

Please note, the meeting will end as scheduled on the agenda due to a NCTCOG Executive Board subcommittee that will begin at 11:30 am.

AGENDA

REGIONAL TRANSPORTATION COUNCIL Thursday, February 27, 2020 North Central Texas Council of Governments

- 10:00 am Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 10:00 – 10:05** 1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**
 Information Minutes: 5
Item Summary: This item provides an opportunity for the public to speak on meeting agenda items. A Speaker Request Card is available at the side table. Please provide a Speaker Request Card to the North Central Texas Council of Governments designated staff person. For today's meeting, public comments will be heard on all items.
Background: N/A
- 10:05 – 10:10** 2. **Approval of January 9, 2020, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Andy Eads, RTC Chair
Item Summary: Approval of the January 9, 2020, minutes contained in [Reference Item 2](#) will be requested.
Background: N/A
- 10:10 – 10:15** 3. **Consent Agenda**
 Action Possible Action Information Minutes: 5
- 3.1. **McKinney Avenue Trolley Funding**
Presenter: Shannon Stevenson, NCTCOG
Item Summary: Regional Transportation Council approval for funding to McKinney Avenue Transit Authority (MATA) to continue enhanced connectivity between Uptown and Downtown Dallas will be requested.
Background: In spring 2018, Uptown Dallas, Inc. Public Improvement District commissioned a community survey for residents, local businesses, and trolley riders that found more frequent service was needed for riders. As a result, MATA tested ridership using an additional railcar during weekdays in October and November 2019. With ridership increasing 30 percent, MATA reached out to the North Central Texas Council of Governments seeking support to implement its Improved Service Frequency Plan, including funding to increase the number of railcars during weekdays in 2020. Funding will support operational functions for the first two years of increased service while MATA secures additional long-term funding.

Action will be requested to utilize existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$650,000 to support MATA's Improved Service Frequency Plan and ensure enhanced connectivity between Uptown and Downtown Dallas. More details can be found in [Electronic Item 3.1](#).

Performance Measure(s) Addressed:

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

3.2. FY2020 and FY2021 Unified Planning Work Program Modifications

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021. Amendments to this document are being proposed to reflect new initiatives, project updates and funding adjustments. The proposed amendments were posted on the North Central Texas Council of Governments (NCTCOG) website for public review and comment, and are also included as [Electronic Item 3.2.1](#). No public comments were received. Additional information is provided in [Electronic Item 3.2.2](#). The Surface Transportation Technical Committee took action at its January 24 meeting to recommend Regional Transportation Council approval of the modifications.

Performance Measure(s) Addressed:

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

3.3. Future Transportation Alternative Call for Projects

Presenter: Kevin Kokes, NCTCOG

Item Summary: Regional Transportation Council (RTC) action will be requested on the recommended eligible project categories, process, scoring criteria, and schedule for the upcoming 2020 Transportation Alternatives (TA) Call for Projects for the North Central Texas Region.

Background: Approximately \$20 million is anticipated to be available to fund TA projects, including Safe Routes to School projects, in the North Central Texas Council of Governments Metropolitan Planning Area. Projects eligible under this program are proposed to include on- and off-road pedestrian and bicycle facilities, multimodal connections to public transportation, and pedestrian and bicycle infrastructure associated with Safe Routes to School projects that will substantially improve safety and the ability for students to walk and bicycle to school. A meeting to obtain comments and feedback from the public occurred at the November 2018 meeting of the Bicycle and Pedestrian Advisory Committee and a workshop was held on January 21, 2020. Additional details are provided in [Electronic Item 3.3](#).

Performance Measure(s) Addressed:

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

3.4. Endorsement of Projects Submitted for the 2020 Infrastructure for Rebuilding America Discretionary Grant Program

Presenters: Jeffrey C. Neal and Jeff Hathcock, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of projects submitted for award consideration in the Fiscal Year (FY) 2020 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program for highway and freight projects of national and regional significance will be requested.

Background: In January 2020, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the 2020 INFRA Discretionary Grant Program regarding surface transportation initiatives that have a significant impact on the nation, a region, or a metropolitan area. Applications were due to the US DOT by February 25, 2020.

RTC action to endorse the projects proposed for INFRA Grant funding by North Central Texas Council of Governments (NCTCOG) staff will be requested due to reduced timing between the solicitation announcement and submittal deadline and the rescheduling of the February 13, 2020, RTC meeting. Proposed projects recommended by NCTCOG staff are the Virgin Hyperloop One Certification Center and an updated iteration of the North Texas Multimodal Operations, Velocity, Efficiency, and Safety (MOVES) Program, which was previously submitted in 2019. Information on the MOVES Program is provided in [Electronic Item 3.4.1](#). The application developed on behalf of the Virgin Hyperloop One Certification Center represents

an advocacy position that innovative initiatives pursued through the US DOT Non-Traditional and Emerging Transportation Technology Council are strongly compatible with key program objectives outlined for discretionary funding opportunities like INFRA. This position is reinforced by RTC comments provided to the United States Secretary of Transportation in the January 10, 2020, letter included in [Electronic Item 3.4.2](#).

Performance Measure(s) Addressed:

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

10:15 – 10:20

4. Orientation to Agenda/Director of Transportation Report

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Short Director of Transportation Report to meet the time requirements.

1. Regional Transportation Council (RTC) New Member Orientation Held on February 13, 2020, and Attended by a Significant Number of Members
2. Cost Overruns and Partnership Program on the Fort Worth Trinity River Bridges to be Presented to the Surface Transportation Technical Committee in February and the RTC in March
3. Jeff Neal, NCTCOG Senior Program Manager, has returned from a Series of Seminars with the United States Department of Transportation in Indonesia

10:20 – 10:30

5. Mega-Development Program: Collin Creek Mall Redevelopment

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) is formalizing a new program to combine new large developments coming to the region with redevelopments within the region. These redevelopments are most likely mixed use, multimodal, and need to be eligible throughout the region. Action will be sought on the redevelopment of Collin Creek Mall in Plano.

Background: [Reference Item 5](#) contains the proposed funding for this project, the grant/loan shares, and deal points. Transit electric, battery-powered vehicles are proposed connecting the new development with Downtown Plano and Dallas Area Rapid Transit light rail. A \$30 million parking garage is proposed with 50 percent as a grant and 50 percent as a loan. The loan repayment deal points are included in the reference item.

Performance Measure(s) Addressed:

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

10:30 – 10:50

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

Action Possible Action Information Minutes: 20

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will update the Regional Transportation Council on the latest schedule and process to formulate the Unified Transportation Program (UTP) for this year.

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 (TTC) 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, included in [Electronic Item 6.3](#), provides the foundation for a partnership.

Performance Measure(s) Addressed:

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

10:50 – 11:20

7. **Virgin Hyperloop One Certification Center Request for Proposals Response**

Action Possible Action Information Minutes: 30

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide for consideration 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 7.1](#). 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 7.2](#). [Electronic Item 7.3](#) contains information regarding the hyperloop technology, proposed Certification Center route, implications to the existing and future Mobility plans, and proposed funding. The RTC will be asked to take action on the draft resolution provided in [Reference Item 7.4](#) and proposed letter to the Secretary, provided in [Reference Item 7.5](#).

Performance Measure(s) Addressed:

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

8. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 8.1](#))
- STTC Attendance and Minutes ([Electronic Item 8.2](#))
- Local Motion ([Electronic Item 8.3](#))

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

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

11. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, March 12, 2020***, at the North Central Texas Council of Governments.

REGIONAL TRANSPORTATION COUNCIL
January 9, 2020

The Regional Transportation Council (RTC) met on Thursday, January 9, 2020, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: B. Adam McGough (representing Tennell Atkins), Richard E. Aubin, David Blewett, Mohamed Bur, Loyl C. Bussell, Chris Watts (representing Dianne Costa), Theresa Daniel, Nick Genua (representing Jeff Davis), Pat Deen, Rudy Durham, Devan Allen (representing Gary Fickes), Rick Grady, Lane Grayson, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, John Keating, Lee M. Kleinman, Mike Leyman, David Magness, Curtistene McCowan, William Meadows, Robert Miklos, Cary Moon, Barbara Odom-Wesley, John Ryan, Stephen Terrell, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, Chad West, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Amira Abdauah, Angela Alcedo, Vickie Alexander, Nick Allen, Joe Atwood, Melissa Baker, Tom Bamonte, Terry Barber, Jay Barksdale, Carli Baylor, Emily Beckham, Natalie Bettger, Brandi Bird, Alberta Blair, Amanda Boone, David Boski, Sheri Boyd, Bob Brown, Ian Bryant, Marrk Callier, Kristen Camareno, Jack Carr, Molly Carroll, Angie Carson, Ying Cheng, Lori Clark, Ceason Clemens, Nancy Cline, Mike Curtis, Clarence Daugherty, Brian Dell, Sam Dennehy, Edie Diaz, Chad Edwards, Sal Espino, Kevin Feldt, Ann Foss, Michael Gage, Mike Galizio, Christie Gotti, Rebekah Hernandez, David Hill, Robert Hinkle, Amy Hodges, Kristina Holcomb, Matthew Holzapfel, Terry Hughes, Breanne Jackson, Brian Jahn, Amy Johnson, Tom Johnson, Shannon Joski, Megan Keohen, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Audrey Koehler, Tom Krampitz, Dan Lamers, April Leger, Eron Linn, Ramiro Lopez, Paul Luedtke, Steve McCullough, Bill Meadows, Keith Melton, R. Craig Miser, Mindy Mize, Collin Moffett, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Elizabeth Mow, Jeff Neal, Mark Nelson, Vanna Ngo, Paul Paine, James Paris, Dipak Patel, Brinton Payne, Michael Peters, John Polster, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Chris Reed, Rebecca Rodriguez, Kyle Roy, Greg Royster, Steve Salin, Josh Shane, Lori Shelton, Walter Shumac, Samuel Simmons, Randy Skinner, Chelsey Smith, Paul Stevens, Shannon Stevenson, Marty Stewart, Kevin Strength, Dean Stuller, Teresa Taitt, Gary Thomas, Lauren Trimble, Paulette Vanderkamp, Dan Vedral, Lisa Walzl, Mitzi Ward, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Ed Wueste, and Phil Yerby

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments to staff.
2. **Approval of the December 12, 2019, Minutes:** The minutes of the December 12, 2019, meeting were approved as submitted in Reference Item 2. Rick Grady (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 3.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program and

other planning/administrative documents with TIP-related changes was requested. February 2020 revisions to the 2019-2022 TIP were provided in Electronic Item 3.1.

Jungus Jordan (M); Curtistene McCowan (S); The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Lori Clark presented Dallas-Fort Worth Clean Cities Fleet Recognition Awards. Bronze, silver, and gold awardees were recognized at the meeting and identified in Electronic Item 4.1. Michael Morris reviewed items in the Director of Transportation Report. He noted the region has been shortlisted as part of the competition for the Virgin Hyperloop One (VHO) Certification Center. The deadline for the next phase of the competition is February 28, 2020. Staff continues to engage the Texas Department of Transportation (TxDOT) and the Governor's Office, as well as host meetings with VHO and schedule trips to the test facility in Nevada and the VHO office in Los Angeles. Staff is also working with the Regional Transportation Council (RTC) Chair to determine the appropriate attendees. The February 13, 2020, RTC meeting will be postponed to 10 am on February 27, 2020, the day prior to the submittal deadline. This will allow staff to present information to the RTC without providing details that will be included in the proposal too far in advance of the deadline. The February 27 meeting agenda will contain action items only and will also include next steps with TxDOT. Staff will email members to confirm their ability to attend the February 27 meeting. In addition, Mr. Morris discussed correspondence in Electronic Item 4.2 related to expediting the three interchanges in the City of Irving. He noted efforts are underway by all parties to let the project as quickly as possible. In addition, he discussed transit studies funded by the RTC in Collin County, Southern Dallas County, and in cities within Tarrant County. Request for Proposals for these studies are due January 24, 2020. Mr. Morris clarified that RTC New Member Orientation will proceed on February 13, 2020, at 11 am. All members were invited to attend. Current air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. December online input opportunity minutes were provided in Electronic Item 4.3. A January online input opportunity notice was provided in Electronic Item 4.4. Electronic Item 4.5 contained the current Public Comments Report. Recent correspondence was provided in Electronic Item 4.6, recent news articles in Electronic Item 4.7, and recent press releases in Electronic Item 4.8. Reference Item 4.9, distributed at the meeting, contained information about a funding opportunity for projects that reduce emissions from existing fleets of older diesel vehicles. Transportation partner progress reports were distributed at the meeting. Michael Morris recognized Stan Pickett for his service on the Regional Transportation Council. Several members thanked Mr. Pickett for his leadership and spirit of regionalism on IH 635E.
5. **Draft Rules for Public Comments at Regional Transportation Council Meetings (HB 2840):** Amanda Wilson presented draft Rules for Public Comments at Regional Transportation Council (RTC) Meetings. As a reminder, HB 2840 took effect on September 1, 2019, and 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. A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time each member of the public can 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 than others. A governmental body may not prohibit public criticism of the body. Ms. Wilson noted that the Transportation Department implemented public comments beginning with the September 2019 RTC meeting and

continues to use informal guidelines to implement the process. To date, no members of the public have taken an opportunity to comment to the RTC directly. Draft rules have been developed and were provided in Electronic item 5.1. The intent of the process is to hear from the public directly regarding their views on RTC items and promote an orderly and fair process to do so. Staff proposed to have a single public comment period following the pledges and before any action items, similar to Agenda Item 1 on agendas since September 2019. Public comments will be taken on any agenda item. Draft rules establish a three-minute time limit; six-minute time limit if using a translator. 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 5.2, must be completed prior to the start of the RTC meeting. The card also provides an opportunity for written comments rather than speaking at the meeting. Ms. Wilson noted that in development of the draft rules, staff benchmarked local governments in the region as well as other metropolitan planning organizations in Texas on several topics and proposed draft rules are consistent with those benchmarked. The rules will be added to the Public Participation Plan as an appendix when adopted and to the RTC Bylaws when next updated in 2022. Ms. Wilson noted staff also considered room layout, and personnel and technology needs to effectively implement the public comments. In addition, she noted information regarding the opportunity to speak will be provided on the RTC website, as well as ability to request translation. Comments received will be documented in the RTC minutes. If written comments are provided, the comments will be provided in the monthly Public Comments Report. Ms. Wilson provided an overview of the schedule for this effort, which includes a 45-day public comment period. RTC action on the draft rules is anticipated at the March 12, 2020, meeting. Details were provided in Electronic Item 5.3. Barbara Odom-Wesley asked if there will be an opportunity for a person to register their comments for or against a topic even if they do not want to speak. Ms. Wilson noted the bill provides an opportunity for the public to speak to the body. However, the Speaker Request Card does allow for an option to submit a written comment. The comment will then be noted in the meeting minutes and documented through the public involvement process already in place. RTC Chair Andy Eads noted that written comments received during the Denton County Commissioners Court are copied and distributed at the meeting while the topic is deliberated. RTC Secretary Theresa Daniel also noted concern that the RTC would see the comments after an item was considered. Ms. Wilson noted this step is not outlined in the draft rules presented, and staff could include the practice of providing written comments received to members during the meeting. Rick Grady noted the City Secretary of Plano collects written comments and announces the number of written comments received for and/or against an item. A motion was made to approve staff to take the draft Rules for Public Comments at Regional Transportation Council Meetings, provided in Electronic Item 5.1, to the public for a 45-day comment period. Lee M. Kleinman (M); Rick Grady (S); The motion passed unanimously.

6. **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 project. This initiative encompasses metropolitan planning organizations (MPOs) from the Dallas-Fort Worth region to Laredo, with the North Central Texas Council of Governments (NCTCOG) as the lead agency. The final report is expected to be submitted in February 2020. As part of the study, staff reviewed the Texas Department of Transportation (TxDOT) Texas to Oklahoma Passenger Rail Study (TOPRS) recommendations for corridors, technologies, and modes of travel. The project background

was highlighted and included three corridors that were recommended in the Tier I Final Environmental Impact Statement completed by TxDOT. Technologies analyzed in the MPO's study included 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. MPO partners in the corridor enthusiastically support connecting the various regions. They have also expressed concerns regarding the need for public funding, construction costs, the project timeline, maturity and expectation of the technology, and the availability of existing rights of way to emerging and new technologies. Michael Morris discussed interest of the MPOs to advance transportation between Fort Worth and Laredo. He noted staff will need 60-90 days to engage the other MPOs regarding partnership efforts to approach the Texas Transportation Commission (TTC) and request that the project advance into a Tier II Environmental Study since the project spans several regions within the state. He added the Regional Transportation Council (RTC) will be asked to formally endorse moving forward to see Governor and TxDOT approval to move to a Tier II project as part of next steps for the project. RTC Chair Andy Eads asked about the opinions of the other MPOs. Mr. Feldt indicated the impacted MPOs are in favor of the project. Lee M. Kleinman asked if the impacted MPOs are aware the next step in the process is a Tier II Environmental Study. Mr. Morris noted they are aware of the basic steps and concerns expressed are reflective of their engagement with the community and stakeholders. Mr. Kleinman also asked if connection north to Oklahoma City has been considered and if there is an institutional structure to engage another nation regarding service to Monterrey. Staff noted volume to Oklahoma City does not warrant high-speed transportation and the TOPRS recommendations was for conventional intercity rail at a higher speed. Regarding connection to Monterrey, Mr. Morris noted the conversation with the TTC should include a request for the nation and state to engage another nation regarding seamless service to Monterrey. This would be part of a resolution or position to be brought back to the RTC for consideration. The economic impact to the State of connecting to Monterrey is significant and the French have said that demand to Monterrey would pay for service from Monterrey to San Antonio. RTC Secretary Theresa Daniel asked if the proposed model would include the MPOs in the corridor working together. Mr. Morris suggested that local elected officials on MPOs from those six communities come together to bring a common set of resolutions and position to the TTC. Secretary Daniel asked if the strategy leaves the door open for expansion south to Monterrey and north to Saint Louis. Mr. Morris noted staff will bring to the RTC the Mobility Plan recommendations for high-speed and higher-speed rail at a future meeting.

- 7. Next Steps with the Texas Department of Transportation and 10-Year Unified Transportation Program:** Michael Morris presented the latest schedule and process to formulate the Unified Transportation Program (UTP), as well as information on the comprehensive development agreements and P3 procurements. Instruction from the State of Texas is to submit all potential projects for the next UTP to the local Texas Department of Transportation (TxDOT) districts, who will then forward the list of projects to the State by the January 31, 2020, deadline. However, funding category targets will not be received until February 2020. North Central Texas Council of Governments (NCTCOG) staff is working to develop a project list that exceeds the estimated funding to prevent the potential loss of

funds during project selection by the Texas Transportation Commission (TTC). Conversations are ongoing with TxDOT regarding formula allocation and tools needed to advance projects and complete the system of projects that are underway. Before the State initiates its public involvement process for the UTP, members will be presented with the proposed project list. Mr. Morris referenced an article, distributed at the meeting in Reference Item 7, outlining TxDOT's new philosophy for transportation. He noted as conversations continue and in order to meet the January deadline, staff is working on system constraints, potential safety problems and lane drops, and will submit to the TxDOT districts four potential tolled projects for funding should the policy be updated so tolled projects can proceed. In Tarrant County, IH 30 from IH 35W to FM 157/Collins will be submitted. The project previously included tolls and there was a commitment to rebuild. The second project, IH 30 from IH 45 to US 80 or beyond, is important because of the safety issue caused by the lane drop from the Downtown Canyon project. SH 183 from SH 121 to SH 161, which is not in the appropriate configuration, is the third project to be submitted. The P3 provider will be making improvements to the non-tolled lanes, but this will create additional lanes that are not being balanced with the existing staged construction due to the lack of tools on Airport Freeway. The final project to be submitted as a tolled project is technology lanes on US 75 in Collin County. Project negotiations are ongoing and currently Mobility 2045 does not include tolled lanes on US 75. Since high-occupancy vehicle users must be maintained, tolling is being considered as a contingency. Mr. Morris noted that Regional Transportation Council (RTC) approval of the projects will be needed in the future if staff is successful in regaining use of tools. He reviewed a comparison of congestion levels and population among Atlanta, Chicago, Los Angeles and Dallas-Fort Worth. Minimal changes in congestion within the Dallas-Fort Worth region despite population growth is a testament to what the region has been doing as a team, the roll of tolled managed lanes, and the importance of regaining the ability to use tools. He also highlighted information in response to comments received regarding comprehensive development agreements, including the leveraging of funds and financial benefits of the partnerships. In addition, he discussed the managed lane system in the region. Mr. Morris noted staff expects to hear more from TxDOT regarding the path forward and will provide updates to members at the February 27, 2020, RTC meeting.

8. **Metropolitan Transportation Plan Policy Bundle – Round 4:** Kevin Feldt provided 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 (TDCs) 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. 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, 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. Action on the award of TDCs to successful participants is anticipated on July 9, 2020. Additional details were provided in Electronic Item 8.

9. **Texas Volkswagen Environmental Mitigation Program Update:** Lori Clark presented an update on Texas Volkswagen Environmental Mitigation Program funding. Approximately \$209 million was allocated to the State of Texas as part of the Volkswagen settlement agreement related to the installation of emissions defeat devices. The Texas Commission on Environmental Quality (TCEQ) is responsible for administration of funds received through the settlement. 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. Approximately \$169 million of the total funding was set aside 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. The funding has been released in specific application cycles for specific project types. The first category of funding was for school, transit, and shuttle buses. The second category includes approximately \$8.3 million for refuse vehicles, and the third category includes approximately \$6.7 million for local freight and port drayage trucks. Approximately \$7 million in remaining funds is available for other categories listed in Electronic Item 9. Ms. Clark 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, and members were encouraged to provide this information to appropriate staff within their entities. Ms. Clark also noted that as of December 2019, the Dallas-Fort Worth region has outpaced the remainder of the State in terms of funding requests. Staff will continue to monitor how the funding is being requested statewide to determine if unallocated funding could be requested for redistribution. Regarding local freight and port drayage trucks, she noted that the Texas Commissions on Environmental Quality will be hosting a webinar on January 22 at 2:00 pm. Funding is anticipated to be available the following day. Staff will continue to monitor funding available through the Texas Volkswagen Environmental Mitigation Program and provide updates to members. Lee M. Kleinman noted that this funding is a challenge to entities who keep their fleets current since eligible model years range from 1992-2009. Ms. Clark noted staff was aware of the challenge and flagged another recent funding opportunity, distributed at the meeting in Reference Item 4.9, that allows for replacement of a few newer model years.
10. **Auto Occupancy Verification Technology Update:** Natalie Bettger provided an update on the launch of a high-occupancy vehicle (HOV) detection and verification technology that will allow the region to transition from self-declaration and manual enforcement to a technology that verifies and automatically applies the HOV discount on managed lanes within the region. The technology will launch January 24, 2020, 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 which is detected by the user's smartphone. If a user does not have a smartphone, an occupant pass will be provided for free. The app automatically recognizes the number of passengers in the vehicle, and the HOV users will receive the discounted toll rate. Ms. Bettger noted that communications have been sent to current TEXpress users that receive the HOV discount regarding the GoCarma app launch. Since that time, over 22,000 visitors have accessed the website through the link provided and approximately 10,000 have preregistered for the technology. Most questions received are related to occupant passes 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, and the schedule for this effort was reviewed. Ms. Bettger noted that staff has provided answers to questions from the December 12, 2019, meeting and has received no additional feedback. Regional Transportation Council (RTC) Chair Andy Eads requested that members be included in the distribution of the press release and he encouraged members to disseminate the information through their individual agency efforts.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** Michael Morris noted that action on the Collin Creek Mall project will be included on the February 27, 2020, Regional Transportation Council meeting agenda.
14. **Next Meeting:** The February 13, 2020, Regional Transportation Council (RTC) meeting was postponed. The next meeting of the RTC is scheduled for 10:00 am, Thursday, February 27, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.

MCKINNEY AVENUE TROLLEY FUNDING

REGIONAL TRANSPORTATION COUNCIL

February 27, 2020

SHANNON STEVENSON
SENIOR PROGRAM MANAGER, TRANSIT MANAGEMENT & PLANNING

Background

Spring 2018: Uptown Dallas, Inc. (UDI) PID commissioned a community survey and found that the trolley is a valuable asset to the community, but more frequent service is needed.

Fall 2019: MATA performed extra car testing by increasing to 3 cars in service during weekday hours. Ridership increased 30% in first month of testing.

December 2019: MATA requested funding from NCTCOG, which will be a one-time request to support their Improved Service Frequency Plan while MATA secures sustainable funding.

MATA Service Area



Current Operations

- Weekdays (Mon-Thurs), 2 Cars;
- Weekends (Fri-Sun), 3 Cars
- 10,000 to 12,000+ riders per week
- Ridership outpacing revenue and operating costs for increased service

Improved Service Frequency Plan

- Run 3 Cars 7 Days/Week in early 2020
- Increase to 4 Cars in peak times in late 2020
- Annual ridership projected to increase to 700,000 in 2021

MATA Request

- How Much:** \$650,000 total for a two-year period in Regional Toll Revenue (RTR) Funds previously approved for Transit Projects
- What:** One-time bridge gap funding
- When:** March 1, 2020 – February 28, 2022
- Future Plans:** MATA is working to secure additional local revenue and is seeking government grants to sustain service

Action Requested

RTC Approval:

To utilize up to \$650,000 in existing Regional Toll Revenue funds previously approved for transit to support MATA's Improved Service Frequency Plan and ensure continue enhanced connectivity between Uptown and Downtown Dallas; and

To revise administrative documents as appropriate to incorporate this project.

For More Information

Shannon Stevenson

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

TO: Regional Transportation Council

DATE: February 20, 2020

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2020 and FY2021 UPWP was approved by the Regional Transportation Council in July 2019 and identifies the activities to be carried out between October 1, 2019, and September 30, 2021.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. In addition, the North Central Texas Council of Governments' allocation of Federal Highway Administration PL-112 Transportation Planning Funds for FY2020 has been increased. The proposed modifications were posted on the NCTCOG website for public review and comment. No public comments were received. The Surface Transportation Technical Committee took action at its meeting on January 24, 2020, to recommend Regional Transportation Council approval of the proposed modifications.

Transportation Planning Fund (TPF) Modifications

- 2.02 Transportation Data Development – Dissemination of Data (reprogram unspent funding in the amount of \$40,000 in Transportation Planning Funds from FY2019 to FY2020 to accommodate the extension of consultant services relative to web-based traffic count reporting)
- VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG's allocation of Federal Highway Administration PL-112 Transportation Planning Funds for FY2020 in the amount of \$1,272,994)

Other Funding Source Modifications

- 1.02 Program and Policy Administration – Regional Transportation Council Policy/Project Coordination (add initiative and \$75,000 Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits, to support legal and contracting assistance relative to NCTCOG Transportation Department policies and projects)
- 1.03 Fiscal Management and Information Systems - Local Funding Commitments (add \$2,400 local funds for the Southern Dallas County Regional Veloweb Shared-use Path and update text to reflect use of local funds)
- 2.01 Travel Forecasting Support – Sketch Planning Tool for Transit Ridership Estimation (update text to reflect the use of university assistance rather than consultant assistance in the development of a simple sketch model to estimate transit ridership)
- 3.03 Air Quality Management and Operations (add \$90,000 Department of Energy [DOE] funds to continue activities associated with the Dallas-Fort Worth Clean Cities Coalition, which focus on improving efficiency and reducing negative air quality impacts of transportation)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (remove \$2,747,900 in Congestion Mitigation and Air Quality Improvement Program funds, \$109,500 in Regional Transportation Council (RTC) Local funds, and \$577,500 in local funds as a result of the close-out of the Clean Technologies Revolving Loan Fund Program)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$119,450 Texas Commission on Environmental Quality funds for school bus replacements, engine replacements, and alternative fuel conversions under the North Central Texas Clean School Bus Program Supplemental Environmental Project)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$40,000 DOE funds via NCTCOG’s Environment and Development Department and update text to include work activities related to a regionally focused energy management program)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$25,000 DOE funds as a subrecipient of funding awarded under the FY2019 Commercial Trucks and Off-road Applications funding opportunity and update text to include a study and comparison of maintenance costs of heavy-duty diesel and natural gas goods movement vehicles)
- 3.03 Air Quality Management and Operations – Local Government Policies/Community Readiness (add \$40,000 DOE funds as a subrecipient of funding awarded under the FY2019 Advanced Vehicle Technologies Research funding opportunity and update text to include data collection on the use and performance of electric vehicles and electric vehicle infrastructure)

- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (carry over unspent funding balance of \$126,410 in RTC Local funds from FY2019 to FY2020 to accommodate extension of consultant contract for the Regional Parking Analysis)
- 5.03 Land-use/Transportation Initiatives – DART Red and Blue Lines Transit-Oriented Development (TOD) Planning Study (carry over unspent funding balance of \$139,000 Federal Transit Administration funds and \$34,750 RTC Local funds to accommodate an increase in the consultant contract for survey activities and program remaining allocation of project funds)
- 5.09 Regional Aviation Planning and Education – Regional Aviation System Planning (add \$200,000 RTC Local funds to support an update of the Regional Aviation System Plan and other project activities)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect \$55,000 STBG funds and \$35,000 local funds for Bicycle-Pedestrian Count Equipment funded in Subtask 5.03)

Other Funding Source Budget Modifications

In addition to the modifications proposed above, adjustments are also proposed to other projects as a result of a reconciliation between the North Central Texas Council of Governments' (NCTCOG's) FY2020 budget, programmed dollars in the Unified Planning Work Program, and unprogrammed dollars that have previously been approved. Affected funding sources include the Environmental Protection Agency (EPA), Federal Transit Administration (FTA), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Texas Department of Transportation (TxDOT), Regional Toll Revenue (RTR), and local funds. The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

Non-TPF Budget Adjustments

Funding Source	Amount	UPWP Subtasks
EPA	\$823,200	3.03
FTA	\$33,400	2.01
STBG	\$611,980	5.06, 5.08, 5.11
CMAQ	\$865,000	1.01, 3.03, 5.03, 5.05
TxDOT	\$50,210	5.05, 5.11
RTR	\$101,980	4.02, 5.01, 5.02
Local	\$675,325	2.01, 3.03, 5.03

The Regional Transportation Council has previously taken action in support of the following projects (e.g., via the Transportation Improvement Program), and they are now being incorporated into the FY2020 and FY2021 Unified Planning Work Program:

- 3.03 Air Quality Management and Operations – Local Government Policies/Community Readiness (add \$80,000 Federal Highway Administration funds and \$20,000 RTC Local funds, and update text to include the I-45 Zero Emissions Vehicle Corridor Plan)
- 5.05 Congestion Management Planning and Operations – Managed Lane Technology Assessment (add \$4,000,000 STBG funds and \$1,000,000 Texas Department of Transportation [TxDOT] funds to support the implementation of auto occupancy verification technology on the region’s managed lane system)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj
Attachment

AMENDMENT #2 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Regional Transportation Council Policy/Project Coordination

Other Funding Sources

This element will be ongoing for FY2020 and FY2021, providing contract management and legal support. Among the activities is staff legal assistance relative to coordination for Regional Transportation Council policies and projects; evaluation, development, and negotiation of legal instruments and mechanisms to implement metropolitan planning organization programs and initiatives; and enhancement of legal review system and tracking mechanisms for information sharing and decision making. Work activities will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Assistance to the Texas Department of Transportation, as requested;
- Participation on and support for special task forces;
- Identification of federal and State laws to support policy decisions;
- Identification of institutional mechanisms to implement policies and projects;
- Executed contracts and/or agreements and amendments; and
- New and/or improved tracking mechanisms for information sharing and decision making.

1.03 Fiscal Management and Information Systems

Local Funding Commitments

Other Funding Sources

During FY2020 and FY2021 NCTCOG local, ~~and~~ Regional Transportation Council Local, ~~and other local~~ funds will be utilized to support certain fiscal processes and fulfill financial commitments. Such items may include:

- Local match to support TxDOT Direct State Costs for State-administered projects; and
- Other costs to supplement project implementation.

2.01 Travel Forecasting Support

Sketch Planning Tool for Transit Ridership Estimation

Other Funding Sources

This component is comprised of activities related to the development of a simple sketch model to estimate transit ridership. Estimations will be made using transit route characteristics, Census data, and on-board transit survey data. The goal of this project is to develop a simplified modeling tool which will help speed preliminary analysis as well as perform spot checks for validation of the

regional travel model. The tool will ultimately be included in the development of a Geographic Information System (GIS) interface, for which **consultant university** assistance will be utilized. Federal Transit Administration 5339 funds and Regional Transportation Council Local funds will be utilized to support efforts. This component will continue through FY2020 and FY2021 with anticipated products to include:

- Final project report; and
- Application software.

3.03 Air Quality Management and Operations

Fleet & Commercial Strategies

Other Funding Sources

Vehicle fleets and commercial vehicle activity, especially older heavy-duty diesel vehicles, are a major source of air pollution. NCTCOG carries out strategies focused on reducing emissions from these vehicles by encouraging retirement of older “legacy” vehicles, improving efficiency of vehicles, and encouraging use of cleaner, lower-emitting technologies and fuels. Through this work, NCTCOG also performs work associated with being an Affiliate of the EPA SmartWay Transport Program and engages with the freight truck industry through the Saving Money and Reducing Truck Emissions Program. Additional efforts are focused on reducing air pollution through efficiency improvements in other institutional operations **for both governments and businesses**, such as building efficiencies, which will become more important as developments in electric vehicle technologies, such as vehicle-to-grid projects, result in more integration of the transportation and built environment sectors.

Demonstration programs investigate methods to reduce fuel use and emissions not only through emissions testing, but also through activity and behavior modifications. Typically, these programs seek to demonstrate the benefit and feasibility of potential or conceptual measures for greater implementation. Projects may include both light-duty and heavy-duty vehicles of multiple fuel types, non-road equipment, and energy conservation techniques.

This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Department of Energy funds, Environmental Protection Agency funds, Texas Commission on Environmental Quality funds, Regional Transportation Council Local funds, other local funds, Transportation Development Credits, and private funding sources. Consultant assistance may be used. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Competitive grant applications to seek additional funds to facilitate Calls for Projects (CFPs) and technology implementation efforts;
- Grant awards or other financial assistance for, and implementation of, technology projects that reduce emissions from fleet and commercial vehicles, including vehicle or equipment repair, replacement, repower, retrofit, idle reduction technologies, refueling infrastructure, or other emissions reduction technologies;
- **Participation in a study comparing the maintenance costs between heavy-duty diesel and natural gas goods movement vehicles;**
- On-site visits and monitoring of funding recipients to ensure grant compliance, reporting and project fulfillment;

- Reports on funded grant activities and outcomes related to various pilot programs or demonstration projects and technology improvement programs;
- Communications regarding funding and incentive programs available for fleets and commercial vehicles;
- Fleet evaluation and technical assistance to assist in identifying potential technology improvements and related financial assistance, including for the Denton County Transportation Authority;
- Outreach regarding adoption of fleet best practices and the RTC-recommended Clean Fleet Policy;
- Workshops, meetings, trainings, webinars, and other forums to provide education about emissions-reduction **and energy efficiency** strategies and technologies;
- Opportunities for fleets to try vehicles on a short-term basis through avenues such as loaner programs or ride-and-drives;
- Comments and recommendations to state and federal agencies regarding programs that support fleet emissions reduction efforts;
- Feasibility studies on existing or new programs;
- Development and implementation of new innovative programs for further vehicle emissions reductions;
- Evaluation of light-, medium-, and heavy-duty vehicles and emissions impacts on air quality;
- Communications about ways to improve building efficiencies, including recommendations on integration of EVs;
- Consultant and partner agreement(s); and
- Purchase or lease, operation, and maintenance of low-emission vehicles for NCTCOG staff use in traveling on department business such as attendance at outreach events, meetings, and site visits, as well as roadway signage monitoring.

Local Government Policies/Community Readiness

Other Funding Sources

Initiatives in this element promote policies and contractual or regulatory measures available to local governments and businesses that can influence deployment of lowest-emissions and efficient technologies by consumers and fleets. Efforts also include collaborations with local governments to provide data and peer exchange related to air quality issues to help them make decisions about appropriate action steps to take within their jurisdictions. Work continues to evaluate, develop and incorporate policy statements in the Metropolitan Transportation Plan policy bundle, as applicable. Staff works collaboratively with local, state, and national stakeholders to identify and develop these strategies. Efforts continue to maintain websites to provide technical and policy resources to regional stakeholders, including Conserve North Texas, Go Solar Texas, and Electric Vehicles North Texas.

This work element will be supported through Surface Transportation Block Grant Program funds, Department of Energy funds, Regional Transportation Council Local funds, other local funds, and Transportation Development Credits. NCTCOG may seek assistance through the University Partnership Program for analysis of health risks related to transportation impacts as opposed to other factors. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Technical and planning assistance to local governments, workplaces, and multifamily properties regarding deployment of electric vehicle (EV) charging stations and other

electrification or alternative fuel infrastructure to facilitate clean vehicle or technology adoption by fleets and consumers;

- **Development of a Zero Emissions Vehicle (ZEV) Infrastructure Deployment Plan along IH 45 to enable zero-emission travel from Dallas-Fort Worth to the Houston area, with emphasis on goods movement;**
- Communications to local governments encouraging adoption of RTC-recommended local government policies, including anti-idling rules and Clean Construction Contract Language;
- Template language for contracts, ordinances, codes, and other local government mechanisms (e.g., EV-ready best practices, low-emissions requirements for contractors, etc.);
- Comments and recommendations to federal, State, and local agencies regarding regulatory practices that are relevant to use of cleaner technologies;
- Meetings, webinars, conference calls, and other forums to educate local governments about opportunities to influence fleet and consumer choices;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- Support for local government peer exchange on comprehensive air quality issues through the North Central Texas Stewardship Forum and other avenues;
- A task force to convene government representatives, health officials, academic representatives, and air quality experts to evaluate regional data that may indicate areas of need for additional air quality improvement or strategies;
- Support for local government efforts to provide air quality education, including to the Hood County Clean Air Coalition;
- Equitable, favorable options for capturing revenues from vehicles that do not pay traditional gasoline tax; ~~and~~
- Identification and development of additional policy positions by the RTC that encourage actions to help reduce mobile and other transportation sector air emissions ~~and~~
- **Data collection of electric vehicle and electric vehicle infrastructure use and performance.**

VIII. Overview of Work Program Funding

Proposed Budget

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2020 and FY2021 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed

for all metropolitan planning organizations. The FY2020 and FY2021 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is ~~\$7,455,075~~ **\$8,728,069** in FY2020 and \$7,455,075 in FY2021 for a two-year total of ~~\$14,910,150~~ **\$16,183,144**. The Federal Transit Administration 5303 funding is \$2,886,792 in FY2020 and \$2,886,792 in FY2021 for a two-year total of \$5,773,584. An estimated balance of \$4,529,838 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2019 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at ~~\$25,213,572~~ **\$26,486,566**. Transportation Planning Funds in the amount of ~~\$22,770,600~~ **\$22,810,600** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$5,773,584, the estimated FY2019 FHWA PL 112 fund balance of \$4,529,838, and ~~\$12,467,178~~ **\$12,507,178** of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of ~~\$2,442,972~~ **\$3,675,966** is anticipated to be carried over to Fiscal Year 2022.

EXHIBIT VIII-3
ANTICIPATED EQUIPMENT/SOFTWARE PURCHASES/LEASES

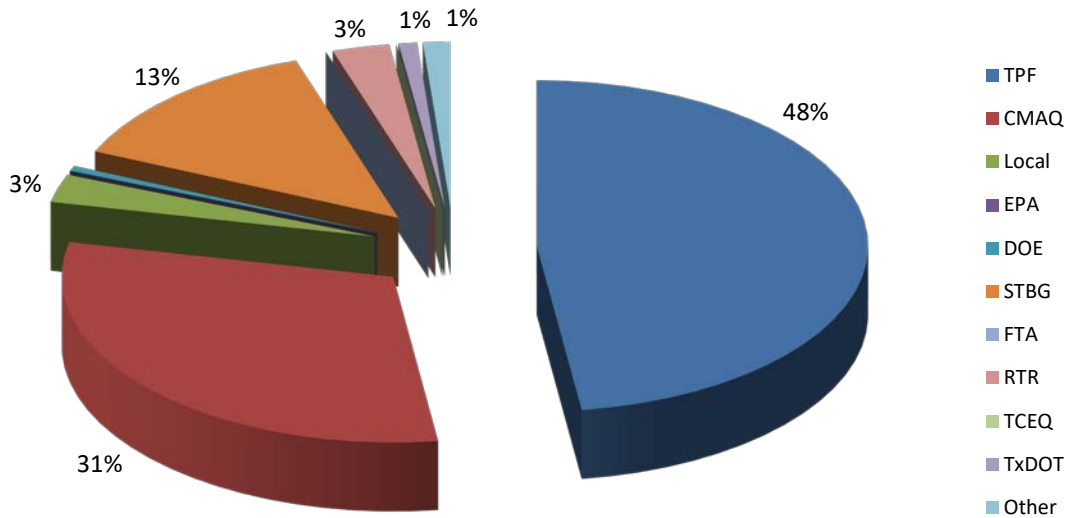
QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
65	Computer systems (desktops, portable, tablet)	\$166,500	TPF	1.04
11	Laser printers for network group usage	\$61,000	TPF	1.04
40	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$38,000	TPF	1.04
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$80,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$48,000	TPF	2.02
---	Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room	\$150,000	RTC Local	1.02
--	Bicycle-Pedestrian Count Equipment	\$55,000 \$35,000	STBG Local	5.03
6	Computer tablets	\$9,000	DOE	1.01
--	Photography equipment	\$6,000	CMAQ	1.01
--	Video equipment	\$10,000	DOE	1.01
--	Public involvement subscriptions	\$5,000	TPF	1.01
--	Outreach and educational subscriptions	\$50,000	CMAQ	1.01

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$3,825,200			
		\$3,288,000	CMAQ	
		\$53,500	DOE	
		\$4,000	NCTCOG Local	
Subtotal				\$7,170,700
1.02	\$506,300			
		\$196,200	Local	
		\$119,800	NCTCOG Local	
		\$350,800	STBG	
Subtotal				\$1,173,100
1.03				
		\$2,400	Local	
		\$20,000	NCTCOG Local	
		\$300,000	RTR	
		\$324,800	STBG	
Subtotal				\$647,200
1.04	\$821,800			
		\$768,000	STBG	
		\$96,000	Local	
		\$96,000	TXDOT	
Subtotal				\$1,781,800
Total	\$5,153,300	\$5,619,500		\$10,772,800

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

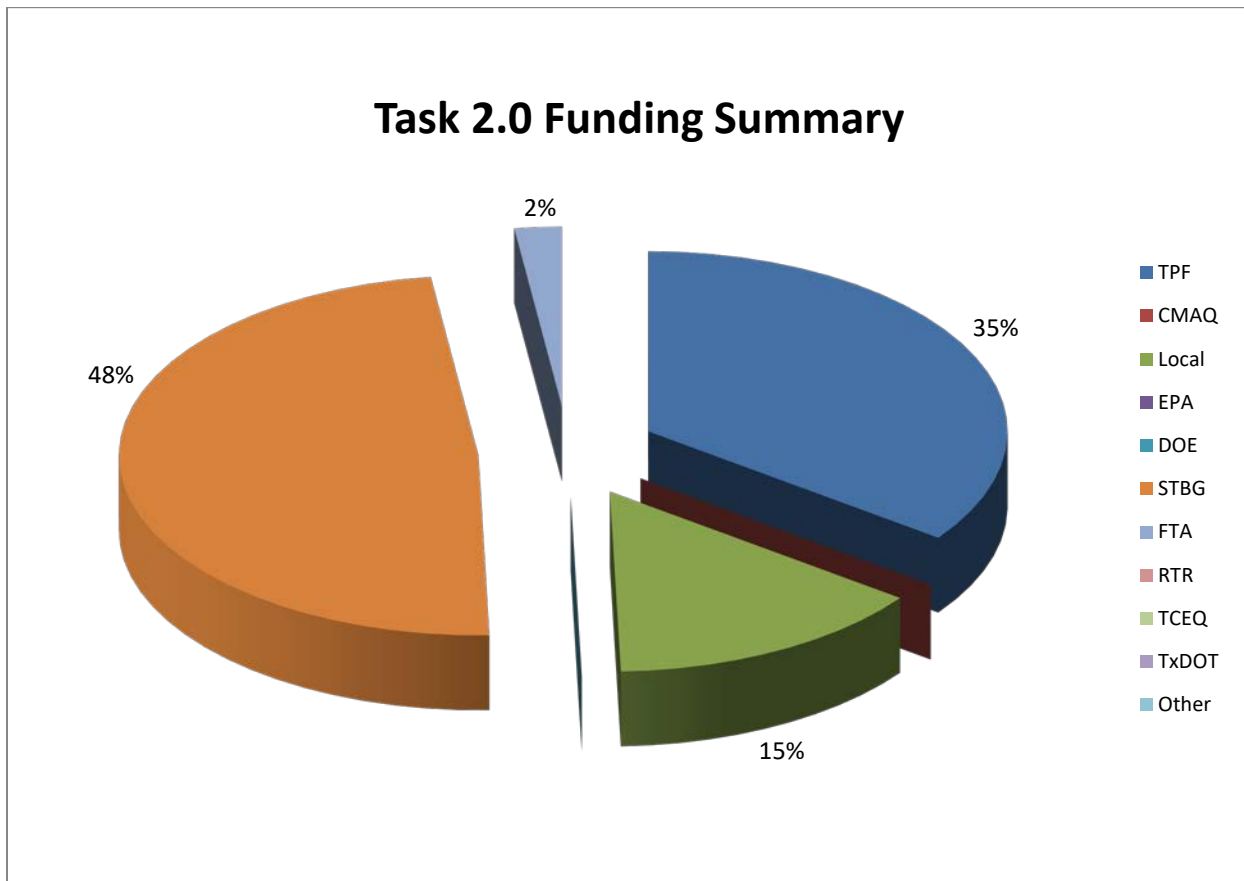
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,637,300	\$188,600 \$1,194,520 \$4,295,600	FTA Local STBG	
Subtotal				\$7,316,020
2.02	\$510,700	\$88,500	Local	
Subtotal				\$599,200
2.03	\$966,600			
Subtotal				\$966,600
Total	\$3,114,600	\$5,767,220		\$8,881,820

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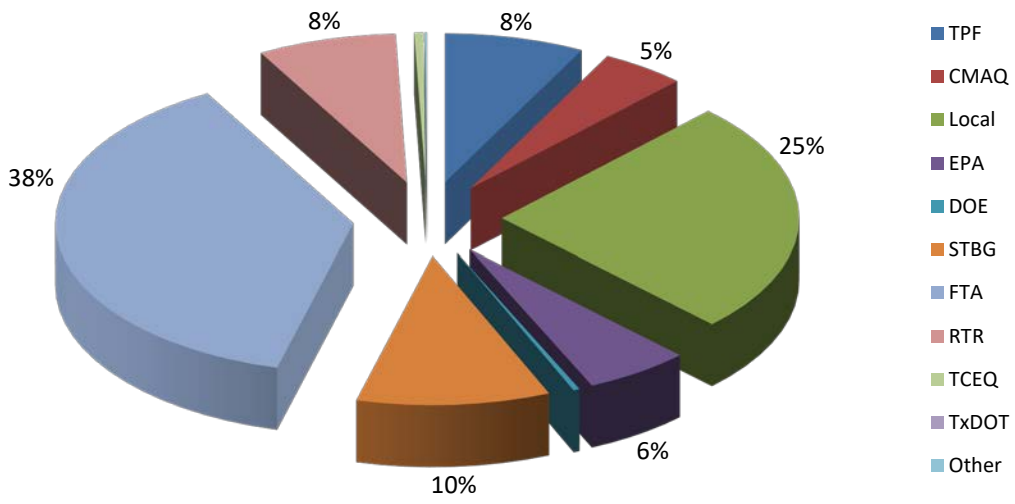


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,304,600	\$1,888,000	RTR	
		\$894,600	STBG	
Subtotal				\$5,087,200
3.02	\$1,077,400	\$100,000	TCEQ	
Subtotal				\$1,177,400
3.03		\$3,088,360	CMAQ	
		\$229,560	DOE	
		\$3,845,939	EPA	
		\$80,000	FHWA	
		\$10,845,075	Local	
		\$4,774,400	STBG	
		\$230,950	TCEQ	
Subtotal				\$23,094,284
3.04	\$1,706,100	\$850,000	FTA	
		\$1,358,000	STBG	
Subtotal				\$3,914,100
3.05		\$24,400,000	FTA	
		\$6,100,000	Local	
		\$3,167,400	RTR	
Subtotal				\$33,667,400
Total	\$5,088,100	\$61,852,284		\$66,940,384

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

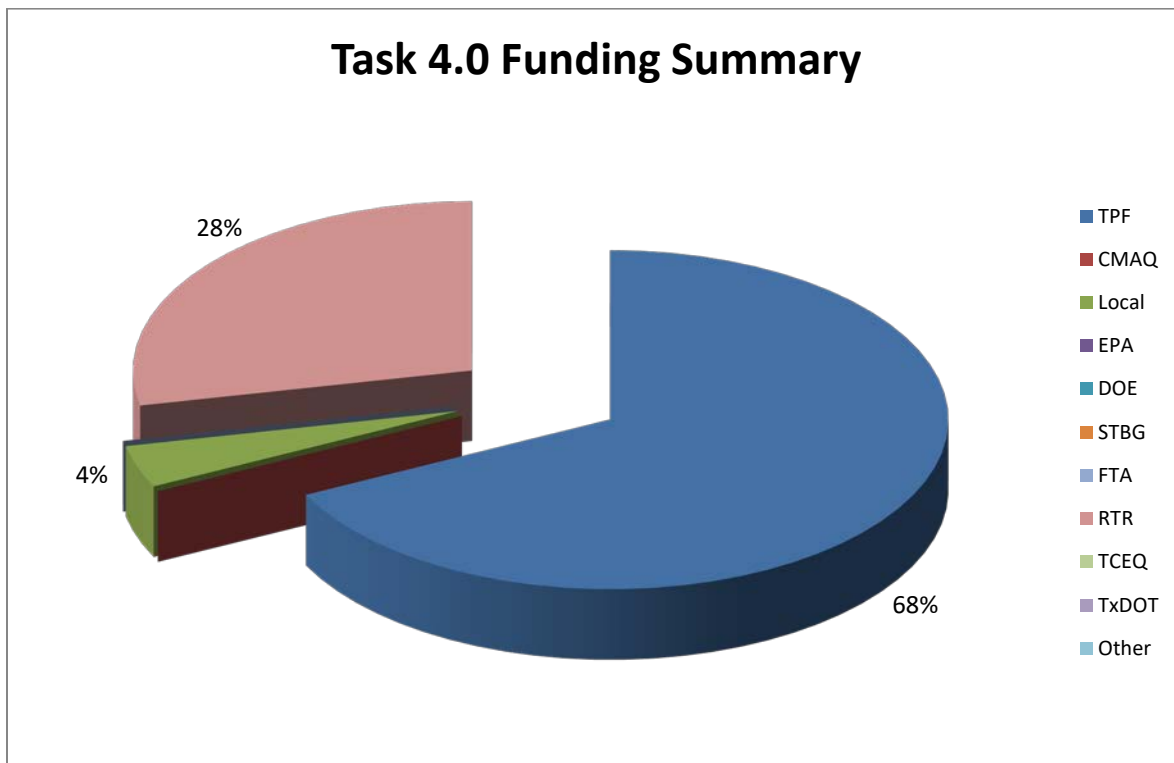
Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,314,000			
Subtotal				\$2,314,000
4.02	\$498,400	\$192,500	Local	
		\$1,361,180	RTR	
Subtotal				\$2,052,080
4.03	\$341,200			
Subtotal				\$341,200
4.04	\$99,200			
Subtotal				\$99,200
Total	\$3,252,800	\$1,553,680		\$4,806,480

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

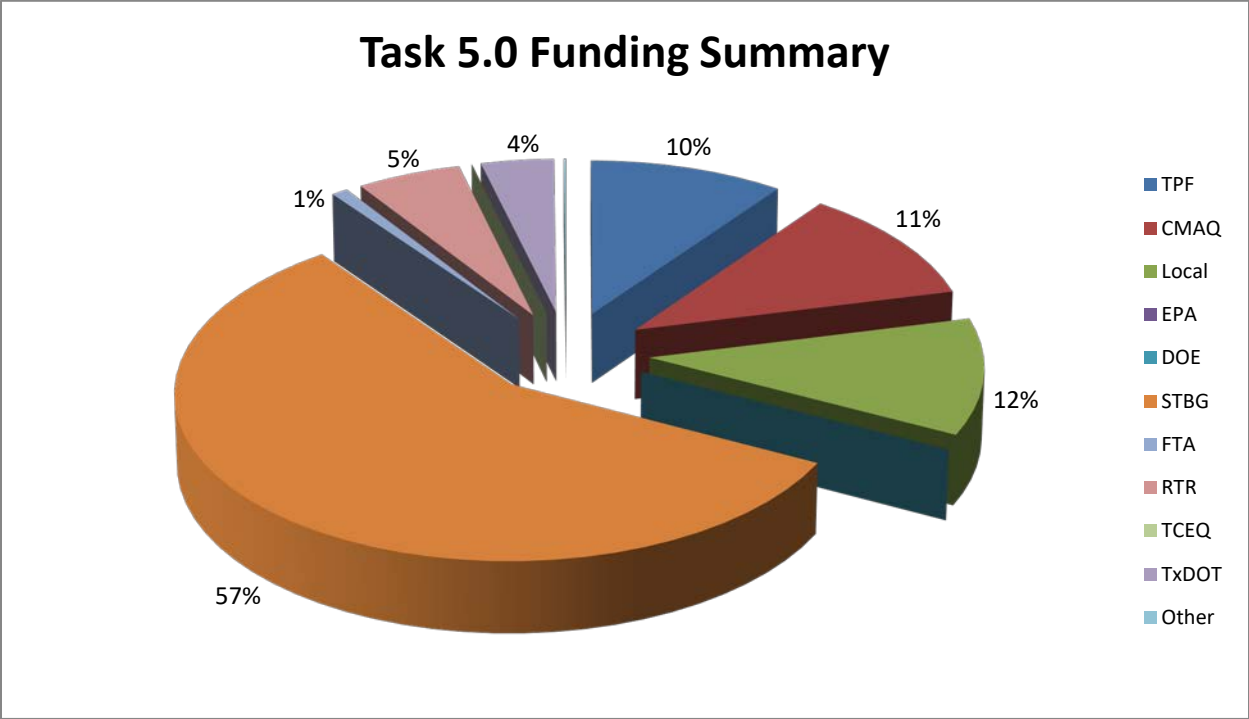


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,244,800			
		\$686,700	Local	
		\$76,400	NTTA	
		\$2,625,600	RTR	
		\$11,510,400	STBG	
Subtotal				\$16,143,900
5.02	\$1,195,100			
		\$155,100	RTR	
Subtotal				\$1,350,200
5.03	\$787,400			
		\$557,500	CMAQ	
		\$529,800	FTA	
		\$1,810,665	Local	
		\$4,402,700	STBG	
Subtotal				\$8,088,065
5.04	\$310,000			
		\$350,000	STBG	
Subtotal				\$660,000
5.05	\$1,002,500			
		\$6,206,740	CMAQ	
		\$2,042,200	Local	
		\$547,900	RTR	
		\$10,730,500	STBG	
		\$2,255,135	TXDOT	
Subtotal				\$22,784,975
5.06	\$52,300			
		\$1,356,400	STBG	
Subtotal				\$1,408,700
5.07	\$58,700			
Subtotal				\$58,700
5.08	\$613,900			
		\$24,000	Local	
		\$725,280	STBG	
Subtotal				\$1,363,180
5.09	\$160,800			
		\$813,900	Local	
Subtotal				\$974,700

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.10		\$281,100	Local	
Subtotal				\$281,100
5.11	\$776,300	\$885,660	Local	
		\$122,500	CMAQ	
		\$6,371,240	STBG	
		\$64,975	TXDOT	
Subtotal				\$8,220,675
5.12		\$500,000	Local	
Subtotal				\$500,000
Total	\$6,201,800	\$55,632,395		\$61,834,195

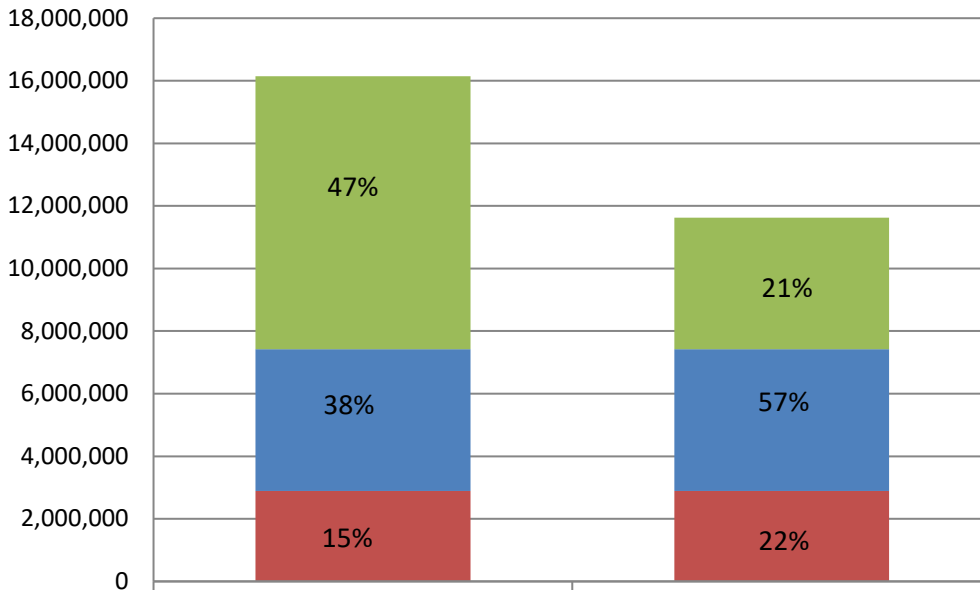
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.



**EXHIBIT VIII-1
FY2020 AND FY2021 TPF PROGRAMMING SUMMARY**

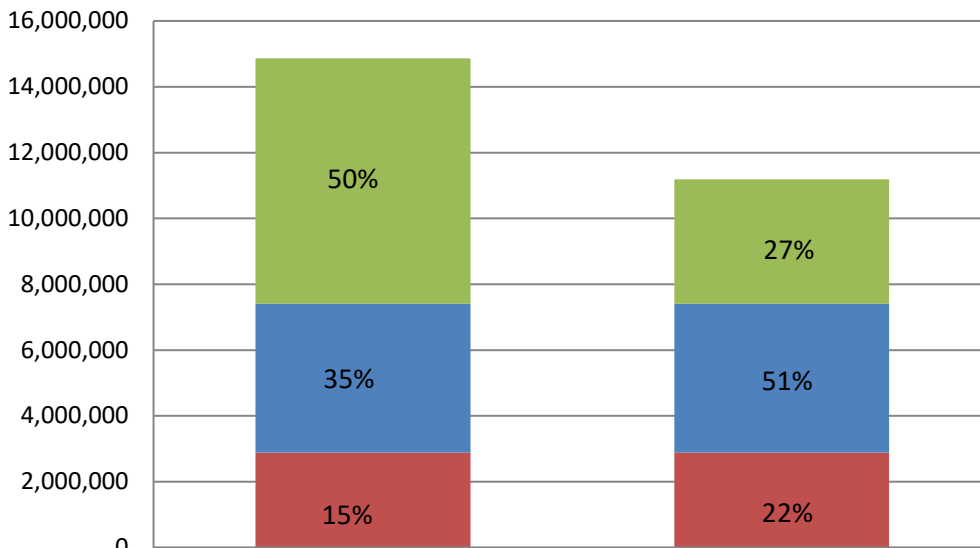
	FY2020		FY2021	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,886,792	2,886,792	2,886,792	2,886,792
FHWA (PL-112)				
Carryover	4,529,838	4,529,838	4,524,599	4,524,599
New Allocation	8,728,069	4,203,470	7,455,075	3,779,109
Total TPF	16,144,699	11,620,100	14,866,466	11,190,500
Carryover		4,524,599		3,675,966
Two-Year Totals				
FTA Section 5303	5,773,584			
FHWA PL-112	20,712,982			
Total	26,486,566			
Programmed	22,810,600			
Carryover	3,675,966			

Summary of TPF 2020 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	8,728,069	4,203,470
Carryover	4,529,838	4,529,838
FTA (5303)	2,886,792	2,886,792

Summary of TPF 2021 Funding Levels

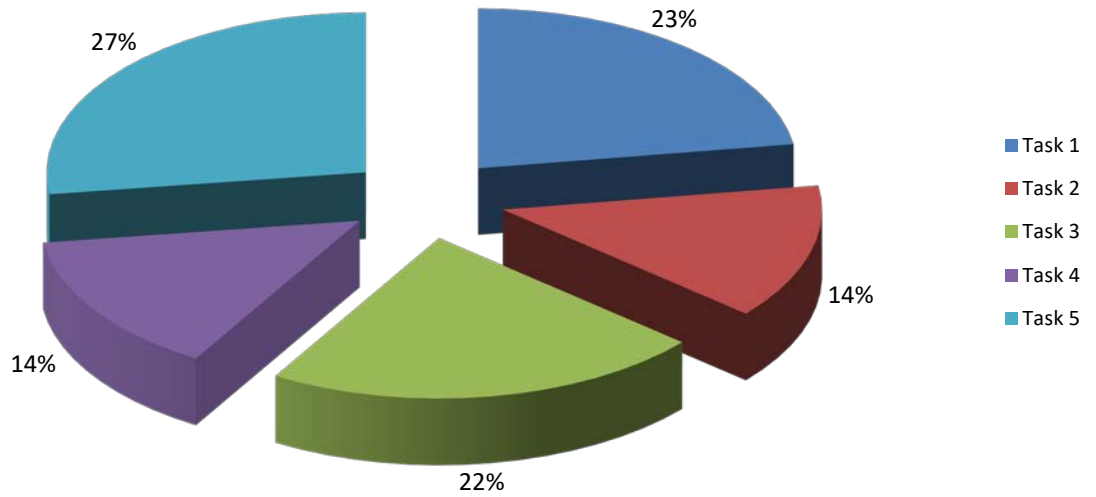


	Allocation	Programmed
FHWA (PL-112)	7,455,075	3,779,109
Carryover	4,524,599	4,524,599
FTA (5303)	2,886,792	2,886,792

EXHIBIT VIII-2
FY2020 AND FY2021 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2020	FY2021	Total
1.01	Community Outreach	\$1,909,200	\$1,916,000	\$3,825,200
1.02	Program Administration	\$282,700	\$223,600	\$506,300
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Data Management	\$480,500	\$341,300	\$821,800
	Task 1.0	\$2,672,400	\$2,480,900	\$5,153,300
2.01	Travel Forecasting Support	\$822,000	\$815,300	\$1,637,300
2.02	Transportation Data Development	\$269,800	\$240,900	\$510,700
2.03	Demographic Data and Forecasts	\$482,300	\$484,300	\$966,600
	Task 2.0	\$1,574,100	\$1,540,500	\$3,114,600
3.01	Transportation Project Programming	\$1,226,700	\$1,077,900	\$2,304,600
3.02	Regional Air Quality Planning	\$538,300	\$539,100	\$1,077,400
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$817,800	\$888,300	\$1,706,100
3.05	Transit Operations	\$0	\$0	\$0
	Task 3.0	\$2,582,800	\$2,505,300	\$5,088,100
4.01	Metropolitan Transportation Plan	\$1,152,800	\$1,161,200	\$2,314,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$247,800	\$250,600	\$498,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$170,600	\$170,600	\$341,200
4.04	Performance Based Planning & Coordination	\$49,400	\$49,800	\$99,200
	Task 4.0	\$1,620,600	\$1,632,200	\$3,252,800
5.01	Regional Transportation Corridor Studies	\$625,000	\$619,800	\$1,244,800
5.02	Subarea Studies and Local Government Assistance	\$606,100	\$589,000	\$1,195,100
5.03	Land-Use/Transportation Initiatives	\$445,900	\$341,500	\$787,400
5.04	Transportation Asset Management	\$154,400	\$155,600	\$310,000
5.05	Congestion Management Planning and Operations	\$503,100	\$499,400	\$1,002,500
5.06	Regional Freight Planning	\$7,700	\$44,600	\$52,300
5.07	Transportation System Security and Emergency Preparedness	\$29,200	\$29,500	\$58,700
5.08	Roadway and Railroad Safety	\$306,100	\$307,800	\$613,900
5.09	Regional Aviation Planning and Education	\$80,400	\$80,400	\$160,800
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$412,300	\$364,000	\$776,300
	Task 5.0	\$3,170,200	\$3,031,600	\$6,201,800
	FUNDING TOTALS	\$11,620,100	\$11,190,500	\$22,810,600

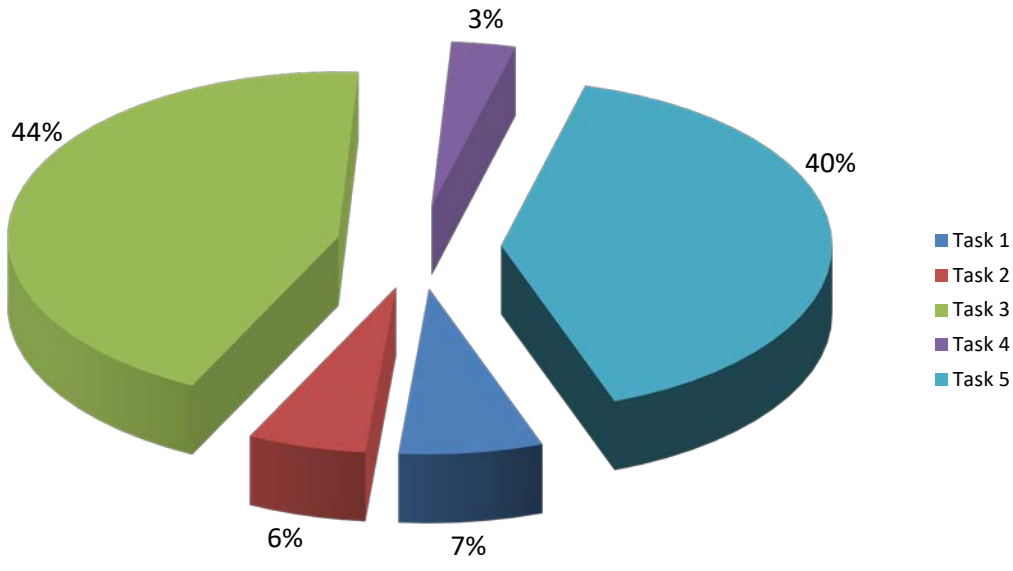
Transportation Planning Funds (TPF) Summary by Task



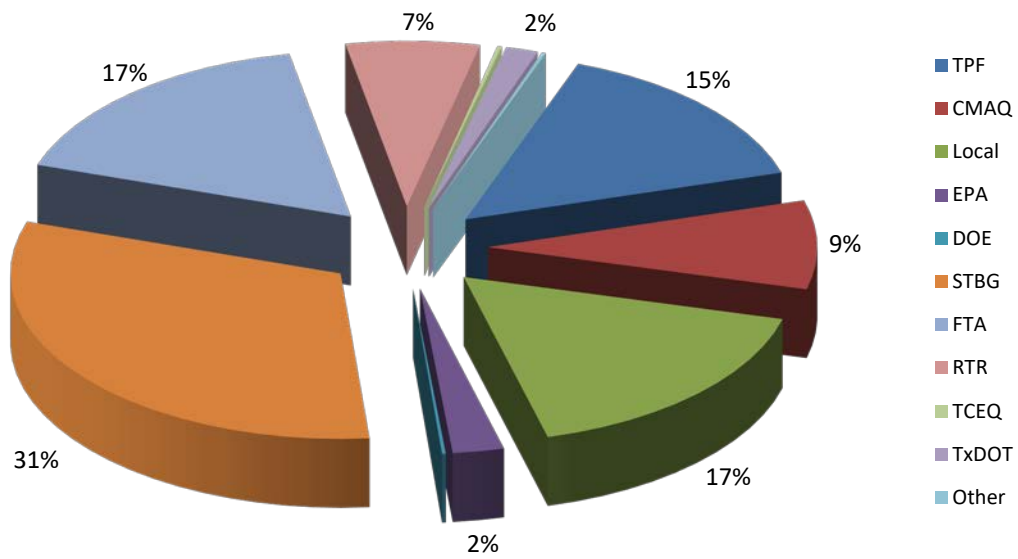
**EXHIBIT VIII-4
FY2020 AND FY2020 UPWP FUNDING SUMMARY**

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$5,153,300	\$3,114,600	\$5,088,100	\$3,252,800	\$6,201,800	\$22,810,600
CMAQ	\$3,288,000	\$0	\$3,088,360	\$0	\$6,886,740	\$13,263,100
DOD	\$0	\$0	\$0	\$0	\$0	\$0
DOE	\$53,500	\$0	\$229,560	\$0	\$0	\$283,060
EPA	\$0	\$0	\$3,845,939	\$0	\$0	\$3,845,939
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FTA	\$0	\$188,600	\$25,250,000	\$0	\$529,800	\$25,968,400
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$294,600	\$1,283,020	\$16,945,075	\$192,500	\$7,044,225	\$25,759,420
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$76,400	\$76,400
RTR	\$300,000	\$0	\$5,055,400	\$1,361,180	\$3,328,600	\$10,045,180
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,443,600	\$4,295,600	\$7,027,000	\$0	\$35,446,520	\$48,212,720
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$330,950	\$0	\$0	\$330,950
TxDOT	\$96,000	\$0	\$0	\$0	\$2,320,110	\$2,416,110
Subtotal	\$10,772,800	\$8,881,820	\$66,940,384	\$4,806,480	\$61,834,195	\$153,235,679

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2020 and FY2021 Unified Planning Work Program

**Regional Transportation Council
February 27, 2020**

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

Transportation Planning Fund Modifications

Project	Financial Action	Description
Transportation Data Development – Dissemination of Data (Subtask 2.02)	\$40,000 TPF	Reprogram unspent funding from FY2019 to FY2020 to accommodate the extension of consultant services relative to web-based traffic count reporting
VIII. Overview of Work Program Funding	\$1,272,994 TPF	Update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG's allocation of Federal Highway Administration PL-112 Transportation Planning Funds for FY2020

Other Funding Source Modifications

Project	Financial Action	Description
Program and Policy Administration – Regional Transportation Council Policy/Project Coordination (Subtask 1.02)	\$75,000 STBG	Add new initiative to support legal and contracting assistance relative to NCTCOG Transportation Department policies and projects; funding matched with Transportation Development Credits
Air Quality Management and Operations (Subtask 3.03)	\$90,000 DOE	Add funds to continue activities associated with the Dallas-Fort Worth Clean Cities Coalition
Air Quality Management and Operations – Fleet and Commercial Strategies (Subtask 3.03)	(\$2,747,900 CMAQ) (\$109,500 RTC Local) (\$577,500 Local)	Remove funds as a result of the close-out of the Clean Technologies Revolving Loan Fund Program

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Air Quality Management and Operations – Fleet and Commercial Strategies (Subtask 3.03)	\$119,450 TCEQ	Add funds for school bus replacements, engine replacements, and alternative fuel conversions under the North Central Texas Clean School Bus Program Supplemental Environmental Project
Air Quality Management and Operations – Fleet and Commercial Strategies (Subtask 3.03)	\$40,000 DOE	Add funds via NCTCOG's Environment and Development Department and update text to include work activities related to a regionally focused energy management program
Air Quality Management and Operations – Fleet and Commercial Strategies (Subtask 3.03)	\$25,000 DOE	Add funds as a subrecipient of funding awarded under the FY2019 Commercial Trucks and Off-road Applications funding opportunity and update text to include a study and comparison of maintenance costs of heavy-duty diesel and natural gas goods movement vehicles

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Air Quality Management and Operations – Local Government Policies/ Community Readiness (Subtask 3.03)	\$40,000 DOE	Add funds as a subrecipient of funding awarded under the FY2019 Advanced Vehicle Technologies Research funding opportunity and update text to include data collection on the use and performance of electric vehicles and electric vehicles infrastructure
Regional Aviation Planning and Education – Regional Aviation System Planning (Subtask 5.09)	\$200,000 RTC Local	Add funds to support an update of the Regional Aviation System Plan and other project activities

Transportation Planning Funds Two-year Summary

FY2020 and FY2021 US FTA (5303)	\$ 5,773,584
FY2020 and FY2021 US FHWA (Estimated PL)	\$16,183,144
FY2019 US FHWA (Estimated PL-Carryover)	<u>\$ 4,529,838</u>
Total Transportation Planning Funds	\$26,486,566
Prior Anticipated Expenditures	\$22,770,600
Additional Funds Programmed for FY2020	<u>\$ 40,000</u>
Anticipated Expenditures	\$22,810,600
PL Balance to Carry Over to FY2022	\$ 3,675,966

Total Funding Increase from Other Sources

Funding Source	Budget Adjustment + Additional Funding	UPWP Subtask
EPA	\$823,200 + \$0	3.03
FTA	\$33,400 + \$139,000	2.01, 5.03
STBG	\$611,980 + \$4,075,000	1.02, 5.05, 5.06, 5.08, 5.11
CMAQ	\$865,000 + (\$2,747,900)	1.01, 3.03, 5.03, 5.05
TxDOT	\$50,210 + \$1,000,000	5.05, 5.11
RTR	\$101,980 + \$0	4.02, 5.01, 5.02
Local	\$675,325 + (\$303,440)	1.03, 2.01, 3.03, 5.03, 5.09
DOE	\$0 + \$195,000	3.03
FHWA	\$0 + \$80,000	3.03
TCEQ	\$0 + \$119,450	3.03
Total	\$5,718,205	

*Total amount includes \$300,160 in carryover funds from FY2019

Modification Schedule

January 13

Initiation of Online Public Outreach

January 24

**Action by Surface Transportation
Technical Committee**

February 27

**Action by Regional Transportation
Council**

February 27

Action by NCTCOG Executive Board

February 28

**Submittal of Modifications to Texas
Department of Transportation**

Requested RTC Action

Approve the proposed UPWP modifications

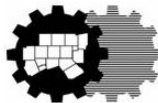
and

Direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications

Unified Planning Work Program ***Contact Information***

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North Central Texas
Council of Governments
Transportation Department

<https://www.nctcog.org/trans/study/unified-planning-work-program>



Transportation Alternatives

2020 Call for Projects
for the North Central Texas Region

Regional Transportation Council

February 27, 2020

Kevin Kokes



**North Central Texas
Council of Governments**

Eligible Project Activities

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets
- Bicycle/Pedestrian Counters



Ineligible Project Activities

Includes, but not limited to:

- Planning for Safe Routes to School, corridor studies, trail or on-street bicycle plans, etc.
- Promotional activities and/or Safe Routes to School non-infrastructure activities related to education, encouragement, and enforcement
- Bike share equipment or operations
- General recreation and park facilities (e.g., playground equipment, sports fields, etc.)
- Roadway construction/reconstruction focused projects
- Routine maintenance and operations



Eligible Project Sponsors

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- School Districts, Local Education Agencies, or Schools
- Tribal Governments
- Other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

Funding Overview

Funding Allocation for FY21*, FY22, and FY23
(conditional upon receipt of federal funding)

Western Subregion Fort Worth District (34%)	Eastern Subregion Dallas and Paris Districts (66%)	Total Funding Available
\$8,102,880	\$11,761,919*	\$19,864,799

* \$3,967,201 of FY21 Eastern Subregion funds already awarded by RTC on 6/13/19 and reduced proportionally in FY21 funds.

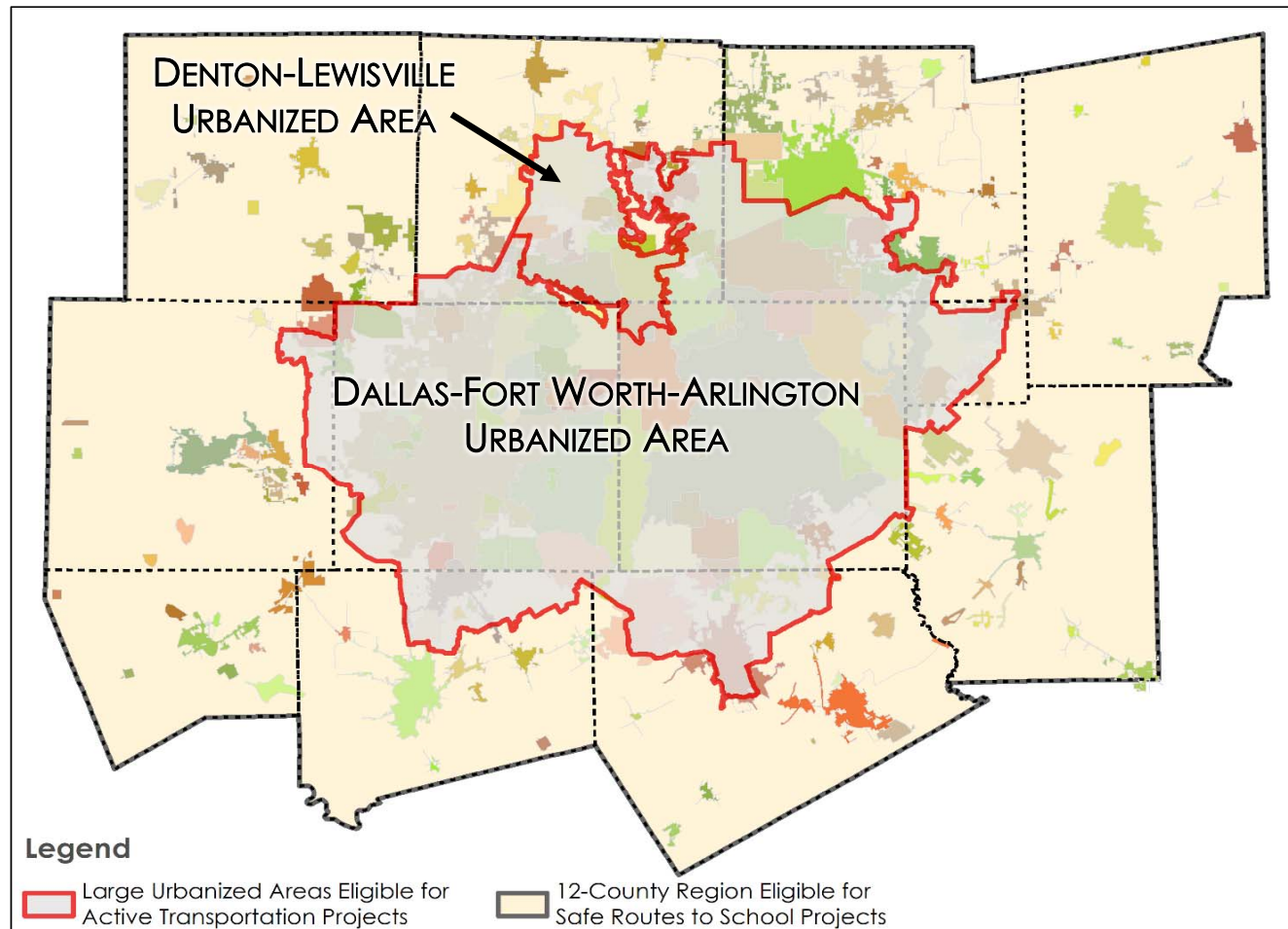
<i>Maximum</i> Federal Funding Award <i>per Project</i>	<i>Minimum</i> Federal Funding Award <i>per Project</i>
\$5,000,000	\$300,000

Funding Overview

- Construction-implementation focus. Engineering/design and environmental will be **100 percent locally funded** by the Project Sponsor
- **Minimum 20 percent local match is required for construction**
- Local match must be cash or TDCs – no in-kind contributions
- Agencies are eligible to request TDCs in lieu of a local match if qualified through the MTP Policy Bundle process
- A resolution by the project sponsor's governing body confirming the availability of the local match contribution is required with each application

Eligible Project Locations

- **Active Transportation:**
Urbanized areas exceeding 200,000 in population
- **Safe Routes to School:**
12-county region, within 2 miles of a K-8th grade school



Active Transportation Category Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	20	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Transit Accessibility	15	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Congestion Reduction	15	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.
Equity	10	Improves access to disadvantaged populations and underserved communities.
Reducing Barriers	5	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.



Safe Routes to School Category Evaluation and Scoring Criteria

Category	Scoring	Description
Problem Identification	20	Addresses an identified problem, and the problem is significant.
Planning Support	20	Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).
Potential to Increase Walking and Bicycling	15	Likely to increase the number of students that walk or bicycle to school.
Equity	15	Improves school access and safety for disadvantaged populations and underserved communities.
Community Support	10	Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.



Additional Program Rules (Required Documentation)

- **Funding Resolution by Project Sponsor Governing Body**
Confirm the availability of the local match contribution or requested use of TDCs
- **Right-of-Way/Easement**
Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.
- **Railroad Right of Entry Letter/Agreement**
(if project is in railroad right-of-way)
- **TxDOT District Engineer Letter of Consent**
(if project is in TxDOT right-of-way)
- **Letter of Support from School District Superintendent or Top Administrator**
(SRTS Projects Only)
- **Documentation of Support from Supporting Entity**
(if project includes or crosses another jurisdiction)

Additional Program Rules

- Project sponsor must execute an agreement (LPAFA) with TxDOT within one year of the funding award by the RTC (by Sept. 2021)
- Projects must advance to construction within three years (or less) of the funding award by the RTC (by the end of FY23)
- Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



Application Submittal Deadline(s)

- Submittals prior to April 10, 2020 will be reviewed for completeness, if requested.
- Additional information, including resolutions, will not be accepted after the May 15, 2020 5 pm deadline (per RTC Policy).

There will be no extensions to the submittal deadline.



Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	November 20, 2019
Call for Projects Public Workshop	January 21, 2020
Surface Transportation Technical Committee (STTC) – Info on CFP	January 24, 2020
Regional Transportation Council (RTC) – Action on CFP	February 27, 2020
Call for Projects Opens	March 2, 2020
Deadline for Meetings to Review Applications for Completeness, Requests for Letters from TxDOT District Engineer, and Requests for GIS Assistance	April 10, 2020
Call for Projects Closes	May 15, 2020, 5 PM
Review of Projects / Scoring by NCTCOG	May - July 2020
Public Meetings	August 2020
STTC – Action on Selected Projects	August 28, 2020
RTC – Action on Selected Projects	September 10, 2020
Individual Meetings with TxDOT District Staff for Awarded Projects	September - October 2020
Submittal Deadline for TIP Modifications	October 23, 2020
Approval of Statewide Transportation Improvement Program (STIP)	March - April 2021
Deadline for Project Sponsors to Execute Agreements with TxDOT	September 2021
Deadline for Project Sponsors to Open Bids and Obligate Funds (end of FY23)	August 2023



Requested Action

Approval of Call for Projects elements related to:

- Eligible Activities
- Eligible Project Sponsors
- Funding Overview
- Eligible Project Locations
- Evaluation Scoring Criteria
- Program Rules
- Project Schedule



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2020 INFRA Grant NT MOVES Projects



Project Description

Project 1: Double Track Medical Market Center to Stemmons Freeway – Double Track Medical Market Center to Stemmons Freeway (milepost 639.5) to the beginning of the existing double-tracked section west of Medical Market Center Station (approximately milepost 640.7), a distance of about 1.2 miles. Rehab the existing bridge over Inwood Road (milepost 640.41) and add adjacent bridge for second track. Add new bridge at Knights Branch (milepost 640.32) for second track. Replace current Noble Branch Bridge and add adjacent bridge for second track (milepost 639.62).

Project 2: Double Track Handley Ederville Road to Precinct Line Road – Replace bridges at Walkers Creek (milepost 620.60) and Mesquite Creek (milepost 621.06) and construct 2.4 miles of a new second track from east of Handley Ederville Road to east of Precinct Line Road (milepost 618.7 to milepost 621.1).

Project 3: Implement Clear Path Technology (Not Shown on Map) – Design, develop concept of operations, and implement hardware and software backbone structure that will enable all agencies and users of the DFW regional rail system to exchange timely, accurate, and actionable information on train movements in the terminal complex. This system will increase capacity of the DFW rail network by facilitating inter-carrier operations and enhancing the flow of passenger and freight trains through the complex.

Project Location Map





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.

Sincerely,



Michael Morris, P.E.
Director of Transportation

KR:kw

MEGA-DEVELOPMENT PROGRAM: COLLIN CREEK MALL REDEVELOPMENT

Regional Transportation Council
February 27, 2020

Michael Morris, P.E.

Director of Transportation
North Central Texas Council of Governments



BACKGROUND

The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers/nodes.

Requests come from entities looking to relocate to our region and from local partners seeking new opportunities to revitalize existing areas.

These requests are anticipated to be a part of the future.

Requests create opportunities to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes.

EXAMPLES OF EXTERNAL AND “IN REGION” REQUESTS

External Partnership Opportunities

- Stadler
- Tesla Battery
- GE Test Track
- Amazon
- Uber

Local Partnership Opportunities

- American Airlines
- Preston Center
- Midtown/Valley View Redevelopment
- Katy Lofts
- Butler Housing
- Opportunity Zones in Dallas
- General Motors
- Collin Creek Mall

COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

- Proposal for RTC consideration:
 - Contribute \$30 million in federal funds to garage
 - City to contribution \$25 million to garage
 - Half of RTC funding would be a grant and the balance would be a loan
 - Include transit service using next generation electric vehicles to Downtown Plano Light Rail Station
 - Fund with additional FTA or CMAQ funding
 - Coordinate with DART regarding operations
 - Parking garage must include park and ride spaces
 - Development must include electric vehicle charging infrastructure
 - Need assurances that the proposed development will materialize
 - Use standard interest rate (2.4%) on loan
 - RTC funding would only pay for publicly available parking/transit
 - Garage must be owned by the public sector
 - RTC funding for construction only, no land acquisition

COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

- Requested Action:
 - Approval of parking and transit
 - \$30 million federal with a \$15 million payback for parking garage
 - \$25 million local
 - Approximately 3 transit vehicles for shuttle purposes
 - Anticipated funding source is either federal Congestion Mitigation Air Quality Improvement Program or Surface Transportation Block Grant funding (FTA funding may assist with Transit)
 - Specific agreement terms to be finalized, but would include elements highlighted in this presentation
 - Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include this project and funding



2021 Unified Transportation Program Development

Texas Transportation Commission

January 30, 2020

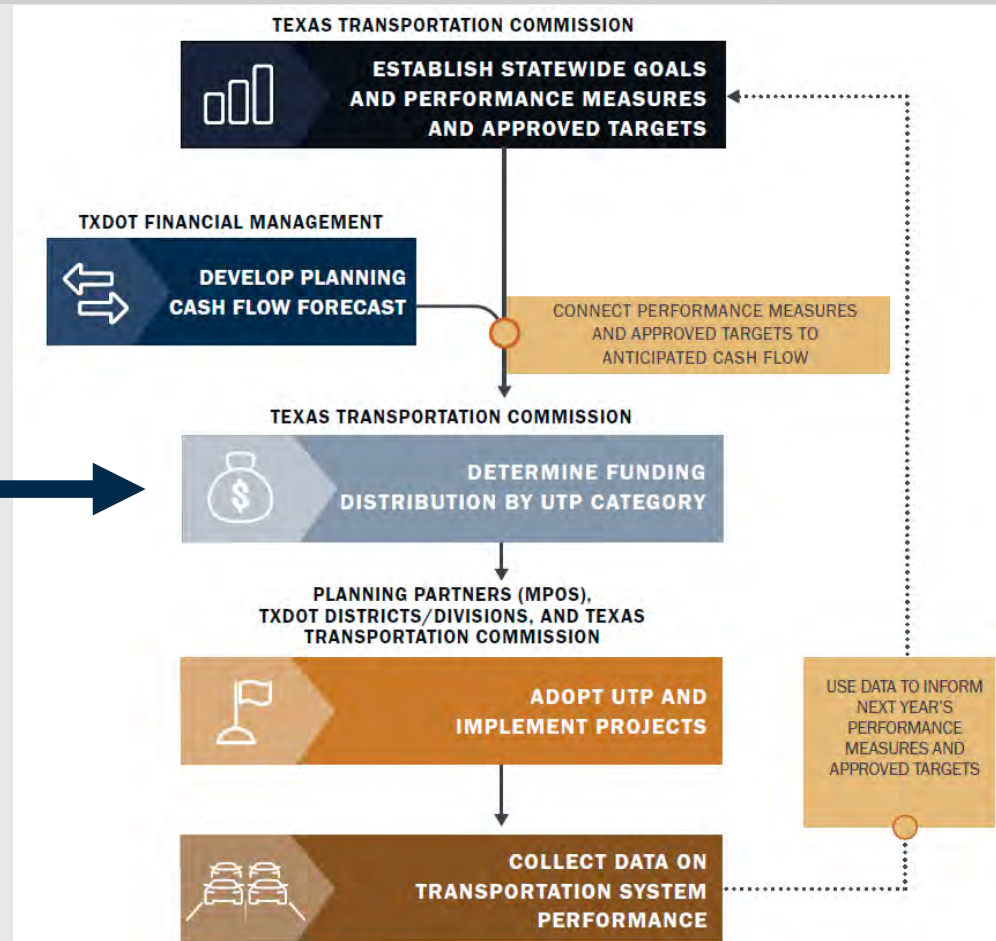
TxDOT's Planning Elements



UTP Development Process

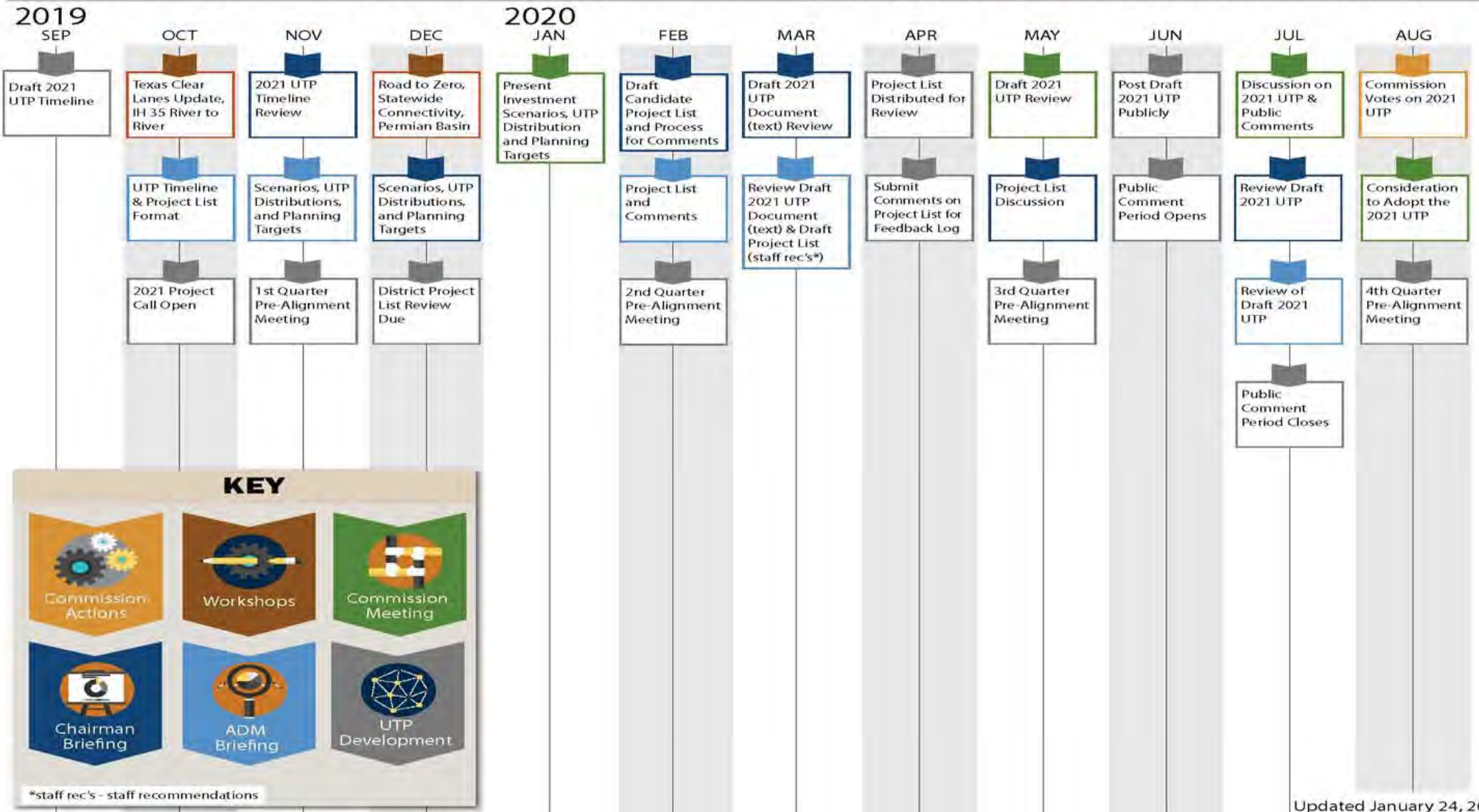


We are here



UNIFIED TRANSPORTATION PROGRAM

2021 (UTP) DRAFT Commission Timeline



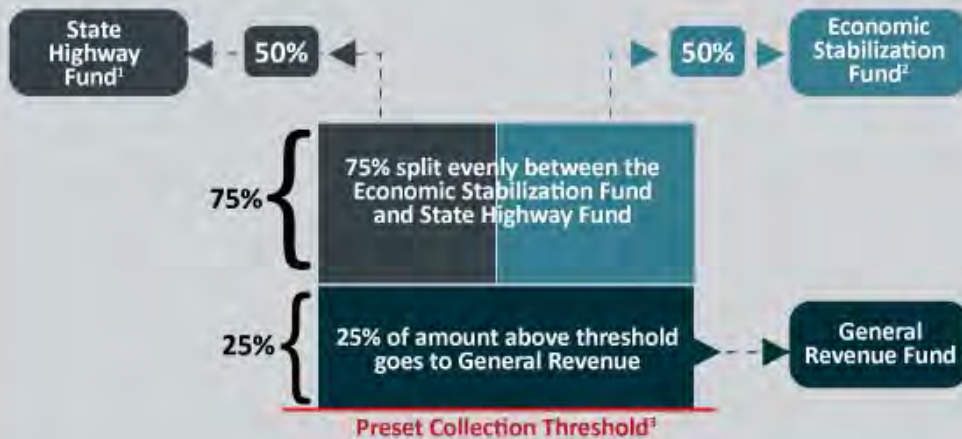
Proposition 1 & Proposition 7 – (Non-Traditional SHF Sources)



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.

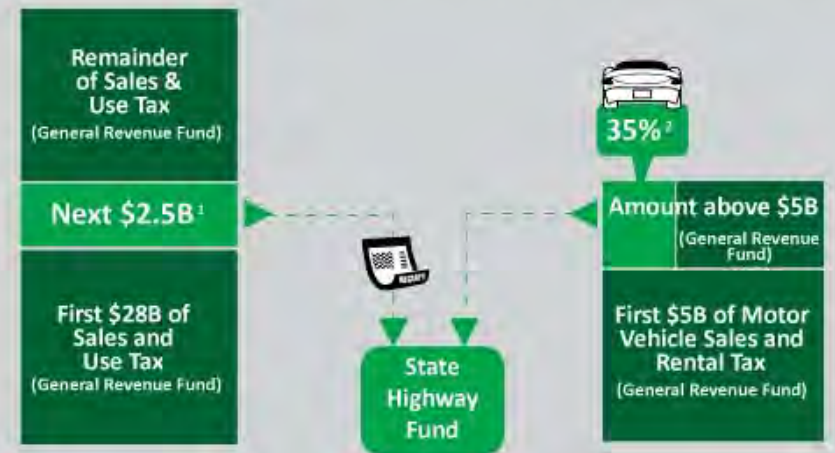
3. Preset collection threshold is set at 1987 oil and natural gas production tax levels: \$531.9 million in oil production tax revenues and \$599.8 million in natural gas production tax revenues.

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, 86th 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



		Category and Description	Required Minimums	Other Strategic Distributions	2021 UTP Draft Distribution - Balanced Strategy
\$0 Remaining to Distribute	1	Preventive Maintenance & Rehabilitation	-	\$13,926,300,000	\$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
		Total Distribution	\$12,531,910,000	\$55,999,880,000	\$68,531,790,000
		3 State Funds (RTR & DB Funds)			\$278,620,000
		3 Local Funds			TBD
	Total Planning Forecast without Local			\$68,810,410,000	
	Total UTP			TBD	

- 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
	Total Distribution	\$71,503,970,000	\$68,531,790,000	(\$2,972,180,000)
3	State Funds (RTR & DB Funds)	\$825,900,000	\$278,620,000	(\$547,280,000)
3	Local Funds	\$5,227,390,000	TBD	TBD
	Total Planning Forecast without Local	\$72,329,870,000	\$68,810,410,000	(\$3,519,460,000)
	Total UTP	\$77,557,260,000	TBD	TBD
	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
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
Total Distribution		\$71,503,970,000	\$68,531,790,000	(\$2,972,180,000)
3	State Funds (RTR & DB Funds)	\$825,900,000	\$278,620,000	(\$547,280,000)
3	Local Funds	\$5,227,390,000	TBD	TBD
Total Planning Forecast without Local		\$72,329,870,000	\$68,810,410,000	(\$3,519,460,000)
Total UTP		\$77,557,260,000	TBD	TBD
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



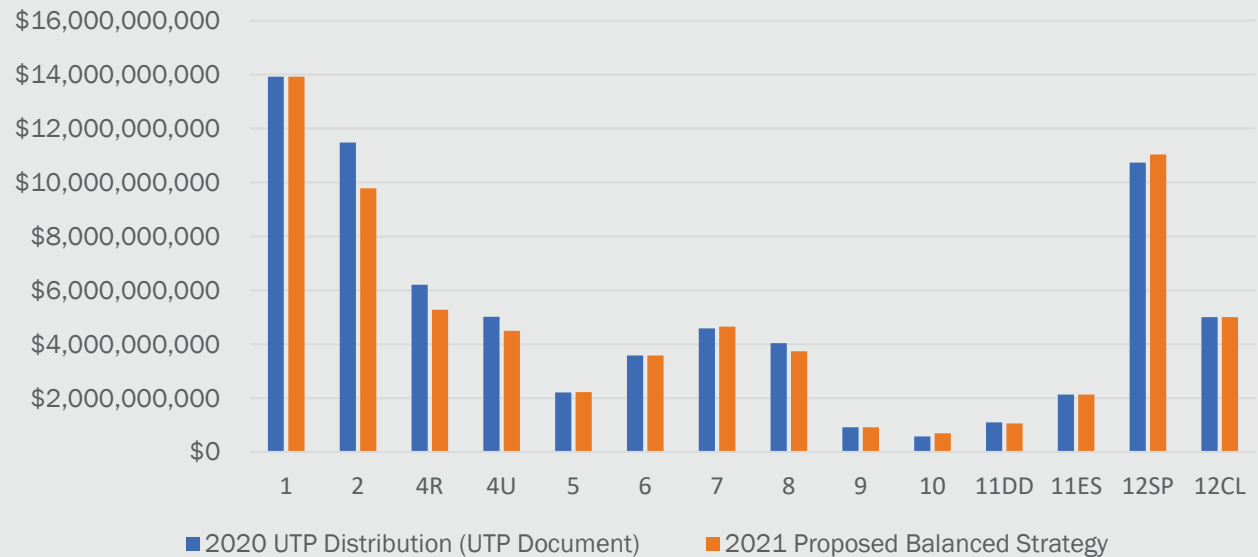
Category and Description		2020 UTP Distribution	2021 UTP Draft Distribution - Balanced Strategy	Difference (2020 UTP vs 2021 Proposed)
12	Strategic Priority	\$11,340,000,000	\$11,340,000,000	\$0
12CL	Strategic Priority (Texas Clear Lanes)	\$5,000,000,000	\$5,000,000,000	\$0
Total Cat 12 Amount		\$16,340,000,000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

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

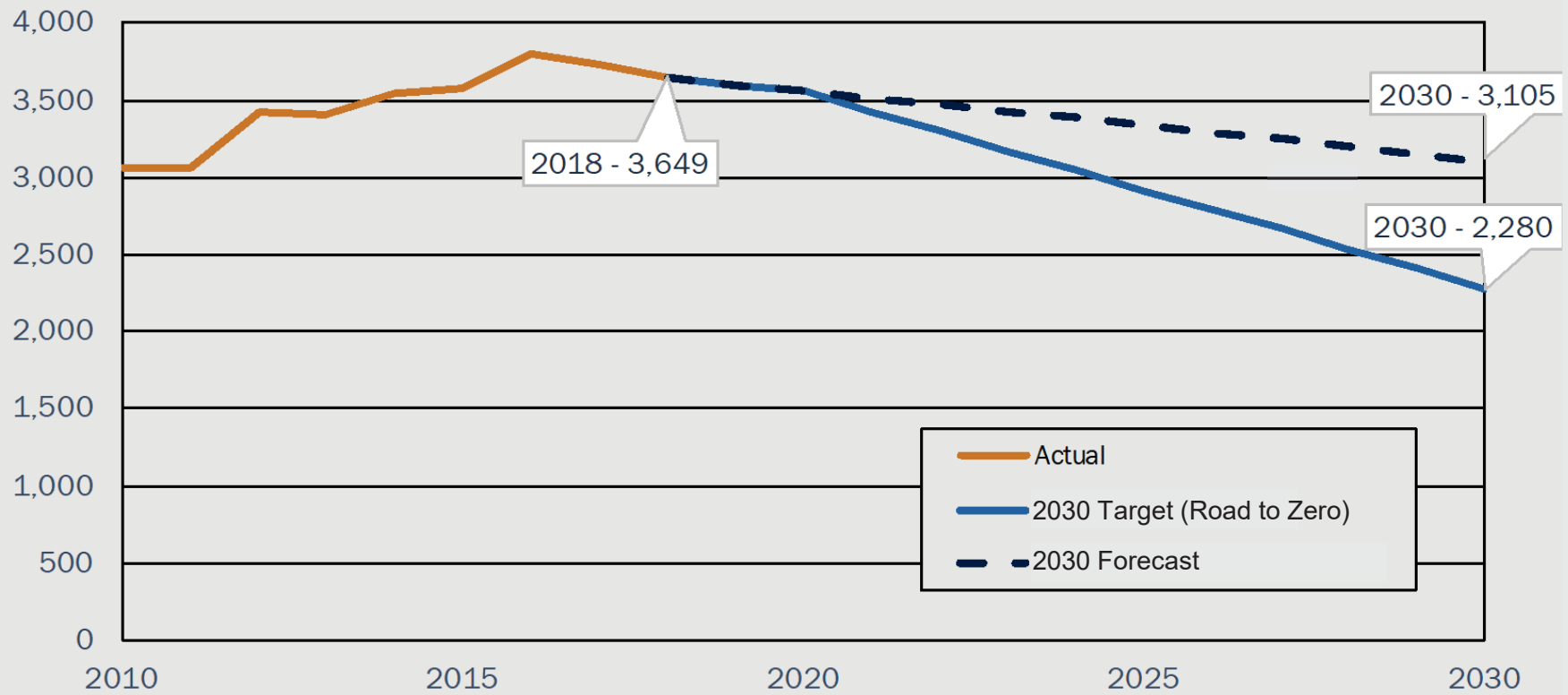


PLAN GOAL	 PROMOTE SAFETY	 PRESERVE OUR ASSETS	 OPTIMIZE SYSTEM PERFORMANCE			
MEASURE	FATALITIES EACH YEAR	FATALITY RATE	PAVEMENT CONDITION	BRIDGE CONDITION	URBAN CONGESTION INDEX	RURAL RELIABILITY INDEX
2030 Target	2,280	0.70	90%	90	1.20	1.12
2030 Forecast	3,105	0.95	88.0%	89.2	1.32	1.14
2018 ACTUAL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

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
TOTAL UTP FUNDING: CATEGORIES 1 - 12	\$68,531,791,730

**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	
TOTAL	\$ 13,926,300,000	\$ 9,762,261,100	\$ -	\$ 4,490,640,106	\$ 5,271,620,994	\$ 2,228,040,000	\$ 3,586,560,000	\$ 4,655,270,000	\$ 3,731,750,000	\$ 910,500,000	\$ 725,469,530	\$ 3,203,380,000	\$ 16,404,000,000	\$ 68,531,791,730	

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 1,188,320,769	\$ 1,282,844,544	\$ 1,089,829,910	\$ 1,361,230,343	\$ 1,216,940,535	\$ 1,472,455,531	\$ 1,491,502,359	\$ 1,422,917,803	\$ 1,402,255,651	\$ 1,998,002,555	\$ 13,926,300,000

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 440,931,865	\$ 417,156,518	\$ 1,458,225,486	\$ 993,273,342	\$ 648,287,119	\$ 1,487,094,141	\$ 1,399,742,069	\$ 1,171,779,875	\$ 1,369,435,920	\$ 376,334,764	\$ 9,762,261,100

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 196,431,058	\$ 187,358,998	\$ 649,557,323	\$ 445,497,937	\$ 290,128,275	\$ 665,854,105	\$ 626,711,552	\$ 523,939,142	\$ 586,207,923	\$ 318,953,791	\$ 4,490,640,106

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**

Category 4: Statewide Regional Connectivity Corridor Funding Summary											
Fiscal Year Authorizations—Current Programming (Including carry-over project authorizations)											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	10-YR Target (Cat 4 Regional)
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
TOTAL	\$ 827,536,765	\$ 705,723,019	\$ 1,149,959,249	\$ 693,059,000	\$ 693,525,000	\$ 278,525,000	\$ 189,720,000	\$ 287,500,000	\$ 255,920,000	\$ -	\$ 5,271,620,994

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 209,350,000	\$ 212,360,000	\$ 215,430,000	\$ 218,560,000	\$ 221,550,000	\$ 224,420,000	\$ 227,130,000	\$ 230,010,000	\$ 233,030,000	\$ 236,200,000	\$ 2,228,040,000

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**

Category 7: Metropolitan Mobility/Rehabilitation (STP-MM) 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	\$ 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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 437,410,000	\$ 443,700,000	\$ 450,120,000	\$ 456,660,000	\$ 462,900,000	\$ 468,910,000	\$ 474,570,000	\$ 480,580,000	\$ 486,890,000	\$ 493,530,000	\$ 4,655,270,000

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**

Category 8: Safety 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
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
TOTAL	\$ 577,939,840	\$ 305,920,969	\$ 256,625,148	\$ 332,191,064	\$ 296,173,714	\$ 367,076,194	\$ 374,932,007	\$ 359,357,780	\$ 400,028,351	\$ 461,504,934	\$ 3,731,750,000

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**

Category 9: Transportation Alternatives (TA) Set Aside Program											
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	\$ 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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 910,500,000

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 89,256,200	\$ 154,875,384	\$ 97,444,352	\$ 52,511,515	\$ 58,359,956	\$ 63,116,962	\$ 53,602,950	\$ 51,600,000	\$ 53,102,212	\$ 51,600,000	\$ 725,469,530

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 120,359,559	\$ 97,213,146	\$ 81,675,892	\$ 102,045,897	\$ 90,237,776	\$ 108,680,568	\$ 109,230,948	\$ 102,993,784	\$ 100,110,317	\$ 153,952,113	\$ 1,066,500,000

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 132,822,795	\$ 301,635,484	\$ 159,571,941	\$ 174,015,414	\$ 128,380,677	\$ 240,050,183	\$ 241,152,944	\$ 228,655,925	\$ 222,878,501	\$ 307,716,135	\$ 2,136,880,000

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

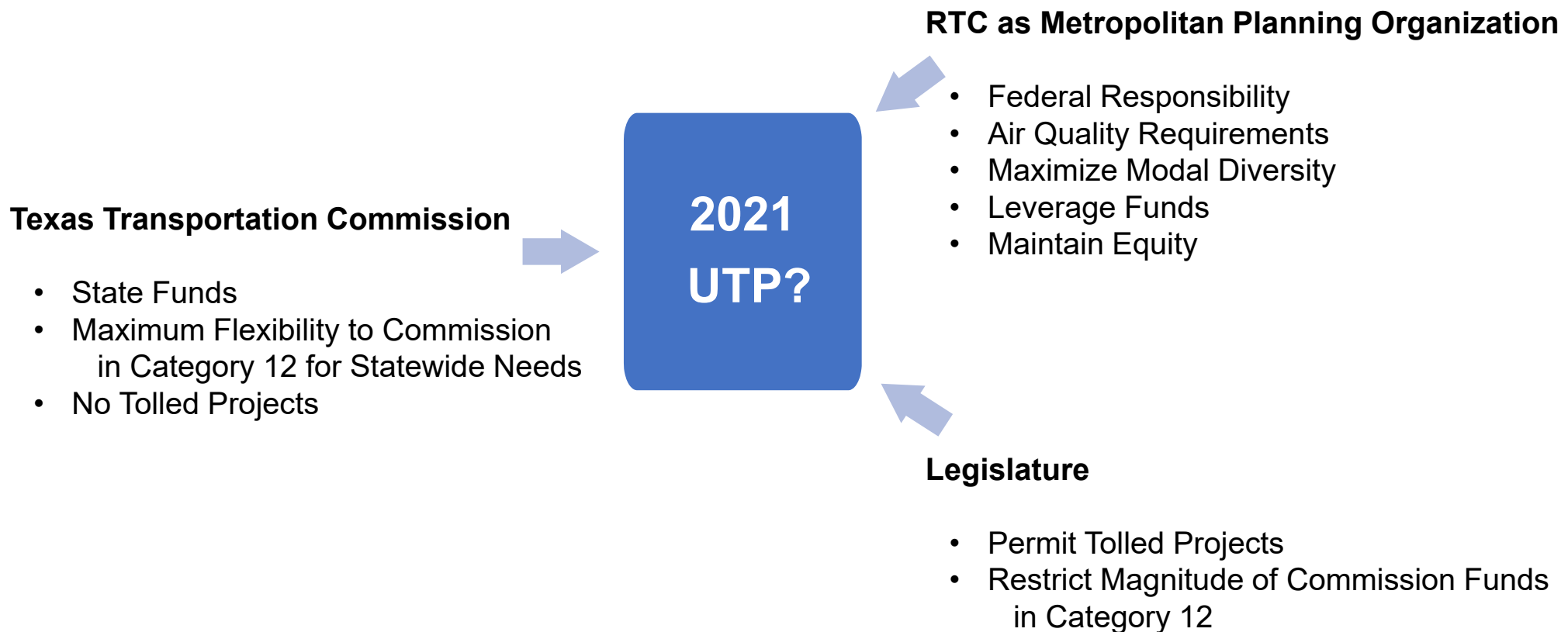
Category 12: Strategic Priority Funding Summary (Includes Texas Transportation Commission Initiatives, Strategic Priority authorizations, 425-Plan, and Category 5 and 12 Recon Funds)											
Fiscal Year Authorizations–Current Programming (Including carry-over project authorizations)											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Authorizations
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
TOTAL	\$ 4,690,098,875	\$ 1,221,442,296	\$ 2,319,211,225	\$ 1,437,666,000	\$ 936,728,800	\$ 241,100,000	\$ 267,800,000	\$ 46,000,000	\$ 6,260,000	\$ 20,000,000	\$ 16,040,000,000

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

**Regional Transportation Council
February 27, 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 the first item.

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

**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.

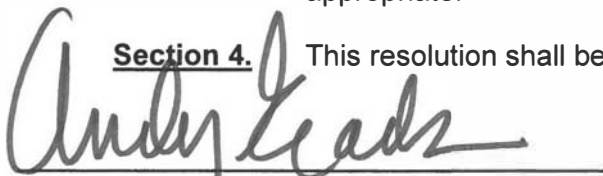
NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

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.

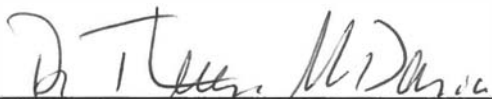
Section 3. This resolution shall be transmitted to interested parties as appropriate.

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.

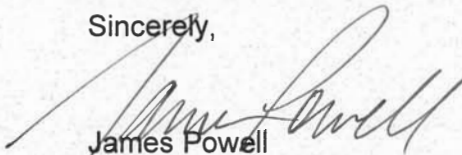
NCTCOG is withholding the Virgin Hyperloop One RFP documents pursuant to Section 552.305 of the PIA for the purpose of requesting an Attorney General Opinion and to permit third parties to assert their arguments on whether the information should be released pursuant to Section 552.305. As permitted by 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 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)

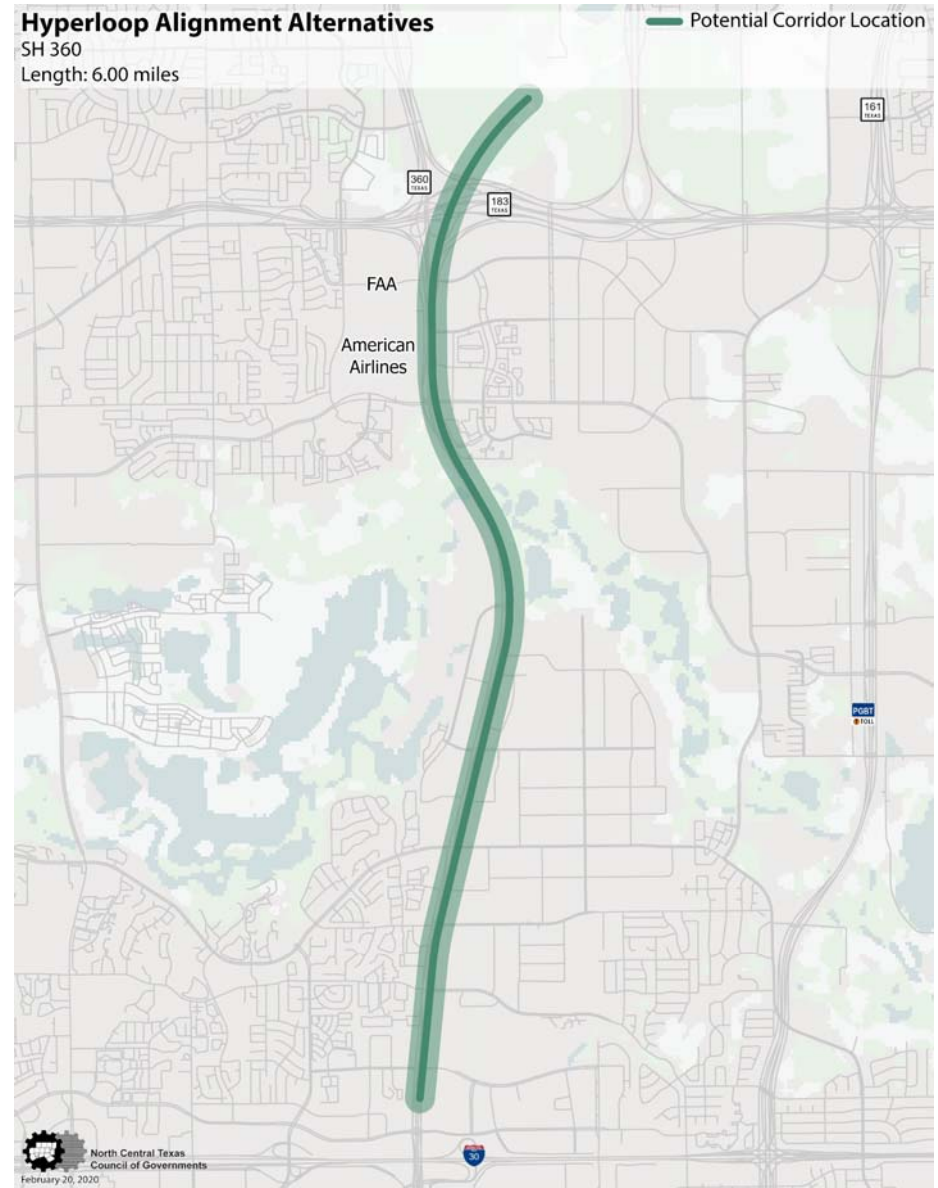
VIRGIN HYPERLOOP ONE CERTIFICATION CENTER REQUEST FOR PROPOSALS RESPONSE

Regional Transportation Council
February 27, 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 ¹	✓
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
	\$190M - \$310M ✓

✓ = Round Three




¹ Enterprise Fund Request Pending Being Short Listed ✓

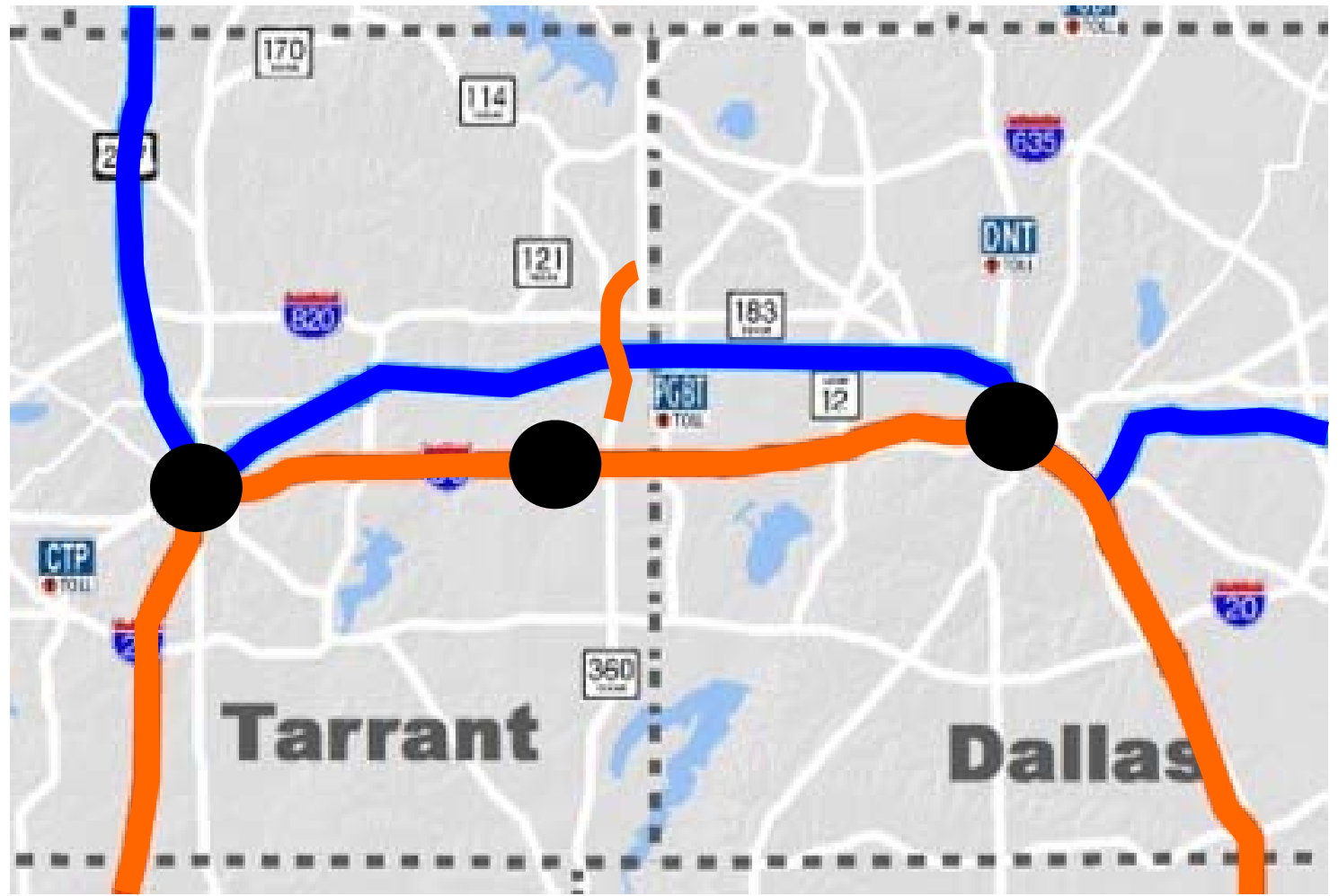
Mobility 2045 High-Speed Recommendations

-  At-Grade
-  Grade Separated
-  Station Location






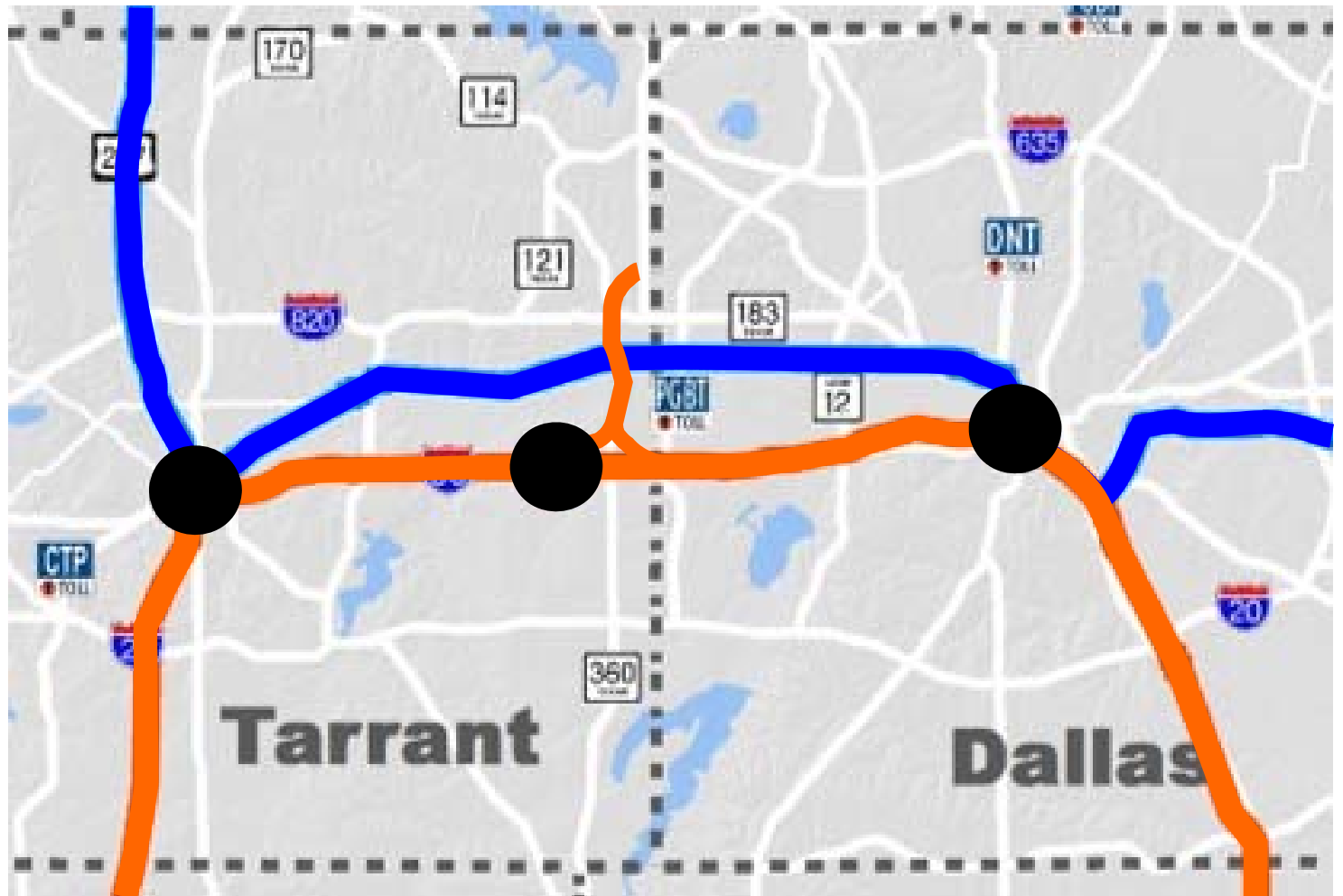
Proposed Certification Center Location

-  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

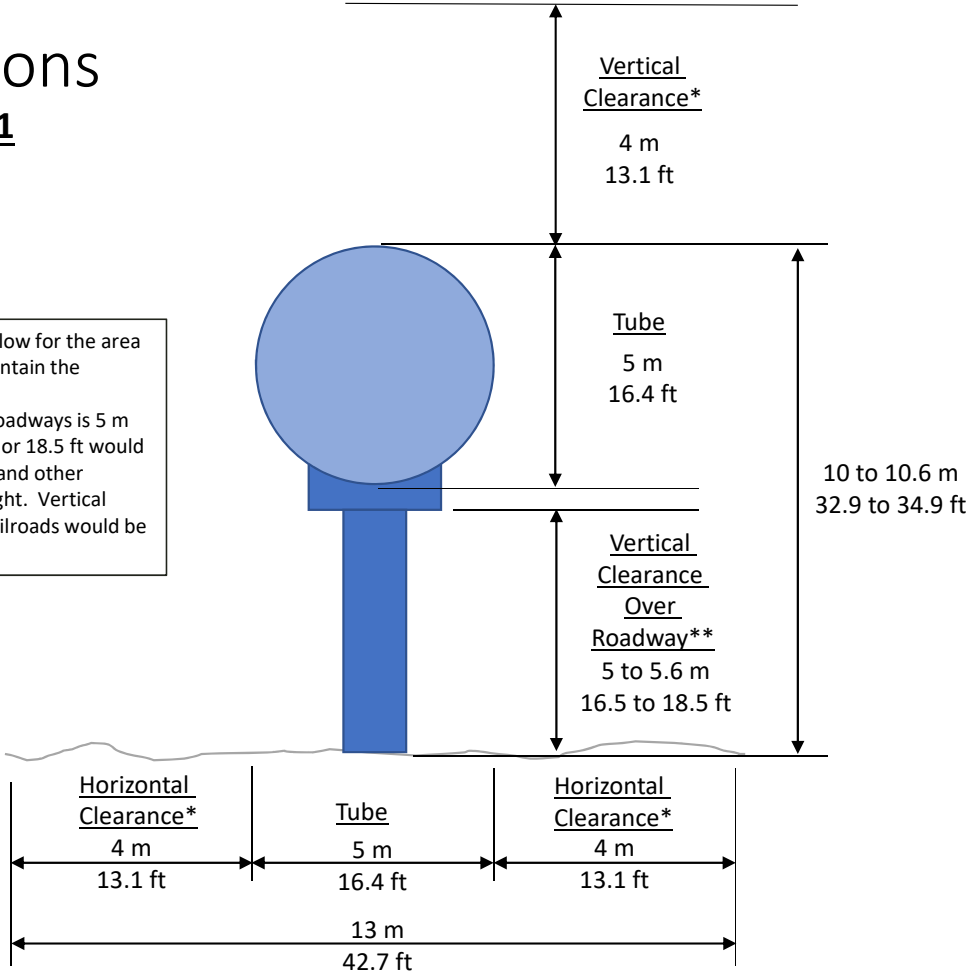
Downtown Dallas to DFW Airport

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

Typical Sections

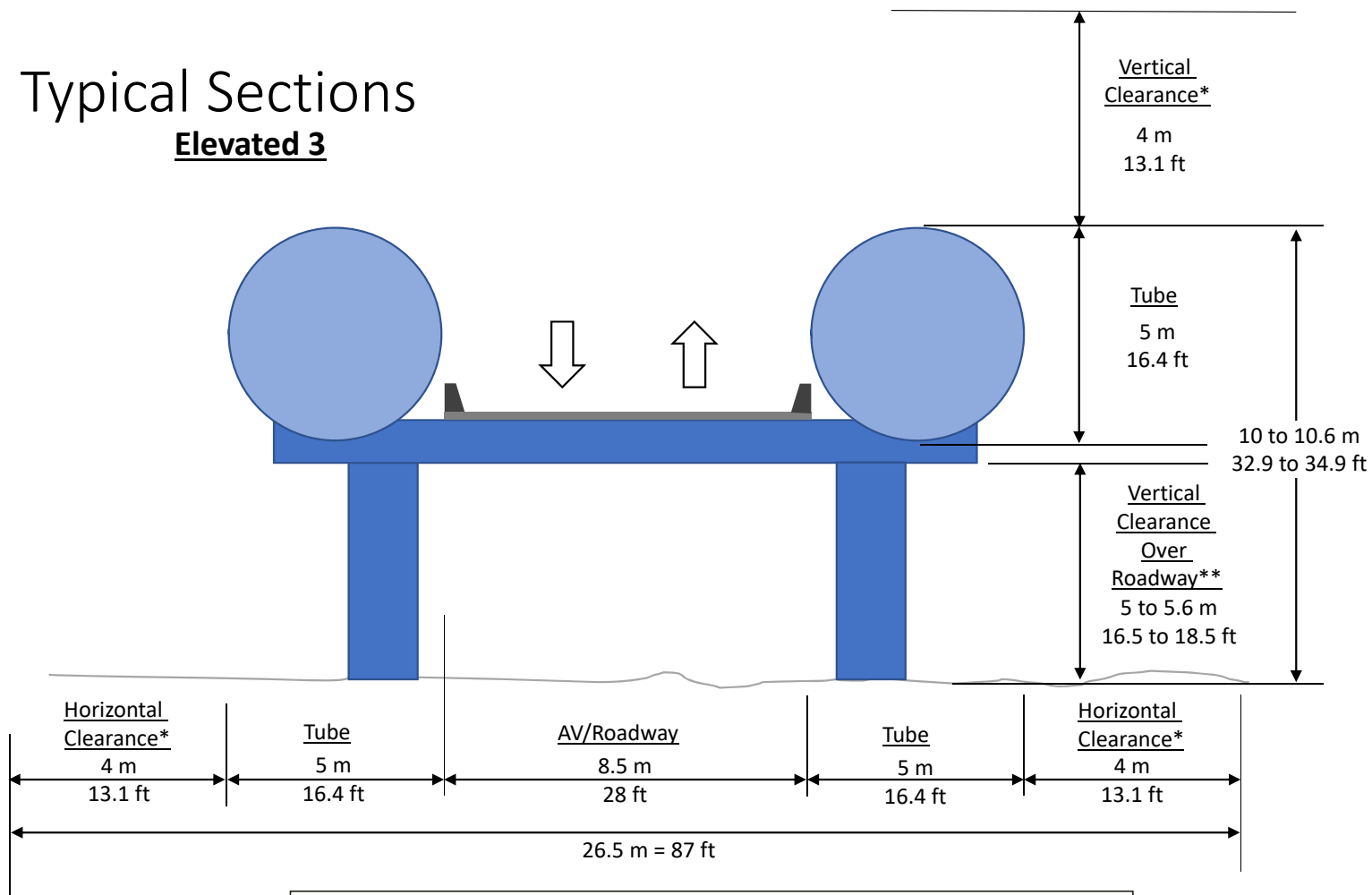
Elevated 1

* 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



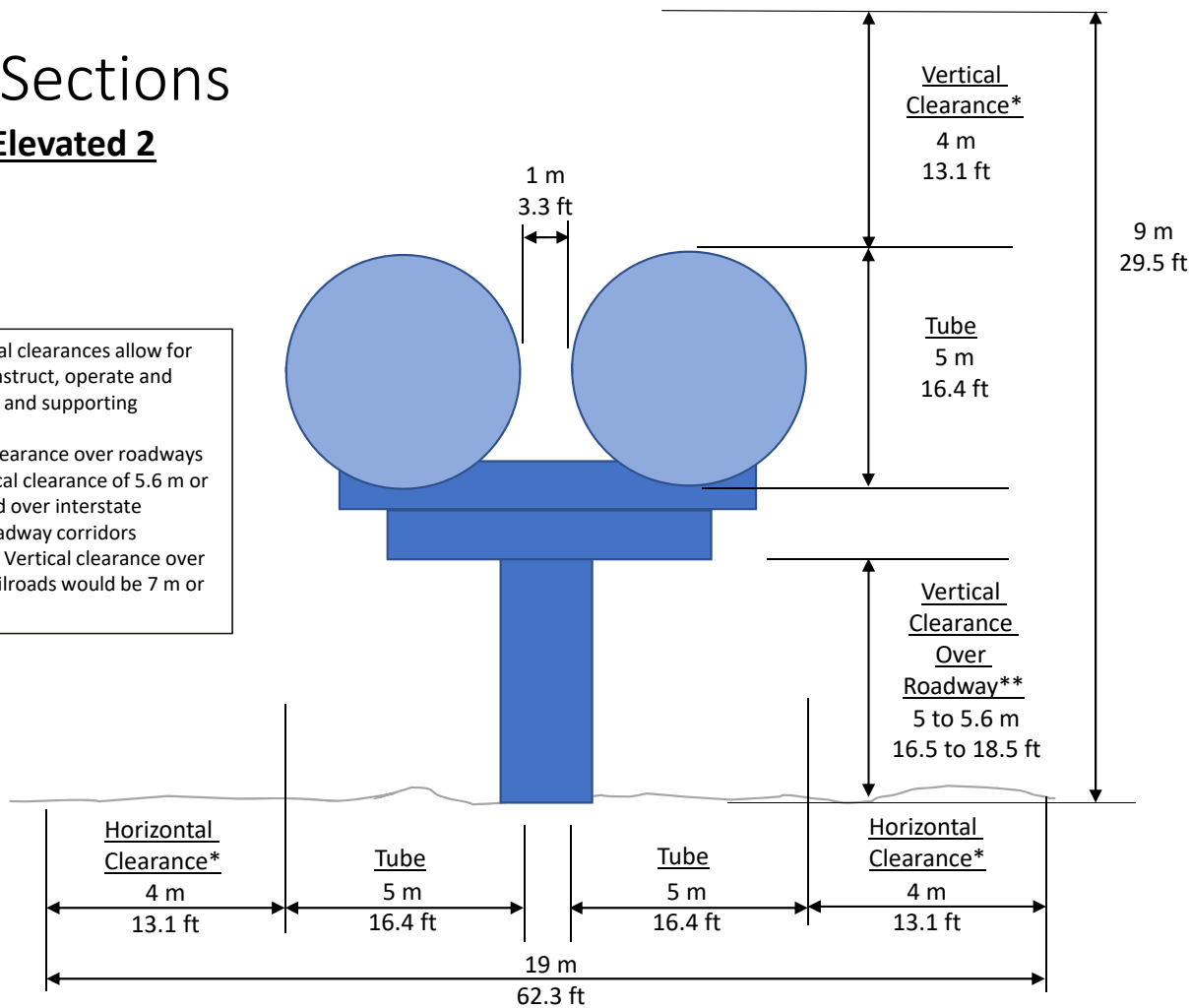
* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.
 ** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors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

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.

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

Regional Transportation Council Attendance Roster
January 2019 - January 2020

RTC MEMBER	Entity	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19	11/14/19	12/12/19	1/9/20
Tennell Atkins (09/17)	Dallas	P	P	A	P	P	P	A	P	A	P	E	E(R)
Richard E. Aubin (06/18)	Garland	P	P	A(R)	P	P	P	P	P	P	P	P	P
Adam Bazaldua (11/19)	Dallas	--	--	--	--	--	--	--	--	--	A	P	A
David Blewett (11/19)	Dallas	--	--	--	--	--	--	--	--	--	A	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	E(R)	P	E(R)	E(R)	P	P	E(R)	E(R)	P	E(R)	P	P
Loyl Bussell (05/17)	TxDOT, FW	E(R)	P	P	E(R)	P	A(R)	E(R)	P	P	P	P	P
Dianne Costa (10/19)	DCTA	--	--	--	--	--	--	--	--	P	P	P	E(R)
Theresa Daniel (11/18)	Dallas Cnty	A	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	--	--	--	--	--	--	--	--	--	P	P	E(R)
Pat Deen (08/19)	Parker County	--	--	--	--	--	--	--	A	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	E	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	E(R)	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	E	P	P	P	P	A	P	P	E(R)
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	E(R)	P	P	P	E	P	P	E(R)
George Fuller (07/17)	McKinney	A(R)	A	A	A	P	A	E	E(R)	P	P	E	A
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	A	A	P	E	A	A	P	A	P	A	A
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	E	P	P	E	P	P	P
Ivan Hughes (09/19)	Addison	--	--	--	--	--	--	--	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	A	E(R)	P	A(R)	E(R)	P	P	A	E(R)	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	P	P	E	P	P	A	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	--	--	--	--	--	--	--	--	--	--	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	A(R)	P	P	P	P	P	E	P	P	P
Mike Leyman (09/19)	Mansfield	--	--	--	--	--	--	--	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	E	P	P	P	P	P	E	P	P	P
Curtistene McCowan (06/19)	DeSoto	--	--	--	--	--	P	E(R)	P	E	P	P	P
William Meadows (02/17)	DFW Airport	P	E	E	P	E	A	P	E	A	P	E	P
Robert Miklos (12/19)	Mesquite	--	--	--	--	--	--	--	--	--	--	P	P
Cary Moon (06/15)	Fort Worth	A	P	P	P	E	A	E	P	P	P	E(R)	P
Barbara Odom-Wesley (07/19)	Arlington	--	--	--	--	--	--	P	P	A	P	P	P
John Ryan (05/18)	Denton	P	P	E	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	E(R)	P	P	P
Jeremy Tompkins (10/19)	Euless	--	--	--	--	--	--	--	--	P	P	E(R)	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	A	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
January 2019 - January 2020**

RTC MEMBER	Entity	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19	11/14/19	12/12/19	1/9/20
William Tsao (3/17)	Dallas	P	P	E(R)	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	--	--	--	--	--	--	--	--	P	P	P	P
Dennis Webb (8/18)	Irving	P	A	E(R)	P	P	P	P	P	A	E	P	P
Duncan Webb (6/11)	Collin Cnty	P	E(R)	P	P	P	E(R)	P	P	P	P	P	P
Chad West (11/19)	Dallas	--	--	--	--	--	--	--	--	--	P	E	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	E	P	E	E(R)	P	E	E	E(R)	E(R)	E(R)	E
W. Jeff Williams (10/15)	Arlington	P	P	E(R)	P	E(R)	E	P	P	P	E(R)	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	A	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
September 2018-December 2019

STTC MEMBERS	Entity	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19	10/25/19	12/6/19
Onyinye Akujuo	Trinity Metro	--	--	--	--	--	--	--	--	--	--	--	--	P
Joe Atwood	Hood County	P	A	P	P	P	P	P	A	P	P	P	P	A
Melissa Baker	Irving	--	--	--	--	--	--	E	E	P	P	P	P	P
Micah Baker	Dallas County	P	P	P	A	P	A	P	A	P	P	P	P	P
Bryan Beck	Grapevine	P	P	P	P	P	P	P	A	P	P	P	P	P
Katherine Beck	Fort Worth	P	P	A	P	P	P	P	A	P	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	A	A	P	A	A	A	A	A	P	A	A
Shon Brooks	Waxahachie	--	--	--	--	--	--	P	P	P	P	A	P	P
Tanya Brooks	Fort Worth	--	--	--	--	P	A	P	P	A	P	P	P	P
Ceason Clemens	TxDOT, Dallas	P	P	P	P	P	P	P	P	A	A	P	P	P
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	A	A	A
Kent Collins	Coppell	P	P	A	P	A	A	A	A	A	A	P	A	P
John Cordary, Jr.	TxDOT, FW	P	P	E	P	P	P	P	P	A	P	A	P	P
Rick Cortez	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P	P
Hal Cranor	Euless	P	P	P	A	P	P	P	P	A	A	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	A(R)	P
Chad Davis	Wise County	P	A	A	P	A	P	P	A	A	P	A	A	A
Arturo Del Castillo	Dallas	--	--	--	--	--	--	--	--	A(R)	A(R)	P	P	A(R)
Pritam Deshmukh	Denton	--	--	P	P	R	P	P	P	A	A(R)	P	P	P
Greg Dickens	Hurst	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	P	A(R)	A(R)	A(R)
David Disheroon	Johnson County	P	A	P	P	A	P	A	A	P	A	P	P	A
Phil Dupler	FWTA	P	P	P	P	P	P	P	P	P	P	P	A(R)	P
Chad Edwards	Fort Worth	--	--	--	--	P	P	P	P	P	A	P	E	P
Claud Elsom	Rockwall County	P	P	P	P	P	P	A	P	P	P	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	A	P	A(R)	P	A(R)	A(R)	A(R)	A	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	A	P	P	P	P	P	P	P	P	A	P	A(R)
Mike Galizio	Tarrant County	--	--	--	--	--	--	--	--	--	--	P	P	P
Ricardo Gonzalez	TxDOT, FW	A	P	P	P	P	P	P	A	P	P	P	P	P
Gary Graham	McKinney	A	P	A	A	A	A	P	A	P	A(R)	A(R)	E(R)	A(R)
Tom Hammons	Carrollton	A	A	A	A	A	P	P	P	A(R)	P	P	A	P
Ron Hartline	The Colony	A(R)	A(R)	A	A	P	P	A(R)	A(R)	A	A(R)	A(R)	A(R)	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	P	P
Terry Hughes	Weatherford	P	A	P	P	P	P	P	P	P	P	A	P	P
Tony Irvin	DeSoto	--	P	P	A	P	A	A	P	A	P	A	P	A
Paul Iwuchukwu	Arlington	A	P	A(R)	P	P	A(R)	P	P	P	A(R)	P	P	P
Kelly Johnson	NTTA	A(R)	A	A	A	A	P	A	A	A	A	A	A	A
Sholeh Karimi	Grand Prairie	A	P	A	P	P	P	P	P	P	A	A	P	P
Gus Khankarli	Dallas	--	--	--	--	--	--	--	--	P	P	P	E(R)	P
Paul Knippel	Frisco	A	A	A	A	A	A	A	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	P	A	A	A	P	A	A	P	P	P	A	P	P

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
September 2018-December 2019

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Alonzo Liñán	Keller	P	A	P	P	P	P	P	A	A	P	P	P	A
Eron Linn	DART	--	--	--	--	--	--	--	--	--	--	P	P	A
Clay Lipscomb	Plano	--	--	--	--	P	A	P	P	A	P	A(R)	A	P
Paul Luedtke	Garland	A(R)	P	A	P	P	A	P	A(R)	P	P	P	A(R)	P
Stanford Lynch	Hunt County	P	P	A(R)	P	P	P	A	A	P	P	A	P	A(R)
Alberto Mares	Ellis County	P	P	P	A	P	P	P	P	P	P	P	P	A
Wes McClure	Mesquite	P	A(R)	P	P	P	P	A(R)	P	P	P	P	P	P
Brian Moen	Frisco	P	P	P	E(R)	P	P	P	P	A	P	A	P	P
Cesar Molina, Jr.	Carrollton	P	A	P	P	P	A	A	A	A	A	A	A	A
Mark Nelson	Richardson	--	--	P	P	P	E(R)	P	E(R)	P	P	P	P	P
Jim O'Connor	Irving	P	P	A	P	P	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	P	A	A	A	A	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	P	A	P	P	P	P	E	P	P	E(R)	P	P	A
Tim Palermo	DCTA	--	--	--	--	--	--	--	--	--	P	P	P	P
Dipak Patel	Lancaster	P	A(R)	A	P	P	A	P	A(R)	P	P	P	P	P
Todd Plesko	DART	P	A	P	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Richardson	--	--	P	P	R	P	E(R)	E	P	E(R)	P	P	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	A	P	P	P	A(R)	P	P
Bryan G. Ramey II	Duncanville	P	P	P	P	P	A	A(R)	A(R)	P	P	P	P	A
Lacey Rodgers	TxDOT, Dallas	P	P	P	A	P	A	A	A	A	P	P	A	A
Greg Royster	DFW Int. Airport	P	P	P	P	P	P	P	P	P	P	E	P	P
Moosa Saghian	Kaufman County	P	P	A	P	A	P	P	P	A	A	P	A	P
David Salmon	Lewisville	A(R)	P	P	P	P	A(R)	A(R)	P	P	A	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	A	P	P	P	P
Brian Shewski	Plano	P	A(R)	P	P	P	P	P	P	P	A(R)	A(R)	P	P
Walter Shumac, III	Grand Prairie	P	P	P	A	A	P	P	P	P	A	P	P	P
Ray Silva-Reyes	Colleyville	--	--	--	--	--	--	A	A	P	P	A	P	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	A	P	P	P	P	P
Cheryl Taylor	Cleburne	P	P	P	P	P	P	P	P	A	P	P	P	A
Caleb Thornhill	Plano	A	A	P	A	A	A	A	P	A	A	A	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	A(R)	A(R)	P	P	A	A(R)	P	P
Daniel Vedral	Irving	A	P	A(R)	P	P	A	P	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	P	P	P	P	P	A	P	P	P	P	P	P	P
John Wright	Greenville	A	A	A	P	A	E	A	P	P	A	A	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A	A

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 6, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 6, 2019, 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, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, Kent Collins, John Cordary Jr., Rick Cortez, Hal Cranor, Clarence Daugherty, Luis Tamayo (representing Arturo Del Castillo), Pritam Deshmukh, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Anthony Cisneros (representing Ann Foss), Mike Galizio, Ricardo Gonzalez, Thuan Huynh (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Clay Lipscomb, Paul Luedtke, Chris Potter (representing Stanford Lynch), Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Caleb Thornhill, 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, Taylor Benjamin, Natalie Bettger, Peter Braster, Molly Carroll, Dave Carter, Ying Cheng, Brian Dell, Sam Dennehy, Cody Derrick, Matt Fall, Kevin Feldt, Scott Hall, Victor Henderson, Rebekah Hernandez, Amy Hodges, Kirk Houser, Rajaneesh Jandhyam, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, April Leger, Michelle Match, Mickey McGuire, Priya Mistry, Mindy Mize, Collin Moffett, Erin Moore, Michael Morris, Jeff Neal, Evan Newton, Hilary Nguyen, Chris Reed, Rylea Roderick, Tom Ryden, Samuel Simmons, Shannon Stevenson, Vivek Thimmavajjhala, Nicholas Van Haasen, Whitney Vandiver, Mitzi Ward, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of October 25, 2019, Minutes:** The minutes of the October 25, 2019, meeting were approved as submitted in Reference Item 1. Chad Edwards (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2020 revisions to the 2019-2022 TIP were provided in Electronic Item 2.1.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Vivek Thimmavajjhala presented a recommendation for Regional Transportation Council approval of the transportation control measure (TCM) project substitutions. Three interim high-occupancy vehicle (HOV) projects are currently listed in the State Implementation Plan (SIP) as TCMs. The projects no longer yield the same emissions benefits and staff proposed that the three projects be removed as

TCMs from the SIPs: IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Impacts of removing the HOV corridors are 0.108 tons per day of nitrogen oxides and 0.061 tons per day of volatile organic compounds. Six traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Details were provided in Electronic Item 3. As required, these projects achieve the equivalent or greater emissions reductions than the TCMs to be replaced. The timeline for the effort was reviewed and proposed action highlighted. Mr. Thimmavajjala noted that the public comment period for this effort closes December 10 and that no comments have been received to date. A motion was made to recommend Regional Transportation Council approval of the TCM substitution of three HOV projects: 1) IH 35E corridor (Stemmons Freeway) between IH 635 and SH 121, 2) IH 635 east corridor (LBJ Freeway) between Coit Rd and Greenville Ave, and 3) IH 635 west corridor (LBJ Freeway) between Luna Rd/IH 35E and US 75 with traffic signalization projects listed in Electronic Item 3. John Polster (M); Brian Shewski (S). The motion passed unanimously.

4. **Partnership with Dallas Fort Worth International Airport to Enable Electric Bus Purchase:** Chris Klaus presented a funding partnership with the Dallas Fort Worth International Airport to support the purchase of electric buses. By summer 2020, the Dallas Fort Worth International Airport predicts that additional airside buses will be needed to support the growing number of daily flights and to move passengers from terminals to planes parked away from the gates. The airport requested funding assistance through North Central Texas Council of Governments (NCTCOG) air quality programs to purchase electric buses. However, items such as Buy America constraints and scrappage requirements limit funding eligibility from traditional funding sources for the airport. Due to the air quality benefits of purchasing electric buses, NCTCOG staff proposed a funding partnership to assist the Dallas Fort Worth International Airport in the purchase of four electric buses, the associated infrastructure and equipment, and the temporary lease of airport buses prior to delivery of the purchased vehicles. Recent correspondence to the airport was provided in Electronic Item 4.1. The needed buses have specific operational elements that accommodate passengers and luggage and are not manufactured in the United States. Air quality benefits of electric buses include avoiding an increase in ozone forming pollutants, assisting the airport in maintaining compliance with general air quality conformity as it expands, reducing passenger and employee exposure to exhaust emissions from diesel buses, and sustaining the airport's carbon-neutral accreditation. He noted that the Regional Transportation Council (RTC) approved up to \$3.5 million in Regional Toll Revenue (RTR) funds to the Dallas Fort Worth International Airport to support the purchase of electric airside buses, associated infrastructure and equipment, and the temporary lease of buses while the airport awaits the delivery of the electric buses at its November 14, 2019. Flexibility was also requested in the event the RTR funds are not suitable for a funding swap. The timeline for the effort was reviewed and Committee endorsement was requested. Details were provided in Electronic Item 4.2. Todd Plesko asked what was unique about the buses that they cannot be purchased in the United States. He noted there are at least three companies that make Buy America compliant buses. In addition, he asked how the buses are charged and the length of time it takes for a bus to charge. Mr. Klaus noted that he did not have the specifics about the bus specifications and charging details available, but that he would provide the information to members at a later time. Mr. Plesko also discussed Regional Toll Revenue funds, how regular transit systems must comply with Buy America, and noted that Dallas Area Rapid Transit would like to have \$3.5 million to support Buy America compliant transit buses. Ken Kirkpatrick noted that Buy America regulations for the Federal Transit Administration require a 70 percent domestic content, but that regulations for the Federal Highway Administration require 100 percent domestic content, which is challenging. Regarding maintenance and reliability, Mark Nelson asked how the buses will be maintained

if the manufacturer is located outside of the country. Mr. Klaus noted that maintenance and training information will also be provided to members at a later time. In addition, Mr. Nelson noted that this effort is being identified as a partnership and asked the funding split. Christie Gotti noted that the RTC is paying for the incremental cost as it typically would for clean vehicle-type projects. She noted the airport committed to approximately \$1.9 million for diesel buses. Shawn Poe asked if there were other funding sources that may be more suitable for this partnership. Ms. Gotti noted that due to Buy America restrictions, federal funds cannot be used. When the RTC took action, it approved flexibility for a funding swap in which the airport would be provided federal funds for another project so that it could use local funds on this effort. However, there are no other projects on which federal funds could be used so staff recommended the use of RTR funds. There are RTR funds in Dallas County available for use on the partnership. A motion was made to endorse Regional Transportation Council approval of up to \$3.5 million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to the Dallas Fort Worth International Airport to support purchase of four electric airside buses, associated infrastructure, equipment, and temporary lease of airside buses prior to electric bus delivery. Action also included flexibility for staff to do a funding swap if determined to be more appropriate, and approval to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed. John Polster (M); Greg Royster (S). The motion passed unanimously.

5. **2019 Metropolitan Planning Organization Milestone Policy (Round 2):** Brian Dell presented the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. In June 2015, the Regional Transportation Council (RTC) adopted the first MPO Milestone Policy that reviewed projects selected from 1992 to 2005 that had not yet gone to construction. The initiative was successful in assisting 46 projects reach implementation. Staff was directed to initiate a second round of the Milestone Policy to review the next 10-year increment of projects that have not advanced to construction, provided in Electronic Item 5.2. The affected projects primarily include projects that were funded between 2006 and 2010 that have not let or obligated. In addition, there are some projects funded prior to 2006 that previously let but had implementation issues. Most of the projects are funded with RTC-selected funding sources. However, this effort does include a few other funding types because the projects are old, or the projects have some special need. For instance, locally funded, regionally significant projects are included in the region's Transportation Improvement Program (TIP) and projects funded prior to 2010 have been added to the list. Projects funded with congressional earmarks that are subject to rescissions are also included. The list includes 41 projects and approximately \$606 million in funding to be addressed through this effort. The goal of the Milestone Policy is to provide a realistic assessment of projects statuses which helps North Central Texas Council of Governments (NCTCOG) staff balance project schedules with current financial constraints. In addition, it helps to determine project priorities so that funding is freed for ready-to-go projects. Mr. Dell noted the proposed reapproval process is similar to the first round of the Milestone Policy. Agencies with projects on the Milestone Policy project list will be notified by letter. In addition, letters will also be sent to representatives of the cities the projects are located in. Agencies must reconfirm the projects as a priority by providing: 1) a realistic and achievable schedule which must receive NCTCOG and Texas Department of Transportation (TxDOT) concurrence, 2) documentation of policy board support, and 3) documentation of local matching funds availability. Members were encouraged to review project timelines with "20/20 vision" versus "rose-colored glasses" and coordinate with TxDOT and NCTCOG staff in advance to ensure timelines are realistic. Timelines should account for the execution of needed agreements, review by TxDOT, consideration that phases may not run concurrently, and include contingency timing that is not excessive. Implementing agencies will be notified by letter in January 2020 that their projects have been included on the Milestone Policy

project list, with formal responses due to NCTCOG staff by May 1, 2020. The Milestone Policy project list will be presented to the Surface Transportation Technical Committee and Regional Transportation Council (RTC) for review and approval in the summer, which will establish the deadline for the new round of projects. Mr. Dell also provided an update on RTC action at its November 14, 2019, meeting that differed from the STTC recommendation regarding the KCS Railroad Intersection Improvements project in the City of Dallas. A temporary extension was granted for TIP project 11258.9 and staff was directed to work with the City of Dallas to develop a specific deadline for the December 2019 RTC meeting. STTC recommendations on other projects were approved as is. As part of the discussion, the City of Dallas committed to implementing a system to track projects that are identified as part of the Milestone Policy including regular updates to its elected officials. Details of the Milestone Policy effort were provided in Electronic Item 5.1. Members were encouraged to provide feedback to staff regarding the Milestone Policy effort to help improve the process. It was also suggested that agencies document their meetings with TxDOT to ensure all parties involved with the project are on the same page. Paul Luedtke suggested that an interim step be developed to address issues on projects prior to the 10-year timeframe. Christie Gotti discussed a recent meeting with TxDOT Austin regarding carryover balances in the region and the importance of spending down those balances to prevent risk of losing funds in the future. NCTCOG staff is working to determine a better way to manage projects, which may include presentation to the Committee and the RTC in 6-month increments regarding project statuses. STTC Chair Bryan Beck discussed the challenges of project timelines and noted it would be helpful if projects could be overprogrammed. Ms. Gotti noted that although federal law does not allow over programming, NCTCOG staff does maintain Appendix D in the TIP that lists projects that are selected but are outside the four-year window of the document. This allows projects that become ready sooner than anticipated to be moved up and allows projects to be moved if additional funding becomes available.

6. **Hyperloop Certification Center Request for Proposals Status Report:** Michael Morris provided a summary of the response to Virgin Hyperloop One (VHO) regarding its Request for Proposals for a certification center. A six-mile certification track has been requested, with the desire for construction to begin in 2021. He discussed VHO's interest in the integration of all technical fields. In addition, there is increased interest in advancing integrated educational programs to gain expertise within the region and potential partnership with universities to encourage technology programs that will assist with developing a workforce needed for a potential certification center, as well as many other technology opportunities that may come to the region such as autonomous vehicles and unmanned aircraft systems. As part of the response to VHO, four options or families of certification center implementation have been created and include the eight corridors received from entities within the region. All eight corridors will be included in the Request for Proposals response. As part of this effort, staff is exploring a private-sector response that could be beneficial in meeting the 2021 construction deadline. Four options to be included in the VHO Request for Proposal were highlighted: Option 1) private sector certification facility; Option 2) public-sector base facility that is 100 percent certification center with no other benefits; Option 3) public-sector facility that includes other applications; and Option 4) certification center hybrid facility with additional transportation mode technology and other applications. If short-listed, North Central Texas Council of Governments staff will begin work on the next Phase of the proposal and continue to provide projects updates to members.
7. **Auto Occupancy Verification Technology:** Natalie Bettger provided a status report on the high-occupancy vehicle (HOV) detection and verification technology. As a reminder, the Regional Transportation Council (RTC) requested staff to replace manual enforcement of HOVs and managed lane facilities with more advanced technology verification equipment. Staff's focus has been on Phase 1 implementation to apply the HOV discount on managed

lanes in the Dallas-Fort Worth region using the automated verification process. An overview of the current system was provided, as well as the proposed HOV program that will allow users to register once with the process automated to charge the correct toll and no manual enforcement. Users will get the GoCarma app that is associated with a toll tag and setup the GoCarma pass which is detected by the user's smartphone. If a user does not have a smartphone, an occupant pass will be provided for free. The app automatically recognizes the number of passengers in the vehicle, and the HOV users will receive the discounted toll rate. Ms. Bettger noted that last fall, several items were discussed for continued monitoring. Details were provided in Electronic Item 7. In preparation for Phase 1 implementation, staff has worked in partnership with the Texas Department of Transportation/Transcore, the North Texas Tollway Authority, and LBJ/NTE Mobility Partners and are currently working on back office integration testing. A public education and outreach plan has been developed, and staff is working closely with all partners on a switch-over schedule from the existing app to the new app. Partners have also worked on a violation process which includes a 90-day grace period to allow users time to become familiar with the new technology, as well as customer service scenarios and business rules. On December 4, LBJ/NTE Mobility Partners sent communications to current TEXpress users that receive the HOV discount notifying them of the go-live date of January 24, 2020. The GoCarma app will be released January 6 and partner agencies have held prelaunch meetings. In April 2020, additional outreach will be conducted for new users of the HOV system. Ms. Bettger noted that since the TEXpress notification was sent, over 3,000 people have preregistered to receive the GoCarma app and over 5,000 have visited the GoCarma website. Staff will continue to provide updates to the Committee.

8. **Performance End Dates for Federally Funding Transportation Projects:** Brian Dell provided information about performance end dates (PED) on federally funded projects and the potential impacts of PEDs on project implementation. In December 2014, the Office of Management and Budget (OMB) published Code of Federal Regulations Title 2 Part 200 that imposes a period of performance during which costs can be incurred or reimbursed for federally funded transportation projects. The regulation became effective December 26, 2014, and required all Federal Project Authorization Agreements (FPAA) to include a PED going forward. Several of the PEDs established soon after this regulation was implemented have expired, and at least one project in the region has been negatively impacted. Mr. Dell noted that a PED is the termination date of the period of performance. Costs incurred on a project after this date are not eligible for federal reimbursement. This is listed in the FPAA and it is applicable to both State and locally let projects that have federal funding. The period of performance is determined by the Texas Department of Transportation (TxDOT) in coordination with FHWA division offices for each phase of a project and is based on a project's estimated schedule, plus any closeout procedures after the actual work is finished. A PED can be modified in limited circumstances if there is a change that affects the completion schedule of a project such as change orders that affect the scope, delays in awards or advertisement, or adding a new project phase to the agreement. Requests to adjust the PED should be submitted to FHWA through TxDOT within the period of performance. An example of a PED in older FPAA's was highlighted and it was noted that the date is included in the State Remarks field and not defined. An example of a recent FPAA was highlighted and includes a designated field for the project end date. It is important to note that the PED is listed at the end of the FPAA with no explanation of its importance, making it easily overlooked. If a project surpasses the PED and costs are incurred after that date, the implementing agency will be responsible for 100 percent of the costs. The PED can be modified after the previously approved date has passed, but work performed during the lapse period will not be reimbursed. Agencies were encouraged to coordinate with their TxDOT districts to establish a PED that is realistic on future federally projects. For those projects that are already established, agencies should verify the PED

dates and if there is an applicable and documented reason and TxDOT concurs, work with TxDOT to extend a PED if it is not realistic. FHWA PED guidance is available at https://www.fhwa.dot.gov/cfo/projfundsmgt_qa.cfm#a7. Details were provided in Electronic Item 8. Chad Edwards asked how this relates to the Milestone Policy. It was noted that the second phase of the Milestone Policy presented earlier in the meeting addresses projects funded from 2006 to 2010. The regulation does not apply to grants before 2014. Staff presented the importance of performance end dates to ensure that agencies in the region are aware of the impact to projects, but members were encouraged to consider performance end dates and the Milestone Policy as a reminder that implementing projects in a timely manner is important. John Polster asked how the PEDs are established. Christie Gotti noted that TxDOT Austin has indicated that there is formula used to establish PEDs. For the project currently impacted, it is unclear how the PED was developed.

9. **Trail of the Month Video Highlights:** Matt Fall provided information on the Trail of the Month video series which highlights a new trail in the Dallas-Fort Worth (DFW) region each month. The videos are part of an outreach initiative to make the public aware of the many trails in the DFW region and to showcase the 733 built miles and 3,869 planned miles of trails in the system, as well as to highlight current and future investments by cities and the Regional Transportation Council. The videos highlight trail system benefits such as transportation, multimodal connections, regional connectivity, access to job centers and schools, community enhancement, and the history of the trails. A total of 12 videos highlighting regionally significant trails are scheduled. Details were provided in Electronic Item 9. Members were shown Dallas' Santa Fe Trail video and additional videos are available at www.nctcog.org/bikeweb.

10. **End of 2019 Ozone Season:** Chris Klaus presented a summary of activity for the Dallas-Fort Worth (DFW) region's 2019 ozone season, which concluded at the end of November. Population and vehicle miles of travel data were highlighted, and it was noted that both trends are increasing in the region. Conversely, on-road vehicular emission trends show a continued decrease resulting from the many air quality programs implemented in the region that help to reduce the emission of nitrogen oxides and volatile organic compounds. Regarding the 2019 ozone season, members were reminded that the region is under two air quality standards: the 2008 standard of 75 parts per billion (ppb) and the 2015 standard of 70 ppb. At the end of the season, the region's three-year average was 77 ppb, which exceed both the 2008 and 2015 standards. Air quality monitors within the region were highlighted, with the North Dallas monitor currently the controlling monitor. Mr. Klaus explained the significant impact the 2018 ozone season data will have in the three-year averaging that will be used for the 2008 and 2015 air quality standards deadlines in 2021. Attainment for both standards will be based on 2018-2020 ozone monitor data. Ozone assessment scenarios for the fourth highest reporting monitors were highlighted for the 2020 season. Attainment is reached when all monitors are below the ozone standards. In addition, if all monitors are at or below the standard NCTCOG could petition for an extension. If granted an extension, the region would have until 2021 to reach attainment which will allow for the 2018 ozone season data to be dropped from the three-year average. He noted that the Texas Commission on Environmental Quality will hold a hearing in January 2020 on the State Implementation Plan (SIP) for 2015. Staff will review for potential comments. In closing, members were reminded of the many air quality programs and initiatives supported by the Committee and were thanked for their continued support of air quality. Clarence Daugherty asked how the region will be impacted if attainment is not reached. Mr. Klaus noted that a new SIP would be developed that would include more stringent offsets and potentially new control strategies. He added that staff is optimistic that a one-year extension may be possible if all monitors are at or below the standard for the 2020 ozone season.

11. **Fast Facts:** April Leger noted the 2020 meeting schedules for the Regional Transportation Council and the Surface Transportation Technical Committee were provided in Electronic Item 11.1.

In addition, Ms. Leger announced that Transportation Department staff member, Tom Bamonte, has been appointed to the Governor's Texas Connected and Automated Vehicle Task Force.

Rebekah Hernandez provided a legislative update. She noted the federal government will continue to operate through December 20 after President Trump signed a month-long funding bill at the end of November. The continuing resolution maintained current funding levels and included an important provision that repealed a section of the Fixing America's Surface Transportation Act. The provision repealed the planned rescission of \$7.6 billion from states' highway funding that was set to take place next July.

Matt Fall discussed curbside planning and management which focuses on how to plan for and balance the many competing uses for curbside space. Competition for curbside space continues to increase and change with the evolution of next technologies such as autonomous vehicles. A Curbside Management and Training Workshop is scheduled for February 5. Additional details were provided in flyers distributed at the meeting.

Amy Hodges highlighted current air quality funding opportunities for vehicles. The Clean Fleets North Texas 2019 Call for Projects provides grant funding to replace medium and heavy-duty diesel vehicles and equipment and closes February 14, 2020. The Texas Emissions Reduction Plan also recently opened and provides grant funding for alternative fueling facilities. The grant deadline is March 18, 2020. Additional details were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Hodges also highlighted upcoming Dallas-Fort Worth (DFW) Clean Cities events. The annual DFW Clean Cities meeting and fleet recognition awards is schedule for December 17, 2019. In addition, the Texas Commission on Environmental Quality will host a Texas Volkswagen Environmental Mitigation Program workshop December 9 on the next funding round. A webinar is also scheduled for January 22. Details were provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Victor Henderson referenced the December online input opportunity notice distributed at the meeting in Reference Item 11.6. The online input opportunity will extend from December 9-January 7 and will include information on Transportation Improvement Program modifications, the Dallas Fort Worth International Airport electric bus partnership, and hyperloop and auto occupancy verification technologies.

Mr. Henderson also noted that comments received for the October 14, 2019, public meeting were provided in Electronic Item 11.2. Staff presented information related to program of projects, air quality funding, the Community Schools and Transportation Program, and the new Regional Transportation Council public comment procedures.

In addition, Mr. Henderson noted that Electronic Item 11.3 contained the Public Comments Report covering general public comments received from September 20 to October 19, 2019. Comments regarding transit development and use were in the majority.

The current Local Motion was provided in Electronic 11.4, and transportation partner program reports were provided in Electronic Item 11.5.

12. **Other Business (Old and New):** Jeff Neal provided information on Community Development Block Grant Mitigation funding from the Department of Housing and Urban Development available in response to recent flooding events. The draft State Action Plan documenting how funds will be distributed was released November 21, 2019. Approximately \$4.3 billion is anticipated to be allocated through this program to the State of Texas, which is of significant importance since 13 of the 16 North Central Texas Council of Governments counties were declared as federal disaster areas during the 2015 and 2016 flood events and qualify to compete for a portion of the funds. Mr. Neal noted that a public hearing will be held on December 9, 10 am, at the Dallas County Community College District Bill J. Priest Institute. Public comments are due January 6, 2020, and the final State Action Plan that documents the process to submit applications is scheduled to be released on February 3, 2020. Funding will help the region focus on future inclement weather mitigation and resiliency.

Michael Morris presented information on transportation and land use, and the changing investment landscape for mega developments. He noted that this information will be presented to the Regional Transportation Council (RTC) at its December 12, 2019, meeting. Mr. Morris highlighted past requests from entities looking to relocate within the region, and recent requests from local partners seeking to revitalize existing areas within the region. These requests create an opportunity to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes. He noted the importance of establishing a standard practice/policy to handle these types of requests versus approaching each request differently. Examples of external partnership requests, as well as local partnership efforts were highlighted. He noted potential projects often support sustainable, mixed-use and transit-oriented developments. Efforts may also include economic development, redevelopment, and revitalization projects such as parking garages with an intermodal component. A current local partnership opportunity with the City of Plano on the Collin Creek Mall mixed-use redevelopment was highlighted. The City has requested RTC participation in construction of a parking garage. The total project cost is estimated at approximately \$30 million with around 50 percent repaid by the City of Plano. Because of the project's proximity to downtown Plano and the lack of parking, the parking garage would serve as a multi-function, regional parking garage with a transit component. Negotiations are ongoing and include assurances that the proposed development will materialize, restriction of overnight parking, repayment with interest, and RTC funding only for the construction of publicly available parking. Mr. Morris noted that this is an expansion of items discussed frequently such as large economic development opportunities in the region. Todd Plesko discussed requests often received by Dallas Area Rapid Transit from local officials requesting transit service in response to private-sector development, with no financial commitment on the part of the private entity. Mr. Morris noted that it will be important to work with the transportation authorities in the region to ensure that transit needs and responsibilities are integrated into the policy. Members requested a copy of the presentation be provided by email.

Dan Kessler introduced new North Central Texas Council of Governments staff at the meeting, Taylor Benjamin and Nick Van Haasen. In addition, he recognized Collin Moffett who recently returned from military deployment.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 24, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.



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.

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

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.

REGIONALNews

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.

\$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.

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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 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.

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.