,068	\$ 3,481,533	\$ 3,796,660	\$ 2,801,003	\$ 5,237,403	\$ 5,261,463	\$ 4,988,803	\$ 4,862,752	\$ 6,713,735	\$ 46,622,340
Waco	\$ 1,901,734	\$ 4,318,765	\$ 2,284,723	\$ 2,491,523	\$ 1,838,132	\$ 3,436,997	\$ 3,452,786	\$ 3,273,856	\$ 3,191,136	\$ 4,405,826	\$ 30,595,478
Wichita Falls	\$ 2,745,721	\$ 6,235,427	\$ 3,298,681	\$ 3,597,257	\$ 2,653,893	\$ 4,962,332	\$ 4,985,128	\$ 4,726,789	\$ 4,607,358	\$ 6,361,126	\$ 44,173,712
Yoakum	\$ 6,458,427	\$ 14,666,840	\$ 7,759,087	\$ 8,461,392	\$ 6,242,431	\$ 11,672,292	\$ 11,725,913	\$ 11,118,253	\$ 10,837,330	\$ 14,962,507	\$ 103,904,473
Statewide (Remaining Balance)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 132,822,795</b>	<b>\$ 301,635,484</b>	<b>\$ 159,571,941</b>	<b>\$ 174,015,414</b>	<b>\$ 128,380,677</b>	<b>\$ 240,050,183</b>	<b>\$ 241,152,944</b>	<b>\$ 228,655,925</b>	<b>\$ 222,878,501</b>	<b>\$ 307,716,135</b>	<b>\$ 2,136,880,000</b>

**Notes:**

Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP

Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.

District allocations used in the developing the Cat 11 energy sector target are based on the energy sector funding target formula. Distribution formula factors include pavement condition score, oil and gas production taxes, well completions, volume of oil and gas waste injections. Projects selected based on project-specific performance scoring thresholds.

Overall programming may not exceed the total 10-year funding target available. TxDOT Administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.

These programs are shown in annual amounts for informational purposes only to demonstrate how the 10 year program is built. These programs are managed by 10 year allocations. These balances do not include Carryover adjustments based on letting adjustments.



**DRAFT INTERNAL WORKING FILE  
CONFIDENTIAL SUBJECT TO CHANGE**

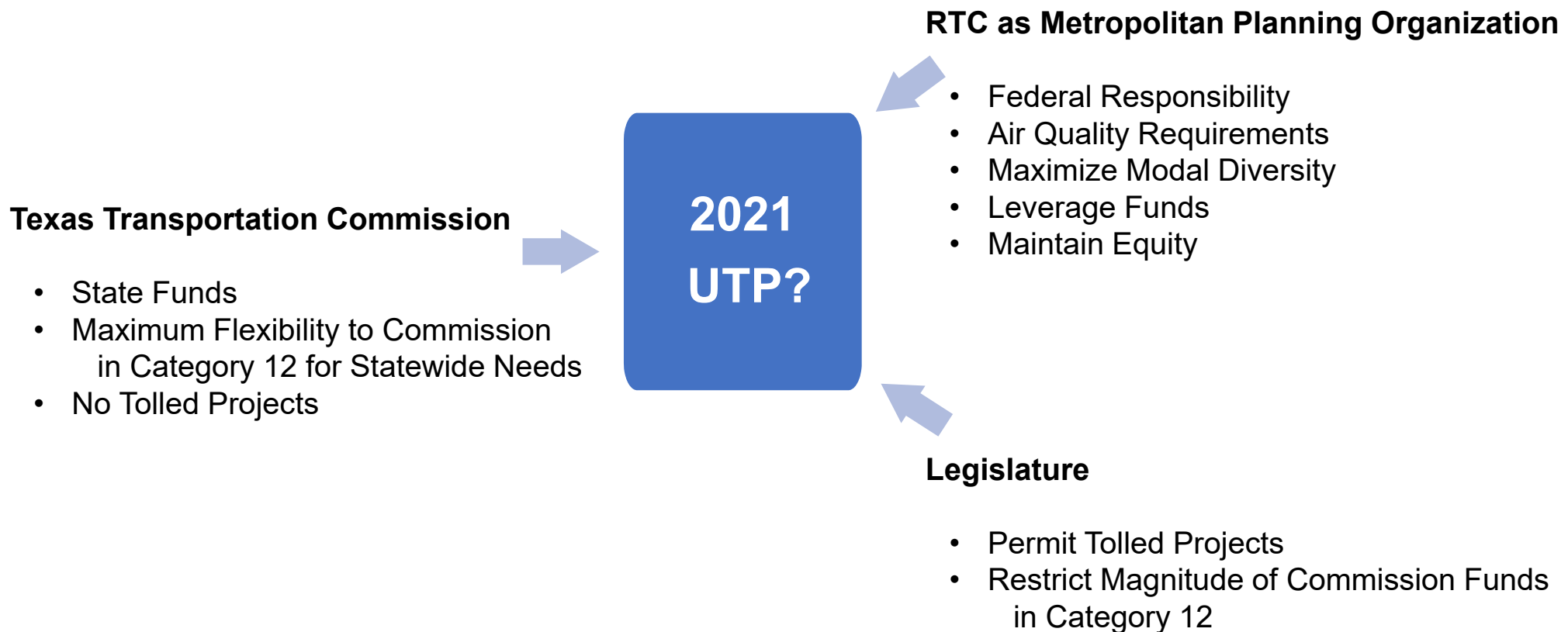
<b>Category 12: Strategic Priority Funding Summary (Includes Texas Transportation Commission Initiatives, Strategic Priority authorizations, 425-Plan, and Category 5 and 12 Recon Funds)</b>											
<b>Fiscal Year Authorizations–Current Programming (Including carry-over project authorizations)</b>											
<b>District/MPO/Division</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>Total Authorizations</b>
Abilene	\$ 30,000,000	\$ -	\$ 30,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,750,000
Amarillo	\$ 23,000,000	\$ -	\$ 29,520,000	\$ 117,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,620,000
Atlanta	\$ -	\$ -	\$ 7,000,000	\$ -	\$ 42,238,800	\$ -	\$ -	\$ 46,000,000	\$ -	\$ -	\$ 95,238,800
Austin	\$ 138,000,001	\$ 83,600,000	\$ -	\$ -	\$ 559,640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 781,240,001
Beaumont	\$ 450,000,000	\$ -	\$ 47,900,000	\$ -	\$ 42,310,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 540,210,000
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ -	\$ 102,100,000	\$ 52,000,000	\$ -	\$ 27,000,000	\$ -	\$ 267,800,000	\$ -	\$ -	\$ -	\$ 448,900,000
Childress	\$ -	\$ 11,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,200,000
Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dallas	\$ 649,655,586	\$ 298,862,296	\$ 1,223,684,748	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,197,202,630
El Paso	\$ -	\$ -	\$ -	\$ 26,820,000	\$ 193,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,320,000
Fort Worth	\$ 637,932,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 637,932,000
Houston	\$ 1,418,420,000	\$ 306,200,000	\$ 473,500,000	\$ 740,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,938,120,000
Laredo	\$ 17,000,000	\$ 45,000,000	\$ 46,200,000	\$ 53,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,200,000
Lubbock	\$ 38,000,000	\$ -	\$ -	\$ -	\$ 33,540,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,540,000
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,260,000	\$ -	\$ 6,260,000
Odessa	\$ -	\$ 98,900,000	\$ -	\$ 113,750,000	\$ 30,000,000	\$ 129,300,000	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 381,950,000
Paris	\$ -	\$ 102,000,000	\$ 64,790,000	\$ 27,770,000	\$ -	\$ 40,000,000	\$ -	\$ -	\$ -	\$ -	\$ 234,560,000
Pharr	\$ 18,491,288	\$ 156,580,000	\$ -	\$ 265,076,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,147,288
San Angelo	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000
San Antonio	\$ 1,206,000,000	\$ 17,000,000	\$ -	\$ 70,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,293,000,000
Tyler	\$ -	\$ -	\$ 145,000,000	\$ 24,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 179,000,000
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ 63,200,000	\$ -	\$ 58,316,477	\$ -	\$ -	\$ 46,800,000	\$ -	\$ -	\$ -	\$ -	\$ 168,316,477
Yoakum	\$ -	\$ -	\$ 140,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000,000
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BMT & HOU) HGAC TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BMT) JOHRTS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(DAL, FTW & PAR) NCTCOG TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ELP) El Paso TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(LRD) Laredo TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(LBB) Lubbock TMA	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killeen-Temple TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide (Remaining Balance)											\$ 4,853,692,804
<b>TOTAL</b>	<b>\$ 4,690,098,875</b>	<b>\$ 1,221,442,296</b>	<b>\$ 2,319,211,225</b>	<b>\$ 1,437,666,000</b>	<b>\$ 936,728,800</b>	<b>\$ 241,100,000</b>	<b>\$ 267,800,000</b>	<b>\$ 46,000,000</b>	<b>\$ 6,260,000</b>	<b>\$ 20,000,000</b>	<b>\$ 16,040,000,000</b>

**Notes:**  
**Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.**  
**Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.**  
**Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.**  
**These balances do not include Carryover adjustments based on letting adjustments.**

# **NEXT STEPS WITH TXDOT AND 2021 UNIFIED TRANSPORTATION PROGRAM**

**Surface Transportation Technical Committee  
February 28, 2020**

# NEED FOR COMMISSION/RTC DISCUSSION



# **RTC COMMUNICATION TO TXDOT: EMERGENCY/GRANDFATHERED/PHASED TOLLED MANAGED LANE SYSTEM**

## **Tarrant County**

IH 30: IH 35W to FM 157/Collins

## **Tarrant/Dallas County**

SH 183: SH 121 to SH 161

## **Dallas County**

IH 30 East: IH 45 to US 80 +

## **Collin County (Contingency)**

US 75 Technology Lanes

# INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance these improvements.

The private sector partner (NTEMP) will be paying for these improvements in the amounts noted below:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 & 2W Widening	\$162	Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W
Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E)	\$860	This section of 5.3 miles would be built and operated by private sector as an extension of the current facility
Build 2+2 managed lane from SH 161 to Story Rd	\$270	Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles)

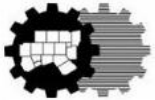
\$1,292

# 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

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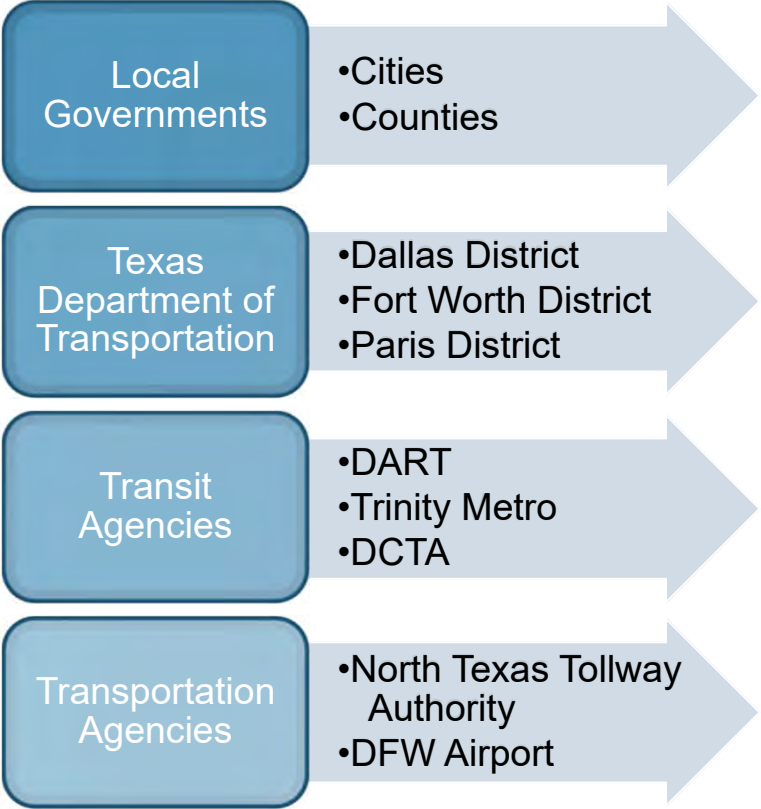
Surface Transportation Technical Committee

February 28, 2020



North Central Texas  
Council of Governments  
Transportation Department

# A COOPERATIVE EFFORT



## 2021-2024 Transportation Improvement Program for North Central Texas

North Central Texas  
Council of Governments

# 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, as well as updates from recent/pending TIP Modifications where applicable
  - Financially constrained to the 2020 Unified Transportation Program (UTP) allocations
- Fiscal Year (FY) 2021 Surveys
  - Surveys have been sent to agencies that have a project or phase in FY 2021, the first year of the new TIP.
  - Responses provide more clarity on project schedules to help NCTCOG staff determine which projects phases will truly be ready to commence in FY 2021.
  - Failure to provide a survey response will 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

- \$13.32 Billion in the 2021-2024 TIP (Roadway and Transit)
  - \$7.62 Billion in Federal Commitments
  - \$2.10 Billion in State Commitments
  - \$0.13 Billion in Regional Commitments
  - \$2.62 Billion in Local Commitments
  - \$0.85 Billion in Transit Commitments
- 945 Active Projects (Roadway and Transit)
- 66 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 FY 2021, 2022, 2023, or 2024, it will not be in the new TIP.
  - FY 2020 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY 2021 if they could be delayed.
  - Projects in FY 2025 and later will be in the environmental clearance appendix of the TIP (Appendix D).

# TIMELINE

May – November 2019	Conducted meetings with implementing agencies
August 2019 – February 2020	Data entry, develop listing, and financial constraint
<b>February 2020</b>	<b>Present draft listings to STTC for Information</b>
March 2020	Present draft listings to RTC for Information
March 2020	Conduct public meetings
<b>April 9, 2020</b>	<b>Deadline for providing comments on draft listings</b>
April 2020	Present final listings to STTC for Action
May 2020	Present final listings to RTC for Action
June 2020	Transmit final document to TxDOT
	Executive Board endorsement
August 2020	Anticipated approval of the STIP by Texas Transportation Commission
October/November 2020	Anticipated federal approval of the STIP

# QUESTIONS/COMMENTS

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Senior Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

Cody Derrick  
Transportation Planner  
Ph: (817) 608-2391  
[cderrick@nctcog.org](mailto:cderrick@nctcog.org)

Evan Newton  
Transportation Planner  
Ph: (817) 695-9260  
[enewton@nctcog.org](mailto:enewton@nctcog.org)

James Adkins  
Transportation Planner  
Ph: (682) 433-0482  
[jadkins@nctcog.org](mailto:jadkins@nctcog.org)



**Dallas-Fort Worth  
CLEAN CITIES**

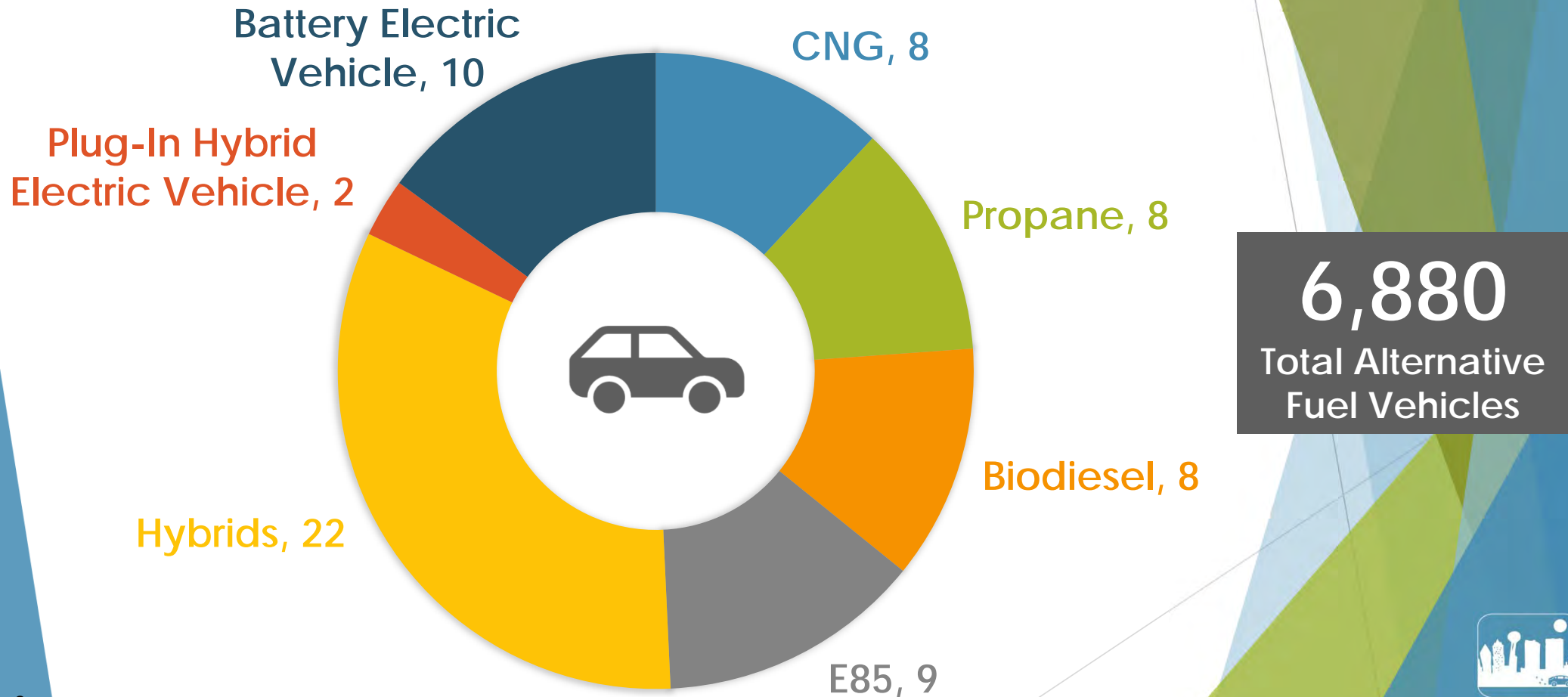
# Clean Cities Annual Survey Results and Coalition Update

Surface Transportation Technical  
Committee

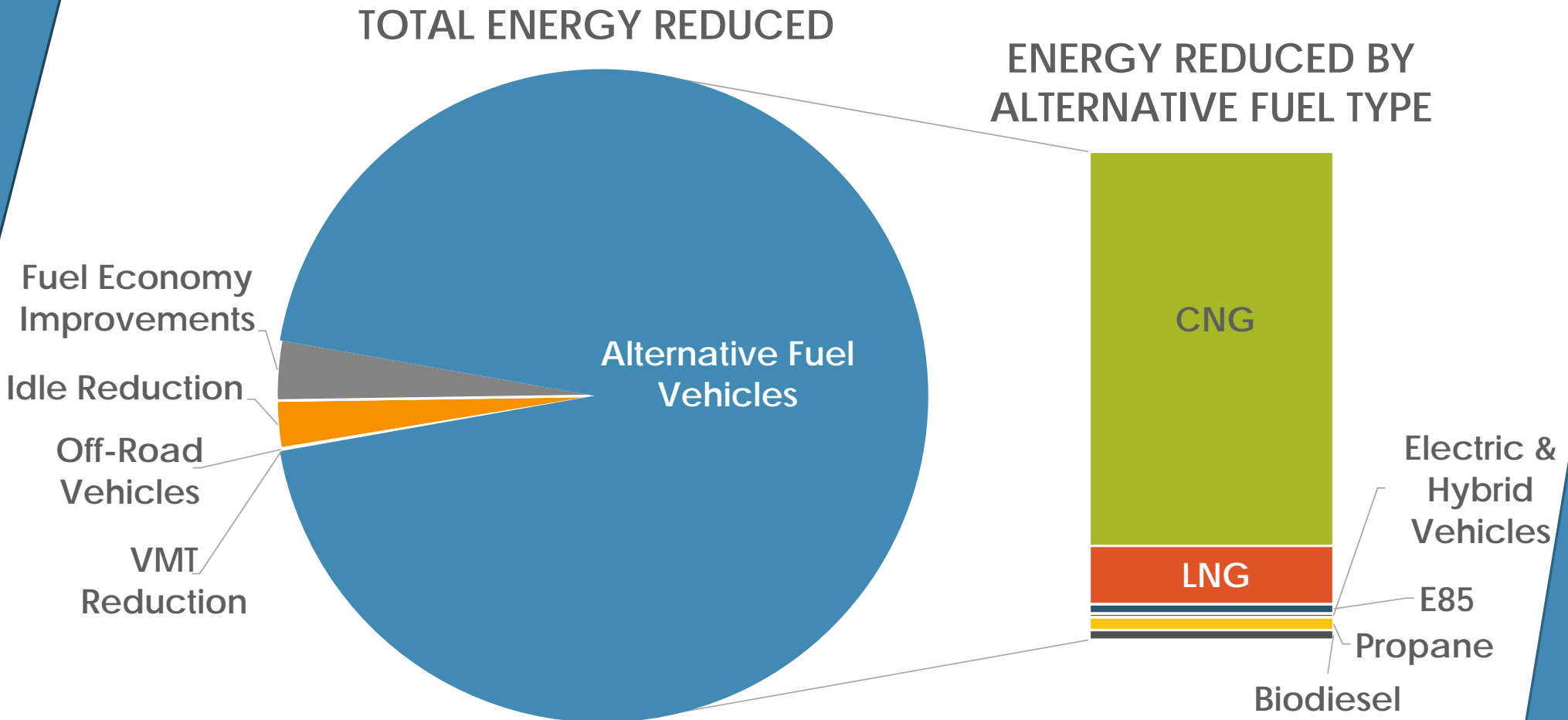
February 28, 2020

Bailey Muller, Senior Air Quality Planner

# NUMBER OF FLEETS USING ALTERNATIVE FUELS



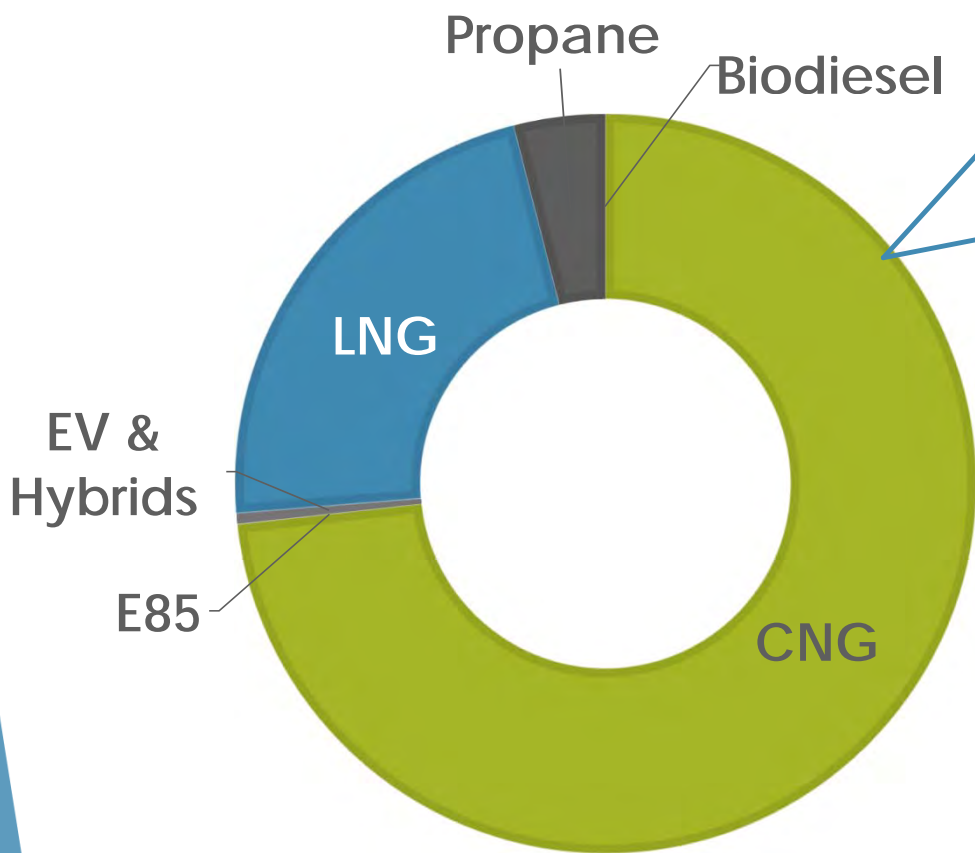
# 2018 ANNUAL ENERGY USE IMPACT



VMT- Vehicle Miles Traveled; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas, E85- Ethanol



# NITROGEN OXIDE (NO<sub>x</sub>) REDUCTIONS BY FUEL TYPE



Fuel Type	Pounds of NO <sub>x</sub> Reduced	Number of Vehicles
CNG	551,844	2,387
LNG	168,030	103
Propane	30,018	349
EV & Hybrids	3,527	592
E85	44	1,084
Biodiesel	0	2,365
<b>TOTAL</b>	<b>753,463</b>	<b>6,880</b>

CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; EV- Electric Vehicle; E85- Ethanol



Dallas-Fort Worth  
CLEAN CITIES

# 2018 DFW CLEAN CITIES ANNUAL REPORT

## Energy Use Impact



**23,243,022**

Gallons of Gasoline  
Equivalents Reduced

## Ozone Impact



**~1 Ton per Day**

Ozone Forming Nitrogen  
Oxides (NO<sub>x</sub>) Reduced

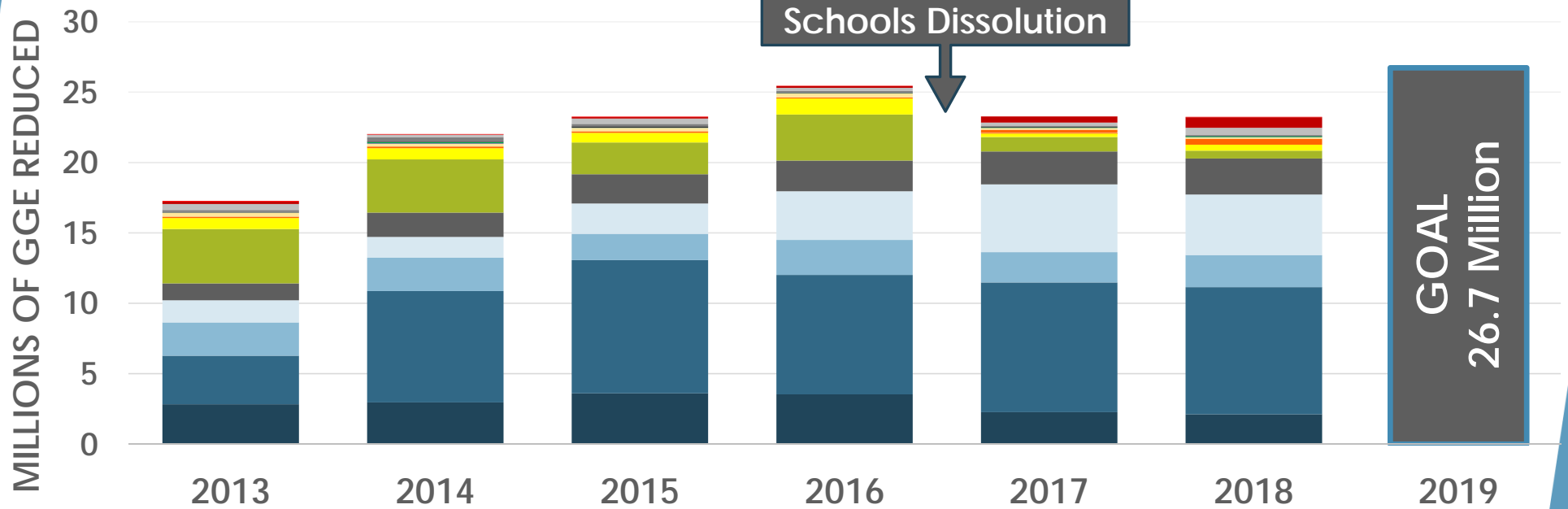
Comparison:  
RTC Initiatives  
Credited in  
Conformity =  
2.12 Tons per  
Day NO<sub>x</sub>  
Reduced

**40 REPORTING FLEETS**



Dallas-Fort Worth  
CLEAN CITIES

# ANNUAL ENERGY USE IMPACT IN GASOLINE GALLON EQUIVALENT (GGE)



- CNG-DFW Airport
- CNG-DART
- CNG-Trinity Metro
- CNG-Other
- LNG
- LPG
- Biodiesel
- Renewable Diesel
- E85 Ethanol
- Hybrid
- Plug-In Hybrid
- Electric
- Off-Road
- Truck Stop Electrification
- Other Idle Reduction
- Fuel Economy Improvement
- VMT Reduction



# 2019 FLEET RECOGNITION AWARD WINNERS



Dallas-Fort Worth  
CLEAN CITIES

TO BE ELIGIBLE FOR RECOGNITION, FLEETS MUST:

1. SUBMIT AN ANNUAL SURVEY
2. ADOPT CLEAN FLEET POLICY

# 2019 FLEET WINNERS



Town of Addison	Denton ISD	City of Plano
City of Richardson	Tarrant County	Trinity Metro
City of Watauga		



City of Carrollton	City of Coppell
City of Dallas	City of Denton
Denton County	DFW International Airport
Town of Flower Mound	City of Irving
City of Lewisville	City of Mesquite
City of North Richland Hills	



City of Euless	City of Southlake	Dallas Area Rapid Transit
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# COMING TO DFW CLEAN CITIES IN 2020...

Coalition 25<sup>th</sup> Anniversary

DFW Clean Cities Advisory Committee

Membership Profile

Recommendations from Department of Energy

New Fleet Recognition Awards – “Shining Stars”

2020 Fleet Challenge



Dallas-Fort Worth  
CLEAN CITIES

## 2019 FLEET SURVEYS RECEIVED (AS OF 02.20.2020)

City of Arlington	City of Bedford
City of Benbrook	City of Carrollton
City of Dallas	Dallas County
City of Denton	Denton County Transportation Authority
Town of Flower Mound	City Lancaster
City of Lewisville	City of Plano
Prosper ISD	City of Southlake
Trinity Metro	City of Watauga

Don't See Your Entity Listed? You Still Have Time to Submit-  
**Final Deadline March 14, 2020**

Download the Survey and See the Latest List of Reports Received Here:  
<https://www.dfwcleancities.org/annualreport>



# FOR MORE INFORMATION

BAILEY MULLER  
SENIOR AIR QUALITY PLANNER  
817-695-9299  
[bmuller@nctcog.org](mailto:bmuller@nctcog.org)



Dallas-Fort Worth  
CLEAN CITIES

[cleancities@nctcog.org](mailto:cleancities@nctcog.org)  
[www.dfwcleancities.org](http://www.dfwcleancities.org)

# MTP Policy Bundle Fact Sheet – Round 4

## Must my entity complete a new Application?

Yes, all entities must complete a new application every round and submit all required documentation.

## How many TDCs will be available?

Each round, the Transportation Improvement Program (TIP) team will review federal funding availability for the upcoming round and determine the number of Transportation Development Credit's (TDCs) to be allocated to all new qualifying entities.

## When can I request an Application?

Applications can be requested at any time, but applications will not be available to be sent to the requestors until the round opens in the fall.

## How do I request an Application?

Applications can be requested by going to: [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle) and clicking on the *Request an Application* link.

## How long do we have to use any TDCs awarded?

TDCs will be available to programs through the TIP team throughout the fiscal year as opportunities arise. Entities participating this round will have two years from the date of the award to add new projects to the TIP. Entities must work with NCTCOG staff to allocate TDCs to an eligible project. Once projects are selected for inclusion in the TIP, entities have two years to meet the following requirements or the TDCs expire:

- Sign a TDC agreement with the Metropolitan Planning Organization
- Begin project implementation

## What type of projects are eligible?

- Must be used for new projects, not previously selected projects
- Must be eligible for federal roadway or air quality funds
- Projects that improve air quality and relieve congestion, including transit improvements, bicycle and pedestrian facilities and programs, and traffic flow improvements
- Projects will be vetted against typical Regional Transportation Council selection criteria

## Timeline for MTP Policy Bundle – Round 4:

March 20, 2020	April 27, 2020	June 2020
Applications due for those requesting NCTCOG assistance	Policy Bundle – Round 4 Application Deadline	Regional Transportation Council Approval of Policy Bundle Awards

# One-Day Designing for Pedestrian Safety 201 Workshop

Online registration for the one-day course is now available at  
[www.nctcog.org/pedsafety](http://www.nctcog.org/pedsafety)

Source: NCTCOG

## Pedestrian Safety in North Central Texas

The Federal Highway Administration (FHWA) Office of Safety has been working to aggressively reduce pedestrian deaths by focusing extra resources in the cities and states with the highest rates of pedestrian crashes and fatalities. FHWA has designated the Dallas-Fort Worth area as a focus city for pedestrian safety and is offering technical assistance and training to address the pedestrian safety challenges throughout our region.

**Workshop facilitators will highlight best practices and local examples addressing the following topics:**

- Intersection Geometry (curb extensions)
- Crossing Islands and Raised Medians
- Rectangular Rapid Flashing Beacons (RRFBs)
- Higher-Speed Multilane Arterials (with emphasis on lighting and interchanges)
- Leading Pedestrian Intervals
- Pedestrian Hybrid Beacons (PHBs)
- Marked Crosswalks and Crosswalk Enhancements

**Cost: \$10 for those who would like a box lunch provided  
 or FREE to those who will bring their own lunch  
 (the workshop will include a 30-minute lunch break.)**

### **Seating is limited!**

To ensure your seat please register early for one of the workshop locales at  
[www.nctcog.org/pedsafety](http://www.nctcog.org/pedsafety)

**(Note: The same material will be presented at both the Fort Worth and Mesquite locations.)**

#### **FORT WORTH**

**Date:** Wednesday, April 29, 2020  
**Time:** 8:30 am to 4:30 pm  
 (Sign-in begins at 8:00 am)  
**Location:** Trans-Vision Building  
 Texas Department of Transportation  
 Ft Worth District, 2501 SW Loop 820  
 Fort Worth, TX 76133

#### **DALLAS / MESQUITE**

**Date:** Thursday, April 30, 2020  
**Time:** 8:30 am to 4:30 pm  
 (Sign-in begins at 8:00 am)  
**Location:** Dal-Trans Building  
 Texas Department of Transportation  
 Dallas District, 4625 E. Hwy 80  
 Mesquite TX 75150

**Contact Matt Fall at [mfall@nctcog.org](mailto:mfall@nctcog.org) or (817) 695-9207 for additional information.**

CEU: Attendees at each workshop are eligible for engineering professional development hours; for planners, the workshop has been approved for six certification maintenance credits by APA.

north texas uas safety and integration task force presents

# Know Before You Fly Your Drone

< workshop >

UNMANNED AERIAL SYSTEM (UAS) DEVICES ARE SHOWING UP FASTER THAN RULES CAN BE MADE FOR THEM. FROM PROFESSIONAL OPERATORS TO THOSE WHO SEE DRONES FLYING NEAR THEIR HOME, IT BECAME IMPERATIVE THAT ALL NORTH TEXANS BE AWARE OF THE RULES AND REGULATIONS, BEST PRACTICES, AND WHERE TO FLY THESE DEVICES.

## when + where

03.28.20

10 AM - 2 PM

DALLAS COUNTY COMMUNITY COLLEGE - BILL J. PRIEST  
INSTITUTE FOR ECONOMIC DEVELOPMENT, HOLITZELLE  
AUDITORIUM

1402 CORINTH ST., DALLAS, TX, 75215

## what to expect

LEARN RULES AND REGULATIONS  
BEST PRACTICES + WHERE TO FLY  
AVAILABLE CAREERS + RESOURCES  
REQUIRED LICENSING  
PRE-FLIGHT PLANNING  
COST: FREE

for more information, please visit  
[northtexasuas.com](http://northtexasuas.com)

UAS

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

#### Work Program Modifications

#### Public Comments at Regional Transportation Council Meetings

#### Online Public Input Opportunity Dates

Monday, Jan. 13, 2020 - Wednesday, Feb. 11, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

#### Purpose and Topics

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

1. Work Program Modifications
2. Public Comments at Regional Transportation Council Meetings

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

#### Summary of Presentations

##### ***Work Program Modifications handout:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/01/UPWP-Mods.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications included in this round of amendments address funding adjustments for air quality management, land-use initiatives and regional aviation planning and education.

The RTC will take action on the FY2020 and FY2021 UPWP modifications in February 2020.

**Public Comments at Regional Transportation Council Meetings presentation:**

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/01/Public-Comment-at-RTC-Pres.pdf>

**Draft Rules**

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/01/Draft-RTC-Speaker-Rules.pdf>

Recent State legislation (House Bill 2840, 86th Texas Legislature) took effect on September 1, 2019. This bill states that members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment. A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment. The body may not prohibit public criticism of the body.

Opportunities for the public to speak on RTC agenda items began September 12, 2019. A single public comment period now occurs at each RTC meeting following the pledges and before any action is taken on agenda items. NCTCOG staff created a Speaker Request Card, which must be completed by each speaker prior to the start of the meeting. Speakers must provide their name, city of residence, zip code, the agenda item(s) on which they plan to speak (or provide written comments on) and whether or not they are speaking on, for or against the item(s). All comments that are received are documented in the RTC minutes and Public Comments Report.

The draft rules are currently posted for public review and comment until February 26, and the RTC will take action on them in March 2020.

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA**

**Public Comments at Regional Transportation Council Meetings**

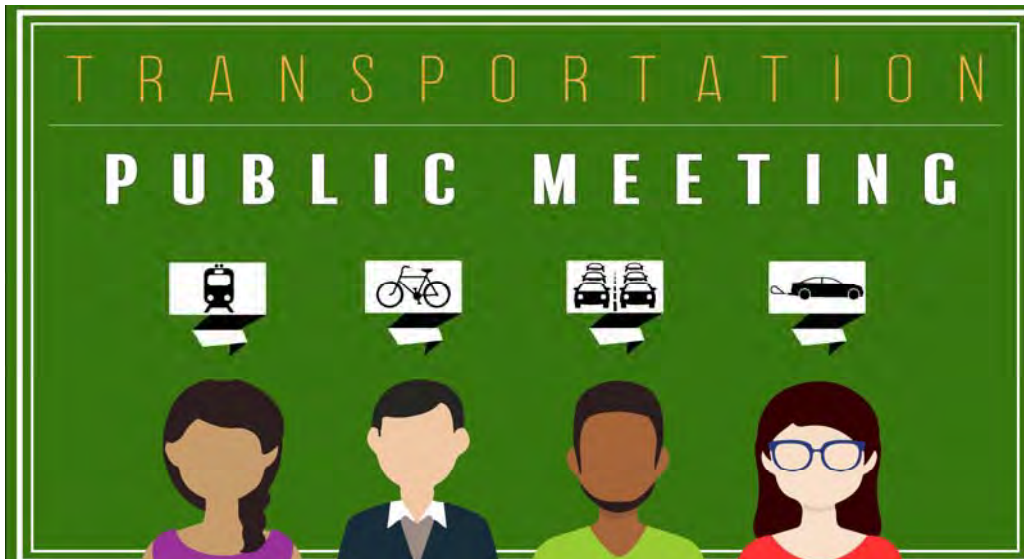
**Email**

**Gary Hennessey**

I wanted to commend the Texas Legislature for making public input a requirement for these meetings.

**Darl Easton**

Draft rules for Public Comment at RTC meetings appears to be reasonable and IAW the statute.



## PRESENTATIONS

### Transportation Improvement Program: Fiscal Years 2021-2024

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

### Proposals on Two Major Projects

The Regional Transportation Council (RTC) has considered funding a transportation improvement associated with a transformational land use change at the Collin Creek Mall site. It involves a mixed-use development with transit connections to the Downtown Plano Light Rail Station. Additionally, the RTC has been asked to fund a change order of \$20 million on the Trinity River Bridges in Fort Worth to help speed up completion. Both projects will be presented for public review and comment.

### Metropolitan Transportation Plan Policy Bundle: Round 4

To encourage the development of alternative, strategic solutions, Mobility 2045 includes a list of voluntary policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues affecting transportation in the region and cover a wide range of topics. Staff will present an overview of how the Mobility 2045 Policy Bundle Program works and how agencies work together to achieve the goals of the plan.

### Start of 2020 Ozone Season

The 2020 ozone season begins March 1 and runs through November 30, 2020. The Dallas-Fort Worth region does not meet the federal air quality standard for the pollutant ozone, and NCTCOG staff continues to implement various projects and programs to improve air quality and protect public health. Staff will present an ozone season update as well as strategies to help reduce air pollution.

### Dallas Fort Worth Clean Cities Recognition Annual Survey Results

Staff will provide an overview of the 2018 DFW Annual Fleet Survey results, which include statistics on the overall energy impact of fleets. Entities who were recognized for their transportation energy reduction efforts and strategies will also be highlighted.

## ONLINE REVIEW AND COMMENT

Proposed Modifications to the List of Funded Projects: [www.nctcog.org/input](http://www.nctcog.org/input)

## RESOURCES AND INFORMATION

Regional Smoking Vehicle Program: [www.smokingvehicle.net](http://www.smokingvehicle.net)

Vehicle Incentives & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

Mobility Plan Administrative Revisions: [www.nctcog.org/input](http://www.nctcog.org/input)

Spring Outreach Season: [www.nctcog.org/input](http://www.nctcog.org/input)

The meeting will be live streamed at [www.nctcog.org/video](http://www.nctcog.org/video) (click on the "live" tab). A video recording will also be posted online [www.nctcog.org/input](http://www.nctcog.org/input).



NCTCOGt



North Central Texas  
Council of Governments

**MONDAY, MARCH 9,  
2020 @ 6:00 PM**  
North Central  
Texas Council of  
Governments  
616 Six Flags Drive  
Arlington, TX 76011

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.

*Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).



CentrePort/DFW Airport Station  
Arrival Options March 9

Eastbound Train 5:19 pm

Westbound Train 5:31 pm

## 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.

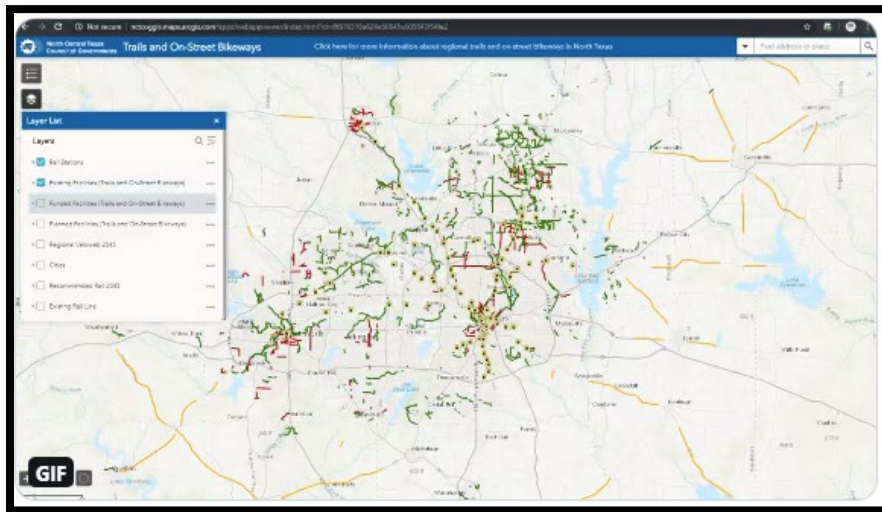
This report is a compilation of general public comments submitted by members of the public from Friday, December 20, through Sunday, January 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments regarding the Trail of the Month video and the interactive trail map online were in the majority.

#### Bicycle & Pedestrian

##### Twitter –

1. Hey, y'all! Check out our interactive map that shows all the trails in our region! Visit <http://arcg.is/0ev0r1> to map out your next hike or bike ride. – NCTCOGTransportation (@NCTCOGtrans)



2. If you have not seen or used the maps that our friends at @NCTCOGtrans have available, you really do need to check them out!! While you are there, check out their Try Parking It program and get some rewards for those bike rides!! – BikeDFW (@BikeDFW)





3. Some philanthropist w cash to spare should produce a 30 sec spot to run. Promote ALL the Trails and get folks outdoors. No one knows how it all works and ties together. – TC (@TomrCollier)

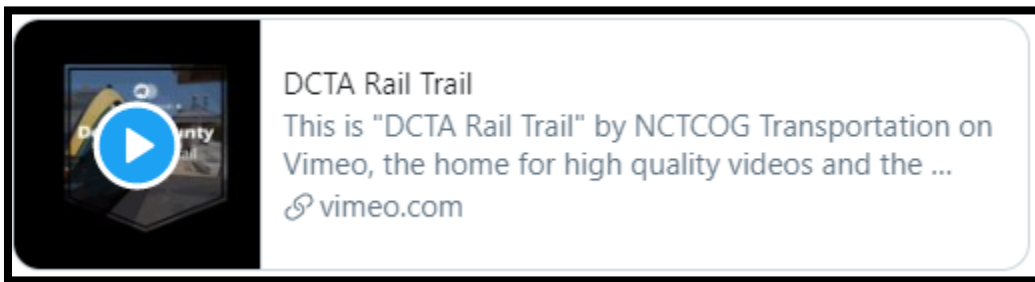


4. Check out the sixth video in our Trail of the Month series! More than a decade in the making, the A-train Rail Trail is a product of @RideDCTA collaborating with community partners including @CityofDentonTX, @CityofCorinth, @CityLakeDallas and @LewisvilleTexas. @TxDOT – NCTCOGTransportation (@NCTCOGtrans)



It was so fun to partner with you on this video and we can't thank you enough for highlighting our beautiful A-train Rail Trail! – AH – DCTA (@RideDCTA)

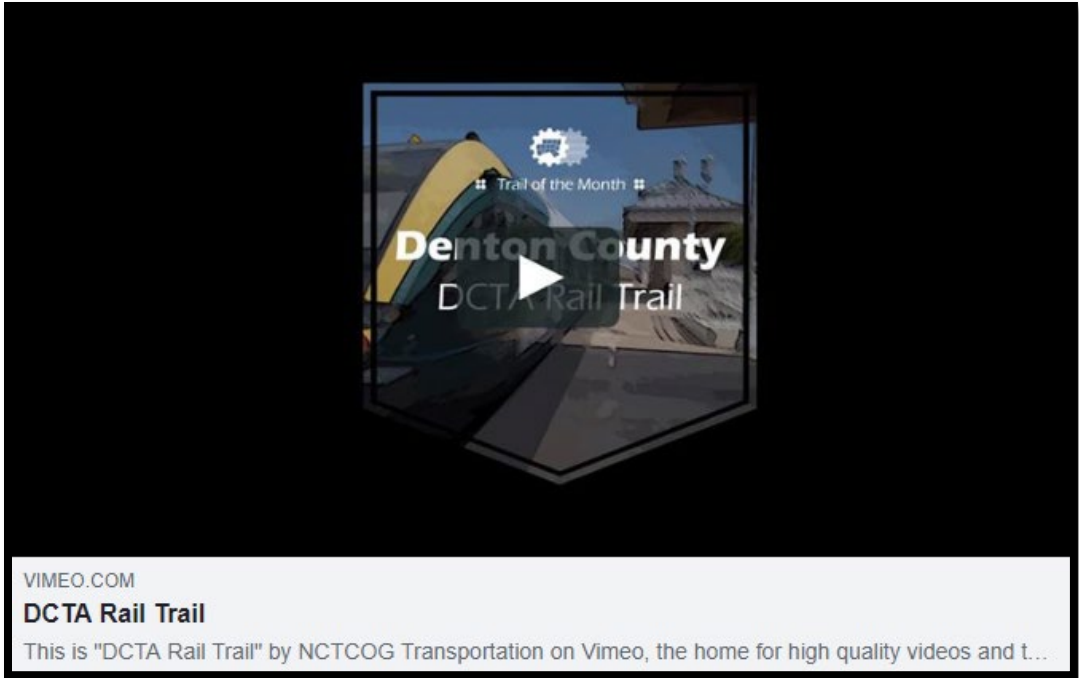
5. The @RideDCTA Rail Trail was highlighted as @NCTCOGtrans Trail of the Month! What do you like about this trail, and what could be improved? – Bike Denton (@bikedenton)



**Facebook –**

1. The 19-mile Rail Trail that runs alongside the A-train provides an additional safe yet vital connection for Denton County residents from the downtown Denton Station to the north to Hebron Station in the south.

This has been a longtime collaborative project between Denton County Transportation Authority (DCTA), NCTCOG Transportation Department, Texas Department of Transportation, Federal Highway Administration, Denton County, Texas, City of Denton, TX - City Hall, Lewisville City Hall and the City of Highland Village, Texas Government. – Denton County Judge Andy Eads

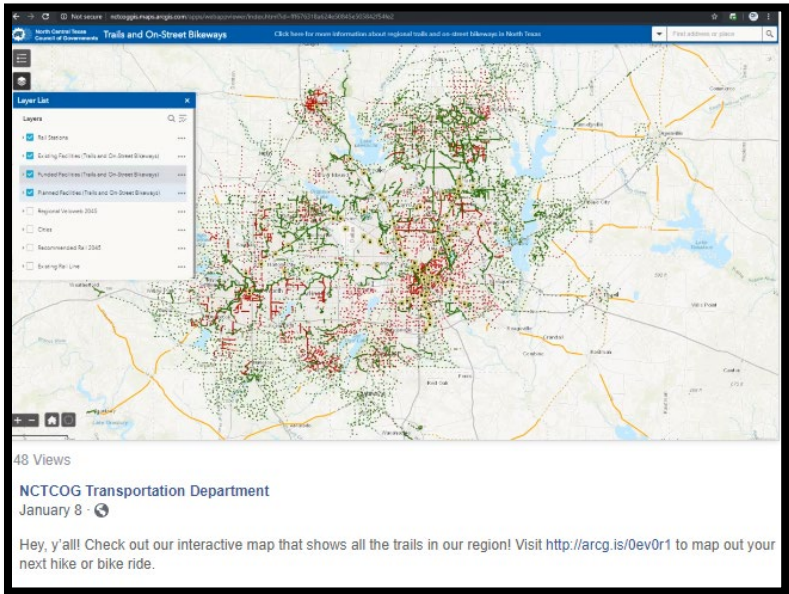


2. The Denton County Transportation Authority (DCTA) Rail Trail was highlighted by the NCTCOG Transportation Department as the Trail of the Month!

What do you like about the DCTA Rail Trail, and what could be improved?

<https://vimeo.com/383841884...> – Bike Denton

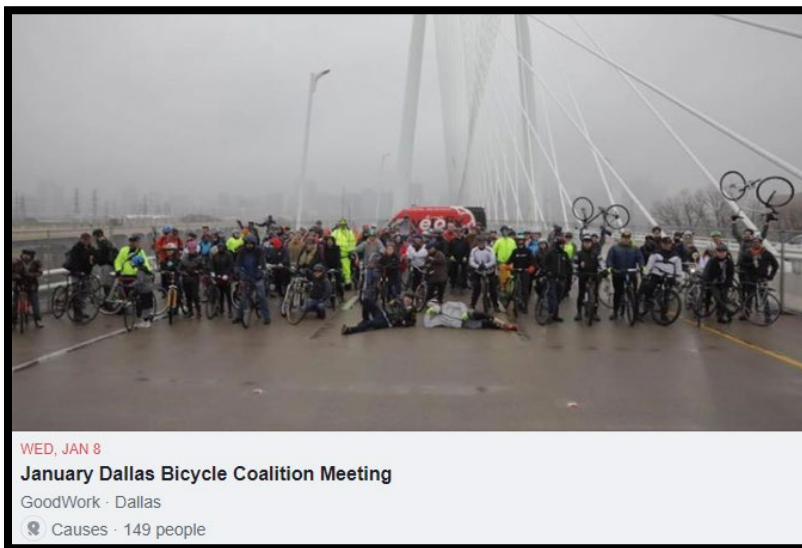
3. A great resource! Thanks NCTCOG Transportation Department ! – Bike Friendly South Dallas



4. What an awesome meeting tonight!!! Huge thanks to Lisa with Dallas Park and Recreation Department, Amanda with NCTCOG Transportation Department's Try Parking It, Cary with Friends of Northaven Trail, and Susanna with Friends of Bachman Lake for sharing your time and information with us tonight!! Thanks to all that joined us, and to Good Work for the space to have it in. Next meeting is April 1, 2020 at Pedego Dallas Electric Bikes...thanks BK for offering your space!! Stay tuned for topics and guests. – Dallas Bicycle Coalition



5. First Dallas Bicycle Coalition meeting of the new year!! Come hear more about the Rest, Ride and Repair stations going in at 3 Dallas Recreation Centers in March; how our friends at NCTCOG Transportation Department have revamped their Try Parking It app and program; and updates on several City of Dallas projects. Hope you will join us for this informative evening!! – BikeDFW



## **Innovative Vehicles & Technology**

### **Email –**

#### **1. Paul McManus**

I fully support the initiatives to bring electric buses to DFW Airport, and I also fully support high speed rail and Hyperloop development!

#### **2. James Lawrence**

Very interested seeing more investment in EV infrastructure.

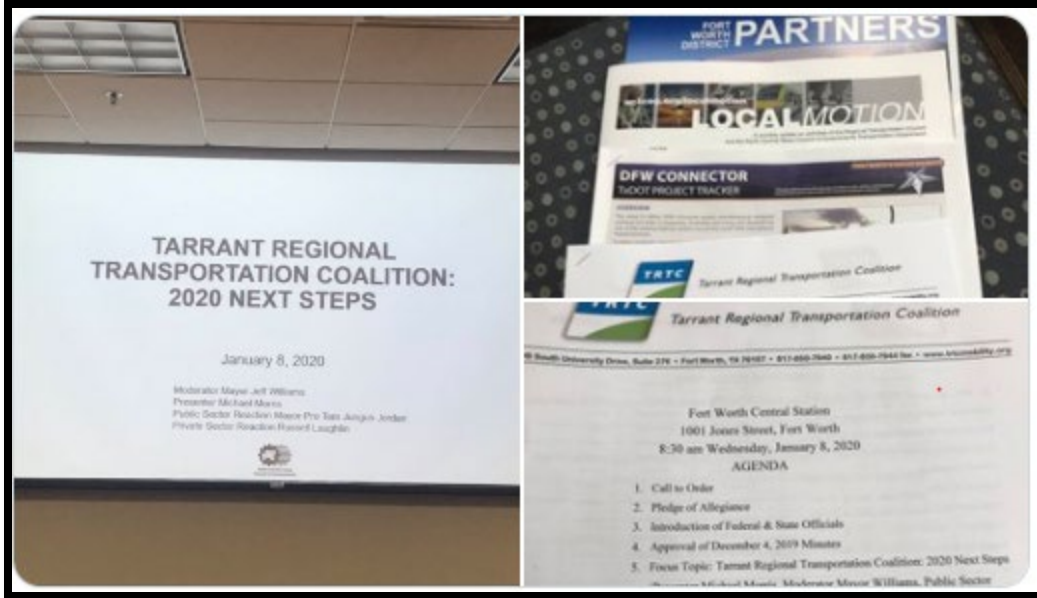
## **Public Meetings & Forums**

### **Twitter –**

1. Wishing everyone a happy and safe Holiday Season! We also want to remind you that the first TRTC monthly meeting of 2020 is on Wednesday, Jan. 8! Michael Morris, Director of Transportation for @NCTCOGtrans will host a panel discussion. See you in the new year! – TRTC (@trtcmobility)



2. At Fort Worth Central Station for the first meeting of the year and decade of the Tarrant Regional Transportation Coalition (TRTC). <https://trtcmobility.org> @trtcmobility @TrinityMetro @NCTCOGtrans @CityofFortWorth @TarrantCountyTX – Sal Espino (@SAL\_FW)



3. "This isn't just a conversation with the Texas Legislature but a conversation with lots of people." @trtcmobility @NCTCOGtrans #localgov #mobility – Maggie Jones (@RealMaggieJones)

4. .@NCTCOGtrans' Michael Morris talks about the importance of a broader conversation in the transportation arena @trtcmobility #mobility #localgov #partnerships #ecodev – Maggie Jones (@RealMaggieJones)

**Facebook –**

1. Wishing everyone a happy and safe Holiday Season! We also want to remind you that the first TRTC monthly meeting of 2020 is on Wednesday, Jan. 8! Michael Morris, Director of Transportation for the NCTCOG Transportation Department, will host a panel discussion. See you in the new year! – Tarrant Regional Transportation Coalition



2. To the Texans in our audience - The North Texas UAS Safety and Integration Task Force and NCTCOG are hosting a drone safety workshop on January 18th. Consider attending if you're located near Arlington, TX. – UAV Coach



3. Local #drone owners! Check out the workshop below! – Fortress UAS



## Project Planning

### Email –

#### 1. Jonathan Gardea

Need to widening SH 114 to four lanes in each direction between SH 170 and the Southlake area.

#### 2. Roy Johnson

Project 0918-47-277 VA FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES You should not waste any money until the private firm has proven they can complete

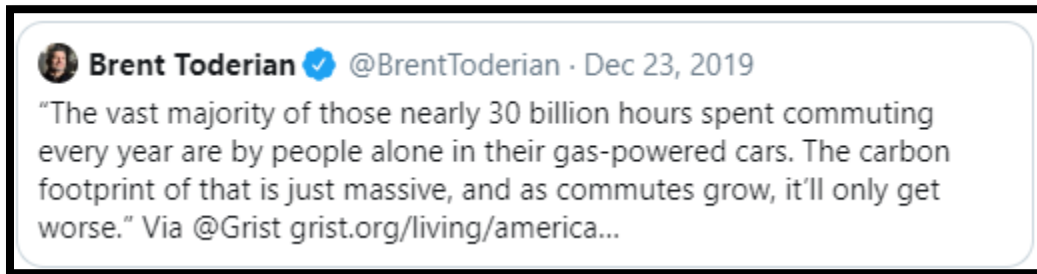
the project and obtain the power to condemn which as of today they DO NOT HAVE. Spend the money elsewhere helping local residents that could use something today

### 3. Joy Beavers-Paprskar

Too much traffic, too many people, too much businesses now, and in planning. Air is BAD.

### Twitter –

1. And @NCTCOGtrans & @TxDOT are two of the nation's leading enablers of this. – Wyle H Dallas (@Wylie\_H\_Dallas)



and what is the solution? force people to live in multi-story buildings and ride public transit? – Peter Kurilecz (@RAINbyte)

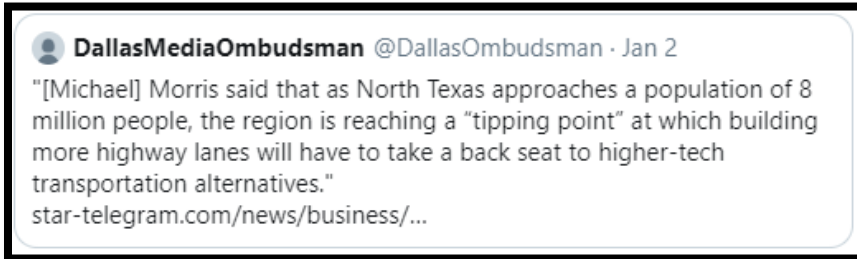
No. Rather, stop government's disproportionate subsidization of highway & supporting infrastructure sprawl. – Wyle H Dallas (@Wylie\_H\_Dallas)

2. .@NCTCOGtrans & @TxDOT consulting with external advisors – Wyle H Dallas (@Wylie\_H\_Dallas)





3. .@NCTCOGtrans' Michael Morris, looks to move on from the deadly, inefficient highway network he's created-- next stop: flying taxis and hyperloops. Still no mention of basics like buses, sidewalks, bike lanes, etc. – Wylie H Dallas (@Wylie\_H\_Dallas)



4. Gov. Greg Abbott: Emphasis on Building Out Texas Roads 'Is Going to Change'  
@NCTCOGtrans @GovAbbott @CityOfDallas 👍 – Lee M. Kleinman (@LeeforDallas)

### Transit

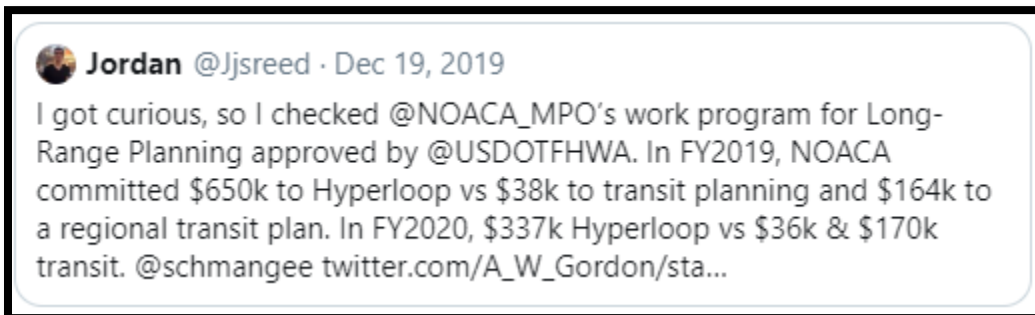
#### Email –

1. **Thomas L. Ufert**

What does a resident of Haltom City, TX have to do to gain access to handicapped-accessible public transportation? It is my understanding that WE DO NOT HAVE ANY handicapped-accessible public transportation! WHY? How do we change this obvious discriminatory situation?

#### Twitter –

1. I'd be curious to see how these dollars compare with what @NCTCOGtrans has spent on hyperloop "planning" vs actually viable #TransitAlternatives – Loren S. (@txbornviking)



2. Great memory: A year ago #TEXRail was launched! Thank you for riding TEXRail & let's keep moving forward on transit in our community & region. @TrinityMetro @DFWAirport @CityofFortWorth @GrapevineTXCity @GrapevineTXCity @NCTCOGtrans @TarrantTransit @trtcmobility @DTFortWorth – Sal Espino (@SAL\_FW)



3. Every state DOT with a district office that serves a major city should make sure that district office is in a walkable, bikeable, transit rich community so that their employees can get to work and meetings using these modes. That's it. That's the tweet. #TRBAM #TRB2020 – Scott Bricker (@sbrix)

The @NCTCOGtrans main office is in @CityOfArlington, quite literally the largest city in the U.S. with no public #transit – Loren S. (@txbornviking)



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

## February 2020

### CALENDAR

**February 5, 8:30 am**  
**TRTC**

Fort Worth Central Station  
1001 Jones St.  
Fort Worth, TX 76102

**February 7, 11 am**  
**DRMC**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**February 27, 10 am**  
**Regional Transportation Council**  
**NCTCOG**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**February 28, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
**NCTCOG**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### Transit agencies begin surveys to gauge demand

The first phase of a regionwide transit survey began February 3. Dallas Area Rapid Transit, McKinney Avenue Transit Authority and Trinity Railway Express passengers are being asked to help planners determine the demand on the system. Funded through a partnership between the North Central Texas Council of Governments, DART, Denton County Transportation Authority and Trinity Metro, the surveys will be conducted in two phases.

The first survey is an on-to-off survey that will attempt to measure demand. Upon boarding, riders on the larger DART bus routes (at least 1,000 riders per day) will be handed cards by surveyors wearing blue vests. Riders will return the cards when they get off the bus. On DART and TRE trains, and the M-Line Trolley, passengers will simply be asked where they will get off.

A subsequent interview survey will be conducted involving DART, MATA, Dallas Streetcar and TRE passengers beginning February 24 to collect information about their trips, the fare and demographics. In most cases, this will occur through an interview by the surveyors. On express routes, passengers will be asked to fill out a paper questionnaire. DCTA and Trinity Metro riders will be surveyed later this year. Riders of Trinity Metro and DCTA vehicles can expect to be asked to participate in the on-to-off survey after Labor Day and the interview survey later in the fall.

The surveys are voluntary, and answers will be kept confidential. Questions regarding the passengers' starting locations and destinations will provide details about why people are choosing transit and paint a picture of how the system is used. The survey information will allow transit agencies to better address demand and to plan future transit needs.

For more information, visit [www.nctcog.org/transitsurvey2020](http://www.nctcog.org/transitsurvey2020).

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

## DCTA completes rail trail, opening more choices for active transportation

The Denton County Transportation Authority's 19-mile A-train Rail Trail is now complete following years of construction. The final construction project phase connecting Highland Village/Lewisville Lake station to downtown Lewisville was completed at the end of December 2019.

Recognized as NCTCOG's Trail of the Month in January, the A-train Rail Trail runs alongside the agency's commuter rail line and was designed to complement its surroundings and adjacent facilities. Pedestrians and cyclists can enjoy a safe and fun travel experience on DCTA's A-train Rail Trail, which connects all five A-train stations from the Downtown Denton Transit Center all the way to the Hebron Station in Lewisville.

With scenic views and easy accessibility, the A-train Rail Trail is a viable amenity for biking, walking, running and other exercise activities.

"Our staff has worked diligently with our many partners on our A-train Rail Trail and having the trail construction complete is a significant milestone for us," DCTA CEO Raymond Suarez said. "The rail trail is a viable mobility option that provides a multitude of benefits for the many communities DCTA services such as economic and transit-oriented development opportunities for cities along the trail, recreational option for affordable exercise and enhanced quality of life."



DCTA Photo

Bicyclists and pedestrians can now enjoy the 19-mile A-train Rail Trail after the facility was completed in December.

### A-train Rail Trail by the Numbers

- **Length:** 19-miles
- **Total Cost of Construction:** Approximately \$14 million
- **Construction Time:** 9 years to complete the trail
- **Completion Date:** The rail trail was officially completed on December 30
- **City Parks Included in Trail:** The Denton Branch Rail Trail, Lewisville and Highland Village trails are incorporated in the A-train Rail Trail system.

- Submitted by DCTA

## **REGIONAL RAIL**

### **TEXRail marks one-year service anniversary**

Trinity Metro's TEXRail celebrated one year in operation January 10, providing a comfortable and convenient ride between downtown Fort Worth and Dallas Fort Worth International Airport's Terminal B.

At the end of 2019, TEXRail ridership reached 545,345 for the year. December was a record-setting month, with 51,217 passengers.

The previous record for paid ridership was 44,741, which occurred in November.

Ridership patterns emerged during the first year, with DFW Airport

Terminal B Station consistently ranking first in ridership on weekdays and Sundays. On Saturdays, Grapevine/Main Street had the highest ridership.

To put the anniversary in perspective, consider the number of miles TEXRail has traveled since beginning operations.

Between January 10, 2019, and late July, the trains traveled 230,442 miles between Fort Worth T&P Station and DFW Airport Terminal B Station. Frequency increased to 30 minutes during peak travel times late in July. From that point through January 10, 2020, the mileage is 297,594.

# **REGIONAL**News

### **Grants available for alternative fuel facilities**

Applications for alternative fuel facilities funding available through the Texas Commission on Environmental Quality will be accepted until March 18.

TCEQ has up to \$12 million in grants available for the construction of new alternative fueling facilities or the expansion of existing facilities to provide new services or capacity.

Eligible fuel types include compressed natural gas, liquefied natural gas, propane, biodiesel, methanol, hydrogen and electricity.

Here are the funding details:

- Up to \$400,000 for a CNG or LNG project
- Up to \$600,000 for a combined CNG and LNG project
- Up to 50% or \$600,000 for all other fuels

To see full project eligibility requirements and application details visit [www.tceq.texas.gov/airquality/terp/ctt.html](http://www.tceq.texas.gov/airquality/terp/ctt.html).

### **\$20M for transportation alternatives**

The 2020 Transportation Alternatives Call for Projects is expected to open March 2, providing approximately \$20 million for bicycle-pedestrian improvements and other active transportation options. The Regional Transportation Council will consider approval of the opening of the call for projects when it meets at 10 am February 27.

Eligible projects include on- and off-road bicycle-pedestrian facilities, multimodal connections to public transportation and bike-pedestrian infrastructure focusing on safety. Projects intended to improve the safety of students walking and bicycling to school are also eligible for funding.

Projects selected may receive between \$300,000 and \$5 million in federal funding. A minimum 20% match is required for construction. The deadline to submit applications for the call for projects is 5 pm May 15. For more information, visit [www.nctcog.org/tap](http://www.nctcog.org/tap).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$14 million**

The cost of the 19-mile A-train Rail Trail, completed by DCTA in December.

# **PUBLIC** *Involvement*

## **Comment on HB 2840 rules online until Feb. 26**

North Texans wishing to provide feedback on draft rules governing public input at Regional Transportation Council meetings may do so at [www.nctcog.org/input](http://www.nctcog.org/input) through February 26.

The RTC drafted the rules to outline how the transportation policymaking body will accept comments during its meetings following the passage of House Bill 2840 by the Texas Legislature last year.

HB 2840, which mandates that public meetings must reserve time before any votes are taken on action items, passed through the Texas Legislature with bipartisan support and took effect in September.

The rules introduced by the RTC seek to ensure residents' concerns are heard in a timely and efficient manner. Three minutes will be allotted to each resident seeking to comment, and six minutes for anyone requiring the assistance of a translator.

A translation must be requested 72 hours prior to the meeting. Speaker request cards must be completed prior to the start of the RTC meeting. The RTC is expected to consider adopting the new rules March 12.

## **Winter Mobility Matters features Try Parking It**

The winter issue of Mobility Matters is now available in print and online. This edition of the NCTCOG Transportation Department's semiannual newsletter features the newly redesigned Try Parking It website and app, efforts to bring high-speed transportation to North Texas and news about other significant regional transportation projects.

Additionally, Arlington Mayor Jeff Williams is this issue's RTC spotlight candidate, discussing his city's role in the region's innovative approach to transportation. To read Mobility Matters online, visit [www.nctcog.org/mobilitymatters](http://www.nctcog.org/mobilitymatters).

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