

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, February 26, 2021

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)

1:30 – 1:35

1. Approval of January 22, 2021, Minutes

Action Possible Action Information Minutes: 5

Presenter: Brian Moen, STTC Chair

Item Summary: Approval of the January 22, 2021, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. Consent Agenda

Action Possible Action Information Minutes : 5

2.1. FY2020 and FY2021 Unified Planning Work Program Modifications

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for 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 administratively 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 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 have been posted on the North Central Texas Council of Governments website for public review and comment, and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided.

Performance Measure(s) Addressed: Administrative

1:40 – 1:50

3. **Air Quality Calls for Projects Recommendations**

Action Possible Action Information Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of funding recommendations for the Clean Fleets North Texas 2019 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened three different Calls for Projects, under three separate Environmental Protection Agency (EPA) awards: North Texas Emissions Reduction Project 2020 CFP, North Texas Freight Terminal Electrification 2020 CFP, and Clean Fleets North Texas 2020 CFP. These CFPs award grant funds for diesel vehicle or equipment replacement projects and installation of EPA-verified electrified parking spaces and related infrastructure in North Central Texas. The most recent application deadline was January 8, 2021. Staff has completed review and emissions quantification and developed recommendations regarding projects to be funded. These CFPs were funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 3.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 3.2](#) and [Electronic Item 3.3](#) provide detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:50 – 2:00

4. **COVID-19 Infrastructure Program (Round 3)/Transit Partnership Funding**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the COVID-19 Transit Partnership projects and programs will be requested.

Background: In the fall of 2020, the Surface Transportation Technical Committee (STTC) and the RTC approved the third round of the COVID-19 Infrastructure Program, including a \$25 million placeholder for investments in transit. Since then, discussions have occurred about how this funding could be utilized across various transit initiatives to address the impacts of the COVID-19 pandemic on transit and to advance transit in the region. The details of the specific partnership programs and projects being proposed are provided in [Electronic Item 4.1](#). [Electronic Item 4.2](#) contains additional details about the partnership and programs/projects being requested.

Performance Measure(s) Addressed: Transit, Safety

2:00 – 2:05

5. **Status Report Related to Previous Action on Federal Transit Administration Funding Allocations in Response to COVID Relief 2.0 Funding Authorization**

Action Possible Action Information Minutes: 5

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will provide a status report related to previous action on US Department of Transportation's Federal Transit Administration (FTA) funding allocations in response to the Coronavirus (COVID-19). This is an information item because there is no proposed change to the current position.

Background: Staff will provide an update to the Surface Transportation Technical Committee following the Committee's approval on January 22, 2021 for allocations related to funding provided by the FTA through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The Committee asked staff to confirm eligibility and work with the transit authorities to ensure fair and equitable distribution of the funds. It is proposed that the current program proceed as presented in January, and assistance to Trinity Metro may occur through other methods.

Primary objective of the funding is to ensure public transit agencies receive sufficient funding, when combined with Coronavirus Aid, Relief and Economic Security (CARES) Act apportionments, to equal at least 75 percent of UZAs' public transit operating costs based on 2018 expenses. The North Central Texas Council of Governments (NCTCOG) is the designated recipient for the Dallas-Fort Worth-Arlington (DFWA) Urbanized Area (UZA) and the Denton-Lewisville (DL) UZA.

The DFWA UZA will receive \$129,172,478 and the Denton-Lewisville UZA was allocated \$41,938. Congress did not fund any money to the Dallas-Fort Worth-Arlington Urbanized Area for Trinity Metro. The DFWA UZA is receiving Urbanized Area Formula Program funding only because the Dallas Area Rapid Transit (DART) falls below the 75 percent threshold.

If requested, staff will provide more details on the methodology utilized in making the recommendations for the Urbanized Area Formula Program funds under CRRSAA and for Enhanced Mobility of Seniors and Individuals with Disabilities Program funds. Details can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed: Transit

2:05 – 2:20

6. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

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

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

- Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 6.1](#)) (www.nctcog.org/pm/covid-19)
- Metropolitan Planning Organization Milestone Policy Follow Up: Monitoring Project Success
- 2021 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program ([Electronic Item 6.2](#) and [Electronic Item 6.3](#))
- Initiation of Conversation with the New US Secretary of Transportation

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:30

7. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

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

- Biden Administration Executive Orders
- State and Federal Transportation Committee Members
- Proposed Budgets for Transportation for the Texas Legislature
- Governor's Emergency Items

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature convened on January 12, 2021.

Performance Measure(s) Addressed: Roadway, Transit

2:30 – 2:40

8. **Requirements for Ozone Reclassifications**

Action Possible Action Information Minutes: 10

Presenter: Vivek Thimmavajjhala, NCTCOG

Item Summary: Staff will summarize North Central Texas Council of Governments efforts that will support State requirements resulting from ozone standard reclassifications for the Dallas-Fort Worth (DFW) region.

Background: This past November concluded the 2020 ozone season for the DFW region. Unfortunately, preliminary data suggests both

the 2008 and 2015 ozone National Ambient Air Quality Standards were not attained. This now triggers State revisions to the air quality plan that identifies how the region will reach future attainments. Staff has been coordinating and contracting with the Texas Commission on Environmental Quality on various elements to support these revisions. A summary of these efforts will be provided. For further information, see [Electronic Item 8](#).

Performance Measure(s) Addressed: Air Quality

2:40 – 3:00

9. **Discussion on Proposed Amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways**

Action Possible Action Information Minutes: 20

Presenters: Michael Morris and NCTCOG Staff

Item Summary: Staff will facilitate discussion on proposed amendments to the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways. It is anticipated most of the discussion will come from Committee members wishing to highlight ideas they may have for the upcoming Manual.

Background: The Manual on Uniform Traffic Control Devices for Streets and Highways is a document issued by the Federal Highway Administration of the United States Department of Transportation to specify the standards by which traffic signs, road surface markings, and signals are designed, installed, and used. This latest proposed update to the MUTCD would advance traffic operations and safety nationwide. As part of the process of updating the MUTCD, FHWA will consider feedback from State and local traffic engineers and other traffic control device stakeholders, and the public in general, submitted through the docket that is now open for public comment. FHWA recently extended the comment period for proposed revisions to the MUTCD to May 14, 2021.

Performance Measure(s) Addressed: Roadway, Safety

3:00 – 3:00

10. **Fast Facts**

Action Possible Action Information Minutes: 0

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

1. FY2022 and FY2023 Unified Planning Work Program Development ([Electronic Item 10.1](#))
2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
3. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 10.2](#))
5. Recipient of SolSmart Bronze Award ([Electronic Item 10.3](#))

6. Regional Greenhouse Gas Emissions Inventory Call for Interested Cities ([Electronic Item 10.4](#))
7. January Online Input Opportunity Minutes ([Electronic Item 10.5](#))
8. February Online Input Opportunity Notice ([Electronic Item 10.6](#))
9. March Online Input Opportunity Notice ([Electronic Item 10.7](#))
10. Public Comments Report ([Electronic Item 10.8](#))
11. Written Progress Report:
 - Local Motion ([Electronic Item 10.9](#))
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on March 26, 2021.***

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 22, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 22, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of December 4, 2020, Minutes:** The minutes of the December 4, 2020, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 2:** Committee support for the Regional Transportation Council to recommend North Central Texas Council of Governments Executive Board approval of \$1,485,500 in funding for education campaigns for transportation initiatives was requested. The benefits of the initiative and cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from Fiscal Year 2019, was provided in Electronic Item 2.1.1. Additional information on Phase 1 and Phase 2 was provided in Electronic Item 2.1.2.
 - 2.2. **Endorsement of Regional Transportation Council Local Contingency for Fiscal Year 2021 Regional Aerial Photography Program:** Endorsement of Regional Transportation Council (RTC) approval of a \$1.8 million cash flow contingency in RTC Local funds to cover the costs of the Fiscal Year 2021 Regional Aerial Photography Program, in the event federal funds are not available, was requested.
 - 2.3. **Grand Prairie Incident Management Vehicles:** Endorsement of Regional Transportation Council (RTC) approval to use \$65,900 in RTC Local funding to fund the Grand Prairie Incident Management Blocking Equipment Pilot Project was requested. Additional information about the request was provided in Electronic Item 2.3.

A motion was made to approve the items on the Consent Agenda. Daniel Vedral (M); Chad Edwards (S). The motion passed unanimously.

3. **Update on the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Timeline and Changes Resulting from Statewide Financial Constraints:** Rylea Roderick briefed the Committee on the altered 2021-2024 Transportation Improvement Program (TIP)/Statewide TIP (STIP) approval timeline and highlighted proposed revisions to the 2021-2024 TIP/STIP listings. The 2021-2024 TIP/STIP was submitted to the Texas Department of Transportation (TxDOT) in June 2020. Around the time of the submittal, staff learned the approval of the STIP would be delayed due to issues balancing project programming to available revenues statewide. As a result, the TxDOT Planning and Programming Division requested several changes to project fiscal years for selected projects. Until these changes are made, the 2019-022 TIP/STIP will remain in effect. The primary impact of the delay is on any projects that were newly added or changed substantially in the 2021-2024 TIP since funding agreements or new federal/State actions for these projects cannot be executed until the STIP is approved. Changes to

projects requested through the November 2020 TIP modification cycle have also been delayed, and the February 2021 TIP modification cycle will also be impacted. To resolve these issues, November 2020 and February 2021 TIP revisions as well as TxDOT recommended changes to balance statewide fiscal constraints will be incorporated into the original 2021-2024 TIP/STIP submission. TxDOT approval of the updated 2021-2024 TIP/STIP documents is anticipated in late March 2021 and US Department of Transportation (USDOT) approval in May 2021. This delay and the timeline for approval will have further impacts on the TIP for the remainder of Fiscal Year 2021. Since the May 2021 STIP revision cycle coincides with USDOT review of the new TIP/STIP, TxDOT anticipates cancelling the May 2021 TIP revision cycle meaning the next deadline for TIP modification requests would be the August 2021 cycle, with April 26, 2021, as the deadline for modifications requests to the North Central Texas Council of Governments (NCTCOG). Resulting STIP revision approval would be anticipated in late September or early October 2021. Because of these delays, new projects in FY2021 will be very limited and more new funding would not be available until FY2022 or later. As a part of the updates that NCTCOG will submit to the State later this month or early February, Regional Transportation Council (RTC) approval is needed for 13 projects TxDOT has identified as needing to be moved due to financial constraints. Since the 2021-2024 TIP/STIP project listing was approved by the RTC, 34 projects have obligated and no longer need to be double listed in the new TIP. In addition, three revisions from the November cycle were initially processed administratively but have been amended and now require RTC approval, as well as one project from the original 2021-2024 TIP/STIP project listing that has also changed and requires RTC approval. Resulting revisions to the 2021-2024 TIP were provided in Electronic Item 3.1 and additional information about the effort was provided in Electronic Item 3.2. John Polster asked when projects with pending Advanced Funding Agreements can be executed based on the requested action. Ms. Roderick noted that as currently anticipated, USDOT approval is anticipated by May 2021 and agreements could be executed after approval. A motion was made to recommend Regional Transportation Council approval of the changes to projects in the 2021-2024 Transportation Improvement Program/Statewide Transportation Improvement Program requiring Regional Transportation Council action, provided in Electronic Item 3.1. Action also included a recommendation for staff to administratively amend other planning and administration documents as needed. Robert Woodbury (M); John Polster (S). The motion passed unanimously.

4. **Federal Transit Administration Funding Allocations in Response to COVID Relief 2.0 Funding Authorization:** Edgar Hernandez presented a recommendation for Regional Transportation Council (RTC) approval of United States Department of Transportation (USDOT) Federal Transit Administration (FTA) funding allocations in response to COVID-19. A summary of the first round of emergency funds made available through the Coronavirus Aid, Relief, and Economic Security (CARES) Act was provided. The second round of funding is provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The primary objective of CRRSAA is to ensure that public transit agencies receive sufficient funding under the second bill, when combined with the CARES Act apportionments, to equal at least 75 percent of urbanized areas' public transit operating costs. For North Texas, this means that the largest transit providers in the region will receive additional funding. The North Central Texas Council of Governments (NCTCOG) will not be retaining any funds for administrative purposes to direct the maximum amount available coming through CRRSAA to transit providers. CRRSAA provides \$14 billion nationwide in additional emergency funds to alleviate funding shortfalls for the nation's largest public transportation systems due to the COVID-19 public health emergency and also provides a small amount of funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program, Section 5310. Funding is provided at 100 percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs and also supports expenses traditionally eligible under the funding

programs to prevent, prepare for, and respond to COVID-19. Expenses incurred on or after January 20, 2020, are eligible for reimbursement. In seeking RTC action as soon as possible and in line with what the bill prescribes, CRRSAA funding is not required to be included in the Transportation Improvement Program (TIP) but staff will be adding these funds to the TIP for informational and transparency purposes. Projects awarded under the Section 5310 Program in the region must be included in or be consistent with Access North Texas. As the region's MPO, NCTCOG is the designated recipient of FTA Urbanized Area (UZA) formula funds for North Texas. Available funding for North Texas includes: Dallas-Fort Worth-Arlington UZA, \$128,511,228 in Section 5307 and \$661,250 in Section 5310; and Denton Lewisville UZA, \$41,938 in Section 5310. In line with CRRSAA, qualifying recipients will receive Section 5307 funding based on 2018 operating expenses as reported to the National Transit Database. In line with the bill, the FTA allocated funds to address funding shortfalls currently experienced by large public transportation agencies with high operating costs so as such funding is being proposed for allocation per CRRSAA precedence. The bill outlined that any Section 5307 Emergency Assistance funding (CARES Act and CRRSAA apportionments) for urbanized areas cannot exceed 75 percent of the total urbanized area operating expenses as reported to the 2018 National Transit Database. Qualifying recipients will receive Section 5310 funding based on eligibility and overall need. Projects must be included in or consistent with Access North Texas and follow the normal TIP process. The allocation methodology used data from 2018 operating expenses and the CARES Act suballocation tables. Since Dallas Area Rapid Transit (DART) is the only transit provider that has not yet exceeded 75 percent of the 2018 operating expenses, staff recommended the full amount under Section 5307 for the Dallas-Fort Worth-Arlington UZA be allocated to DART. All other transit providers have exceeded the 75 percent threshold due to CARES Act funding. Mr. Hernandez reviewed the schedule for the effort noting that RTC action would be requested at the February 11, 2021, meeting.

Fred Crosley, Trinity Metro, proposed a revised motion for North Central Texas Council of Governments staff to reconsider the allocation methodology for funds and discuss such methodology with all transit authorities prior to Surface Transportation Technical Committee (STTC) and RTC approval. He noted that Trinity Metro has concerns about whether it is appropriate or required by law that the 75 percent funding threshold for urbanized areas should be pushed down to the agency level. Trinity Metro staff would like to consult with its counselors and have more time to understand the allocation methodology. Michael Morris noted that Congress has indicated that entities provided more than 75 percent of their operating costs in the first round of funding are not eligible in the second round of funding. He noted that if members would consider moving ahead with approval assuming that staff's interpretation is correct in order for the item to continue to the RTC, then staff will review the allocation methodology. If staff's interpretation is found to be incorrect and there is flexibility in applying the 75 percent threshold, staff would bring the item back to the Committee previous to requesting RTC action. Discussion continued. Phil Dupler, Trinity Metro, noted that the agency would also like to ensure the number used in staff's chart is correct for 2018 operating expenses and that 2018 was before TEXRAIL operations began. He added that pushing the 75 percent threshold back to the entire urbanized area is maybe more equitable. Chad Edwards asked if the 75 percent threshold was identified in the CARES Act. Mr. Hernandez noted the CARES act allocated funding to individual agencies based on formula and did not include a 75 percent cap. CRRSAA stated that large agencies received less than they should have under the CARES Act. Referencing slide 6 of the presentation, he noted that DART is the only agency that did not receive enough funding to cover its operating expenses as report to the National Transit Database in 2018. CRRSAA states that any urbanized areas that did not received 75 percent of the operating expenses attributable to that urbanized area will receive additional funding. Mr. Edwards asked if Mr. Crosley was open to amending his motion to recommend RTC approval of staff recommendations pending staff review to determine if interpretation of CRRSAA is correct. If CRRSAA does

allow greater flexibility, staff will bring the item back to the Committee prior to requesting RTC approval. Mr. Crosley was agreeable to amending his original motion. Eron Linn noted that DART supported the amended motion. An amended motion was made to recommend Regional Transportation Council approval of the funding allocation proposed in Electronic Item 4 and to revise administrative documents as appropriate to incorporate the additional funds. Presentation to the RTC of the proposed recommendations is contingent on staff review of CRRSAA and coordination with transit authorities to determine if the methodology for funding allocations gives flexibility for MPOs to allocate money within the urbanized region. If staff's recommendation follows the congressional intent of CRRSAA and there is no flexibility, staff recommendations will be presented to the RTC. Fred Crosley (M); Chad Edwards (S). The motion passed unanimously.

5. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2):** Brian Dell presented proposed recommendations and deadlines for the projects in the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. The first round of the MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015, reviewed projects selected from 1992 to 2005 that had not been implemented and was successful in getting 51 out of 57 projects to construction. The second MPO Milestone Policy effort began in November 2019. Projects impacted through this round were primarily those funded between 2006 and 2010 that had not let or obligated as of December 2019. The effort also included projects funded prior to 2006 that had let but have had implementation issues, those funded with RTC-selected sources, locally funded projects that were being tracked because of regional significance, and a few projects funded with Congressional earmarks that are subject to rescission. The reapproval process was covered. Agencies with projects on the Milestone Policy list were notified by letter and notified once again when the deadline to provide responses was extended due to COVID-19 impacts. Agencies were required to reconfirm the projects as a priority by providing a realistic and achievable schedule that was vetted by the North Central Texas Council of Governments (NCTCOG) and Texas Department of Transportation, providing documentation of policy board support, and documenting that any required local match was still available. A summary of the 41 projects and funding proposed for cancellation, as well as projects under construction/complete or letting in the future was provided. The draft list of proposed recommendations for the projects was provided in Electronic Item 5.1 and details on the MPO Milestone Policy were provided in Electronic Item 5.2. Mr. Dell noted that when presented for information, it was noted now that the program is established and agencies understand the implications of setting their schedules, staff proposed that there would no longer be a one-year grace period and further extensions would not be offered to projects that missed their deadlines. Staff proposed that failure to meet the schedules set forth will result in automatic removal of funding from a project. The schedule for this effort was reviewed and an overview of the requested action was provided which included the cancellation of projects, and the revised Milestone Policy procedures. John Polster noted that he understood the policy and did not suggest that it be changed but noted that it seemed extreme for a project to be automatically canceled. Several members agreed with the intent of the policy and discussed alternatives to funding being automatically removed from a project as part of the policy. NCTCOG staff noted that project delays are understood, and that staff is also aware of the implications of canceling projects. It was also noted that local governments have the ability to build as much extra time into the schedule as they feel is necessary to account for potential delays. NCTCOG staff discussed how the continued delay of projects could put funding at risk. John Polster suggested that between now and the February 11, 2021, Regional Transportation Council meeting, language be crafted that supports enforcement of an established deadline for projects, but that projects are not automatically canceled. In order that a project not be canceled, the implementing agency must make a final appeal to the Committee and RTC with financial consideration given to minimize any impacts to the RTC. A motion was made to recommend Regional

Transportation Council approval of the proposed recommendations outlined in Electronic Item 5.1 as well as the established deadlines for each project (end of the fiscal year in which it is scheduled to let). As part of the motion, North Central Texas Council of Governments staff committed to revise the Milestone Policy procedures before the February 11, 2021, Regional Transportation Council meeting to address the request that projects not be automatically cancelled. Action also included a recommendation for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. John Polster (M); Bryan Beck (S). The motion passed unanimously.

6. **Section 214/USACE Update:** Jeff Neal provided an overview of the status of the Memorandum of Agreement (MOA) with the United States Army Corps of Engineers (USACE) under Section 214. The partnership with the USACE was initiated through a pilot program in 2008 to allow the USACE to receive funds from a nonfederal entity to expedite the development and approval of section 404 and 408 water permits for regionally significant transportation projects. Since inception a total of \$3.1 million has been dedicated to the program. Partner agencies have expressed a high level of satisfaction with the program and performance measures have exceeded expectations. The program has allowed for the withdrawal of unnecessary permits, processing of nationwide permits as opposed to individual permits, and development of a Regional General Permit to expedite 404 permits during the 408-permit process. A reduction in mitigation requirements has also been realized, as well as cost savings and reductions of impacts to the ecosystem. An overview of permit decisions under the MOA to date was provided, which have resulted in increases in actions taken by the USACE as well as enhanced processing timeframes, which also results in cost savings. These successes have provided both cost and time savings to several major projects within the region. Mr. Neal noted that all participating partner agencies have expressed a high level of satisfaction with the program and performance measures have exceeded expectations and have also expressed interest in continuing the program. The current MOA expires in September 2022 and staff is working to create a new agreement with the USACE. Clarence Daugherty asked if the MOAs allow for other coordination efforts with the USACE such as right-of-way near lakes. Mr. Neal noted that the current MOA with the USACE is to expedite 404/408 permits. Michael Morris added that if an entity believes it would be beneficial to develop a program to advance other work with the USACE that the entity submits a request through the Unified Planning Work Program development process.
7. **Dallas-Fort Worth High-Speed Transportation Connections Study Update:** Kevin Feldt presented an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. The objective of the study is to evaluate high-speed transportation alternatives, both alignments and technology, to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state and enhance and connect the Dallas-Fort Worth regional transportation system, as well as eventually obtain federal environmental approval of the viable alternative. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth, providing an alternative to travel by automobile, advance the State high-performance trail transportation network, support economic development opportunities and enhance connectivity. The initial set of alignments and corridors was highlighted, as well as the initial modes of transportation to be considered. Evaluation of alternatives includes three levels: 1) Level 1, Purpose and Need; 2) Level 2, Fatal Flaw and Ranking; and 3) Detailed Evaluation. Primary and secondary Level 1 screening results were highlighted, and as a result on IH 30 (12 alignments) and SH 180 (11 alignments) corridors and all technologies other than conventional rail were carried forward into Level 2 screening. From the Level 2 screening, 7 of the 12 IH 30 alignments were recommended for Level 3 screening, as well as 3 of the 11 SH 180 alignments. High-speed rail, maglev, and hyperloop were recommended as technologies for Level 3 screening. He noted Level 2 screening results are preliminary and will be presented

at upcoming public meetings. Also highlighted were public and agency engagement efforts that have included elected official briefing, technical working groups, and public meetings. In addition, a Technology Forum workshop was held as well as one-on-one meetings with technology providers. Mr. Feldt noted staff is approximately two thirds of the way through the Phase 1 schedule and will soon begin to develop initial design options for the corridors advancing to Level 3 screening, develop alignments within each corridor for transportation technology modes advancing through the Level 2 screening, with anticipated completion by the end of March 2021. This work will support Level 3 screening, the detailed evaluation, to determine potential technology and alignment recommendations for Phase 2. The detailed evaluation will look at costs; potential impacts to sensitive social, biological and/or cultural areas; potential community impacts; and constructability/operability. Members were asked to provide comments on the draft Level 3 screening criteria. It was noted the primary reason emerging technologies are not advancing is technology readiness. Clarence Daugherty discussed various criteria and asked if travel time was a weighted category due its relevance to the project. Staff noted that travel time was not weighted, and that a technology either did or did not meet the speed criteria. Chad Edwards thank North Central Texas Council of Governments staff for meeting with the City of Fort Worth about the project.

8. **Automated Vehicle Planning Project 2.1: Kick-Off Briefing:** Thomas Bamonte briefed the Committee on the Automated Vehicle Planning Project 2.1 (AV 2.1), a planning exercise designed to help the region prepare for higher levels of automation in the transportation sector. Through a procurement, a team headed by Kittelson & Associates was selected to assist staff in the planning process. Key tasks will look at how automated vehicle and associated technology can address current and anticipated mobility needs in the region. The planning process is expected to yield useful projects for community and regional planning. Members were encouraged to participate in one of the three opportunities that support the planning process. The first opportunity is the Project Advisory Committee. This committee will help shape the planning process, will meet bi-monthly over an 18-month schedule, and include six half-day virtual training workshops. Participants were encouraged to use this process to involve some of their younger colleagues to inspire the next generation of transportation professionals. Invitations are expected to go out by the end of the month. The second opportunity is broader stakeholder engagement. Members will be asked for recommendations of who should be included in the planning process. The third opportunity is a public engagement component for communities to learn about new technologies and project efforts. Members interested in participating in any of the opportunities were encouraged to contact staff.

9. **Director of Transportation Report Items:** Michael Morris provided an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system. He recognized North Central Texas Council of Governments (NCTCOG) staff member, Ernest Huffman, who recently received that Association for Unmanned Vehicle Systems International Lone Star's Excellence Award for his work on integrating Unmanned Aircraft Systems (UAS) into North Texas and advocating for advancement of UAS technologies. In addition, he noted that comments are being accepted on proposed amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Members were notified by email, provided in Electronic Item 9.3, that NCTCOG would be providing comments and encouraged agencies to also provide comments. He also provided an overview of recent presentations on the top ten transportation technologies initiatives currently being pursued in the region. Additional information was provided in Electronic Item 9.1. The first technology highlighted was internet for all which will help with a variety of inequities such as access to education. In addition, the internet may help underserved population access healthy foods, address food deserts, provide access to telemedicine, and opportunities for online job recruiting. Another transportation technology initiative in the region is autonomous people movers. A

procurement is currently underway that includes light-weight vehicle structures and induction loops as a way to recharge the vehicles. This technology is proposed in Tarrant County and in the Midtown area east of the Galleria, and there may be other opportunities in the region such as in Las Colinas. Next, he highlighted next generation freeway design on roadways to be implemented at the time the project is designed in order to build for the use of autonomous vehicles. He also highlighted the use of induction loops in pavement for charging of electric vehicles during travel. Mr. Morris highlighted four major program areas presented in a recent presentation to highlight what the Regional Transportation Council (RTC) does in the region. The first area is partnering with agencies to build mega transportation projects like TEXRail, North Tarrant Express, IH 35 2E, and others. Also of importance, the RTC works with local governments on mixed-use development initiatives such as the General Electric test track, advancing 7th Street in Fort Worth, and Uptown. The third area is traditional transportation projects. The final element is the relationship with the State Legislature. He discussed the RTC's position of formula allocation and the desire that the \$2 billion diverted to other parts of the state is reimbursed. An option is the use of one public-private partnership (P3) that could generate enough money for the Texas Department of Transportation to reimburse the \$2 billion. As a reminder, he noted that Senator Nichols' letter from July 2016 supports formula allocation but added that there is a lot of work yet to be done in order to encourage the Texas Legislature to consider a P3 in the state. Mr. Morris also provided an overview of slides from Electronic Item 9.2, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. He highlighted impacts by mode of travel, noting that bicycle/pedestrian activity remains strong, freeways and toll roads remain strong, and transit ridership has improved. In addition, he discussed impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage of the reduced construction costs. In addition, he noted that the next round of COVID-19 Infrastructure Improvement Program projects will be presented soon and that it may be an opportunity to encumber Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds. The deadline for project applications is January 29, 2021. Committee Chair Brian Moen noted that the next Greater Dallas and Fort Worth TextITE Sections meeting is February 12, 2021, and discussion will include a summary of the changes to the MUTCD. He asked if there was any interest by Committee members for NCTCOG to facilitate discussion regarding the proposed amendments. Mr. Morris noted that NCTCOG is happy to play any role the Committee wishes, especially regarding the major elements of the manual but noted that it was not proposing to submit comments on behalf of other entities. Mr. Moen suggested that a NCTCOG summary of amendments and comments may be helpful. Mr. Morris noted the item would be added to the February 26, Committee agenda. John Polster noted he appreciated the overview from the Director on items of interest and that it was beneficial.

10. **Legislative Update:** Nicholas Allen provided a federal legislative update. At the end of December, Fiscal Year (FY) 2021 Appropriations and a COVID-19 stimulus relief package were approved. The bill includes \$25.3 billion for the United States Department of Transportation (USDOT) with funding levels as prescribed by the Fixing America's Surface Transportation (FAST) Act extension. Also included is \$1 billion in Better Utilizing Investments to Leverage Development (BUILD) grant funding, \$10 billion for State DOTs to be administered as Surface Transportation Block Grant funds, and \$14 billion for large public transit providers. The 117th Congressional session began January 3, 2021. Of note, the FAST Act one-year extension expires September 30, 2021, and the Administration has signaled that a new infrastructure bill is an early priority. Pete Buttigieg has been confirmed as the new USDOT Secretary of Transportation and new committee assignments have been made, with new members reflecting turnover. Mr. Allen also provided an update on State legislative actions. The 87th Texas Legislature convened on January 12, 2021, and the new Speaker of the House, Dade Phelan, was elected. In addition, the Comptroller released

biennial revenue estimates and the House and Senate released new safety protocols. Bill filings began in November and continue through March 12. In addition, Senate Transportation Committee assignments have been released, with Senator Robert Nichols named as the Chair and Senator Kel Seliger as the Vice Chair. Mr. Allen provided additional detail on the Comptroller biennial revenue estimate. During the 2022-2023 biennium, the State is expected to have an estimated \$112.5 billion in revenue available for general-purpose spending. The \$946 million shortfall is less than expected considering the events of 2020. Specifically related to transportation revenue, it is estimated that approximately \$2.3 billion in Proposition 1 Oil and Gas Severance Taxes revenue will be available in the biennium. In addition, a projected \$61 million transfer from the Proposition 7 Motor Vehicle Sales Tax and the full \$5 billion from the State Sales Tax are expected. Bill topics of interest to the Regional Transportation Council are being tracked and include bills related to funding, safety, high-speed rail, and air quality/alternative fuel. In addition, he noted that budget bills filed on January 21 will be examined in greater detail prior to the next Committee update. Staff will continue to provide weekly updates online at www.nctcog.org/legislative.

11. **Unmanned Aircraft Systems Draft Resolution:** Ernest Huffman presented a proposed Regional Transportation Council (RTC) resolution to support the safe and efficient integration of Unmanned Aircraft Systems (UAS) into the Dallas-Fort Worth transportation system. Elements of the draft resolution, provided in Electronic Item 11, were highlighted and include RTC support for: a continuous, comprehensive, and cooperative transportation planning process to integrate land-based and aerial-based transportation systems in a safe and cost-effective fashion to maximize economies of scale and improve mobility; safe and responsible UAS activity within the region including, but not limited to, medical supplies and package delivery, air taxi, public safety use, accident reconstruction, surveying, and other activities as identified in the future; agencies to support their public safety services use of UAS; to encourage agencies to work with the UAS industry to adopt “pilot” programs to demonstrate the technologies properly operated in and around a metropolitan area; educational institutions in North Texas to provide UAS-oriented educational offerings to help prepare the transportation workforce of the future; the development of UAS aircraft pilot certification standards and efforts to position North Texas as a center for UAS aircraft pilot training; and agencies to participate in the North Texas UAS Safety and Integration Task Force. Mr. Huffman noted the working group provides a forum that will allow cities to share their current use cases and policies and learn about other UAS use cases in the region. Involvement is important as UAS operation activities continue to advance in the region. The working group will categorize community concerns, inventory available applications for city use, inventory funding mechanism for city use, inventory training available to cities, identify how small UAS aircraft and other UAS operations can supplement existing transportation methods, and identify how UAS can replace existing transportation methods in emergency situations. The schedule for this effort was reviewed. Members were encouraged to review and provide comments on the resolution prior to requested RTC action on February 11, 2021. Brian Moen asked if cities would be encouraged to adopt a similar resolution as part of programs like the Metropolitan Transportation Plan Policy Bundle. Mr. Huffman noted that the North Central Texas Council of Governments (NCTCOG) would like city engagement but are not asking for individual city approval of the resolution at this time. Michael Morris noted that in the future, NCTCOG may come back to the Committee to determine inclusion of the resolution in other efforts, similar to air quality initiatives.
12. **Safety Performance Targets Update:** Kevin Kroll provided an update on the Roadway Safety Performance regional targets for the 2021-2022 target schedule. The status of the various federally required performance measures the North Central Texas Council of Governments (NCTCOG) tracks and monitors was highlighted. Roadway Safety (PM1) performance measure targets were first approved by the Regional Transportation Council (RTC) in December 2017. The established target was a 2 percent reduction by the target

year 2022 across each of the five performance measures: the number of fatalities and the rate of fatalities per 100 million vehicle miles traveled, serious injuries, and the rate of serious injuries and the number of non-motorized fatalities plus serious injuries. A Regional Safety Position that even one death on the transportation system is unacceptable was also established at that time. These targets have been affirmed annually and in May 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481 directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. Mr. Kroll provided an overview of both the current trends within the state and region. Data from the past five years shows that both at the state and regional level, there has been an increase in the number of fatalities and in the number of non-motorized fatalities and serious injuries. Performance for the rate of fatalities, number of serious injuries, and rate of serious injuries has trended downward. When compared to established targets for both 2018 and 2019, the region has met targets across each of the performance measure types. Also highlighted was TxDOT and NCTCOG 2020 and 2021 performance targets and projections, with 2021 targets for TxDOT including the new 50 percent reduction by 2035 targets for fatalities and fatality rate. As the MPO, NCTCOG has the ability to either adopt TxDOT targets or establish its own targets. Given the uncertainty of COVID-19 impacts, NCTCOG decided that at this time it would better to continue with the existing 2 percent reduction for 2022 targets. In the coming year, staff will determine if adjustments to the 2022 targets are feasible. Mr. Kroll noted that while targets are a good performance monitoring tool, they do not necessarily inform how the region can reach those targets. NCTCOG has numerous safety-related programs and projects that help the region to meet targets and is seeking feedback from members on what projects and programs have been successful in their respective cities/counties. The schedule for Safety Performance target actions was highlighted which includes updates to the Surface Transportation Technical Committee, Regional Safety Advisory Committee, and the RTC.

- 13. Dallas-Fort Worth Clean Fleet Recognition and Annual Survey Results:** Amy Hodges presented an update on the status of the Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey and the Fleet Recognition awardees. As part of the mission as the Clean Cities Coalition, the North Central Texas Council of Governments (NCTCOG) works with fleets in the region to assist in the use of alternative fuels and encourage the implementation of various best practices to make the fleets more efficient and to reduce emissions and fuel consumption. This directly supports the air quality emphasis areas and our regional air quality goals. As part of efforts, each year NCTCOG collects fleet information that is centered around the use of alternative fuel vehicles and equipment and fleet efficiency improvements such as practices that reduce vehicle miles traveled, idling, and save fuel. The information is provided to the United States Department of Energy who produces an annual report available at www.dfwcleancities.org/annualreport. In 2019, 42 fleets reported and through their efforts approximately 26 million gasoline gallon equivalents were reduced as well as a reduction of approximately 420 tons of nitrogen oxides. In addition, energy impacts of fleets in the region were highlighted, as well as the breakdown of impact for greenhouse gas reductions, fine particular reductions, nitrogen oxides and number of vehicles. Ms. Hodges Three level of awards are given based emissions reduction, fuel consumption reduction, partnering with DFW Clean Cities, and ensuring familiarity with fleet goals. Bronze fleet winners included the cities of Arlington, Frisco, North Richland Hills, and Watauga, Tarrant County and the towns of Addison and Flower Mound, as well as Trinity Metro. Silver fleet winners include the cities of Bedford, Coppell, Irving, and Mesquite, as well as Denton and Prosper Independent School Districts. Gold fleet winners included the cities of Carrollton, Dallas, Denton, Euless, Lewisville and Southlake, as well as Dallas Area Rapid Transit and the Dallas Fort Worth International Airport. She noted that in the past year, NCTCOG introduced a new category of awards, Shining Stars, to recognize fleets that are making the greatest process in three areas: nitrogen oxides reduction, gasoline gallon

equivalent reduction, and transitioning to alternative fuels. Winners for greatest progress in nitrogen oxides reductions included Dallas Fort Worth International Airport and North Richland Hills; greatest progress in gasoline gallon equivalent reductions included City of Denton and SPAN Transit; and greatest progress in transitioning to alternative fuels included Trinity Metro and Denton Independent School District. Ms. Hodges noted that the next annual survey to collect 2020 fleet data will be available soon at www.dfwcleancities.org/annualreport. The deadline for responses is February 26, 2021. In addition, she noted NCTCOG recently celebrated its 25th anniversary as a Clean Cities Coalition and that a celebratory video was available at www.dfwcleancities.org. Details were provided in Electronic Item 13.

14. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. \$4 Million Advanced Transportation and Congestion Management Technologies Deployment (ACTMTD) Grant from the United States Department of Transportation Received for City of Dallas SM Wright Smart Corridor Project in Partnership with the Regional Transportation Council (<https://highways.dot.gov/newsroom/us-department-transportation-awards-496-million-advanced-transportation-and-congestion>)
 2. Upcoming Transit Studies Meetings (www.nctcog.org/transitstudies)
 - Tarrant County Stakeholder Advisory Group Meeting: January 28, 2021, 2:00 PM
 - South Dallas County Public Meeting: February 4, 2021, 6:00 PM
 - Denton County Initial Stakeholders Meeting: February 5, 2021, 1:30 PM
 - East Dallas, Kaufman, and Rockwall Counties Initial Stakeholders Meeting: February 12, 2021, 10:00 AM
 3. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 14.1)
 4. Air North Texas Partner Awards (<https://www.airnorthtexas.org/partnerawards20>)
 5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 6. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 7. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 14.2)
 8. East/West Equity Report (Electronic Item 14.3)
 9. Air Quality Fact Sheet (Spanish Translation) (Electronic Item 14.4)
 10. December Online Input Opportunity Minutes (Electronic Item 14.5)
 11. January Online Input Opportunity Notice (Electronic Item 14.6)
 12. Public Comments Report (Electronic Item 14.7)
 13. Written Progress Reports:
 - Local Motion (Electronic Item 14.8)
 - Partner Progress Reports (Electronic Item 14.9)
15. **Other Business (Old and New):** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 26, 2021.

The meeting adjourned at 3:50 pm.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: February 19, 2021

FROM: Vickie Alexander
Program Manager

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 identifies the activities to be carried out between October 1, 2019, and September 30, 2021.

Listed below, and in the following attachment, is the fifth set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided.

Transportation Planning Fund (TPF) Modifications

- 1.01 Community Outreach – Public Involvement, Publications, and Legislative Support (update text to add virtual public engagement as another method or opportunity for public outreach and input; existing funds are being redistributed to cover subscription costs; no funding increase needed)

- 3.02 Regional Air Quality Planning – Regional Greenhouse Gas Emission Inventory Program (update text to reflect that Transportation Planning Funds [TPF] will be utilized to support staff activities in the development of a regional Greenhouse Gas [GHG] emissions inventory rather than for the cost of the software as initially anticipated. Local funds will be used for the purchase of the GHG software, as noted in Subtask 3.02 below.)

- 5.04 Transportation Asset Management – National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting (update text to reflect a change in funding source from TPF to Surface Transportation Block Grant Program [STBG] funds for staff work activities related to performance targets and the Texas Department of Transportation’s TAMP as noted in Subtask 5.04 below. University assistance related to transportation infrastructure vulnerability remains funded through TPF.)

Chapter VIII Overview of Work Program Funding (update Exhibit VIII-1 to reflect increase in Federal Highway Administration PL 112 funding allocation for FY2021 in the amount of \$1,008,140)

Chapter VIII Overview of Work Program Funding (update Exhibit VIII-3 to reflect an increase in funding for public involvement subscriptions from \$5,000 to \$80,000 to support a virtual public engagement platform, as noted above in Subtask 1.01, and to reflect a change in funding source from TPF to local for the purchase of Greenhouse Gas software as noted in Subtask 3.02)

Other Funding Source Modifications

- 1.04 Computer System Applications and Data Management – Regional Digital Aerial Imagery (add \$100,000 Surface Transportation Block Grant Program [STBG] funds, \$225,000 Texas Department of Transportation [TxDOT] funds, and \$432,000 local funds to support the attainment of high-resolution color digital and Light Detection and Ranging [LIDAR] imagery)
- 3.02 Regional Air Quality Planning – Regional Greenhouse Gas Emission Inventory Program (update text to reflect that local funds will be utilized for the purchase of software to create a regional Greenhouse Gas emissions inventory rather than for staff activities to support development of the GHG emissions inventory as initially anticipated. Transportation Planning Funds will be utilized for staff activities to support development of the GHG emissions inventory, as noted in the TPF modification above for Subtask 3.02)
- 3.03 Air Quality Management and Operations – Consumer Initiatives (update text to reflect a project work scope change removing pilot projects to evaluate potential for emissions reductions through public awareness campaigns, such as an Idle Free School Zones project that includes a before-and-after emissions assessment from the list of anticipated products)
- 3.03 Air Quality Management and Operations – Local Government Policies/Community Readiness (update text to reflect a project work scope change adding resources and guidance to school districts on best practices to minimize idling at school campuses to the list of anticipated products)
- 5.01 Regional Transportation Studies – High-speed Rail/Cedars Planning Study (add initiative and \$4,000,000 Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits [TDCs], for a study of potential improvements including the review of transportation thoroughfare systems over IH 30, transportation planning in the Cedars neighborhood of Dallas, transportation connections to the southern sector on both sides of the Trinity River, review of potential structures in proximity of IH 30, and preliminary engineering of recommended improvements)

- 5.04 Transportation Asset Management – National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting (add \$40,000 previously approved Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits [TDCs], and update text to reflect a change in funding source from TPF to STBG for staff work activities related to NHS performance targets and the Texas Department of Transportation's TAMP, as noted in Subtask 5.04 above)

The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board, or are already included in the Transportation Improvement Program and are now being incorporated into the Unified Planning Work Program:

Other Funding Source Modifications

- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies, Consumer Initiatives, and Local Government Policies/Community Readiness (add \$2,500 Department of Energy [DOE] previously approved funds to support activities related to the Dallas-Fort Worth Clean Cities Coalition Program)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$2,498,086 in Environmental Protection Agency [EPA] funds and \$3,129,910 in local funds to reflect receipt of a grant award under the 2020 Diesel Emissions Reduction Act [DERA] Request for Applications to provide funding for projects that improve air quality by reducing emissions from diesel vehicles or equipment. This initiative will be administered as a rebate program and provide funding for the replacement of diesel vehicles, equipment, or engines; installing electric recharging infrastructure if necessary; or installing idle-reduction technology.)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$42,691 Texas Commission on Environmental Quality [TCEQ] funds for school bus replacements under the North Central Texas Clean School Bus Program Supplemental Environmental Project)
- 3.04 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (add \$85,000 in previously approved Regional Toll Revenue [RTR] funds to support staff work activities on the Frisco passenger rail corridor and add \$2,500 in previously approved Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits [TDCs], for staff activities in the Collin County transit study)
- 5.01 Regional Transportation Studies – Regional People Mover Initiative (add \$2,089,000 Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits [TDCs], to support work activities on various people mover technologies and opportunities, including the Dallas Midtown People Mover, and update text to include engineering activities in addition to planning for particular locations)

- 5.01 Regional Transportation Studies – Forest Hill Drive Planning Study (add initiative and \$500,000 Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits [TDCs], for a study of transportation, land use, and flooding issues in the corridor and identification of needed improvements; corridor is within the geographical area of the Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management project in Subtask 4.02 of the UPWP)
- 5.02 Subarea Studies and Local Government Assistance – Collin County Outer Loop (add \$50,000 previously approved Regional Toll Revenue [RTR] funds in support of staff work activities)
- 5.04 Transportation Asset Management – National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting (add \$1,000,000 Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits [TDCs], for activities related to a review of pavement condition ratings and projection assessments, as well as engineering assistance to identify and address needed improvements on RTC-focused National Highway System off-system roadways)
- 5.05 Congestion Management Planning and Operations – Regional Traffic Signal Retiming and Minor Intersection Improvement Program (add \$200,000 in previously approved Congestion Mitigation and Air Quality Improvement Program [CMAQ] funds, \$25,000 in previously approved Texas Department of Transportation [TxDOT] funds, and \$25,000 in previously approved local funds to support continued work activities on the Regional Traffic Signal Retiming Program)
- 5.05 Congestion Management Planning and Operations – Traffic Incident Management Training (add \$65,900 Regional Transportation Council [RTC] Local funds and update text to reflect use of RTC Local as a funding source for projects selected under the Incident Management Equipment Purchase Call for Projects)
- 5.05 Congestion Management Planning and Operations – Transportation System Management and Operations (add \$1,600,000 Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits [TDCs], for the evaluation and integration of a Regional Data Hub with other relevant systems in the region, including the 511DFW platform)

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 Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

AMENDMENT #5 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

1.01 Community Outreach

Public Involvement, Publications, and Legislative Support

Transportation Planning Funds

Staff will appear regularly at community and business events to discuss transportation and air quality matters. Efforts to ensure full and fair participation in the transportation decision-making process consistent with Title VI and Environmental Justice principles are implemented through a Public Participation Plan. Anticipated products include:

- Regular opportunities, including public meetings, online opportunities, **a virtual public engagement platform**, and listening sessions, among others, for North Texans to learn about and provide input on transportation and air quality plans, programs and policies;
- Summaries of public input provided to the Regional Transportation Council (RTC);
- Appearances at neighborhood meetings, professional association meetings, business community/chamber of commerce meetings, and other events;
- Dynamic outreach and communications plan to continually enhance public involvement;
- Enhanced multimedia and social media presence;
- Communications through email services on transportation planning projects as well as other projects supported through the UPWP;
- Press releases and other media relations materials;
- Department newsletters including Local Motion and Mobility Matters, among others;
- Progress North Texas state-of-the-region report and other reports and brochures;
- Contributions to agency newsletters;
- Communications pieces that explain the transportation planning process and opportunities to provide input;
- Summaries of activity in the Legislature and Congress relating to Metropolitan Planning Organization functions;
- Legislative testimony;
- RTC state and federal legislative programs; and
- Regular updates to policy and technical committee members on legislative initiatives related to RTC priorities.

3.02 Regional Air Quality Planning

Regional Greenhouse Gas Emission Inventory Program

Transportation Planning Funds

A regional Greenhouse Gas (GHG) emissions inventory will be initiated by NCTCOG staff in FY2021 to understand the sources and sectors contributing to regional GHG emissions. GHG inventories provide regions an opportunity to understand the GHG profile to adequately determine appropriate reduction actions and allow the region to set regional GHG emission goals; enable cities who have their own inventories to compare themselves against a regional inventory; and provide a framework upon which to evaluate, analyze, and prioritize GHG reduction actions. ~~This inventory will consist of utilizing Greenhouse Gas emissions management software.~~ **Staff will**

identify primary sectors that contribute to GHG emissions at the regional level, input data into a Greenhouse Gas emissions management tool, conduct test runs of the tool, analyze model output results, and create a regional Greenhouse Gas emissions inventory. This will support a future regional GHG control strategy catalog. Anticipated products in FY2021 include:

- ~~Purchase of the GHG emissions management software with support for 24 months;~~
- ~~Understanding of the GHG emissions management software; and~~
- ~~Test runs of the GHG emissions management software.~~
- **Data from emissions sources;**
- **Regional Greenhouse Gas emissions inventory; and**
- **Report of quality assurance/control of results.**

Other Funding Sources

~~Utilizing local funds, in FY2021, staff will identify and gather data towards the development of a regional GHG emissions inventory. Activities will include the identification of primary sectors that contribute to GHG emissions at the regional level, inputting data into the Greenhouse Gas emissions management software, and analyzing model output results.~~ **In addition to the use of Transportation Planning Funds for staff to develop a Regional Greenhouse Gas emissions inventory as noted above, local funds will be used to purchase the software necessary to create the inventory.** Anticipated products in FY2021 include:

- ~~Data from emissions sources; and~~
- ~~Report of quality assurance/control of results.~~
- **Purchase of a GHG emissions management tool with support for 24 months.**

3.03 Air Quality Management and Operations

Consumer Initiatives

Other Funding Sources

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, Regional Transportation Council Local funds, Transportation Development Credits, and private funding sources. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Opportunities for individuals to try vehicles on a short-term basis, through avenues such as loaner programs or ride-and-drives;
- Educational and awareness events, such as an annual National Drive Electric Week event and car care clinics;
- ~~Pilot projects to evaluate potential for emissions reductions through public awareness campaigns, such as an Idle Free School Zones project that includes a before-and-after emissions assessment;~~
- Education about consumer practices that can reduce vehicle emissions, such as idle reduction and proper vehicle maintenance;
- Incentives for consumers to adopt cleaner technologies or behavior changes;

- Communications about incentives available to citizens for cleaner, lower-emitting technologies;
- Comments and recommendations to state and federal agencies regarding consumer incentive programs;
- Periodic meetings, training classes, education, and recommendations for law enforcement, federal and State agencies and other interested parties regarding emissions enforcement and similar programs; and
- Enhancement of existing programs such as the Regional Smoking Vehicle Program's reporting and correspondence and air quality data information systems.

Local Government Policies/Community Readiness

Other Funding Sources

This work element will be supported through Surface Transportation Block Grant Program funds, Federal Highway Administration 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, or facilitate energy efficiency/renewable energy activities;
- 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;

- Identification and development of additional policy positions by the RTC that encourage actions to help reduce mobile and other transportation sector air emissions;
- Data collection of electric vehicle and electric vehicle infrastructure use and performance; ~~and~~
- Education and data collection with local governments and utilities with regard to energy efficiency, renewable energy, and integration of energy topics with the transportation sector, especially with regard to transportation electrification and renewable natural gas potential; ~~and~~
- **Resources and guidance to school districts on best practices to minimize idling at school campuses.**

5.01 Regional Transportation Studies

Regional People Mover Initiative

Other Funding Sources

Throughout the Dallas-Fort Worth region, many opportunities exist for an appropriate technology to serve as a “last mile” connection or distribution system within a mixed-use activity center area. During FY2020 and FY2021, NCTCOG staff, working in collaboration with the many project opportunity owners, stakeholders, and local government and transportation authority partners, will identify the merits of alternative people mover technologies available and assess each regional project opportunity for unique needs, including similarities and synergies. **This initiative also includes engineering design efforts for people mover system(s) at particular locations.** Consultant assistance will be utilized for this initiative. Surface Transportation Block Grant Program funds and Transportation Development Credits will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums covering evaluation of alternative people mover technologies; ~~and~~
- Technical memorandums evaluating the needs of the various regional people mover project opportunities; ~~and~~
- **Engineering designs of location-specific infrastructure for alternative people mover systems.**

High-speed Rail/Cedars Planning Study

Other Funding Sources

This study of potential improvements, anticipated to begin in FY2021, will include the review of transportation thoroughfare systems over IH 30. This project will include transportation planning in the Cedars neighborhood of Dallas, transportation connections to the southern sector on both sides of the Trinity River, review of potential structures in proximity of the IH 30 freeway, and preliminary engineering of recommended improvements.

This work will be performed by NCTCOG staff and engineering consultants. It is anticipated that 50 percent of the entire project will be performed by NCTCOG staff and will be conducted in the first 18 months. Consultants will be used for engineering activities in the

second 18 months of the study. It is anticipated this effort will be conducted over three years. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. The anticipated products will include:

- A proposed gridded thoroughfare system over IH 30;
- Transportation recommendations for the Cedars neighborhood;
- Transportation recommendations crossing the Trinity River, connecting Oak Farms to the Cedars neighborhood;
- An inventory of possible transportation and economic development structures in proximity to IH 30; and
- As stated previously, 50 percent of the effort will go primarily to engineering of critical projects.

Forest Hill Drive Planning Study

Other Funding Sources

Beginning in FY 2021, NCTCOG will prepare a corridor development plan facilitating the future reconstruction and widening of Forest Hill Drive between Lon Stephenson Road and Shelby Road within the cities of Everman, Forest Hill, and Fort Worth. The study will not only encompass corridor sustainability and reliability issues solely based on transportation concerns, but also the distribution and intensity of current/future land uses, and their possible contributions toward flooding and other stormwater management effects within the corridor's watershed. Proposed recommendations from the corridor development plan will be informed by data, activities, and outcomes resulting from the "Integrated Adaptation and Durability Planning for Regional Transportation, Urban Development, and Stormwater Management Study", described in detail under subtask 4.02, and due to the location of Forest Hill Drive within the larger study area.

Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized, and consultant assistance may also be acquired to support these efforts. Anticipated deliverables include:

- Technical memoranda documenting analysis of corridor transportation constraints, needs, and comparisons of proposed operational and capacity improvement alternatives;
- Technical memoranda highlighting potential engineering products and tools utilized for calculation of corridor-based infrastructure/land-use design parameters, performance degradation rates/scenarios, and lifecycle needs;
- Benefit-cost analyses and other economic outputs assessing potential multi-disciplinary alternative applications within the corridor;
- Coordination with resource agencies, technical committees, stakeholders, and other partners highlighting outreach, education, training, and regulatory needs/actions based on sustainability and asset management principles; and,
- Final environmental documentation and clearance declaration.

5.04 Transportation Asset Management

National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting

Transportation Planning Funds-Other Funding Sources

Existing federal regulations now require that the Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG) coordinate on the establishment and reporting of performance targets for pavement and bridge conditions on the National Highway System (NHS). The NHS includes all Interstate Highways and other roadways designated by the US Department of Transportation (USDOT) as important to the nation's economy, defense, and mobility. NCTCOG has the discretion to support TxDOT's NHS pavement and bridge targets (i.e., agree to plan and program projects so that they contribute toward the accomplishment of TxDOT's established targets) or to establish its own quantifiable NHS pavement and bridge targets specific to its metropolitan planning area. **As part of NCTCOG's contribution toward achieving established targets, data analysis, project review, and other technical assistance will be applied toward expediting condition improvements, particularly for bridges and NHS "off-system" pavements.**

In addition to complying with NHS infrastructure performance measures, TxDOT is required to develop and implement a Transportation Asset Management Plan (TAMP) for the National Highway System (NHS) to preserve or improve asset condition and system performance as part of the National Highway Performance Program (NHPP). TxDOT has prepared a TAMP that not only focuses on pavement and bridge conditions on the NHS but also addresses the entire State Highway System. The scope of this TAMP includes asset management objectives and performance measures, life-cycle planning, risk management, financial planning, and performance gap analyses. To assist TxDOT with TAMP implementation, this element highlights the supporting role of NCTCOG to provide assistance to TxDOT to collect data and to disseminate TAMP findings to local jurisdictions with NHS roadways.

Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Work will be ongoing throughout FY2020 and FY2021, and the following products will be delivered as the result of work done on this element:

- Collection and analysis of NHS pavement and bridge data in coordination with TxDOT and local jurisdictions with NHS roadways;
- Establishment and reporting of NHS pavement and bridge performance targets in coordination with TxDOT and in accordance with federal deadlines;
- Distribution of presentations and reports to guide incorporation of NHS infrastructure performance measures and TAMP findings into updates to the MTP and TIP; ~~and~~
- Development and maintenance of a web page on NHS infrastructure conditions and TAMP compliance, including status updates, meeting materials, and resource information-; **and**
- **Development and management of a data and project management system to facilitate reviews of pavement scores and engineering applications directed toward improving NHS "off-system" roadways in poor condition.**

Transportation Infrastructure Vulnerability Assessment

Transportation Planning Funds

Improved asset management requires acknowledgment and engagement of the various environmental and economic risks that can affect infrastructure vulnerability and longevity. A durable system not only reduces the probability of component failure but also reduces the potential extent and severity of overall destruction, service interruption, and recovery time as the result of major disruptive events such as severe weather (e.g., flooding, drought, extreme heat, etc.). To that end, this element includes an initiative with the University Partnership Program (UPP) to appraise the endurance dimensions of transportation infrastructure in North Central Texas. This work will form the basis for conducting systemwide multilevel criticality and vulnerability assessments, establishing customized durability enhancement tactics, and developing decision-making and/or economic justification tools to aid in prioritization of multimodal durability measures and strategic projects, as appropriate.

Work will be ongoing throughout FY2021 and the following products will be delivered as the result of work done on this element:

- Creation of multilevel color-coded vulnerability analysis and condition ratings maps for existing and future regional transportation infrastructure modes; and
- Formulation of a multilevel asset endurance measurement model customized for North Central Texas infrastructure and environmental characteristics, yet consistent/compatible with USDOT parameters concerning TAMP and other performance management requirements.

5.05 Congestion Management Planning and Operations

Transportation System Management and Operations

Other Funding Sources

This program also uses Surface Transportation Block Grant Program (STBG) funds, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Regional Toll Revenue funds, Texas Department of Transportation funds, and Transportation Development Credits (TDCs) to support activities in this area. Consultant assistance may be utilized. Anticipated products include:

- Agreements for regional communication, infrastructure, and information sharing including the Memorandum of Understanding between the Dallas-Fort Worth regional ITS partner agencies;
- Identification and documentation of standards for interagency communication of data and video, and the implementation of Center-to-Center-related software and requirements to facilitate information sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;
- Evaluation and implementation of vehicle and infrastructure technology;
- Identification of needed ITS integration;
- Collection and verification of data ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);

- Evaluation, improvement, and implementation of the 511DFW System with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Evaluation and integration of 511DFW System **and Regional Data Hub** with other relevant systems operated within NCTCOG and by partner agencies;
- Review of statements of consistency with the Regional ITS Architecture;
- Staging of wreckers and other ancillary services for incident clearance and operational improvements;
- Strategies to integrate operations and rapidly clear collisions and stalled vehicles to improve roadway efficiency; and
- Accumulation of video footage of signage along the region's limited access roadway facilities, and the evaluation of this footage to identify deficiencies and improve wayfinding.

Traffic Incident Management Training

Other Funding Sources

This program is ongoing throughout FY2020 and FY2021, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to reduce significantly the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG Traffic Incident Management (TIM) training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program funds, **Regional Transportation Council Local funds**, local funds, and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

- Program management and oversight for the TIM Training Program;
- TIM First Responder and Manager's Courses and TIM Executive Level Courses;
- Quick Clearance Crash Reconstruction Training workshops;
- Annual TIM Self-Assessment, performance tracking and coordination activities;
- Incident Management Equipment Purchase Call for Projects;
- Commercial Vehicle Enforcement (CVE) Equipment and Training Program development and CVE Working Group oversight; and
- Support of general training, educational projects and initiatives that promote the implementation of strategies that mitigate traffic and/or CVE incidents.

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 \$8,728,069 in FY2020 and ~~\$7,455,075~~ **\$8,463,215** in FY2021 for a two-year total of ~~\$16,183,144~~ **\$17,191,284**. The Federal Transit Administration 5303 funding is \$2,920,626 in FY2020 and \$3,110,814 in FY2021 for a two-year total of \$6,031,440. An estimated balance of \$4,629,455 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 ~~\$26,844,039~~ **\$27,852,179**. Transportation Planning Funds in the amount of \$23,656,200 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 \$6,031,440, the estimated FY2019 FHWA PL 112 fund balance of \$4,629,455, and \$12,995,305 of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of ~~\$3,187,839~~ **\$4,195,979** 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
131	Computer systems (desktops, portable, tablet)	\$529,000	RTC Local	1.04
11	Laser printers for network group usage	\$61,000	RTC Local	1.04
7	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$2,800	TPF	1.04
33	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$13,000	RTC Local	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)	\$6,000	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)	\$84,000	RTC Local	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	\$88,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$40,000	TPF	2.02
--	Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room	\$150,000	RTC Local	1.02
--	Greenhouse Gas Emissions Software	\$30,000	TPF Local	3.02

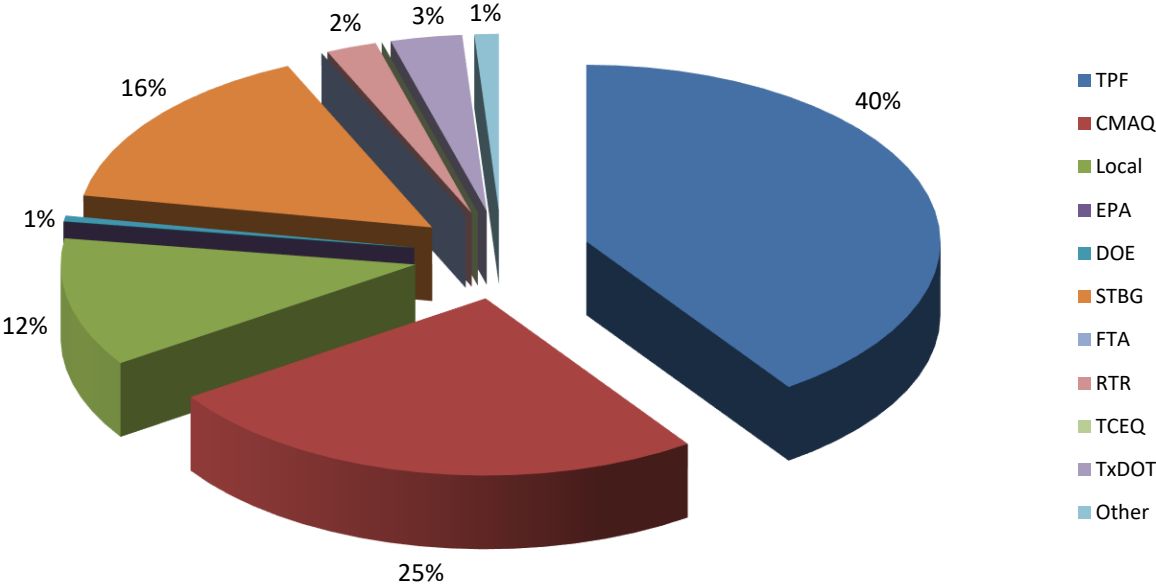
QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
--	Bicycle-Pedestrian Count Equipment	\$55,000 \$35,000	STBG Local	5.03
6	Computer tablets	\$9,000	DOE	1.01
--	Photography equipment	\$6,000	CMAQ	1.01
--	Video equipment	\$10,000	DOE	1.01
--	Public involvement subscriptions	\$5,000 \$80,000	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	\$3,906,800			
		\$3,288,000	CMAQ	
		\$68,500	DOE	
		\$4,000	NCTCOG Local	
Subtotal				\$7,267,300
1.02	\$573,700			
		\$196,200	Local	
		\$119,800	NCTCOG Local	
		\$306,800	STBG	
Subtotal				\$1,196,500
1.03				
		\$16,400	Local	
		\$20,000	NCTCOG Local	
		\$300,000	RTR	
		\$1,000	STBG	
Subtotal				\$337,400
1.04	\$768,100			
		\$1,700,000	STBG	
		\$1,319,000	Local	
		\$425,000	TXDOT	
Subtotal				\$4,212,100
Total	\$5,248,600	\$7,764,700		\$13,013,300

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

Task 1.0 Funding Summary

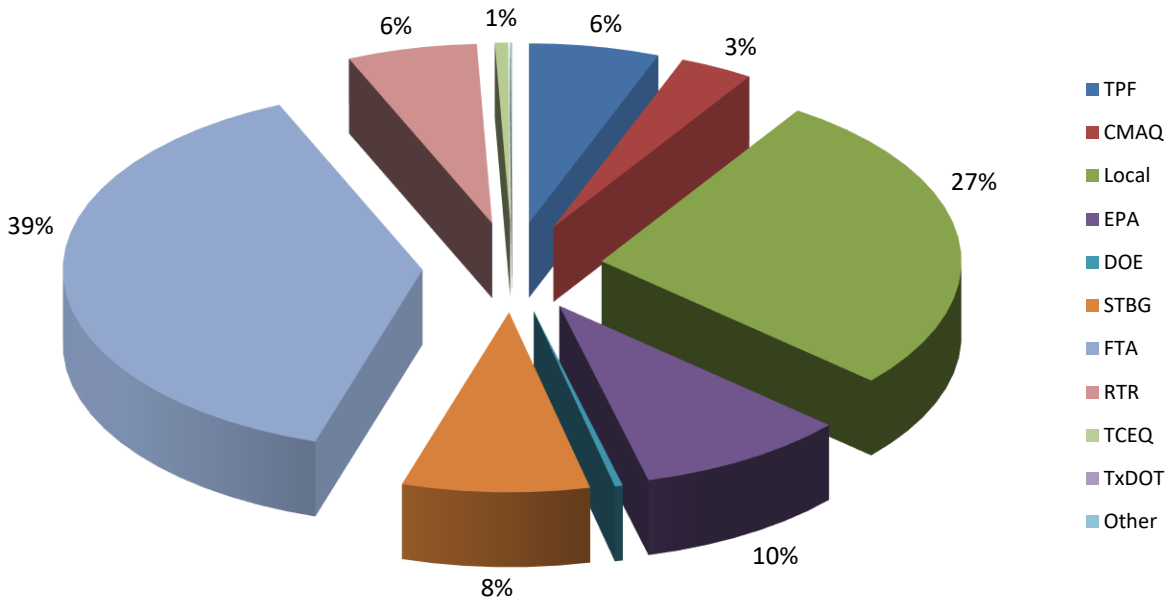


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,648,400	\$1,888,000	RTR	
		\$1,218,400	STBG	
Subtotal				\$5,754,800
3.02	\$1,206,000	\$285,000	TCEQ	
		\$25,000	Local	
Subtotal				\$1,516,000
3.03		\$3,088,360	CMAQ	
		\$337,060	DOE	
		\$8,838,521	EPA	
		\$80,000	FHWA	
		\$19,338,385	Local	
		\$4,774,400	STBG	
		\$273,641	TCEQ	
Subtotal				\$36,730,367
3.04	\$1,604,700	\$850,000	FTA	
		\$385,000	RTR	
		\$1,857,000	STBG	
Subtotal				\$4,696,700
3.05		\$35,176,382	FTA	
		\$6,130,000	Local	
		\$3,167,400	RTR	
Subtotal				\$44,473,782
Total	\$5,459,100	\$87,712,549		\$93,171,649

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

Task 3.0 Funding Summary



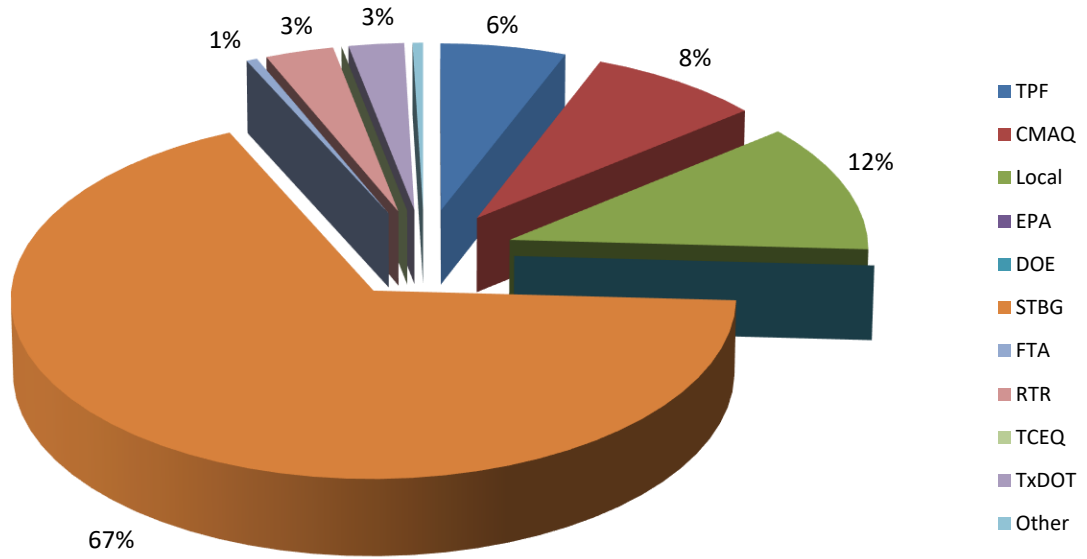
E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,209,500			
		\$736,700	Local	
		\$76,400	NTTA	
		\$2,575,600	RTR	
		\$23,634,400	STBG	
		\$200,000	TxDOT	
Subtotal				\$28,432,600
5.02	\$1,159,200			
		\$205,100	RTR	
Subtotal				\$1,364,300
5.03	\$837,000			
		\$557,500	CMAQ	
		\$529,800	FTA	
		\$2,110,665	Local	
		\$9,107,700	STBG	
Subtotal				\$13,142,665
5.04	\$311,400			
		\$1,390,000	STBG	
Subtotal				\$1,701,400
5.05	\$968,300			
		\$7,736,740	CMAQ	
		\$4,408,100	Local	
		\$547,900	RTR	
		\$14,396,285	STBG	
		\$2,427,855	TXDOT	
Subtotal				\$30,485,180
5.06	\$51,700			
		\$8,885,400	STBG	
		\$400,000	Local	
Subtotal				\$9,337,100
5.07	\$60,700			
Subtotal				\$60,700
5.08	\$618,100			
		\$24,000	Local	
		\$725,280	STBG	
Subtotal				\$1,367,380

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$164,200			
		\$856,900	Local	
Subtotal				\$1,021,100
5.10				
		\$432,000	DOD	
		\$281,100	Local	
Subtotal				\$713,100
5.11	\$743,500			
		\$263,100	Local	
		\$122,500	CMAQ	
		\$11,171,240	STBG	
		\$64,975	TXDOT	
Subtotal				\$12,365,315
5.12				
		\$500,000	Local	
Subtotal				\$500,000
5.13				
		\$2,500,000	Local	
Subtotal				\$2,500,000
Total	\$6,123,600	\$96,867,240		\$102,990,840

¹Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match to FHWA PL-112 and FTA Section 5303 programs. As the credits reflect nether cash nor man-hours, they are not reflected in the funding tables.

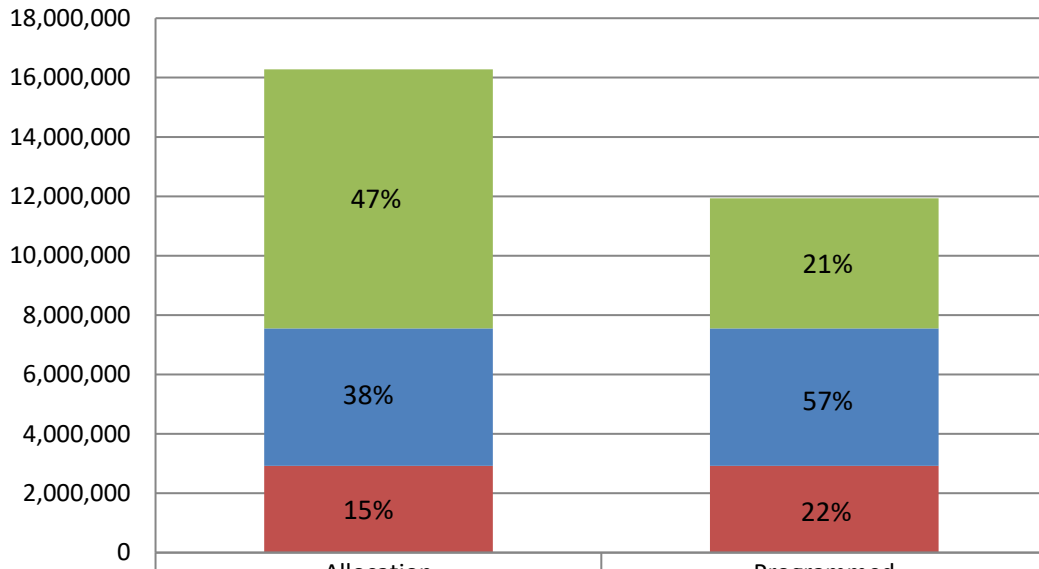
Task 5.0 Funding Summary



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

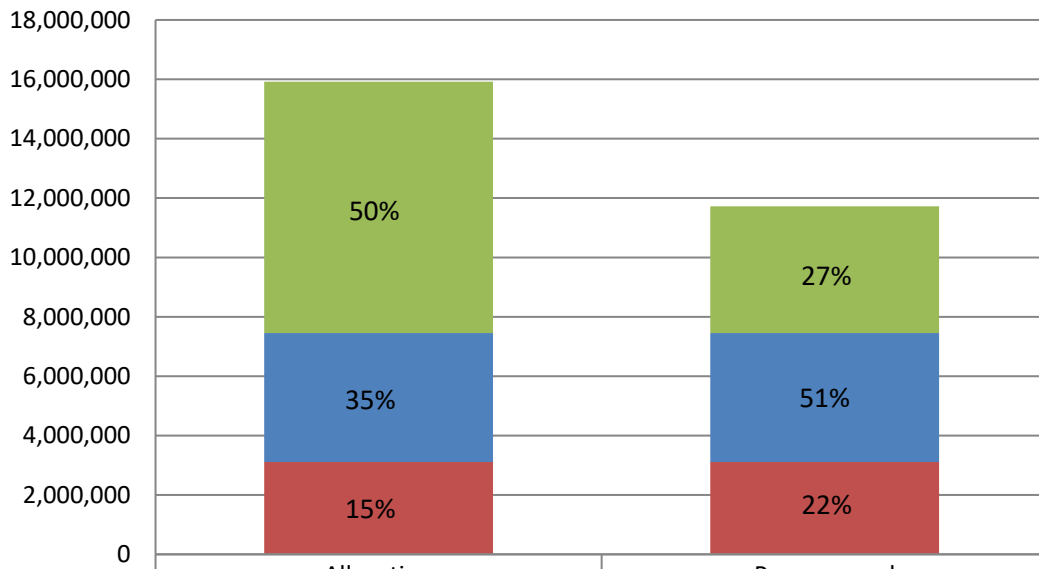
	FY2020		FY2021	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,920,626	2,920,626	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,629,455	4,629,455	4,344,050	4,344,050
New Allocation	8,728,069	4,384,019	8,463,215	4,267,236
Total TPF	16,278,150	11,934,100	15,918,079	11,722,100
Carryover		4,344,050		4,195,979
Two-Year Totals				
FTA Section 5303	6,031,440			
FHWA PL-112	21,820,739			
Total	27,852,179			
Programmed		23,656,200		
Carryover				4,195,979

Summary of TPF 2020 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	8,728,069	4,384,019
Carryover	4,629,455	4,629,455
FTA (5303)	2,920,626	2,920,626

Summary of TPF 2021 Funding Levels

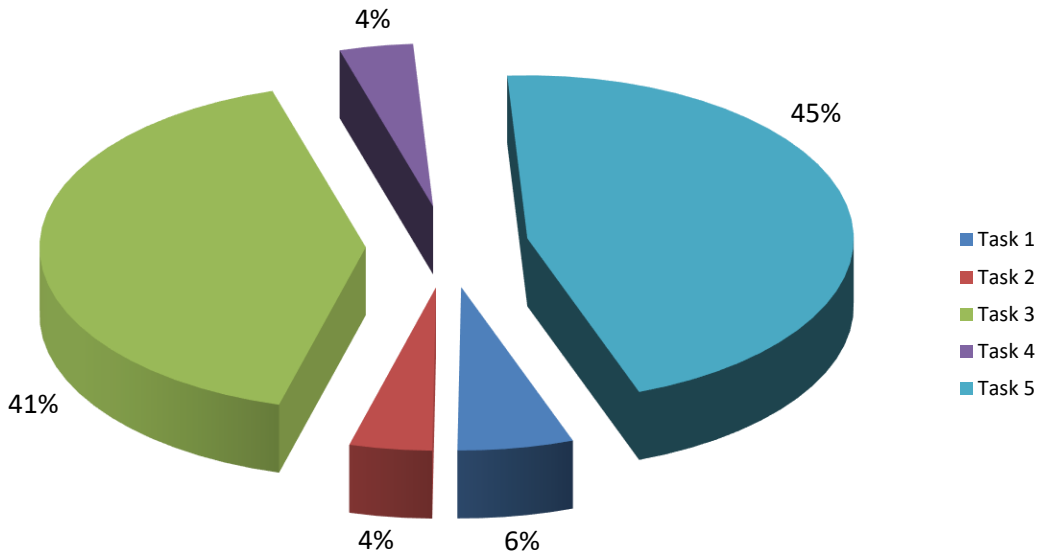


	Allocation	Programmed
FHWA (PL-112)	8,463,215	4,267,236
Carryover	4,344,050	4,344,050
FTA (5303)	3,110,814	3,110,814

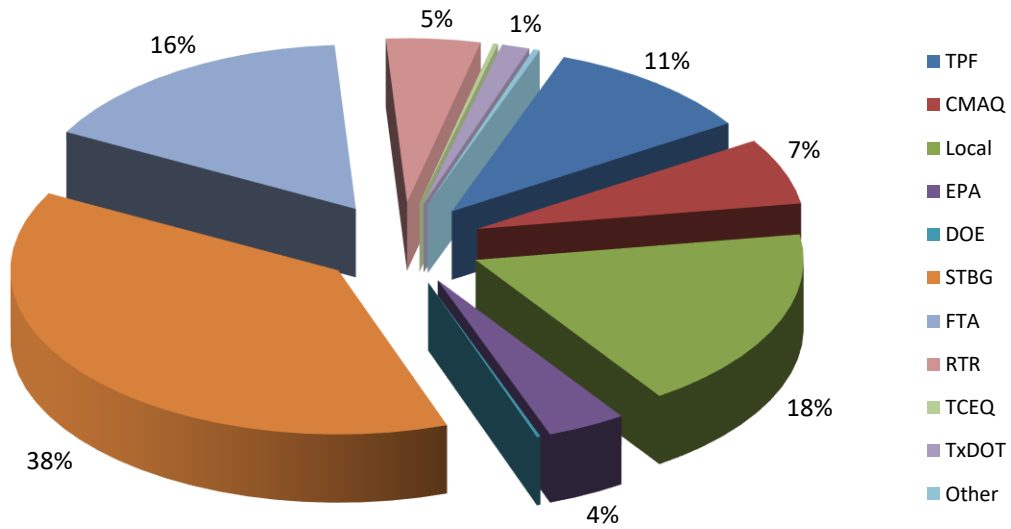
**EXHIBIT VIII-4
FY2020 AND FY2021 UPWP FUNDING SUMMARY**

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	\$5,248,600	\$3,512,600	\$5,459,100	\$3,312,300	\$6,123,600	\$23,656,200
CMAQ	\$3,288,000	\$0	\$3,088,360	\$0	\$8,416,740	\$14,793,100
DOD	\$0	\$0	\$0	\$0	\$432,000	\$432,000
DOE	\$68,500	\$0	\$337,060	\$0	\$0	\$405,560
EPA	\$0	\$0	\$8,838,521	\$0	\$0	\$8,838,521
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FTA	\$0	\$188,600	\$36,026,382	\$0	\$529,800	\$36,744,782
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$1,531,600	\$1,283,020	\$25,493,385	\$492,500	\$12,080,565	\$40,881,070
NCTCOG						
Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$76,400	\$76,400
RTR	\$300,000	\$0	\$5,440,400	\$1,468,180	\$3,328,600	\$10,537,180
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$2,007,800	\$4,295,600	\$7,849,800	\$3,000,000	\$69,310,305	\$86,463,505
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$558,641	\$0	\$0	\$558,641
TxDOT	\$425,000	\$0	\$0	\$0	\$2,692,830	\$3,117,830
Subtotal	\$13,013,300	\$9,279,820	\$93,171,649	\$8,272,980	\$102,990,840	\$226,728,589

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2020 and FY2021 Unified Planning Work Program

**Surface Transportation Technical Committee
February 26, 2021**

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

Transportation Planning Funds Two-year Summary

Current Total FY2020 and FY2021 Transportation Planning Funds (FTA 5303 and FHWA PL 112)	\$26,844,039
Additional FY2021 FHWA PL 112	<u>\$ 1,008,140</u>
New Total FY2020 and FY2021 Transportation Planning Funds (FTA 5303 and FHWA PL 112)	\$27,852,179
Anticipated Expenditures for FY2020 and FY2021	\$23,656,200
New PL Balance to Carry Over to FY2022	\$ 4,195,979

*No additional programming of TPF in Amendment #5

Total Programming Increase from Other Sources

Funding Source	Additional Funding
Department of Energy	\$ 2,500
Environmental Protection Agency	\$ 2,498,086
Congestion Mitigation and Air Quality Improvement Program	\$ 200,000
Surface Transportation Block Grant Program	\$ 9,331,500
Regional Toll Revenue	\$ 135,000
Texas Department of Transportation	\$ 250,000
Texas Commission on Environmental Quality	\$ 42,691
Local	\$ 3,652,810
Total	\$16,112,587

Modification Schedule

February 8

Initiation of Online Public Outreach

February 26

**Action by Surface Transportation
Technical Committee**

March 11

**Action by Regional Transportation
Council**

March 25

Action by NCTCOG Executive Board

March 26

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

Requested STTC Action

Recommend Regional Transportation Council Approval of:

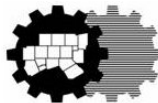
- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program

Contact Information

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Vercie Pruitt-Jenkins
Administrative Program Coordinator
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VPruitt-Jenkins@nctcog.org



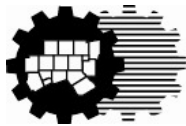
**North Central Texas
Council of Governments
Transportation Department**

[**https://www.nctcog.org/trans/study/unified-planning-work-program**](https://www.nctcog.org/trans/study/unified-planning-work-program)

Air Quality Calls for Projects Recommendations

**Surface Transportation Technical Committee
February 26, 2021**

**Jason Brown
Principal Air Quality Planner**



North Central Texas
Council of Governments



Available Funding

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

Calls for Projects	Project Types	Available Funding
Clean Fleets North Texas (CFNT) 2020 – Bucket 1	Replace Heavy-Duty Diesel Vehicles and Equipment	\$659,820*
North Texas Emissions Reduction Project (NTERP) 2020 – Bucket 2	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	\$2,350,000
North Texas Freight Terminal Electrification (NTFTE) 2020 – Bucket 3	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	\$960,225

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

Project Eligibility

	Bucket 1	Bucket 2	Bucket 3
Eligible Activities	<u>Replace On-Road Diesel Trucks*</u> 16,001 GVWR and Up; Model Year 1996-2006; (Model Year 2007-2009 if Replacing with Electric) <u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary		Transport Refrigerated Unit Electrified Parking Spaces (EPS), Power Monitoring Equipment, Electric Power Kit
		Rail and Switch Yards Idling Control Technology Installation	
Funding Threshold	45% Cost if New is Electric; 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards (Both Natural Gas and Propane Engines Currently Available); 25% Cost for All Others		30% of unit cost
		40% Cost Coverage	

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

**All equipment and installation must be completed by EPA SmartWay Verified Technology Vendor.

Eligibility and Selection

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

Bucket 1 - Summary of Applications

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
City of Kennedale	1	Yes	1	\$165,000	1	\$165,000
City of Dallas*	6	Yes	0	\$689,786	0	0
Funds Remaining after Recommended Subaward**						\$494,820

Refer to Electronic Item 3.2 for more details.

*** City of Dallas May Submit a New Application in Next Round**

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

Bucket 2 and Bucket 3 - Summary of Applications

Bucket 2

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
Alliance Aviation Services	2	Yes	2	\$108,770	2	\$108,770
Paccar Leasing	1	Yes	1	\$161,555	1	\$161,555
Funds Remaining after Recommended Subaward*					\$2,079,675	

Bucket 3

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

Refer to Electronic Item 3.3 for more details.

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

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Subaward and Rebate	February 26, 2021
RTC Approval of Recommended Subaward and Rebate	March 11, 2021
Executive Board Authorization	March 25, 2021
Next Interim Application Deadline (Rolling 90-Day Deadline until All Funds Awarded or Final Application Deadline Reached)	April 9, 2021
Final Application Deadline	October 8, 2021
Project Implementation Deadline	February 26, 2023*

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

Action Requested

Action Requested: Recommend RTC Approval of Subaward and Rebate

Bucket 1 - Clean Fleets North Texas 2020

\$165,000 to the City of Kennedale to Replace One Firetruck

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

Bucket 2 - North Texas Emissions Reduction Project 2020

\$108,770 to Alliance Aviation Services to Replace Two Airport Support Equipment;

\$161,555 to Paccar Leasing to Replace One Class 6-7 Service Truck

For More Information

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Website

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Clean Fleets North Texas Call For Projects Funding Recommendations

Projects Recommended for Funding - CFNT 2020																											
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria					Other Environmental Benefits		
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
City of Kennedale	1	On-Road	Class 8 Pumper Truck	2001	Diesel	1,000	3500	300	2021	ULSD	\$660,000	25%	\$165,000	\$ -	\$165,000	\$165,000	\$495,000	0.52	\$318,287	1	30	31	22	53	0.05	0.17	0.00
Total Projects											\$660,000		\$0	\$165,000	\$165,000	\$495,000	0.52	\$318,287.04						0.05	0.17	0.00	

Awarded Projects - CFNT 2019 Round 2																											
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria					Other Environmental Benefits		
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 3 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
City of Arlington	3	Non-Road	Construction - Backhoe	2007	Diesel	672		761	2020	B5	\$99,800	25%	\$24,950	\$ -	\$24,950	\$24,950	\$74,850	1.17	\$21,303	3	55	58	22	80	0.08	1.06	0.00
City of Arlington	1	On-Road	Dump Truck	2000	Diesel	619	5479		2020	B5	\$105,000	25%	\$26,250	\$ -	\$26,250	\$26,250	\$78,750	0.55	\$47,451	2	55	57	22	79	0.14	0.24	0.14
City of Arlington	2	On-Road	Dump Truck	2000	Diesel	629	3775		2020	B5	\$105,000	25%	\$26,250	\$ -	\$26,250	\$26,250	\$78,750	0.37	\$70,908	1	55	56	22	78	0.09	0.16	0.14
Total Projects											\$309,800		\$0	\$77,450	\$77,450	\$232,350	2.09	\$6,976.03						0.30	1.46	0.27	

Awarded Projects - CFNT 2019 Round 1																											
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria					Other Environmental Benefits		
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 11 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
City of Dallas	5	Non-Road	Construction - Other	2000	Diesel	209		2300	2019	B20	\$325,000	25%	\$81,250	\$ 81,250	\$0	\$81,250	\$243,750	11.37	\$7,144	11	64	75	12	87	0.51	3.43	0.00
City of Dallas	8	On-Road	Class 8 Refuse Hauler	2001	Diesel	3,216	14,230		2019	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.65	\$32,994	10	55	65	12	77	0.08	0.54	0.00
City of Dallas	9	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,490	11,357		2019	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.32	\$41,339	9	55	64	12	76	0.06	0.43	0.00
City of Dallas	7	Non-Road	Construction - Crawler Tractors	2010	Diesel	10,069		1412	2019	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	4.12	\$45,020	8	55	63	12	75	0.13	2.50	0.00
City of Dallas	6	Non-Road	Construction - Crawler Tractors	2010	Diesel	15,665		1311	2019	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	3.82	\$48,522	7	55	62	12	74	0.12	2.29	0.00
City of Dallas	10	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,333	9,757		2019	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.13	\$48,102	6	55	61	12	73	0.05	0.37	0.00
City of Dallas	4	Non-Road	Construction - Other	2006	Diesel	1,061		517	2019	B20	\$475,000	25%	\$118,750	\$ 118,750	\$0	\$118,750	\$356,250	1.23	\$96,592	5	50	55	12	67	0.03	0.64	0.00
City of Dallas	1	On-Road	Class 8 Short Haul	2004	Diesel	388	10,379		2019	CNG	\$165,000	35%	\$57,750	\$ 57,750	\$0	\$57,750	\$107,250	0.39	\$149,457	4	50	54	12	66	0.04	0.01	-0.05
City of Dallas	11	On-Road	Class 8 Refuse Hauler	2005	Diesel	2,994	8,436		2019	B20	\$320,000	25%	\$80,000	\$ 80,000	\$0	\$80,000	\$240,000	0.45	\$176,600	3	40	43	12	55	0.03	0.13	0.00
City of Dallas	2	On-Road	Class 8 Short Haul	2006	Diesel	1,007	6,080		2019	CNG	\$165,000	35%	\$57,750	\$ 9,670	\$48,080	\$57,750	\$107,250	0.23	\$255,305	2	30	32	12	44	0.03	0.01	-0.06
City of Benbrook	1	On-Road	Class 8 Ladder Truck	1999	Diesel	1463**	871		2019	ULSD	\$1,300,000	25%	\$325,000	\$ -	\$325,000	\$975,000	0.25	\$1,283,570	1	1	2	24	26	0.02	0.07	0.00	
Total Projects											\$4,886,430		\$881,528	\$373,080	\$1,254,608	\$3,631,823	25.96	\$48,329						1.11	10.41	-0.11	
Total											\$5,196,230		\$881,528	\$615,530	\$1,497,058	\$4,359,173	28.05	\$53,363									

Funds Available for Call for Projects	\$881,528	\$1,110,350
Total Funds Recommended for Award	\$881,528	\$615,530
Balance Available for Future Project Solicitation	\$0	\$494,820

Ineligible Projects - CFNT 2020													Eligibility Comments							
City of Dallas	1	On-Road	Class 8 Refuse Hauler	2008	Diesel	5,242	15,214		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements						
City of Dallas	2	On-Road	Class 8 Refuse Hauler	2008	Diesel	3,982	13,201		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements						
City of Dallas	3	On-Road	Class 8 Refuse Hauler	2008	Diesel	3,187	8,979		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements						
City of Dallas	4	On-Road	Class 8 Refuse Hauler	2008	Diesel	1,425	8,585		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements						
City of Dallas	5	On-Road	Class 8 Refuse Hauler	2008	Diesel	4,689	13,752		2021	CNG	\$362,807	35%	\$126,982	Old Engine Model Year Not Eligible Per EPA Requirements						
City of Dallas	6	On-Road	Class 8 Short Haul	2009	Diesel	946	13,792		2022	ULSD	\$219,495	25%	\$54,874	Old Engine Model Year Not Eligible Per EPA Requirements						

Ineligible Projects - CFNT 2019													Eligibility Comments							
City of Dallas	3	Non-Road	Construction - Other	2008	Diesel	71		456	2019	B20	\$206,000	25%	\$51,500	Annual Usage Hours Less than 500 Hours						

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

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

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

North Texas Emissions Reduction Project Call For Projects Funding Recommendations

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

Funds Available for Call for Projects	\$2,350,000
Total Funds Recommended for Award	\$270,325
Balance Available for Future Project Solicitation	\$2,079,675

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

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

**COVID-19 Infrastructure Program: Transit Partnership
Funding Recommendations**

Implementing Agency	City	Project/ Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding			Comments
							Federal STBG (CAT 7)	Transportation Development Credits	Total Proposed Funding	
NCTCOG	Various	Regional Transit Education Campaign Program	Regionwide	Coordinate with the three major transit agencies to implement a two-phased campaign to increase transit ridership throughout the region; Program will focus on education and outreach to help with consumer confidence and providing incentives to increase ridership	2021	I	\$1,000,000	200,000	\$1,000,000	Regional TDCs to be utilized in lieu of a cash match
							\$1,000,000	200,000	\$1,000,000	
NCTCOG	Various	Insurance for Passenger Rail Integration onto Freight Lines	Regionwide	Purchase insurance for passenger operations on freight rail lines to allow passenger rail agencies to utilize existing freight corridors for future passenger lines and operations	2022	I	\$5,000,000	1,000,000	\$5,000,000	Regional TDCs to be utilized in lieu of a cash match
							\$5,000,000	1,000,000	\$5,000,000	
NCTCOG	Various	Engineering for Passenger Rail/Roadway Interfaces	Regionwide	Establish engineering agreements with Class 1 and short line railroads, allowing for streamlined design and review of design plans for regionally significant transportation projects	2021	I	\$7,000,000	1,400,000	\$7,000,000	Regional TDCs to be utilized in lieu of a cash match; Funding would be used to establish agreements with Union Pacific (\$3,000,000), BNSF Railway (\$3,000,000), and Fort Worth and Western Railroad (\$1,000,000)
							\$7,000,000	1,400,000	\$7,000,000	
Trinity Metro	Various	VA	Various locations in the Trinity Metro service area	Planning work to identify bus stops lacking concrete pads and overhead shelters; Construction of identified bus stop accommodations	2022	E, C	\$1,000,000	200,000	\$1,000,000	Regional TDCs to be utilized in lieu of a cash match
							\$1,000,000	200,000	\$1,000,000	
							\$14,000,000	2,800,000	\$14,000,000	

ELECTRONIC ITEM 4.1



COVID-19
Infrastructure
Program #015:
Transit Partnership

Surface Transportation
Technical Committee

February 26, 2021

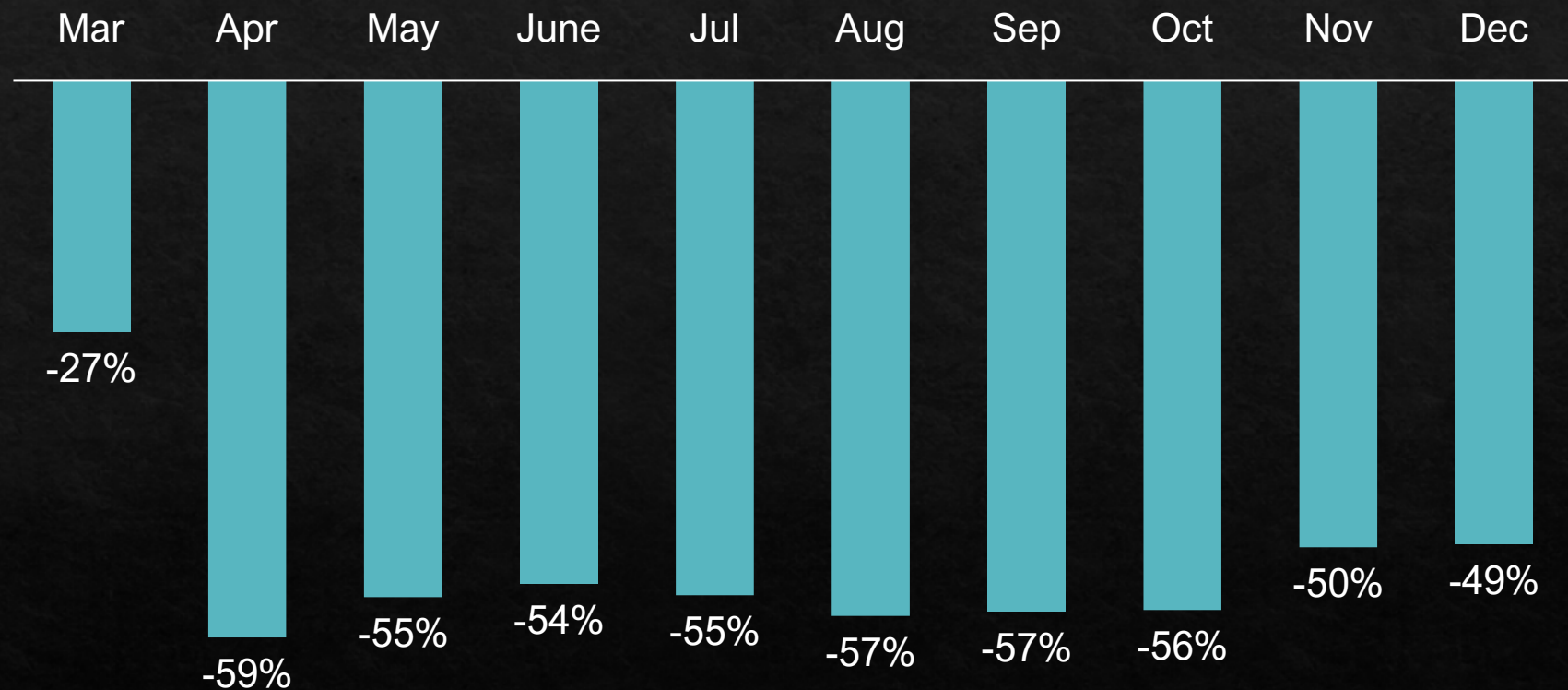
BACKGROUND

- Due to the recent COVID-19 outbreak, transit ridership has declined significantly.
- In response, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant (STBG) funds for investments in transit in the COVID-19 Round 3 Infrastructure Program in November 2020.
- Since then, discussions have occurred regarding how the funding should be allocated at the project level.

TRANSIT IMPACTS

Passenger Decrease : 2019 vs 2020

Weekday
Ridership



ORIGINALLY IDENTIFIED PROJECT CATEGORIES

- Scope: Specific scopes to be determined, but will focus on these areas:
 - Response to COVID-19 impacts
 - Insurance for passenger rail integration onto freight lines
 - Engineering funds for passenger rail/roadway interfaces
 - Next generation high-intensity bus expansion
 - Review of bus stop amenities
 - Partnership(s) with Class 1 Railroads on passenger rail corridors
- RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight

REGIONAL TRANSIT EDUCATIONAL CAMPAIGN PROGRAM

- During the COVID-19 pandemic, transit ridership has remained approximately 50% of what it was for the same period in 2019.
- Bringing riders back to the system will require targeted outreach.
- A two-phased education campaign is proposed:
 - Phase 1 - focus on growing consumer confidence
 - Phase 2 - focus on increasing ridership
- Program involves seeking out partnerships in the business community and local news networks.
- \$1,000,000 STBG funds proposed for the program (to be matched with Regional Transportation Development Credits (TDC))
- In order to expedite funding, this program may be implemented by a funding exchange with the transit agencies.



The advertisement features the DCTA logo (Denton County Transportation Authority) at the top. Below it is a photograph of a person wearing a face mask and a beanie, holding a smartphone on a transit vehicle. A blue banner across the photo reads "RIDE SAFE, STAY SAFE." To the left of the main text are three icons: a face with a mask labeled "Mask Required", hands being washed labeled "Enhanced Cleaning", and an exclamation mark labeled "Stay Updated". The main text reads "COMMUTE WITH CONFIDENCE WHEN YOU #RIDEDCTA" followed by "We're taking the necessary precautions to make sure our vehicles are safe so that when you're ready, you can hop back on board." At the bottom right is a blue button with the text "LEARN MORE >>".

Source: DCTA

INSURANCE FOR PASSENGER RAIL INTEGRATION

- Transit authorities are required to have insurance for passenger operations on freight rail lines.
- Agencies in our region have previously had sufficient revenue for annual premiums, but revenue decreases have presented an issue.
- Additionally, premiums in the industry have increased dramatically.
- \$5,000,000 STBG funds are proposed to assist transit authorities in securing insurance until premiums level out.
- The funds would be matched with Regional TDCs.



REGIONAL CLASS 1 RAILROAD DESIGN REVIEW

- In recent months, a need has been identified to facilitate the review of engineering plans for transportation projects crossing or utilizing Class 1 railroad lines.
- Proposed project/program involves:
 - Funding professional engineering agreements with Class 1 railroads (i.e., Union Pacific, BNSF Railway, and Fort Worth and Western Railroad)
 - Agreements to expedite the design review of regionally significant projects throughout the region
 - \$7,000,000 of STBG funds (to be matched with Regional TDCs)



REGIONAL BUS STOPS

- Many bus stops leave transit riders waiting in the grass and dirt.
- Proposed project involves:
 - Funding concrete foundations and/or overhead shelters
 - \$1,000,000 STBG funds (to be matched with Regional TDCs) for bus stops in the Trinity Metro service area with specific locations to be identified by NCTCOG and Trinity Metro
- Stops in the DCTA and DART service areas to be identified for future improvement



NEXT STEPS

- Seek RTC action on the project list
- Add projects to the Transportation Improvement Program (TIP) and Statewide TIP
- Identify potential projects for the remaining \$11,000,000 of funding
- Bring proposals back to STTC and RTC for consideration

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed COVID-19 Infrastructure Program: Transit Partnership investments
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these projects.

CONTACT/QUESTIONS?

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**STATUS REPORT RELATED TO PREVIOUS ACTION ON
FEDERAL TRANSIT ADMINISTRATION FUNDING
ALLOCATIONS IN RESPONSE TO
COVID RELIEF 2.0 FUNDING AUTHORIZATION**

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
FEBRUARY 26, 2021

SHANNON STEVENSON, SENIOR PROGRAM MANAGER
TRANSIT MANAGEMENT & PLANNING

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021

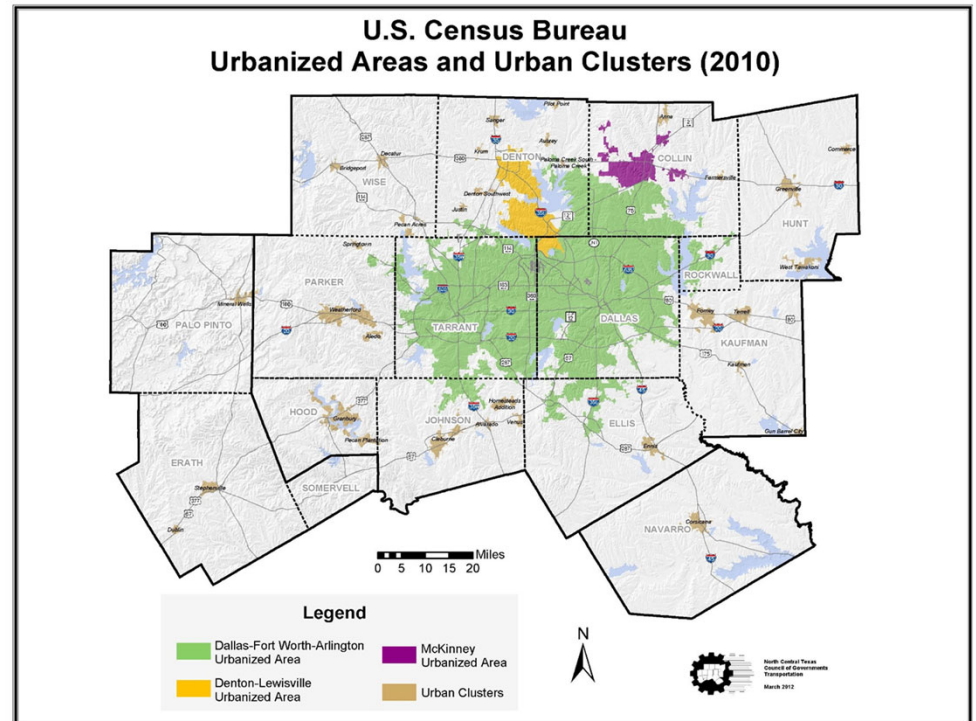
- The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was enacted on December 27, 2020; providing \$14 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the nation's largest public transportation systems due to the COVID-19 public health emergency through the Urbanized Area Formula Program (Section 5307) with a small amount of funding for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)
- Second round of COVID-19 relief funding provided to the transit industry following the [Coronavirus Aid, Relief and Economic Security \(CARES\) Act](#), which was signed at the end of March 2020 and provided \$25 billion nationwide to the industry
- Primary objective is to ensure public transit agencies receive sufficient funding; under this bill, when combined with their CARES Act apportionments, to equal at least 75% of urbanized areas' public transit operating costs based on 2018 expenses
- The Dallas-Fort Worth-Arlington Urbanized Area is receiving Urbanized Area Formula Program funding (Section 5307) because only DART falls below the 75% threshold
- NCTCOG will not retain any funds for administrative purposes

CORONAVIRUS RESPONSE AND RELIEF FUNDING FOR THE REGION

NCTCOG: Designated Recipient of FTA
Urbanized Area (UZA) Formula funds for
North Texas¹

Available Funding for North Texas

UZA	Section 5307	Section 5310	TOTAL
DFW- Arlington	\$128,511,228	\$661,250	\$129,172,478
Denton- Lewisville	\$0	\$41,938	\$41,938



¹McKinney UZA was not allocated any funding by the FTA

5307 ALLOCATION METHODOLOGY

DFW-Arlington UZA	2018 Operating Expenses	75% of 2018 Operating Expenses	CARES Act Allocation	Recommended for CRRSAA Funding?
City of Arlington	\$3,291,878	\$2,468,909	\$10,955,694	No
City of Grand Prairie	\$801,084	\$600,813	\$3,852,375	No
City of Mesquite	Reported to NTD by STAR Transit	N/A	\$3,442,401	No
City/County Transportation	\$310,255	\$232,692	\$899,600	No
Community Transit Services	\$193,513	\$145,135	\$1,781,036	No
Dallas Area Rapid Transit	\$527,011,156	\$395,258,367	\$229,627,520	Yes
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$54,709,434	\$41,032,076	\$55,161,034	No
North Central Texas Council of Governments	N/A	N/A	\$796,572	No
Northeast Transportation Services (NETS)	Reported to NTD by FWTA	N/A	\$4,813,723	No
Public Transit Services	\$472,239	\$354,180	\$396,081	No
Span, Inc.	\$1,026,700	\$770,025	\$2,204,136	No
STAR Transit	\$3,869,114	\$2,901,836	\$4,698,957	No
Denton-Lewisville UZA	2018 Operating Expenses	75% of 2018 Operating Expenses	CARES Act Allocation	Recommended for CRRSAA Funding?
Denton County Transportation Authority	\$28,350,849	\$21,263,137	\$23,461,867	Not Available

METHODICAL REVIEW OF FUNDING ALLOCATIONS

STEP 1: FORMULA ALLOCATIONS

Are annual formula allocations correct and accurately account for TRE?

Yes

STEP 2: CARES ACT ALLOCATIONS

Did the RTC correctly allocate CARES Act funding and account for TRE?

Yes

STEP 3: CONGRESSIONAL EVALUATION

Did Congress allocate any CRRSAA funding to North Texas because any agencies were below the 75% threshold?

Yes

STEP 4: AGENCIES BELOW 75% THRESHOLD

Was DART the only transit agency in North Texas below the 75% threshold?

Yes

STEP 5: RTC DISCRETION

Does the RTC have discretion on how to distribute CRRSAA funds?

Yes

Other than 2018 NTD
Authorities with Disparate Tools
Federal Awareness of TRE

STEP 5: RTC DISCRETION CONTINUED

Agency	2018 Operating Expenses*	75% of 2018 Operating Expenses	CARES Act Allocation	Percent of 2018 Operating Expenses (CARES Act Only)	Recommended CRRSAA Allocation	Total Recommended COVID-19 Relief Funding (CARES Act + CRRSAA)	Percent of 2018 Operating Expenses (Total COVID-19 Relief Funding)
DART	\$527,011,156 - \$16,742,596 = \$510,268,560	\$382,701,420 \$395,258,367	\$229,627,520	45%	\$128,511,228	\$358,138,748	70%
Trinity Metro	\$54,709,434 + \$16,742,596 = \$71,452,030	\$53,589,023 \$41,032,076	\$55,161,034	77%	<i>Not Recommended</i>	\$55,161,034	77%

*Adjustment for Trinity Metro's TRE operating expenses (\$16,742,596) shown in green, which are reported by DART to NTD

CONTACT INFORMATION

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
February 2021

Michael Morris, PE
Director of Transportation



Imagery Provided By Getty

POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-9%, November)

Toll Road (-19%, November)

Airport Passengers (-46%, November)

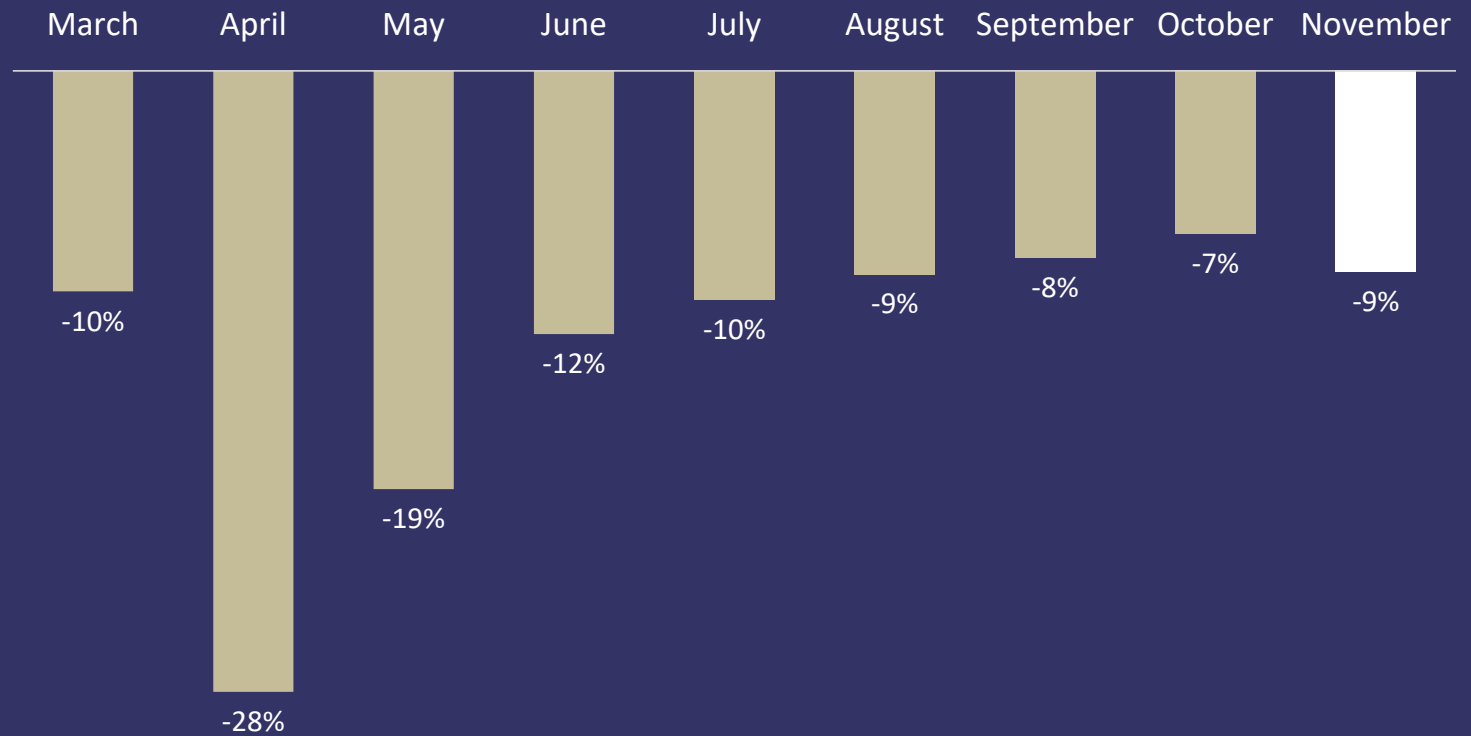
Transit Ridership (-49%, December)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs 2019

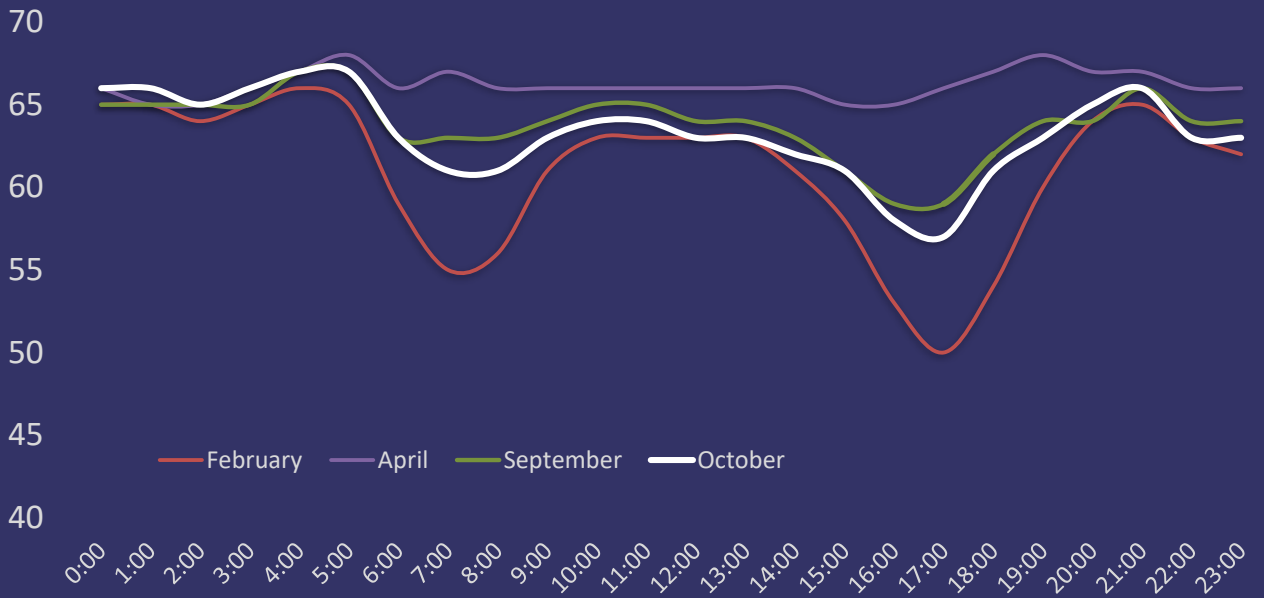


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020 growth calculations are based on Fort Worth locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

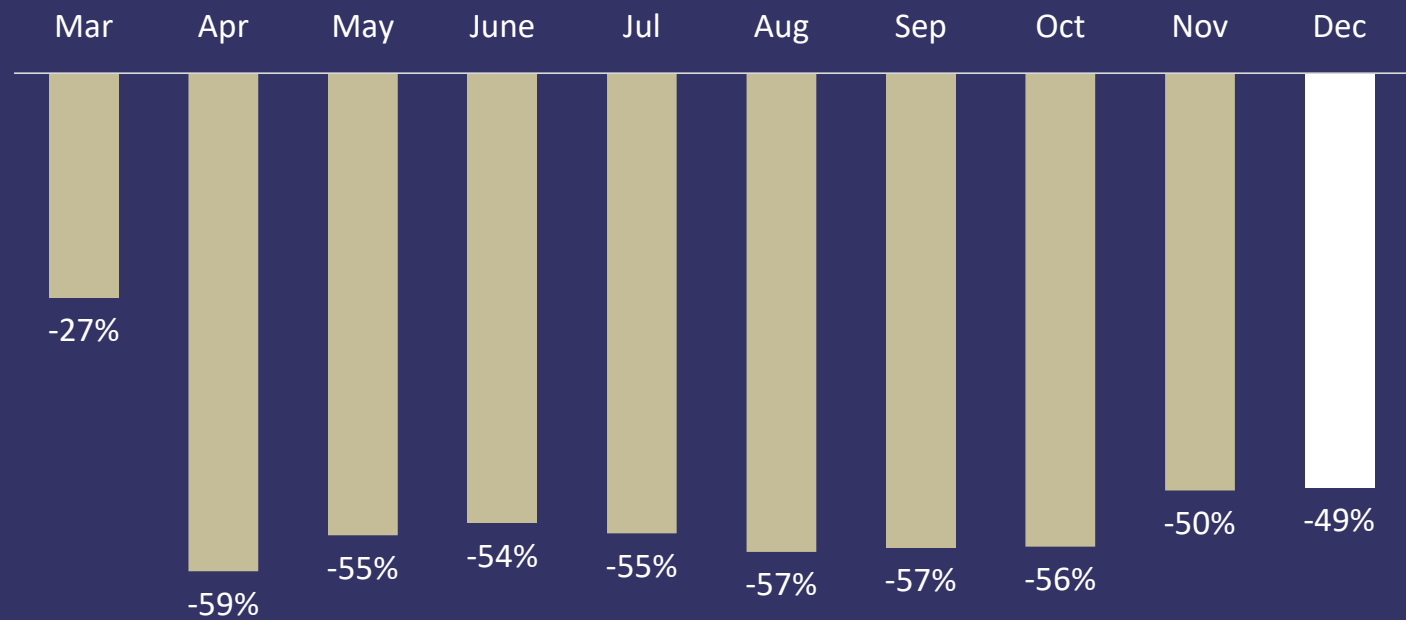


Source: TxDOT Sidewire Devices

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020

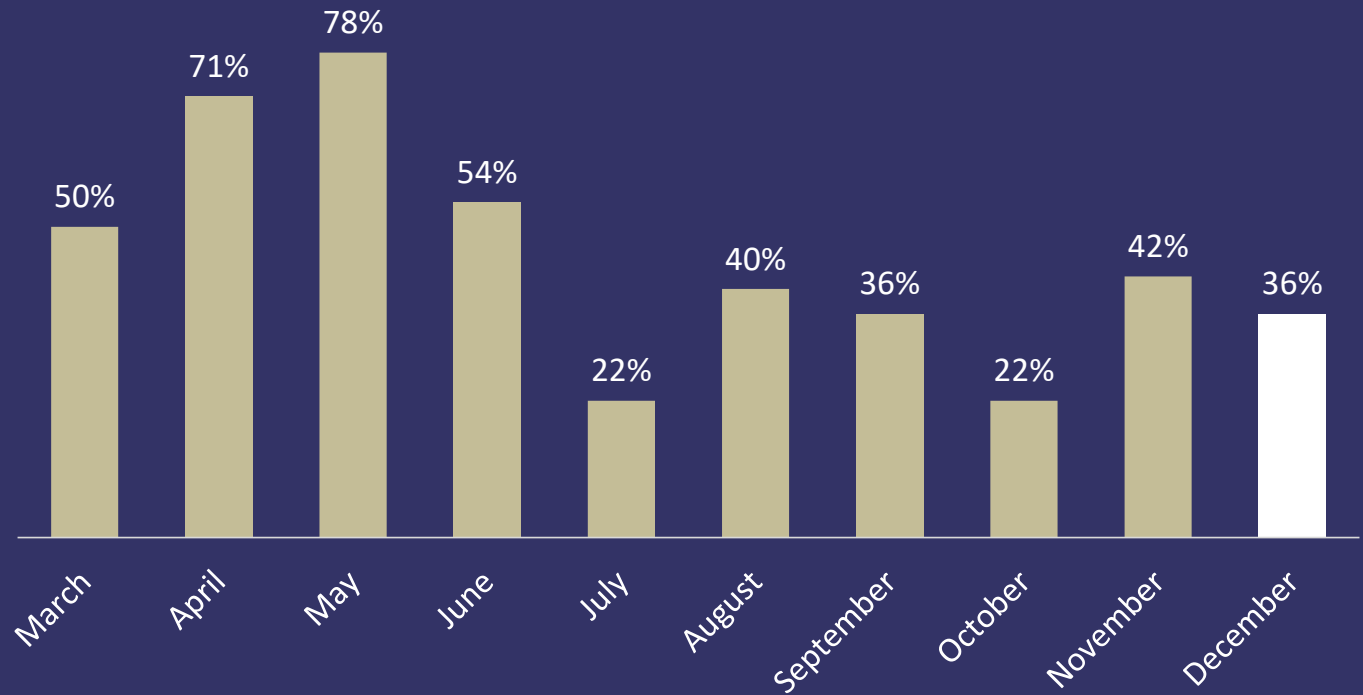


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020

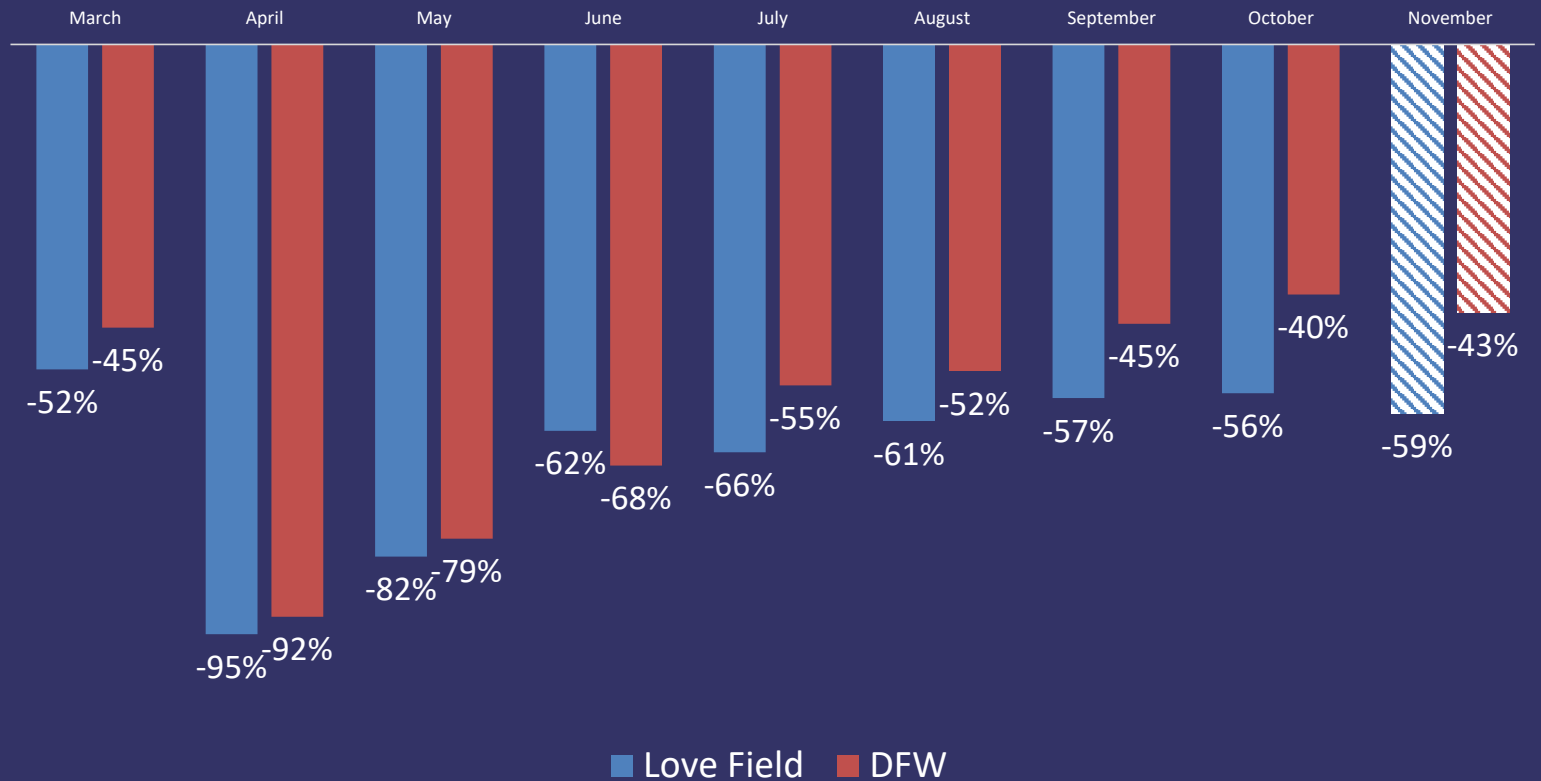


Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.
Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020

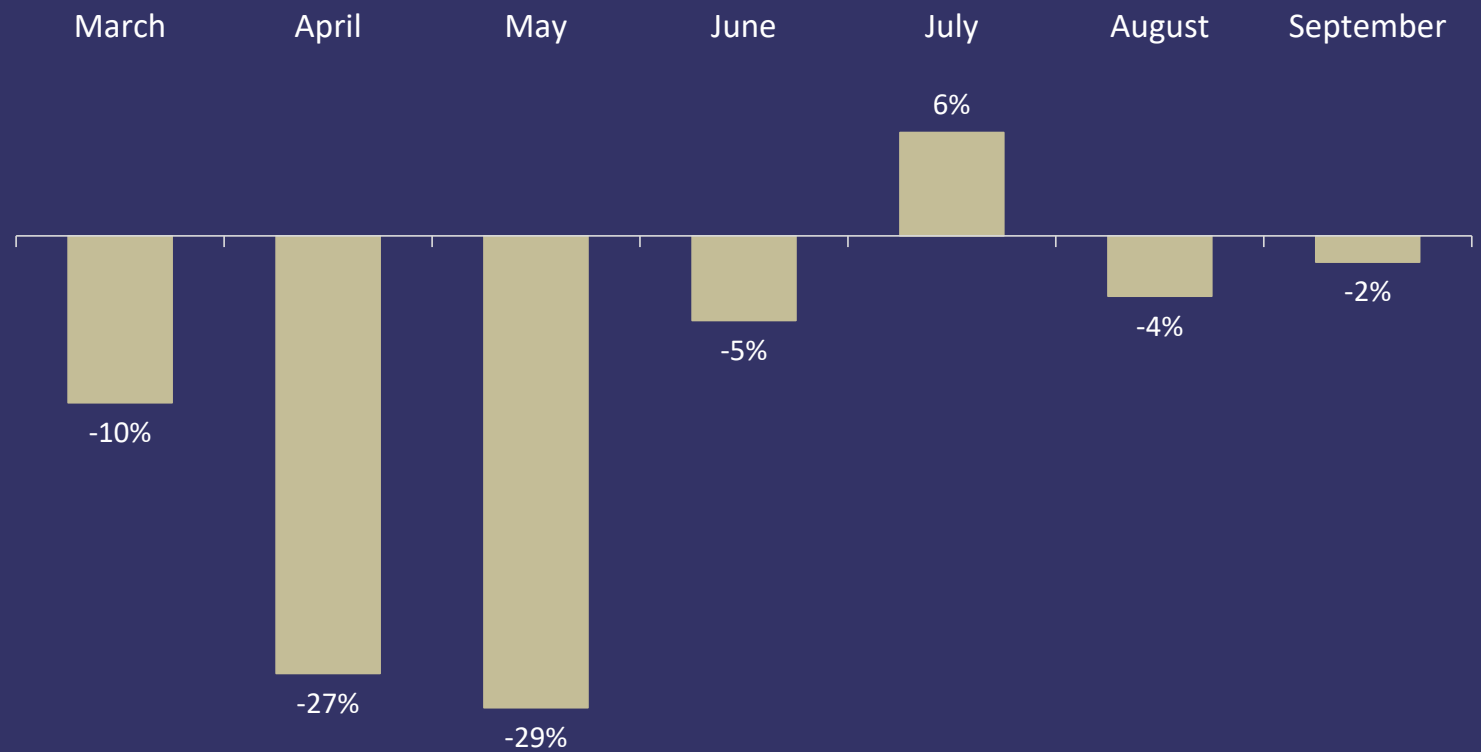


Source: Dallas Love Field and DFWIA Websites

ROADWAY TRENDS

Crashes

Percentage Difference in Crash Rates - 2019 vs 2020



Data current as of 1/13/2021

Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FINANCIAL IMPLICATIONS



Transit Sales Tax Allocations (0.34%, September)

0

Sales Tax (-0.3%, January)

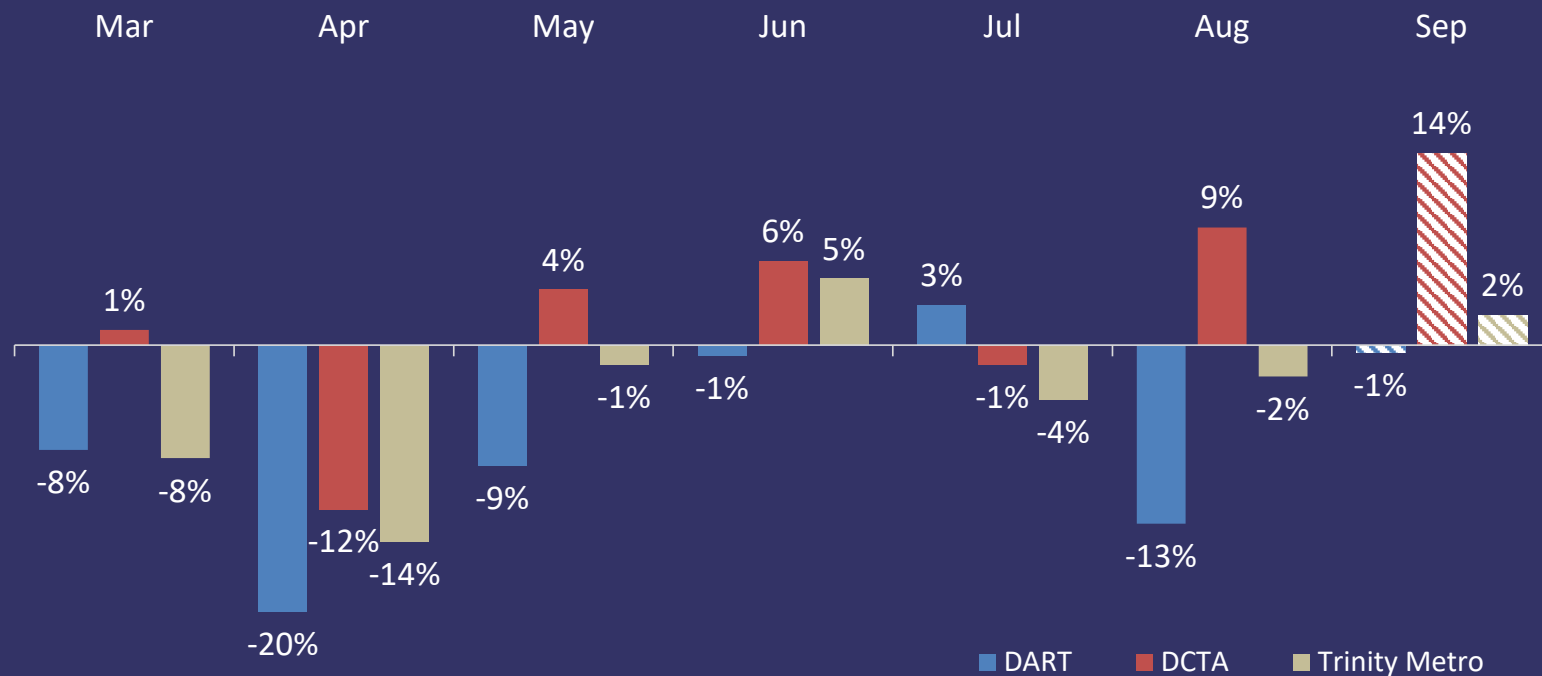
Motor Fuel Tax (-4.7%, January)

Motor Vehicle Sales and Rental Tax (-13.4%, January)

FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020

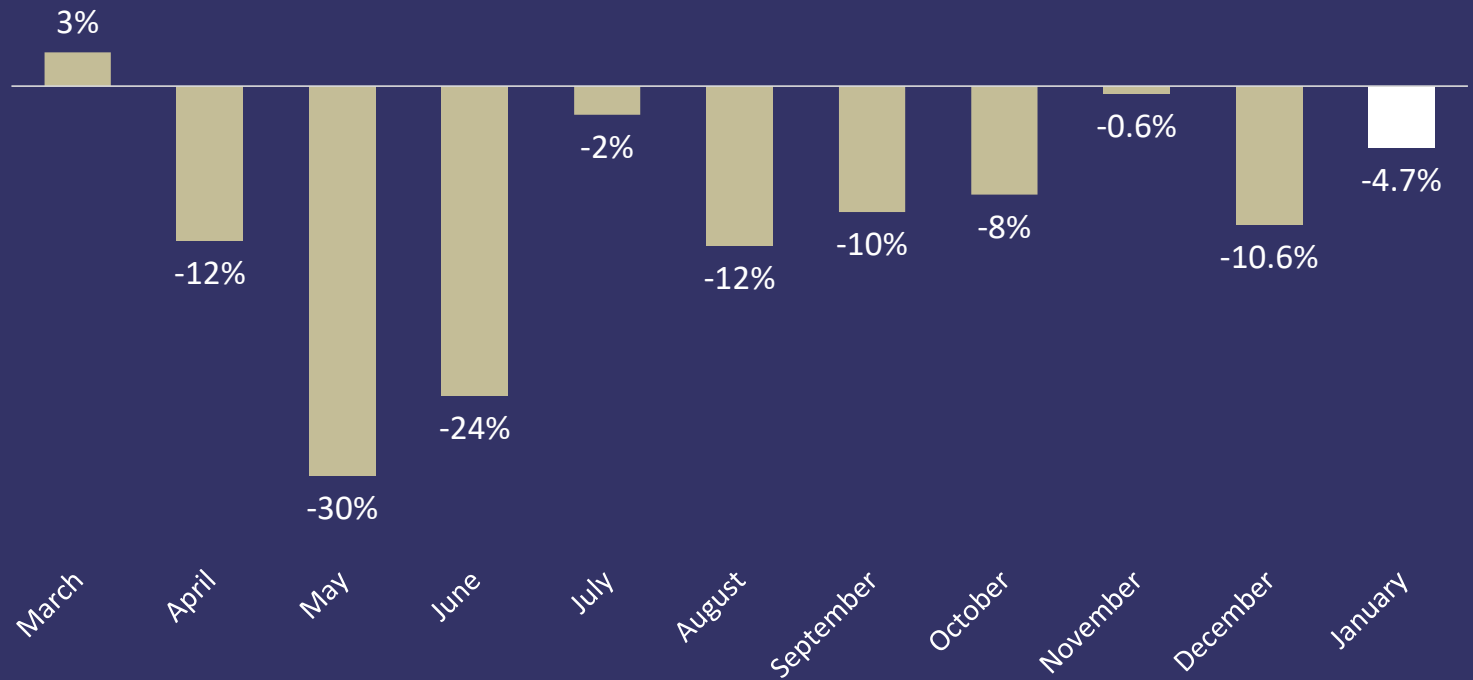


Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel
Tax Decrease

Change in Motor Fuel Tax: 2020 vs 2019

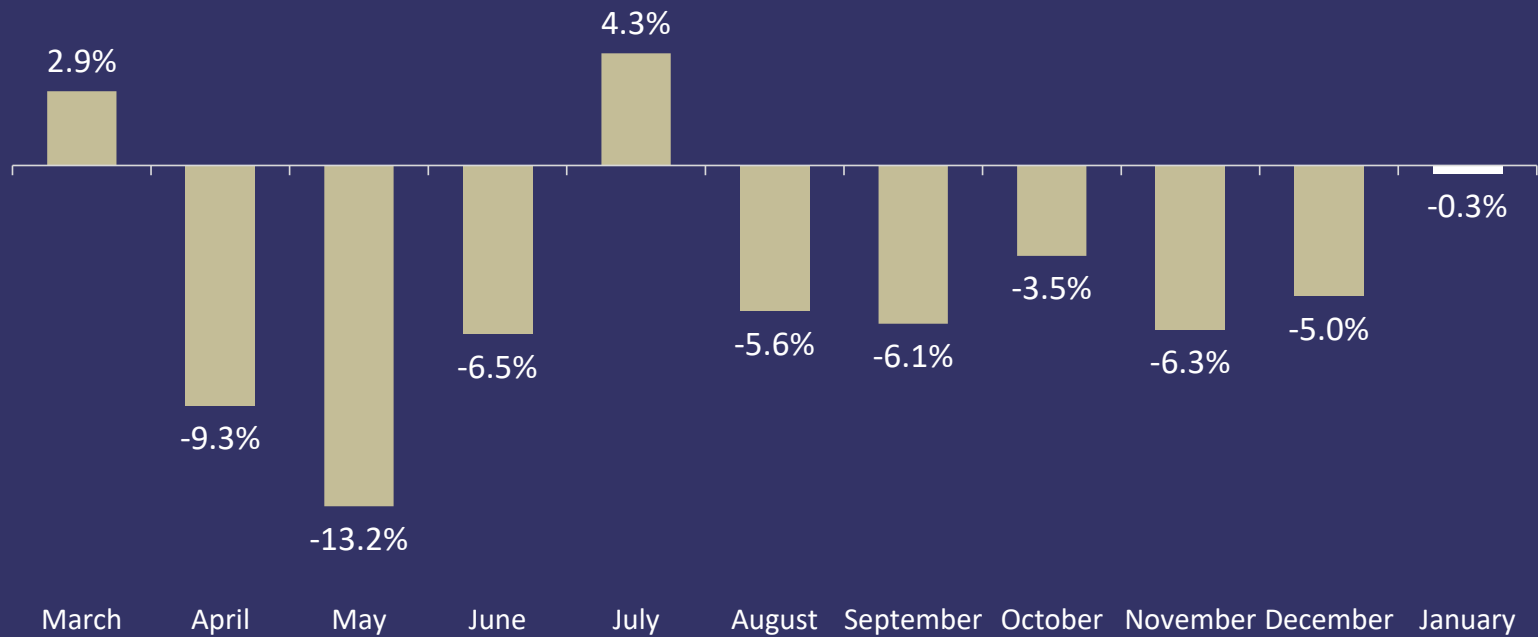


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component
of Proposition
7¹)

Change in Fuel Tax: 2019 vs 2020



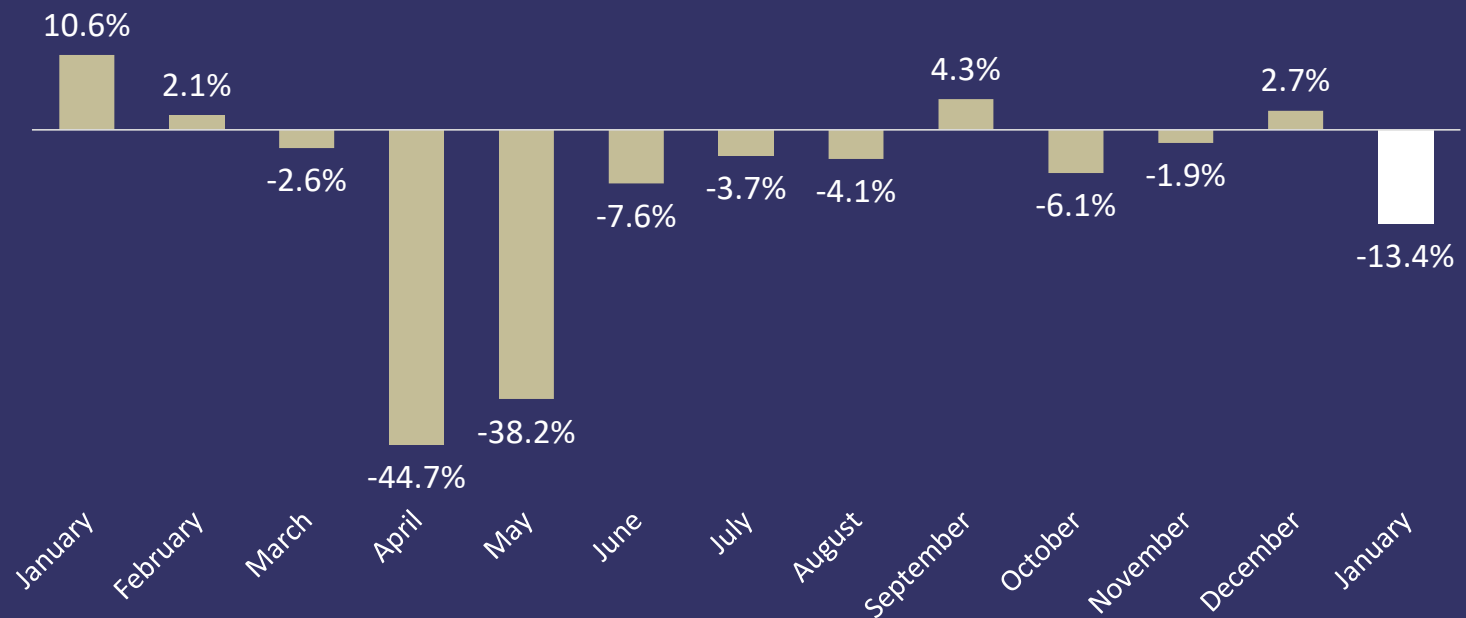
Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date

FUNDING IMPACT

Motor Vehicle
Sales and
Rental Tax
(Component of
Proposition 7¹)

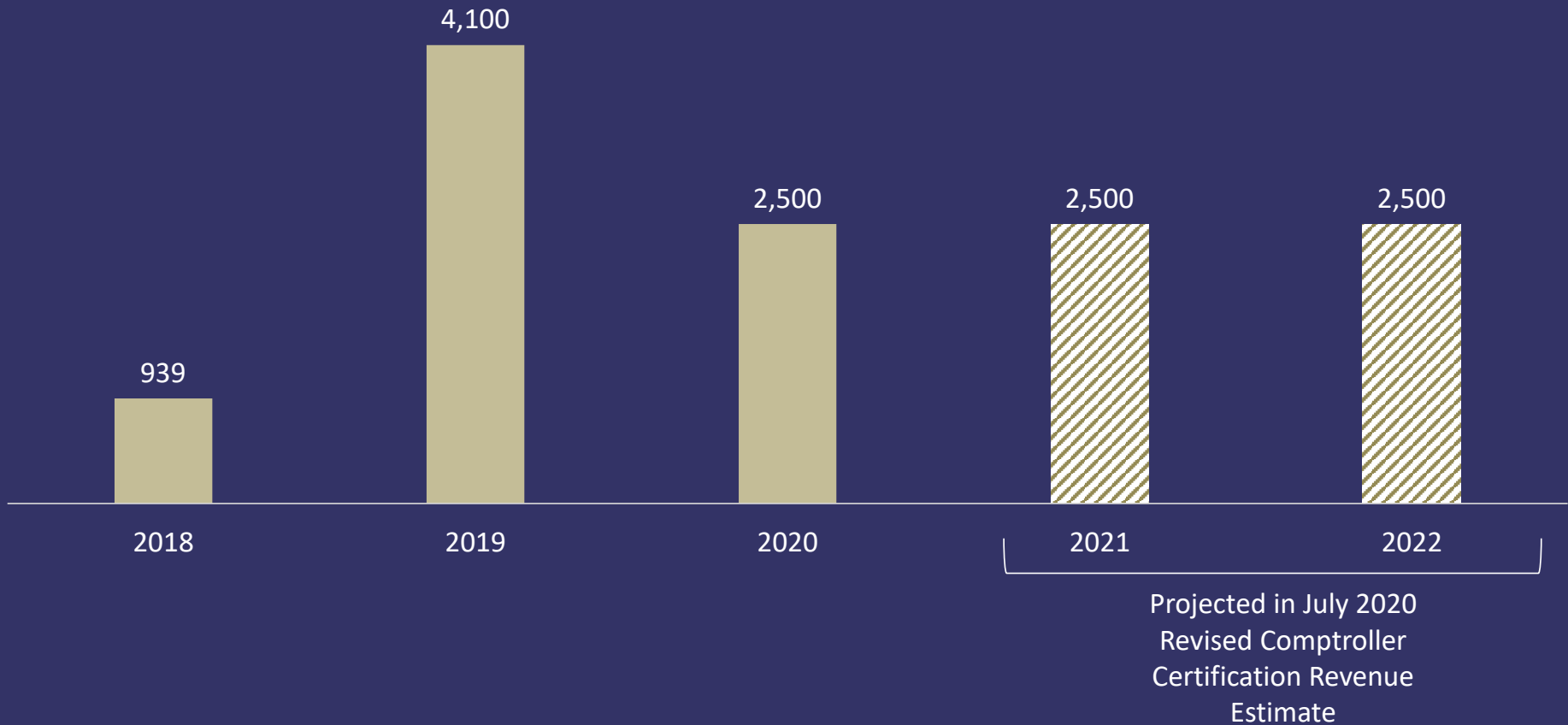
Motor Vehicle Sales and Rental Tax
Change: 2020 vs 2019



Source: Texas Comptroller of Public Accounts

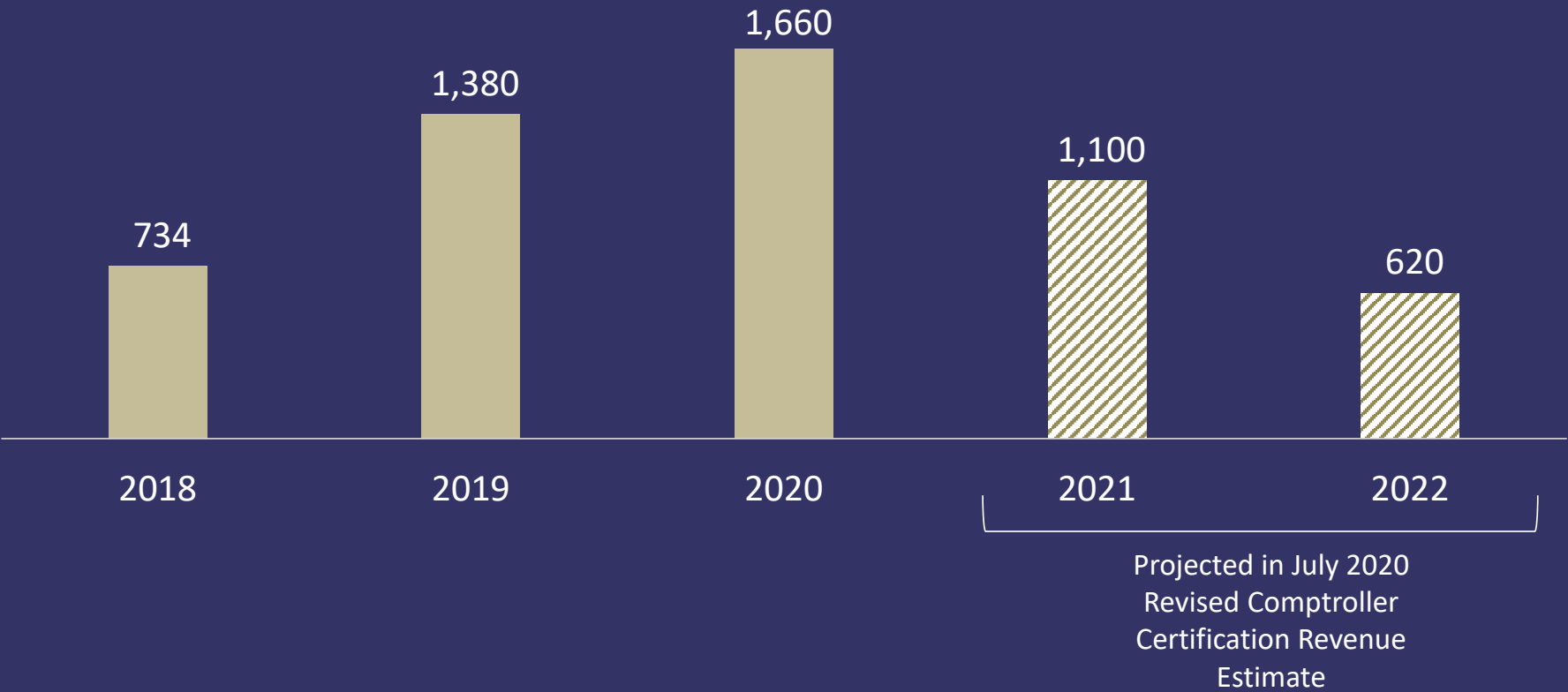
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date

Proposition 7 (Sale & Use/MV Sales & Rental Taxes) Transfers to the State Highway Fund, Millions



Source: Texas Comptroller of Public Accounts

Proposition 1 (Oil & Gas Severance Tax) Transfers to the State Highway Fund, Millions

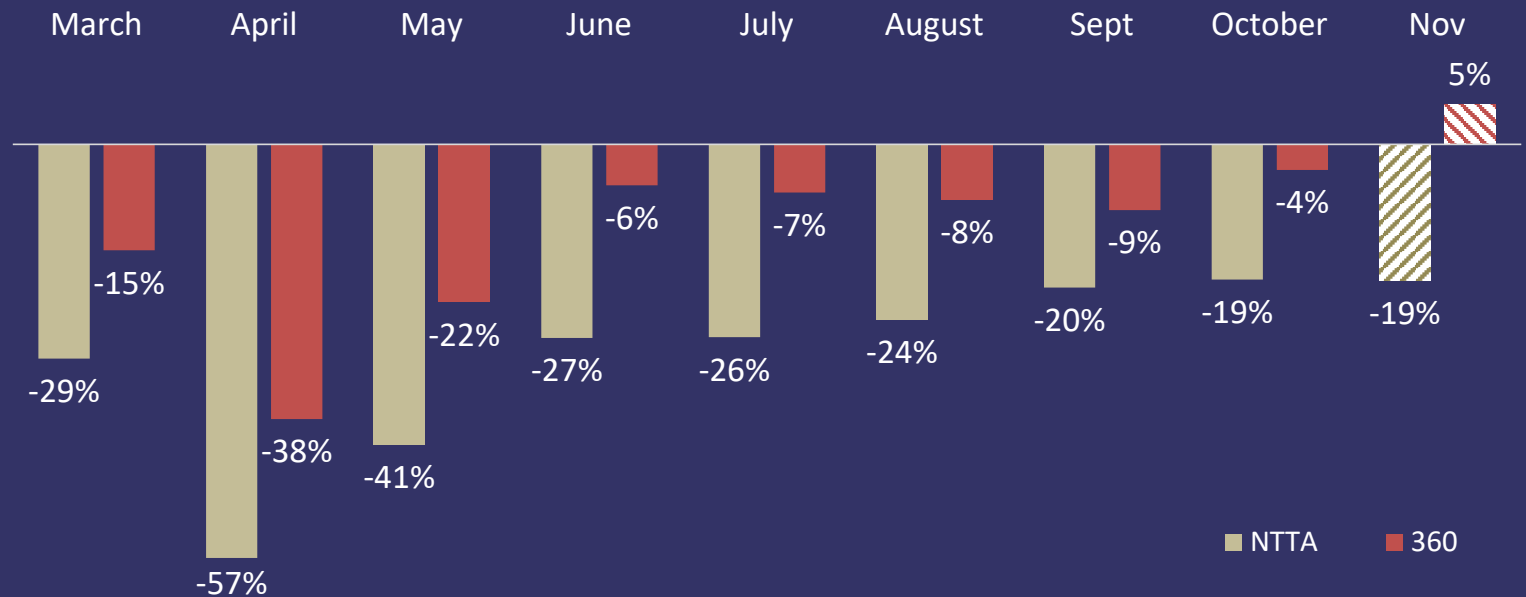


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

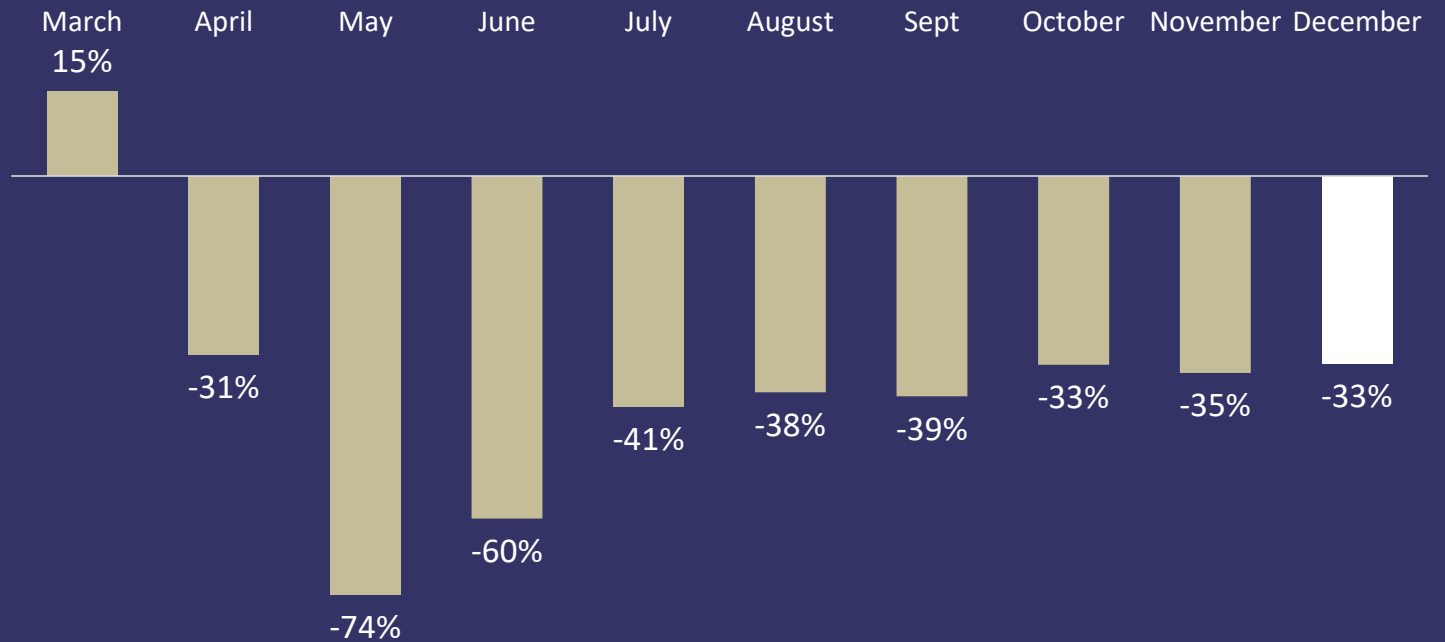
Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020



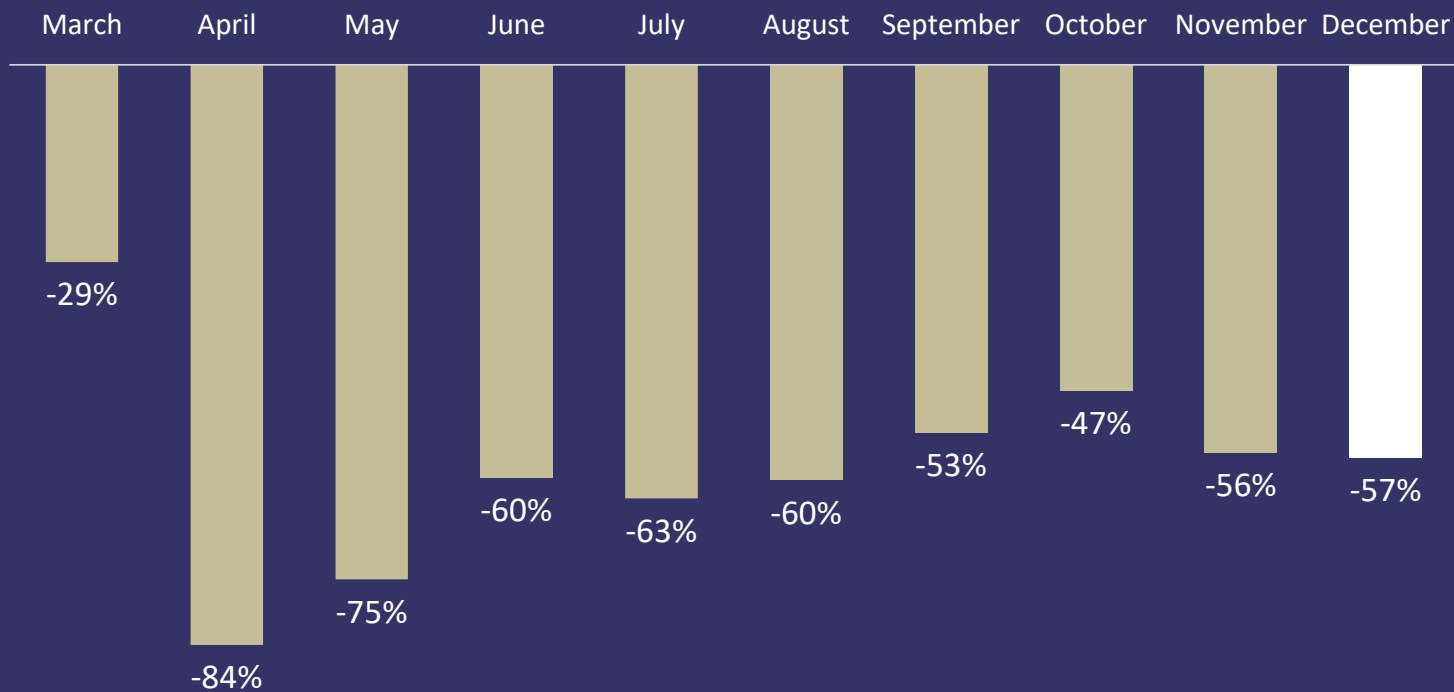
Source: TxDOT

Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

MANAGED LANES DISCOUNTS

GoCarma
Transactions

Transaction Decrease vs February 2020

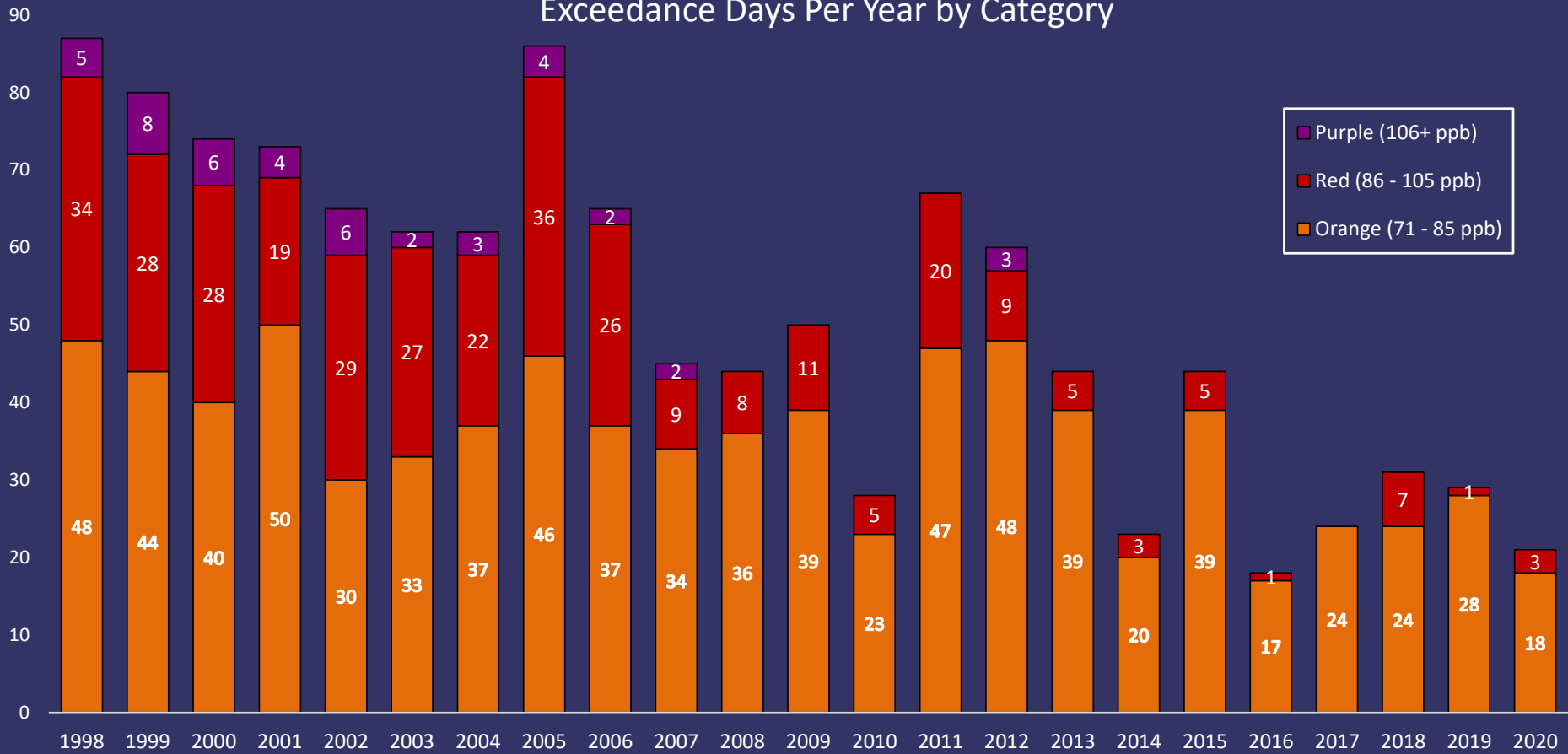


Source: GoCarma Dashboard

Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Exceedance Days Per Year by Category

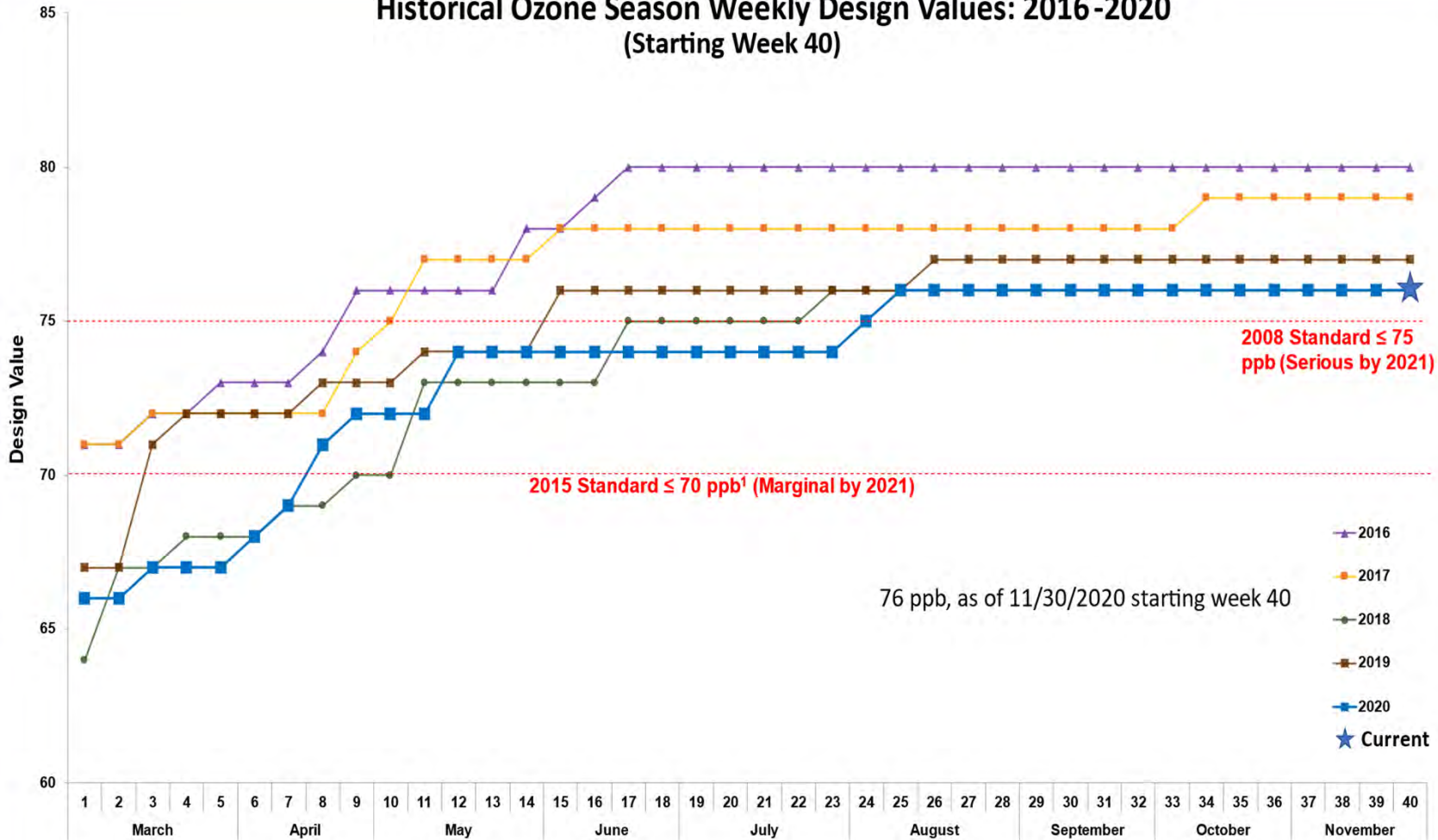


Source: Texas Commission on Environmental Quality

Exceedance Level indicates daily maximum eight-hour average ozone concentration as of August 18, 2020.

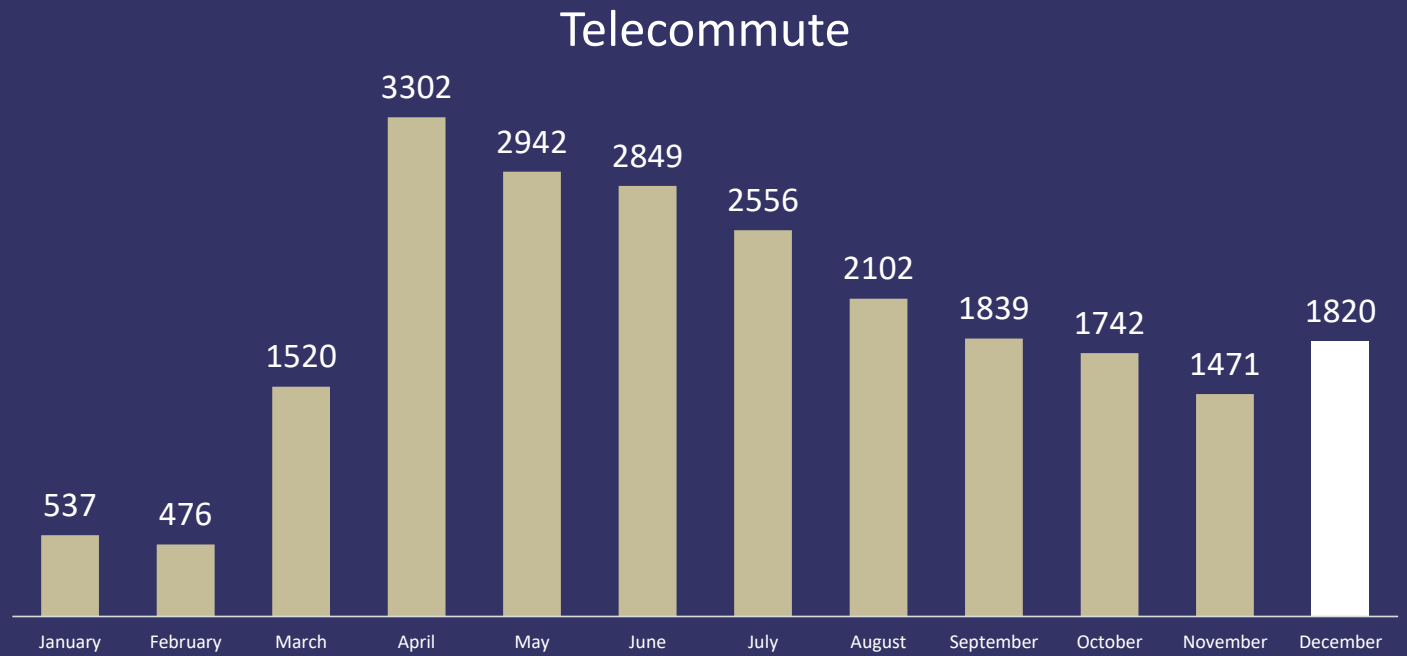
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Historical Ozone Season Weekly Design Values: 2016-2020 (Starting Week 40)



COMMUTER TRENDS

Telecommuters



Data current as of 1/13/2021

Increased Truck Travel Time Reliability

Reliability has improved since March over 2019

Improvement is due to the reduced traffic volumes causing less non-reoccurring delays

Explanation: Due to COVID – 19 truck travel times have improved. This is likely due to the reduced number cars traveling on the region's roadways, improving bottleneck locations, and a decrease in the total number of crashes, which are causes of non-reoccurring congestion.

Post COVID – 19 Expectations: Continue to see improvement of the Truck Travel Time Reliability which has been established since the pandemic and lockdowns began in the first half of 2020.

Policies that could achieve a continuation of the outcome include:

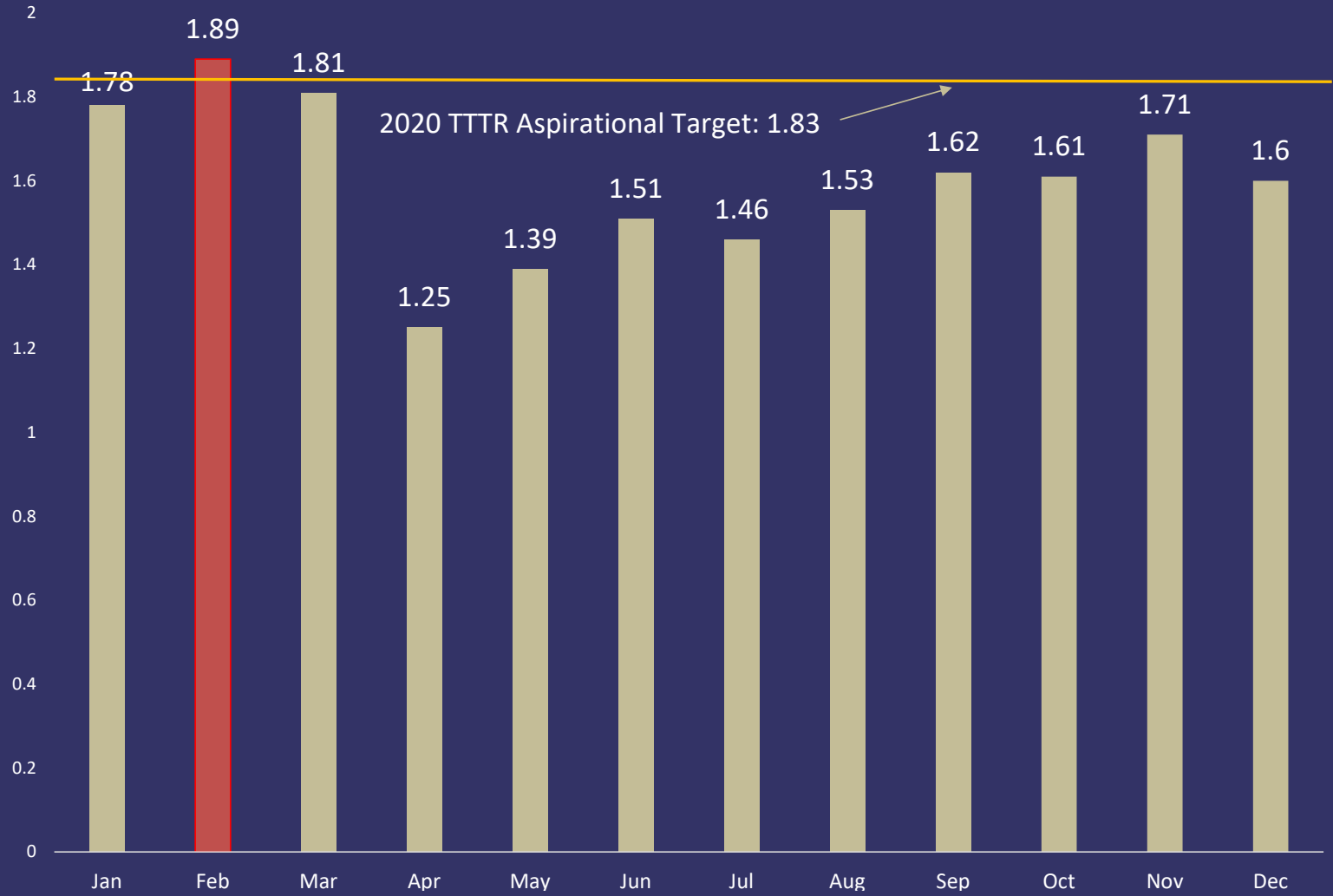
- **FP3-001** – Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.
- **FP3-002** – Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

Truck Travel Time Reliability 2020



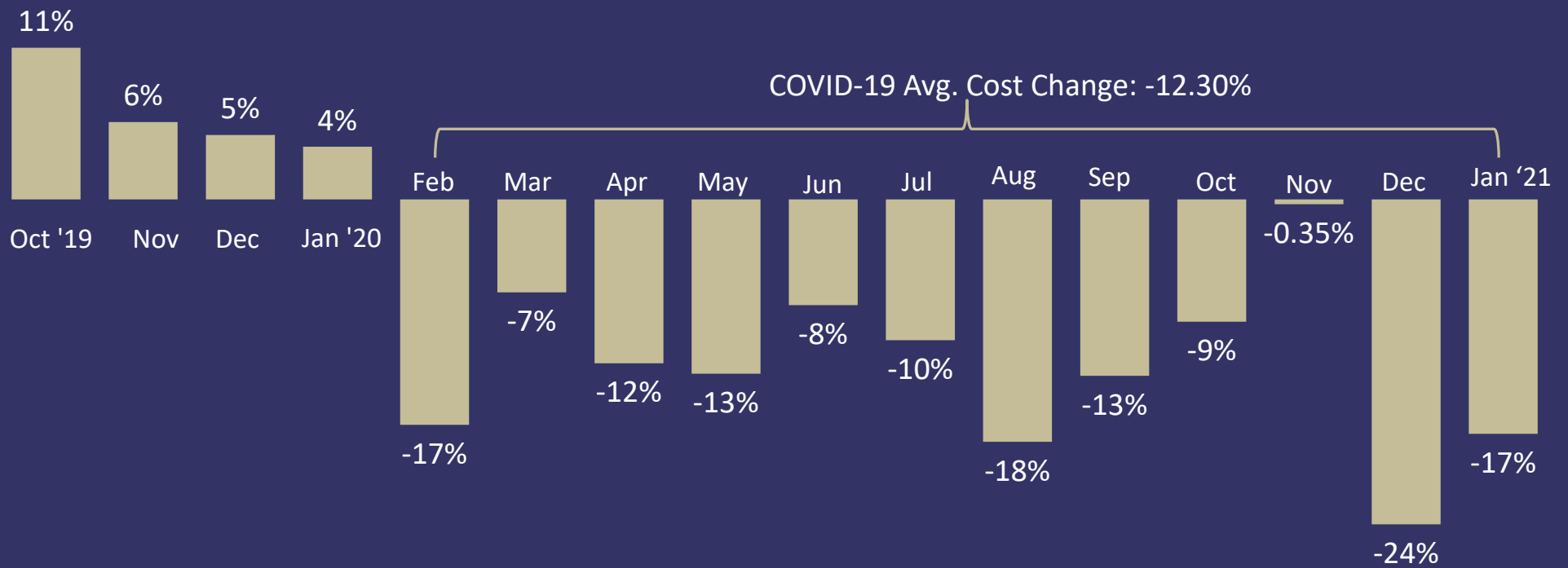
Lower is Better

Remain below 1.83 to achieve target



Construction Cost Changes October 2019 to January 2021

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

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

Metric 4:

Prioritization of

infrastructure improvements

that offset unemployment

increases

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

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

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

Transportation impact on the economy

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



DASHBOARD PLATFORM

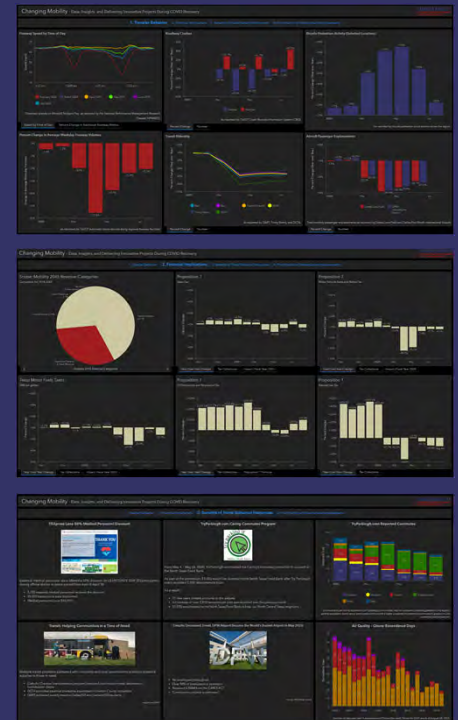
www.nctcog.org/pm/covid-19

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

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

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



DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's Infrastructure For Rebuilding America (INFRA) Program for Fiscal Year 2021

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation (USDOT)

ACTION: Notice of Funding Opportunity

Infrastructure For Rebuilding America (INFRA) Program FY 2021 Notice of Funding Opportunity

SUMMARY: The Infrastructure for Rebuilding America (INFRA) program provides Federal financial assistance to highway and freight projects of national or regional significance. This notice solicits applications for awards under the program's fiscal year (FY) 2021 funding, subject to the availability of appropriated funds.

DATES: Applications must be submitted by 11:59 p.m. EST on March 19, 2021. The Grants.gov "Apply" function will open by February 17, 2021.

ADDRESSES: Applications must be submitted through www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact the Office of the Secretary via email at INFRAgrants@dot.gov, or call Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post

answers to common questions and requests for clarifications on USDOT's website at <https://www.transportation.gov/buildamerica/INFRAgrants>.

SUPPLEMENTARY INFORMATION:

The organization of this notice is based on an outline set in 2 CFR Part 200 to ensure consistency across Federal financial assistance programs. However, that format is designed for locating specific information, not for linear reading. For readers seeking to familiarize themselves with the INFRA program, the Department encourages them to begin with Section A (Program Description), which describes the Department's goals for the INFRA program and purpose in making awards, and Section E (Application Review Information), which describes how the Department will select among eligible applications. Those two sections will provide appropriate context for the remainder of the notice: Section B (Federal Award Information) describes information about the size and nature of awards; Section C (Eligibility Information) describes eligibility requirements for applicants and projects; Section D (Application and Submission Information) describes in detail how to apply for an award; Section F (Federal Award Administration Information) describes administrative requirements that will accompany awards; and Sections G (Federal Awarding Agency Contacts) and H (Other Information) provide additional administrative information.

Table of Contents

- A. Program Description
 - 1. Overview
 - 2. Key Program Objectives
 - 3. Changes from the FY 2020 NOFO
 - 4. Additional Information

- B. Federal Award Information
 - 1. Amount Available
 - 2. Restrictions on Award Portfolio
- C. Eligibility Information
 - 1. Eligible Applicants
 - 2. Cost Sharing or Matching
 - 3. Other
- D. Application and Submission Information
 - 1. Address
 - 2. Content and Form of Application
 - 3. Unique entity identifier and System for Award Management (SAM)
 - 4. Submission Dates and Timelines
- E. Application Review Information
 - 1. Criteria
 - 2. Review and Selection Process
 - 3. Additional Information
- F. Federal Award Administration Information
 - 1. Federal Award Notices
 - 2. Administrative and National Policy Requirements
 - 3. Reporting
- G. Federal Awarding Agency Contacts
- H. Other Information

1. Protection of Confidential Business Information
2. Publication of Application Information
3. Department Feedback on Applications
4. INFRA Extra, Eligibility, and Designation

A. Program Description

1. Overview

The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. To maximize the value of FY 2021 INFRA funds for all Americans, the Department is focusing the competition on transportation infrastructure projects that support six key objectives, each of which is discussed in greater detail in section A.2:

- (1) Supporting economic vitality at the national and regional level;
- (2) Addressing climate change and environmental justice impacts;
- (3) Advancing racial equity and Reducing barriers to opportunity;
- (4) Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
- (5) Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and
- (6) Holding grant recipients accountable for their performance.

This notice's focus on the six key objectives does not supplant the Department's focus on safety as our top priority. Consistent with the R.O.U.T.E.S. initiative, the Department seeks rural projects that address deteriorating conditions and disproportionately high fatality rates on rural transportation infrastructure.

2. *Key Program Objectives*

This section of the notice describes the six key program objectives that the Department intends to advance with FY 2021 INFRA funds. Section E.1 describes how the Department will evaluate applications to advance these objectives, and section D.2.b describes how applicants should address the six objectives in their applications.

a. Key Program Objective #1: Supporting Economic Vitality

A strong transportation network is critical to the functioning and growth of the American economy. The nation's industry depends on the transportation network to move the goods that it produces, and facilitate the movements of the workers who are responsible for that production. When the nation's highways, railways, and ports function well, that infrastructure connects people to jobs, increases the efficiency of delivering goods and thereby cuts the costs of doing business, reduces the burden of commuting, and improves overall well-being.

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

This objective aligns with the Department's strategic goals² of (1) investing in infrastructure to ensure mobility accessibility and to stimulate economic growth, productivity, and competitiveness for American workers and businesses and (2) reducing transportation-related fatalities and serious injuries across the transportation system.

² The U.S. Department of Transportation Strategic Plan for FY 2018–2022 (Feb. 2018) is available at <https://www.transportation.gov/dot-strategic-plan>.

b. Key Program Objective #2: Climate Change and Environmental Justice Impacts

The Department seeks to select projects that have considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, incorporate electrification or zero emission vehicle infrastructure, increase resiliency, and recycle or redevelop existing infrastructure. A list of planning activities and project components that address this objective and the Department will consider during application evaluations is in Section E.1.a (Criterion #2). This objective aligns with the Department's Infrastructure Objective #1: Project Delivery, Planning, Environment, Funding, and Finance Partnerships and Infrastructure Objective #2: Life Cycle and Preventative Maintenance.

c. Key Program Objective #3: Racial Equity and Barriers to Opportunity

The Department seeks to use the INFRA program to encourage racial equity in two areas: (1) planning and policies related to racial equity and barriers to opportunity; and (2) project investments that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). See section E.1.a (Criterion #3) for additional information. This objective aligns with the Department's

Infrastructure Objective #1: Project Delivery, Planning, Environment, Funding, and Finance
Partnerships and Innovation Strategic Objective #2: Deployment of Innovation.

d. Key Program Objective #4: Leveraging of Federal Funding

The Department is committed to supporting increased investment in infrastructure from all levels of government. The Department recognizes that the COVID-19 pandemic has exacerbated infrastructure funding challenges faced by State and local governments. However, the Department continues to seek to maximize all available Federal and non-Federal funding for investment in infrastructure as a critical contribution to the economy. This objective aligns with the Department's Infrastructure Strategic Objective #1: Project Delivery, Planning, Environment, Funding, and Finance.

e. Key Program Objective #5: Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas, to build transformative projects: (1) the deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. This objective supports the Department's strategic goal of innovation, with the potential for significantly enhancing the safety, efficiency, and performance of the transportation network. The USDOT anticipates INFRA projects will support the integration of new technology and practices and demonstrate how those technologies and practices will contribute to the goals of the program as described in 23 U.S.C. § 117. In section E.1.a (Criterion #5), the Department provides many examples of innovative technologies, practices, and financing. It encourages applicants to identify those that are suitable for their projects and local constraints. This objective aligns with the Department's strategic goal to lead

in the development and deployment of innovative practices and technologies that improve the safety and performance of the nation's transportation system.

f. Key Program Objective #6: Performance and Accountability

The Department seeks to increase project sponsor accountability and performance by evaluating each INFRA applicant's plans to address the full lifecycle costs of their project and willingness to condition award funding on achieving specific Departmental goals.

To maximize public benefits from INFRA funds and promote local activity that will provide benefits beyond the INFRA-funded projects, the Department seeks projects that allow it to condition funding on specific, measurable outcomes. For appropriate projects, the Department may use one or more of the following types of events to trigger availability of some or all INFRA funds: (1) reaching construction and project completion in a timely manner; or (2) achieving transportation performance targets that support economic vitality or improve safety. This objective aligns with the Department's Infrastructure Strategic Objective #2: Life Cycle and Preventative Maintenance, and Infrastructure Strategic Objective #3: System Operations and Performance.

In section E.1.d (Criterion #6), the Department provides a framework for accountability measures and encourages applicants to voluntarily identify those that are most appropriate for their projects and local constraints.

3. Changes from the FY 2020 NOFO

The FY2021 INFRA Notice is updated to reflect priorities around creating good-paying jobs, ensuring safety, advancing racial equity, addressing climate change, and building innovative, transformative projects. There are also two new program objectives that are incorporated into the merit evaluation process as described in Section E. These are Climate

Change and Environmental Justice Impacts, and Racial Equity and Barriers to Opportunity. The NOFO reflects the importance of creating good-paying jobs. Innovative project delivery contracting and procurement related to project labor agreements and inclusive local participation goals will be considered to the extent permitted by Federal law and DOT regulations.³

Section D.2.b.vii of this notice provides additional information explaining how the Department will evaluate whether applications meet the statutory Large Project Requirements.

Section H of this Notice provides additional detail on the INFRA Extra initiative. The INFRA Extra initiative provides certain INFRA applicants the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. The INFRA Extra initiative does not impact how applications will be considered for an INFRA grant nor how applications for TIFIA credit assistance will be evaluated (other than in respect of eligibility to apply for credit assistance for up to 49% of eligible project costs).

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

Section H of this NOFO provides additional detail on the INFRA Extra initiative. The INFRA Extra initiative provides certain INFRA applicants the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. The INFRA Extra initiative does not impact how applications will be considered for an INFRA grant nor how applications for TIFIA credit assistance will be evaluated (other than in respect of eligibility to apply for credit assistance for up to 49% of eligible project costs).

³ Contracts awarded with geographic hiring preferences are eligible for assistance under DOT financial assistance programs only if the recipient makes the certifications required under section 199B of division L of the Consolidated Appropriations Act, 2021, Pub. L. No. 116-260.

4. Additional Information

The INFRA program is authorized at 23 U.S.C. § 117. It is described in the Federal Assistance Listings under the assistance listing program title “Nationally Significant Freight and Highway Projects” and assistance listing number 20.934.

B. Federal Award Information

1. Amount Available

The FAST Act authorizes the INFRA program at \$4.5 billion for fiscal years (FY) 2016 through 2020, and the Continuing Appropriations Act, 2021 and Other Extensions Act authorizes \$1 billion for FY 2021, to be awarded by USDOT on a competitive basis to projects of national or regional significance that meet statutory requirements. This notice solicits applications for the \$889 million in FY 2021 INFRA funds available for awards. In addition to the FY 2021 INFRA funds, amounts from prior year authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation. Any award under this notice will be subject to the availability of appropriated funds.

2. Restrictions on Award Portfolio

The Department will make awards under the INFRA program to both large and small projects (refer to section C.3.c for a definition of large and small projects). For a large project, the FAST Act specifies that an INFRA grant must be at least \$25 million. For a small project, including both construction awards and project development awards, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects.

The program statute specifies that not more than \$600 million in aggregate of the \$5.5 billion authorized for INFRA grants over fiscal years 2016 to 2021 may be used for grants to

freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. After accounting for FY 2016-2020 INFRA selections, as much as \$146 million may be available within this constraint. Only the non-highway portion(s) of multimodal projects count toward this limit. Grade crossing and grade separation projects do not count toward the limit for freight rail, port, and intermodal projects. The Department's awards may not exhaust this limitation.

The program statute requires that at least 25 percent of the funds provided for INFRA grants must be used for projects located in rural areas, as defined in Section C.3.e. The Department may elect to go above that threshold. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

C. Eligibility Information

To be selected for an INFRA grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project that meets the Minimum Project Size Requirement.

1. Eligible Applicants

Eligible applicants for INFRA grants are: (1) a State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States; (7) a tribal government or a consortium of tribal governments; or (8) a multi-State or multijurisdictional group of public entities.

Multiple States or jurisdictions that submit a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed by each applicant. The applicant that will be responsible for financial administration of the project must be an eligible applicant.

2. Cost Sharing or Matching

This section describes the statutory cost share requirements for an INFRA award. Cost share will also be evaluated according to the “Leveraging of Federal Funding” evaluation criterion described in Section E.1.a (Criterion #4). That section clarifies that the Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described here.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds or other funding sources of non-Federal origins. If a Federal land management agency applies jointly with a State or group of States, and that agency carries out the project, then Federal funds that were not made available under titles 23 or 49 of the United States Code may be used for the non-Federal share. Unless otherwise authorized by statute, local cost-share may not be counted as non-Federal share for both the INFRA and another Federal program. For any project, the Department cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same

Federal requirements described in Section F.2.b as awarded funds. See Sections D.2.b.iv, D.2.b.vii.5a, and E.1.b.v.5 for information about documenting cost sharing in the application.

For the purpose of evaluating eligibility under the statutory limit on total Federal assistance, funds from TIFIA and Railroad Rehabilitation & Improvement Financing (RRIF) credit assistance programs are considered Federal assistance and, combined with other Federal assistance, may not exceed 80 percent of the future eligible project costs.

3. Other

a. Eligible Projects

Eligible projects for INFRA grants are: highway freight projects carried out on the National Highway Freight Network (23 U.S.C. § 167); highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility. A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network. Improving freight movement on the National Highway Freight Network may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the National Highway Freight Network. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

b. Eligible Project Costs

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Statutorily, INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, the Department is seeking to use INFRA funding on projects that result in construction meaning development phase activities are less competitive by nature of the evaluation structure described in Section E. Public-private partnership assessments for projects in the development phase are also eligible costs.

INFRA grant recipients may use INFRA funds to pay the subsidy and administrative costs necessary to receive TIFIA credit assistance.

All INFRA projects are subject to the Buy America requirement at 23 U.S.C. § 313. The Department expects all INFRA applicants to comply with that requirement without needing a waiver. To obtain a waiver, a recipient must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. If you anticipate requiring a waiver, you must state so in your application.

c. Minimum Project Size Requirement

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for an INFRA grant. Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs

under Section C.3.b. and were expended as part of the project for which the applicant seeks funds. Although those previously incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with INFRA grant funds, nor will they count toward the project’s required non-Federal share.

i. Large Projects

The minimum project size for large projects is the lesser of \$100 million; 30 percent of a State’s FY 2020 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State’s FY 2020 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost, rounded up to the nearest million, for projects for FY 2021 for both single and multi-State projects.

State	FY21 NSFHP (30% of FY20 apportionment) One-State Minimum (millions)	FY21 NSFHP (50% of FY20 apportionment) Multi-State Minimum* (millions)
	Alabama	\$100
Alaska	\$100	\$100
Arizona	\$100	\$100
Arkansas	\$100	\$100
California	\$100	\$100
Colorado	\$100	\$100
Connecticut	\$100	\$100

Delaware	\$56	\$94
Dist. of Col.	\$53	\$88
Florida	\$100	\$100
Georgia	\$100	\$100
Hawaii	\$56	\$94
Idaho	\$95	\$100
Illinois	\$100	\$100
Indiana	\$100	\$100
Iowa	\$100	\$100
Kansas	\$100	\$100
Kentucky	\$100	\$100
Louisiana	\$100	\$100
Maine	\$62	\$100
Maryland	\$100	\$100
Massachusetts	\$100	\$100
Michigan	\$100	\$100
Minnesota	\$100	\$100
Mississippi	\$100	\$100
Missouri	\$100	\$100
Montana	\$100	\$100
Nebraska	\$96	\$100
Nevada	\$100	\$100

New Hampshire	\$55	\$92
New Jersey	\$100	\$100
New Mexico	\$100	\$100
New York	\$100	\$100
North Carolina	\$100	\$100
North Dakota	\$83	\$100
Ohio	\$100	\$100
Oklahoma	\$100	\$100
Oregon	\$100	\$100
Pennsylvania	\$100	\$100
Rhode Island	\$73	\$100
South Carolina	\$100	\$100
South Dakota	\$94	\$100
Tennessee	\$100	\$100
Texas	\$100	\$100
Utah	\$100	\$100
Vermont	\$68	\$100
Virginia	\$100	\$100
Washington	\$100	\$100
West Virginia	\$100	\$100
Wisconsin	\$100	\$100
Wyoming	\$85	\$100

* For multi-State projects, the minimum project size is the largest of the multi-State minimums from the participating States.

ii. Small Projects

A small project is an eligible project that does not meet the minimum project size described in Section C.3.c.i.

d. Large/Small Project Requirements

For a large project to be selected, the Department must determine that the project meets seven requirements described in 23 U.S.C. § 117(g) and below. If your project consists of multiple components with independent utility, the Department must determine that each component meets each requirement, to select it for an award. The requirements are listed below and further described in Section E.1.b.v and Section D.2.b.vii:

Large Project Requirement #1: The project will generate national or regional economic, mobility, or safety benefits.

Large Project Requirement #2: The project will be cost effective.

Large Project Requirement #3: The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C § 150.

Large Project Requirement #4: The project is based on the results of preliminary engineering.

Large Project Requirement #5: With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases.

Large Project Requirement #6: The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor.

Large Project Requirement #7 The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project.

For a small project to be selected, the Department must consider the cost-effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out.

e. Rural/Urban Area

This section describes the statutory definition of urban and rural areas and the minimum statutory requirements for projects that meet those definitions. For more information on how the Department consider projects in urban, rural, and low population areas as part of the selection process, see Section E.1.b.i.

The INFRA statute defines a rural area as an area outside an Urbanized Area⁴ with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as a designated by the U.S. Census Bureau, with a population of 200,000 or more.⁵ Rural and urban definitions differ in some other USDOT programs, including TIFIA. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under section C.3.f or

⁴ For Census 2010, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

⁵ See www.transportation.gov/buildamerica/InfRAgrants for a list of Urbanized Areas with a population of 200,000 or more.

C.3.g., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, including networks of projects under section C.3.g that cover wide geographic regions, this component-by-component determination may result in INFRA awards that include urban and rural funds.

f. Project Components

An application may describe a project that contains more than one component. The USDOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C, including the requirements for large projects described in Sections C.3.d and D.2.b.vii; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of USDOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. If an application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the INFRA program. An applicant should not add multiple components to a single application merely to aggregate costs or avoid submitting multiple applications.

Applicants should be aware that, depending upon applicable Federal law and the relationship among project components, an award funding only some project components may make other project components subject to Federal requirements as described in Section F.2.b. For example, under 40 CFR § 1508.25, the NEPA review for the funded project component may need to include evaluation of all project components as connected, similar, or cumulative actions.

The Department strongly encourages applicants to identify in their applications the project components that meet independent utility standards and separately detail the costs and INFRA funding requested for each component. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

g. Network of Projects

An application may describe and request funding for a network of projects. A network of projects is one INFRA award that consists of multiple projects addressing the same transportation problem. For example, if an applicant seeks to improve efficiency along a rail corridor, then their application might propose one award for four grade separation projects at four different railway-highway crossings. Each of the four projects would independently reduce congestion but the overall benefits would be greater if the projects were completed together under a single award.

The USDOT will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in Section C.3.f is applicable to networks of projects, and applicants should follow that guidance on how to present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section F.2.

h. Application Limit

To encourage applicants to prioritize their INFRA submissions, each eligible applicant may submit no more than three applications. The three-application limit applies only to applications where the applicant is the lead applicant. There is no limit on applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address

Applications must be submitted through www.Grants.gov. Instructions for submitting applications can be found at <https://www.transportation.gov/buildamerica/INFRAgrants>.

2. Content and Form of Application

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the cover pages and Project Narrative follows.

a. Cover Page

Each application should contain a cover page with the following chart:

Basic Project Information	
What is the Project Name?	
Who is the Project Sponsor?	

Was an INFRA application for this project submitted previously? (If Yes, please include title)	
Project Costs	
<i>INFRA Request Amount</i>	Exact Amount in year-of-expenditure dollars.
<i>Estimated Federal funding (excl. INFRA), anticipated to be used in INFRA funded future project.</i>	Estimate in year-of-expenditure dollars.
<i>Estimated non-Federal funding anticipated to be used in INFRA funded future project.</i>	Estimate in year-of-expenditure dollars.
<i>Future Eligible Project Cost (Sum</i>	Estimate in year-of-expenditure dollars.

<i>of previous three rows)</i>	
<i>Previously incurred project costs (if applicable)</i>	Estimate in year-of-expenditure dollars.
<i>Total Project Cost (Sum of 'previous incurred' and 'future eligible')</i>	Estimate in year-of-expenditure dollars.
Are matching funds restricted to a specific project component? If so, which one?	
Project Eligibility To be eligible, all future eligible project costs must fall into at least one of the following four categories:	
Approximately how much of the	Please provide an estimate, in year-of-expenditure dollars, of the costs that meet this definition

<p>estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network (NHFN)?</p>	
<p>Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?</p>	<p>Please provide an estimate, in year-of-expenditure dollars, of the costs that meet this definition. Maps can be found here: https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/</p>
<p>Approximately how much of the estimated future</p>	<p>Please provide an estimate, in year-of-expenditure dollars, of the costs that meet this definition</p>

<p>eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?</p>	
<p>Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water</p>	<p>Please provide an estimate, in year-of-expenditure dollars, of the costs that meet this definition</p>

(including ports), or intermodal facility?	
Project Location	
State(s) in which project is located	
Small or large project	Small/Large
Urbanized Area in which project is located, if applicable	
Population of Urbanized Area (According to 2010 Census)	
Is the project located (entirely or partially) in Federally designated community development zones	<p>Yes/No. If yes, please describe which of the four Federally designated community development zones in which your project is located.</p> <p>Opportunity Zones: (https://opportunityzones.hud.gov/)</p> <p>Empowerment Zones: (https://www.hud.gov/hudprograms/empowerment_zones)</p> <p>Promise Zones: (https://www.hud.gov/program_offices/field_policy_mgt/fieldpolicymgt_pz)</p>

	<p>Choice Neighborhoods:</p> <p>https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn</p>
<p>Is the project currently programmed in the:</p> <ul style="list-style-type: none"> • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan • State Freight Plan? 	<p>Yes/no</p> <p><u>(please specify in which plans the project is currently programmed, and provide the identifying number if applicable)</u></p>

b. Project Narrative

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

I. Project Description	See D.2.b.i
II. Project Location	See D.2.b.ii
III. Project Parties	See D.2.b.iii.
IV. Grant Funds, Sources and Uses of all Project Funding	See D.2.b.iv
V. Merit Criteria	See D.2.b.v
VI. Project Readiness	See D.2.b.vi and E.1.c.ii
VII. Large/Small Project Requirements	See D.2.b.vii and C.3.d.

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps, and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (i.e., a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The

project narrative may not exceed 25 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 25-page limit are documents supporting assertions or conclusions made in the 25-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different USDOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive final names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. The USDOT recommends applications include the following sections:

i. Project Summary

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. If

the project is located within the boundary of a 2010 Census-designated Urbanized Area, the application should identify the Urbanized Area.⁶

iii. Project Parties

This section of the application should list all project parties, including details about the proposed grant recipient and other public and private parties who are involved in delivering the project, such as port authorities, terminal operators, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, and freight industry workforce organizations.

iv. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. At a minimum, it should include:

- (A) Previously incurred expenses, as defined in Section C.3.c.
- (B) Future eligible costs, as defined in Section C.3.c.
- (C) For all funds to be used for future eligible project costs, the source and amount of those funds.
 - For non-Federal funds to be used for future eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application.
 - For Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

⁶ Lists of Urbanized Areas are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ and maps are available at <https://tigerweb.geo.census.gov/tigerweb/>. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

(D) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; INFRA; and other Federal. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2.

(E) Information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases.

(F) The amount of the requested INFRA funds that would be subject to the limit on freight rail, port, and intermodal infrastructure described in Section B.2.

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

Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

v. Merit Criteria

This section of the application should demonstrate how the project aligns with the Merit Criteria described in Section E.1 of this notice. The Department encourages applicants to

address each criterion or expressly state that the project does not address the criterion.

Applicants are not required to follow a specific format, but the following organization, which addresses each criterion separately, promotes a clear discussion that assists project evaluators.

To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about how the applicant should organize their application.

Guidance describing how the Department will evaluate projects against the Merit Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

Criterion #1: Support for National or Regional Economic Vitality

This section of the application should describe the anticipated outcomes of the project that support the Economic Vitality criterion (described in Section E.1.a of this notice). The applicant should summarize the conclusions of the project's benefit-cost analysis, including estimates of the project's benefit-cost ratio and net benefits. The applicant should also describe economic impacts and other data-supported benefits that are not included in the benefit-cost analysis, such as how their project creates good-paying jobs with the choice to join a union and will support American industry by complying with domestic preference laws without need for a waiver. If you are pursuing innovative project delivery strategies related to economic vitality, such as using project labor agreements to local hiring requirements, include that information in the Innovation section. For the purposes of considering whether the project primarily serves freight and goods movement, the application should include estimates of the volume and share of

freight (trucks, rail carloads, TEUs, tonnage, or other relevant measure) that travels through the project area and identify the sources for those estimates.

Consistent with the Department's ROUTES Initiative, the Department encourages applicants to describe how the project would address the unique challenges of rural transportation networks in safety, infrastructure condition, and passenger and freight usage, should the project serve a rural location.

The benefit-cost analysis calculation file(s) should be provided as an appendix to the project narrative, as described in Section D.2.c. of this notice.

Criterion #2: Climate Change and Environmental Justice Impacts

This section of the application should demonstrate whether the project has incorporated climate change and environmental justice in terms of a) planning and policy or b) design components with outcomes that address climate change. To address the planning and policies element of this criterion, the application should describe what specific climate change or environmental justice activities have been completed for this project. The application should state whether a project is incorporated in a climate action plan, whether an equitable development plan has been prepared, and whether tools such as EPA's EJSCREEN have been applied in project planning.⁷ To address the design components element of this criterion, the application should describe specific and direct ways that the project will mitigate or reduce climate change impacts. This may include a description of how the project encourages modal shift, temporal changes in asset utilization to reduce congestion, or incorporates multimodal infrastructure to reduce vehicle miles traveled, other ways that the project reduces emissions or uses technology to increase energy efficiency, incorporates resiliency measures for disaster

⁷ The EJSCREEN tool can be referenced on the EPA site: <https://ejscreen.epa.gov/mapper/>

preparedness, or recycles and enhances existing idle or dilapidated infrastructure. See Section E.1.a for additional information related to evaluation of Climate Change and Environmental Justice.

Criterion #3: Racial Equity and Barriers to Opportunity

This section of the application should include sufficient information to evaluate how the applicant will advance the Racial Equity and Barriers to Opportunity program objective. The applicant should indicate which (if any) planning and policies related to racial equity and barriers to opportunity they are implementing or have implemented, along with the specific project investment details necessary for the Department to evaluate if the investments are being made to either proactively advance racial equity and barriers to opportunity or redress prior inequities and barriers to opportunity. All project investment costs for the project that are related to racial equity and barriers to opportunity should be summarized here, even if those project costs are ineligible for the INFRA grant. See Section E.1.a for additional information.

Any relevant racial equity and barriers to opportunity related policies, plans and outreach documentation as described in Section E.1.a, should be provided as an appendix to the project narrative.

Criterion #4: Leveraging of Federal Funding

The Leveraging Criterion will be assessed according to the methodology described in Section E.1.a., referencing information provided in the application's Grant Funds, Sources and Uses of Project Funds section. Please describe the source of all non-INFRA funds in the project's financial plan. Please state the share of non-INFRA funds coming from Federal funds, including Federal formula funds that may be passed through a State entity. Please provide evidence that funding is stable, dependable, and will be available to complete the project.

Criterion #5: Potential for Innovation

This section of the application should contain sufficient information to evaluate how the project can be transformative in achieving program goals, and includes or enables innovation in: (1) the accelerated deployment of innovative technology, including expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. If the project does not address a particular innovation area, the application should state this fact. Please see Section E.1.a for additional information.

Criterion #6: Performance and Accountability

This section of the application should include sufficient information to evaluate how the applicant will advance the Performance and Accountability program objective. In general, the applicant should indicate which (if any) accountability measures they are willing to implement or have implemented, along with the specific details necessary for the Department to evaluate their accountability measure. The applicant should also address the lifecycle cost component of this criterion in this section. See Section E.1.a for additional information.

vi. Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists

project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(A) **Technical Feasibility.** The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the INFRA application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

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

(1) all necessary activities will be complete to allow INFRA funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2024 for FY 2021 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of INFRA funds, and that the grant funds will be spent expeditiously once construction starts; and

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

(C) Required Approvals.

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

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process

is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies⁸, indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents—preferably through a website link—that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate USDOT modal administration field or headquarters office regarding the project's

⁸ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

compliance with NEPA and other applicable Federal environmental reviews and approvals.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and STIP or TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all INFRA projects, but for port, freight, and rail projects, planning requirements of the operating administration that will administer the INFRA project will also apply,⁹ including intermodal projects located at airport

⁹ In accordance with 23 U.S.C. § 134 and § 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive an INFRA grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive an INFRA grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure

facilities.¹⁰ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. § 70201, 70202). Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the construction start date for each INFRA grant will be specified in the project-specific agreements signed by relevant modal administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(D) Assessment of Project Risks and Mitigation Strategies. Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake

that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

¹⁰ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact USDOT modal field or headquarters offices as found at www.transportation.gov/infragrants for information on what steps are pre-requisite to the obligation of Federal funds to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vii. Large/Small Project Requirements

To select a large project for award, the Department must determine that the project—as a whole, as well as each independent component of the project—satisfies several statutory requirements enumerated at 23 U.S.C. § 117(g) and restated in the table below. The application must include sufficient information for the Department to make these determinations for both the project as a whole and for each independent component of the project. Applicants should use this section of the application to summarize how their project and, if present, each independent project component, meets each of the following requirements. Applicants are not required to reproduce the table below in their application, but following this format will help evaluators identify the relevant information that supports each large project determination. Supporting information provided in appendices may be referenced.

Large Project Determination	Guidance
1. Does the project generate national or regional economic, mobility, or safety benefits?	Summarize the economic, mobility, and safety benefits of the project and independent project components, and describe the scale of their impact in national or regional terms.

	<p>The Department will base its determination on the project’s benefits as assessed according to the Economic Vitality criterion.</p>
<p>2. Is the project cost effective?</p>	<p>Highlight the results of the benefit cost analysis, as well as the analyses of independent project components if applicable.</p> <p>The Department will base its determination on the ratio of project benefits to project costs as assessed according to the Economic Vitality criterion.</p>
<p>3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. § 150 (and shown below)?</p> <p>(1) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:</p> <p>(2) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</p>	<p>Specify the Goal(s) and summarize how the project and independent project components contributes to that goal(s).</p> <p>The Department will base its determination on the project’s benefits as assessed according to the Economic Vitality criterion.</p>

- (3) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.
- (4) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.
- (5) System reliability.—To improve the efficiency of the surface transportation system.
- (6) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (7) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (8) Reduced project delivery delays.—
To reduce project costs, promote jobs

<p>and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.</p>	
<p>4. Is the project based on the results of preliminary engineering?</p>	<p>For a project or independent project component to be based on the results of preliminary engineering, please indicate which of the following activities have been <i>completed</i> as of the date of application submission:</p> <ul style="list-style-type: none"> • Environmental Assessments • Topographic Surveys • Metes and Bounds Surveys • Geotechnical Investigations • Hydrologic Analysis • Utility Engineering • Traffic Studies • Financial Plans

	<ul style="list-style-type: none"> • Revenue Estimates • Hazardous Materials Assessments • General estimates of the types and quantities of materials • Other work needed to establish parameters for the final design <p>If one or more of these studies was included in a larger plan or document not described above, please explicitly state that and reference the document. The Department will base its determination on an assessment of this information by the INFRA program evaluators.</p>
<p>5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?</p>	<p>Please indicate funding source(s) and amounts that will account for all project costs, broken down by independent project component, if applicable. Demonstrate that the funding is stable, dependable, and dedicated to this specific project by referencing the STIP/TIP, a letter of commitment, a local government resolution, memorandum of understanding, or similar documentation. The Department will base its</p>

	<p>determination on an assessment of this information by INFRA program evaluators.</p>
<p>5b. Are contingency amounts available to cover unanticipated cost increases?</p>	<p>Please state the contingency amount available for the project. The Department will base its determination on an assessment of this information by INFRA program evaluators.</p>
<p>6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?</p>	<p>Describe the potential negative impacts on the proposed project if the INFRA grant (or other Federal funding) was not awarded. Respond to the following:</p> <ol style="list-style-type: none"> 1.How would the project scope be affected if INFRA (or other Federal funds) were not received? 2.How would the project schedule be affected if INFRA (or other Federal funds) were not received? 3.How would the project cost be affected if INFRA (or other Federal funds) were not received? <p>If there are no negative impacts to the project scope, schedule, or budget if INFRA funds are not received, state that explicitly. Impacts to a portfolio of projects will not satisfy this</p>

	<p>requirement; please describe only project-specific impacts. Re-stating the project’s importance for national or regional economic, mobility, or safety will not satisfy this requirement. The Department will base its determination on an assessment of this information by INFRA program evaluators.</p>
<p>7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?</p>	<p>Please provide expected obligation date¹¹ and construction start date, referencing project budget and schedule as needed. If the project has multiple independent components, or will be obligated and constructed in multiple phases, please provide sufficient information to show that each component meets this requirement.</p> <p>The Department will base its determination on the project risk rating as assessed according to the Project Readiness consideration. The Department will base its determination on the project risk rating as</p>

¹¹ Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

	assessed according to the Project Readiness consideration.
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For a small project to be selected, the Department must consider the cost effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out. If an applicant seeks an award for a small project, it should use this section to provide information on the project's cost effectiveness and the project's effect on the mobility in its State and region, or refer to where else the information can be found in the application.

c. Guidance for Benefit-Cost Analysis

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

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to consider cost-effectiveness (small projects), determine whether the project will be cost effective (large projects), estimate a benefit-cost ratio and calculate the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, the applicant should submit a BCA that quantifies the expected benefits and costs of the project against a no-build baseline. Applicants should use a real discount rate (i.e., the discount rate net of the inflation rate) of 7 percent per year to discount streams of benefits and costs to their present value in their BCA.

The primary economic benefits from projects eligible for INFRA grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing

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

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project (including both previously incurred and future costs), as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period (net of future maintenance and rehabilitation costs) as a deduction from the estimated costs. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by USDOT evaluators. Detailed guidance for estimating some types of

quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the INFRA program (see <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>).

Applicants for freight projects within the boundaries of a freight rail, water (including ports), or intermodal facility should also quantify the benefits of their proposed projects for freight movements on the National Highway Freight Network, and should demonstrate that the Federal share of the project funds only elements of the project that provide public benefits.

3. Unique entity identifier and System for Award Management (SAM)

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

4. Submission Dates and Timelines

a. Deadline

Applications must be submitted by 11:59 p.m. EST March 19, 2021. The Grants.gov "Apply" function will open by February 17, 2021.

To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System Award for Management (SAM) at www.sam.gov; and
- (3) Create a Grants.gov username and password;
- (4) The E-business Point of Contact (POC) at the applicant's organization must also

respond to the registration email from Grants.gov and login at Grants.gov to authorize the POC as an Authorized Organization Representative (AOR). Please note that there can only be one AOR per organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If interested parties experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

b. Consideration of Application

Only applicants who comply with all submission deadlines described in this notice and submit applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

c. Late Applications

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties outlined in Section D.4.d.

d. Late Application Policy

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

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

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

E. Application Review Information

1. Criteria

a. Merit Criteria

The Department will consider the extent to which the project addresses the following criteria, which are explained in greater detail below and reflect the key program objectives described in Section A.2: (1) support for national or regional economic vitality; (2) climate change and environmental justice impacts; (3) racial equity and barriers to opportunity; (4) leveraging of Federal funding; (5) potential for innovation; and (6) performance and accountability. The Department is neither weighting these criteria nor requiring that each application address every criterion, but the Department expects that competitive applications will substantively address all six criteria.

Criterion #1: Support for National or Regional Economic Vitality.

The Department will consider the extent to which a project would support the economic vitality of either the nation or a region. For 2021, the Department is relying on the Benefit Cost Analysis to assess this criterion. Other factors important to economic vitality, including how a project contributes to the creation of jobs with a choice to join a union, support for American industry through compliance with domestic preference laws, the use of project labor agreements and local hiring requirements, will be considered in other ways. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the applicant-supplied benefit-cost analysis described in Section D.2.c., The Department will consider estimates of the project's benefit-cost ratio.

Based on the Department's assessment, the Department will group projects into ranges based on their estimated benefit costs ratio (BCR) and assign a level of confidence associated with each project's assigned BCR. The Department will use these ranges for BCR: Less than 1; 1–1.5; 1.5–3; and greater than 3. The confidence levels are high, medium, and low.

Criterion #2: Climate Change and Environmental Justice Impacts

The Department encourages applicants to (1) consider climate change and environmental justice in project planning efforts and (2) to incorporate project elements dedicated to mitigating or reducing impacts of climate change, as described in Section A.2.b of this NOFO. The project will be assigned a Climate Change and Environmental Justice rating based on how it addresses these areas. Applications that incorporate climate change or environmental justice in both planning activities and specific project elements will receive a high rating. Applications that incorporate climate change or environmental justice in planning activities or project elements, but not both, will receive a medium rating. Applications that address this criterion in neither planning activities nor project elements will receive a low rating.

Applicants intending to address the planning portion of the climate change and environmental justice criterion should describe in detail, provide supporting documentation, or otherwise demonstrate how they meet at least one of the options below:

- (1) A Local/Regional/State Climate Action Plan which results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;
- (2) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;
- (3) The project sponsor has used environmental justice tools such as the EJSCREEN to minimize impacts to environmental justice communities (<https://ejscreen.epa.gov/mapper/>); or

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

Applicants intending to address the project components portion of the climate change and environmental justice criterion should describe how they meet at least one of the options below:

(1) The project supports a modal shift in freight or passenger movement to reduce vehicle miles traveled;

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

(3) The project utilizes one or more demand management strategies to reduce congestion and greenhouse gas emissions,

(4) The project supports the installation of electric vehicle charging stations along the NHS;

(5) The project promotes energy efficiency, for example through reduction in vessel dwell time or use of cold ironing technology at ports;

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

(7) The project improves disaster preparedness and resiliency;

(8) The project supports bringing existing idle or dilapidated infrastructure that is currently causing environmental harm into a state of good repair (e.g. brownfield redevelopment);

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

(10) The project includes new or improved pedestrian/cycling connections or multi-modalism as part of a highway or grade separation project; or

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

Criterion #3: Racial Equity and Barriers to Opportunity

The Department encourages applicants to describe credible planning and actions to address potential inequities and barriers to equal opportunity in the project as reflected in Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, and Section A.2.c of this NOFO.

The application will be assigned a Racial Equity and Barriers to Opportunity rating based on how it addresses racial equity and barriers to equal opportunity in (1) planning and policies and (2) project investments. Applications that address both planning and policies and project investments will receive a high rating. Applications that address either planning and policies or project investment receive a medium rating. Applications that do not address racial equity and barriers to opportunity in either their sponsors' planning and policies or project investment will receive a low rating.

In Racial Equity and Barriers to Opportunity #1: Planning and Policies, the application will be determined to have addressed this area if the INFRA application incorporates any of the following, but these are not the only bases that the Department may use to determine an application addresses this area:

- A racial equity impact analysis for the project;
- Documentation of equity-focused community outreach and public engagement in the project's planning in underserved communities;
- The project's sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing,

construction, inspection, or other activities designed to ensure racial equity in the overall project delivery and implementation.

In Racial Equity and Barriers to Opportunity #2: Project Investment, the Department will assess if the project investments either proactively address racial equity and barriers to opportunity or redress prior inequities and barriers to opportunity, and whether those investments are documented by previously incurred and/or future costs of the project. Examples of Racial Equity and Barriers to Opportunity Project Investment include, but are not limited to:

- Project investments that improve or newly connect underserved communities to proactively address barriers to opportunity or redress past inequities and barriers to opportunity. For example:
 - *Physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that are directly related to the project and either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities;*
 - *New or improved walking, biking, and rolling access for the disabled to reverse the disproportional impacts of crashes on people of color, and mitigate neighborhood bifurcation; and*
 - *New or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.*
- Project investments that directly partner with underserved communities to proactively address barriers to opportunity or redress past inequities and barriers to opportunity. For example:

- *Project sponsor partnerships with land banks or land trusts for equitable and fair transfer of excess right-of-way, and other properties directly related to the project;*
- *Project sponsor partnerships with, or investments in, multimodal mobility providers to proactively address potential racial equity and barriers to opportunity or redress past inequities and barriers to opportunity directly related to the project;*
- *Project that result in hiring from local communities.*

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

Criterion #4: Leveraging of Federal Funding.

To maximize the impact of INFRA awards, the Department seeks to leverage INFRA funding with non-Federal contributions. To evaluate this criterion, the Department will assign a rating to each project based on how the calculated non-Federal share of the project’s future eligible project costs compares with other projects proposed for INFRA funding. The Department will sort large and small project applications’ non-Federal leverage percentage from high to low, and the assigned ratings will be based on quintile: projects in the 80th percentile and above receive the highest rating; the 60th -79th percentile receive the second highest rating; 40th - 59th, the third highest; 20th - 39th, the fourth highest; and 0-19th, the lowest rating.

USDOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions. To help applicants gauge competitiveness of proposed non-Federal contributions, the Department has published information about the non-Federal leverage

proposed in applications from the prior INFRA round at this link:

<https://www.transportation.gov/buildamerica/financing/infra-grants/additional-resources> .

This evaluation criterion is separate from the statutory cost share requirements for INFRA grants, which are described in Section C.2. Those statutory requirements establish the minimum permissible non-Federal share; they do not define a competitive INFRA project. For the purposes of evaluating leverage as a competitive selection criterion, the Department will consider the proceeds of Federal assistance under chapter 6 of Title 23, United States Code or sections 501 through 504 of the Railroad and Revitalization and Regulatory Reform Act of 1976 (Pub. L. 94–210), as amended, to be part of the Federal share of project costs. Applications that require other discretionary funding from the Department to complete the project’s funding package will be considered less competitive.

Criterion #5: Potential for Innovation.

The Department seeks to use the INFRA program to encourage innovation and be transformative in achieving program goals in three areas: (1) the accelerated deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. The Department expects these innovations to contribute to the goals for the program established in 23 USC 117 § (a)(2) or align with one of the key objectives of (1) Supporting economic vitality, (5) Addressing climate change and environmental justice impacts, or (6) Advancing racial equity and reducing barriers to opportunity:

- Improve the safety, efficiency and reliability of the movement of freight and people
- Generate national or regional economic benefits and an increase in the global economic competitiveness of the United States

- Reduce highway congestion and bottlenecks
- Improve connectivity between modes of transportation
- Enhance the resiliency critical highway infrastructure and help protect the environment
- Improve roadways vital to national energy security
- Address the impact of population growth on the movement of people and freight

The project will be assigned an innovation rating based on how it cumulatively addresses these areas. For an application to receive credit for addressing an Innovation area, it must demonstrate both that the project incorporates an innovative technology or approach and that said technology or approach addresses one of the goals above. Applications that satisfy at least two of these three areas will be assigned a high rating. Applications that address one of these areas will be assigned a medium rating. Applications that address none of these areas will be assigned a low rating.

In Innovation Area #1: Technology, the application will be determined to have addressed the Technology Innovation Area if the INFRA project incorporates any of the following technologies and demonstrates how such technologies will improve transportation outcomes described above:

- Conflict detection and mitigation technologies (e.g., intersection alerts, signal prioritization, or smart traffic signals),
- Automated enforcement;
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies, provided users outside of autonomous vehicles have also been considered;

- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything V2X Technologies (e.g. technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);
- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);
- Cybersecurity elements to protect safety-critical systems;
- Technology at land and sea ports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users.

The application will also address the Technology Innovation Area if the project facilitates broadband deployment and the installation of high-speed networks concurrent with project construction, including broadband deployment in rural areas, per Executive Order 13821 *Streamlining and Expediting Requests to Locate Broadband Facilities in Rural America*.

In Innovation Area #2: Project Delivery, the Department will assess whether the applicant intends to pursue an innovative strategy to improve project design and delivery and demonstrates how such strategy will improve transportation outcomes described above and will result in more efficient project implementation. Innovative project delivery contracting and procurement will be considered to the extent permitted by DOT regulations. Some of these

strategies may require the use of a SEP-14 or SEP-15 waiver, but many do not: an application can address this innovation area without requiring a waiver. Examples of innovative project delivery include:

- Planning and Engagement
 - *Scenario Planning*
 - *Access to Destinations Analysis*
 - *Robust Community Engagement*
- Contracting/Procurement:
 - *Indefinite Quantity/Indefinite Delivery Contracting*
 - *Alternative Pavement Type Bidding*
 - *No Excuse Bonuses*
 - *Lump Sum Bidding*
 - *Best Value Procurement*
 - *System Integrator Contracts*
 - *Progressive Design-Build*
 - *P3 DBFOM Procurements*
 - *Pay-for-Performance and/or Outcomes-based Procurement*
 - *P3 with Minority-owned Business Participation*
 - *Local Contracting Plans*
 - *Local and Inclusive Participation Goals*
 - *Project Labor Agreements*
 - *Construction Inclusion Plans*
- Environmental Requirements

- *NEPA/Section 404 Merger*
- *Use of Permitting/Authorization Agency Liaisons*
- *Establishment of State/Local “One-Stop-Shop” for Permitting*
- *Programmatic Agreements*
- *Every Day Counts Initiative*
 - *Use of proven technologies and innovations to shorten and enhance project delivery listed at*

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_innovation.cfm
- *Environmentally Friendly Design*
 - *Recycling and reuse of construction debris, especially if processed on site to reduce transport VMT.*
 - *Green street treatments, including the treatment of stormwater run-off and localized flooding within the transportation project, especially considering methods of carbon capture*
 - *Innovative, regenerative, or permeable pavement*
 - *Adaptive Lighting Installation*
- *Safety-Oriented Design*
 - *Improving DOT and Railroad Coordination, specifically at-grade crossings to reduce death and injury*
 - *Data-Driven Safety Analysis*
 - *Demonstration of Vision Zero. Towards Zero Deaths, and Road to Zero crash reduction outcomes*

- *Use of high visibility/durability pavement treatments for pedestrian and bicycling infrastructure*
- *High Friction Surface Treatment*
- *Intersection and Interchange Geometrics that improve safety for all users*
- *Road Diets, lane conversions, or other geometric safety modifications*
- *Pedestrian push-button automation, recall*
- *Application of bicycle specific signal systems*
- *ADA enhancements to intersections*
- *Pedestrian-scale lighting and/or adaptive lighting systems*
- *Safety EdgeSM*
- *Safe Transportation for Every Pedestrian (STEP)*

Finally, in Innovation Area #3, Innovative Financing, the Department will consider if the project financial plan incorporates funding or financing from innovative sources, if the applicant describes recent or pending efforts to raise significant new revenue for transportation investment across its program, and if the innovative financing approach improves the transportation outcomes described in the beginning of this section.

Examples of innovative sources in a financial plan include:

- *Private Sector contributions, excluding donated right-of-way, amounting to at least \$5 million,*
- *Revenue from the competitive sale or lease of publicly owned or operated asset, or*
- *Financing supported by direct project user fees*

Examples of significant new revenue—provided it is dedicated to transportation investment across an applicant’s program—include:

- *Revenue resulting from recent or pending increases to sales or fuel taxes*
- *Revenue resulting from the recent or pending implementation of tolling*
- *Revenue resulting from the recent or pending adoption of value capture strategies such as tax-increment financing*

Criterion #6: Performance and Accountability.

The Department encourages applicants to describe a credible plan to address the full lifecycle costs associated with the project and implement an accountability measure as described in Section A.2.f of this NOFO.

A credible plan to address full lifecycle costs should include, at a minimum, (1) an estimate of the lifecycle costs of the project; (2) an identified source of funding that will be sufficient to pay for operation and maintenance of the project; and (3) a description of controls in place to ensure the identified funding will not be diverted away from operation and maintenance. Examples of such controls include if a private sector entity is contractually obligated to maintain the project, if a project sponsor has a demonstrated history of fully funding maintenance on its assets, or if the sponsor describes an asset management plan or strategy. For a plan to be considered credible, the applicant should show that they have considered the impact of climate change on their plan.

Applicants intending to address the accountability measure portion of this criterion should describe how they meet at least one of the three options below:

- (1) The applicant should state in the application that it agrees to meet a specific construction start and completion date and state those dates in the application. If the

project sponsor does not meet these deadlines, the project will be subject to forfeit or return of up to 10% of the awarded funds, or \$10 million, whichever is lower.

- (2) The applicant should propose a specific indicator of project success that will be evident within 12 months of project completion. The indicator should relate to a benefit estimated in the BCA (e.g., travel time savings), and the level of performance should be consistent with the estimates in the BCA. If the project fails to produce this specific outcome in the time allotted, it will be subject to forfeit or return of up to 10% of the awarded funds, or \$10 million, whichever is lower.
- (3) The applicant should show that they will meet a negotiated Community Benefit Agreement or have completed an Equitable Project Assessment and will be monitoring compliance.

The project will be assigned a Performance and Accountability rating based on how it addresses these areas. Applications that address both lifecycle costs and accountability measures will receive a high rating. Applications that address either lifecycle costs or accountability measures, but not both, will receive a medium rating. Applications that address neither area will receive a low rating.

b. Additional Considerations

i. Geographic Diversity

By statute, when selecting INFRA projects, the Department must consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities.

The Department will also consider whether the project is located in a Federally designated community development zones such as a qualified opportunity zone, Empowerment

Zone, Promise Zone, or Choice Neighborhood. Applicants can find additional information about each of the designated zones at the sites below:

- Opportunity Zones: (<https://opportunityzones.hud.gov/>)
- Empowerment Zones: (https://www.hud.gov/hudprograms/empowerment_zones)
- Promise Zones:
(https://www.hud.gov/program_offices/field_policy_mgt/fieldpolicymgtpz)
- Choice Neighborhoods:
(https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn)

A project located in a Federally designated community development zone is more competitive than a similar project that is not located in a Federally designated community development zone. The Department will rely on applicant-supplied information to make this determination and will only consider this if the applicant expressly identifies the designation in their application.

ii. Project Readiness

During application evaluation, the Department considers project readiness in two ways: to assess the likelihood of successful project delivery and to confirm that a project will satisfy statutory readiness requirements.

First, the Department will consider significant risks to successful obligation of funding for a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks is more competitive than a comparable project with unaddressed risks. The Department will assign each application one of

three risk ratings based on the likelihood of the project meeting the statutory obligation deadline: (1) high risk; (2) moderate risk; and (3) low risk. A project is assigned high risk if, based on the available information, there is a high likelihood that project will not be able to reach obligation within the statutory timeframe. It is moderate risk if, based on the available information, there is some possibility that the project will not be able to reach obligation within the statutory timeframe. It is low risk if, based on the available information, it is highly likely that the project will be able to reach obligation within the statutory timeframe.

Second, by statute, the Department cannot award a large project unless that project is reasonably expected to begin construction within 18 months of obligation of funds for the project. Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Depending on the nature of pre-construction activities included in the awarded project, the Department may obligate funds in phases. Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects. By statute, INFRA funds must be obligated within three years of the end of the fiscal year for which they are authorized. Therefore, for awards with FY 2021 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2024 are not reasonably expected to begin construction within 18 months of obligation.

iii. Freight Rating

Projects that primarily serve freight and goods movement play an important role in supporting economic vitality. Accordingly, the significance of freight benefits for a project will

be rated. The rating will be three tiered, based on the share of quantifiable benefits which are attributable project impacts to freight movement. A project for which 20% or more of the quantifiable benefits are attributable to project impacts on freight movement will be designated as having substantial freight benefits; for projects in which those benefits within a 5-20% range will be designated as a project with moderate freight benefits; leaving projects for which less than 5% of the quantifiable benefits fall into this category to be designated as having incidental freight benefits.

iv. Non-Motorized Multimodal Rating

Projects that expand or maintain options for non-motorized users are important to ensuring an equitable transportation system. The Department will determine, for each application, whether the project includes improvements for multimodal non-motorized users. Accordingly, the Department anticipates awarding some INFRA funding to projects that include improvements for non-motorized multimodal users to advance the objective of Racial Equity and Barriers to Opportunity.

v. Evaluation of Large Project Requirements

The following describes how the Department will evaluate the statutory Large Project requirements.

1. The project will generate national or regional economic, mobility, or safety benefits.

A project meets this determination if the Economic Vitality review documents national or regional economic, mobility, or safety benefits.

2. The project will be cost effective.

The Department's determination will be based on its estimate of the project's benefit-cost ratio: a project is determined to be cost effective if the Department estimates that the project's benefit-cost ratio is equal to or greater than one.

3. The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C § 150.

A project meets this requirement if the Economic Vitality review documents benefits related to one of the following:

- (1) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:
- (2) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (3) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.
- (4) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.
- (5) System reliability.—To improve the efficiency of the surface transportation system.
- (6) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (7) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (8) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project

completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

4. The project is based on the results of preliminary engineering.

A project meets this requirement if the application provides evidence that at least one of the following activities has been completed at the time of application submission: environmental assessments, topographic surveys, metes and bounds surveys, geotechnical investigations, hydrologic analysis, hydraulic analysis, utility engineering, traffic studies, financial plans, revenue estimates, hazardous materials assessments, general estimates of the types and quantities of materials, or other work needed to establish parameters for the final design.

5. With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases.

A project meets this requirement if the application demonstrates that financing sources are dedicated to the proposed project and are highly likely to be available within the proposed project schedule, and if it provides evidence of contingency funding in the project budget.

6. The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor.

A project meets this requirement if the application demonstrates one or more of the following:

- (1) The project scope would be negatively affected if INFRA or other Federal funds were not received.
- (2) The project schedule would be negatively affected if INFRA or other Federal funds were not received.

(3) The project cost would materially increase if INFRA or other Federal funds were not received.

7. The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project.

A project meets this requirement if the proposed project schedule and the evaluation of the project readiness evaluation team indicate that it is reasonably expected to begin construction not later than 18 months after obligation.

vi. Previous Awards

The Department may consider whether the project has previously received an award from the BUILD, INFRA, or other departmental discretionary grant programs.

2. Review and Selection Process

The USDOT will review all eligible applications received before the application deadline. The INFRA process consists of a Technical Evaluation phase and Senior Review. In the Technical Evaluation phase, teams will, for each project, determine whether the project satisfies statutory requirements and rate how well it addresses the selection criteria. The Senior Review Team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately select the projects for award. The selections identify the applications that best address program requirements and are most worthy of funding. A Quality Control and Oversight Team will ensure consistency across project evaluations and appropriate documentation throughout the review and selection process.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. The Department must review and consider any information about the

applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notices

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at <https://www.transportation.gov/buildamerica/INFRAgrants>. Following the announcement, the Department will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific agreement.

2. Administrative and National Policy Requirements

a. Safety Requirements

The Department will require INFRA projects to meet two general requirements related to safety. First, INFRA projects must be part of a thoughtful, data-driven approach to safety. Each State maintains a strategic highway safety plan.¹² INFRA projects will be required to incorporate appropriate elements that respond to priority areas identified in that plan and are likely to yield safety benefits. Second, INFRA projects will incorporate appropriate safety-

¹² Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

related activities that the Federal Highway Administration (FHWA) has identified as “proven safety countermeasures” due to their history of demonstrated effectiveness.¹³

After selecting INFRA recipients, the Department will work with those recipients on a project-by-project basis to determine the specific safety requirements that are appropriate for each award.

b. Other Administrative and Policy Requirements

All INFRA awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by USDOT at 2 CFR part 1201. A project carried out under the INFRA program will be treated as if the project is located on a Federal-aid highway. Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive INFRA grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department’s other highway, transit, rail, and port grant programs. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to an INFRA grant, please see http://www.ops.fhwa.dot.gov/Freight/infrastructure/nsfhp/fy2016_gr_exhbt_c/index.htm.

As expressed in Executive Order 14005, *Ensuring the Future Is Made in All of America by All of America’s Workers* (86 FR 7475), it is the policy of the executive branch to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. All INFRA projects are subject to the Buy America requirement at 23 U.S.C. § 313. The Department expects all INFRA applicants to comply with that requirement without needing a waiver. To obtain a waiver, a recipient must be prepared to demonstrate how

¹³ Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

they will maximize the use of domestic goods, products, and materials in constructing their project.

The applicability of Federal requirements to a project may be affected by the scope of the NEPA reviews for that project. For example, under 23 U.S.C. § 313(g), Buy America requirements apply to all contracts that are eligible for assistance under title 23, United States Code, and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If the Department determines that a recipient has failed to comply with applicable Federal requirements, the Department may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

INFRA projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Vehicle Safety Regulations, or vehicles that are exempt from Federal Motor Carrier Safety Standards or Federal

Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

3. Reporting

a. Progress Reporting on Grant Activity

Each applicant selected for an INFRA grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project's progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the INFRA program.

b. Reporting of Matters Related to Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the System for Award Management (SAM) that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. § 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at INFRAgrants@dot.gov. For other INFRA program questions, please contact Paul

Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's website at <https://www.transportation.gov/buildamerica/INFRAgrants>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact USDOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the INFRA Transportation grant selection and award process upon request.

H. Other Information

1. Protection of Confidential Business Information

All information submitted as part of, or in support of, any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions.

The Department protects such information from disclosure to the extent allowed under applicable law. In the event the Department receives a Freedom of Information Act (FOIA) request for the information, USDOT will follow the procedures described in its FOIA regulations at 49 CFR § 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

2. Publication of Application Information

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

3. Department Feedback on Applications

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

4. INFRA Extra, Eligibility and Designation

Due to overwhelming demand, the Department is unable to provide an INFRA award to every competitive project that applies. The INFRA Extra initiative is aimed at encouraging sponsors with competitive projects that do not receive an INFRA award to consider applying for TIFIA credit assistance.

Projects for which an INFRA application is advanced by the Senior Review Team on the List of Projects for Consideration, but that are not awarded, are automatically designated *INFRA Extra Projects*, unless the Department determines that they are not reasonably likely to satisfy the TIFIA project type (23 U.S.C. § 601(a)(12)) and project size (23 U.S.C. § 602(a)(5))

eligibilities. This is a novel designation that provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33% of eligible project costs unless the applicant provides strong rationale for requiring additional assistance. Projects for which an INFRA application is advanced by the Senior Review Team on the List of Projects for Consideration, but that are not awarded, are automatically deemed to have demonstrated a strong rationale for such additional assistance.

Projects designated as INFRA Extra Projects will be announced by the Secretary after INFRA award announcements are made.

For further information about the TIFIA program in general, including details about the types of credit assistance available, eligibility requirements and the creditworthiness review process, please refer to the Build America Bureau Credit Programs Guide, available on the Build America Bureau website: <https://www.transportation.gov/buildamerica/financing/program-guide>.

DISCLAIMER: An INFRA Extra Project designation does not guarantee that an applicant will receive TIFIA credit assistance nor does it guarantee that any award of TIFIA credit assistance will be equal to 49% of eligible project costs. Receipt of TIFIA credit assistance is contingent on the applicant's ability to satisfy applicable creditworthiness standards and other Federal requirements.

Issued in Washington, DC, on 17 February 2021



Secretary of Transportation

Status of Federal Discretionary Grant Program Project Proposals – Not Awarded (2016-20)

YEAR	EAST/ WEST	GRANT TYPE	PROJECT	TOTAL COST	GRANT FUNDS	UPDATED STATUS (VIA OTHER MEANS)		
						NEPA	FUNDING	DELIVERY
2020	EAST	BUILD	Enhancing Mobility Within the Southern Dallas Inland Port	\$12.0M	\$9.3M	NO	YES (partial)	COVID-19 #00X Round 3 (partial)
2020	WEST	BUILD	DFW Airport East-West Connector	\$48.9M	\$13.3M	PENDING	YES (partial)	COVID-19 #00X Round 4
2020	WEST	INFRA	N. Texas Hyperloop Certification Center	\$350.0M	\$30.0M	NO	NO	Not selected by VHO RFP
2019	EAST	BUILD	US 80/IH 635 Reconstruction	\$255.0M	\$25.0M	FONSI	YES (partial)	2021 UTP (FY 2025-30 Let Date)
2019	WEST	BUILD	SH 114 Frontage Road Gap	\$46.1M	\$25.0M	FONSI	YES	Under Construction
2019	EAST	INFRA	IH 30 Rockwall County – Lake Ray Hubbard Bridge	\$214.0M	\$100.0M	FONSI	YES	2021 UTP (FY 2021-24 Let Date)
2019	BOTH	INFRA	N. Texas Strategic National Highway System (NHS) Bridge Program	\$228.7M	\$113.1M	PENDING	YES (partial)	Partial INFRA (\$8.8M) for partial program (\$28.5M – 4 bridges)
2018	EAST	BUILD	IH 633 LBJ East	\$1.56B	\$25.0M	FONSI	YES	Under Construction
2017/8	EAST	INFRA	IH 635 LBJ East	\$1.80B	\$165.0M	FONSI	YES	Under Construction
2017/8	WEST	INFRA	IH 20 Y-Connection Upgrade	\$1.23B	\$100.0M	FONSI	YES	2021 UTP (FY 2021-24 Let Date)
2017/8	WEST	INFRA	DFW Connector N. Airport Interchange	\$122.7M	\$65.0M	FONSI	NO	Future (Mobility 2045 Plan)
2016/7	EAST	FASTLANE	IH 35E/35W Merge Interchange	\$210.2M	\$126.0M	FONSI	YES	2021 UTP (FY 2021-24 Let Date)
2016/7	WEST	FASTLANE	DFW Connector N. Airport Interchange	\$106.9M	\$64.0M	FONSI	NO	Future (Mobility 2045 Plan)
2016	EAST	TIGER	Park Lane/Vickery Meadow Complete Streets	\$20.6M	\$13.0M	PENDING	YES	Under Design (NCTCOG/City of Dallas Partnership)
2016	WEST	TIGER	East Lancaster Ave. Complete Streets	\$107.0M	\$25.0M	NO	YES (partial)	2021 UTP (FY 2021-24 Let Date)



NCTCOG PRESENTATION

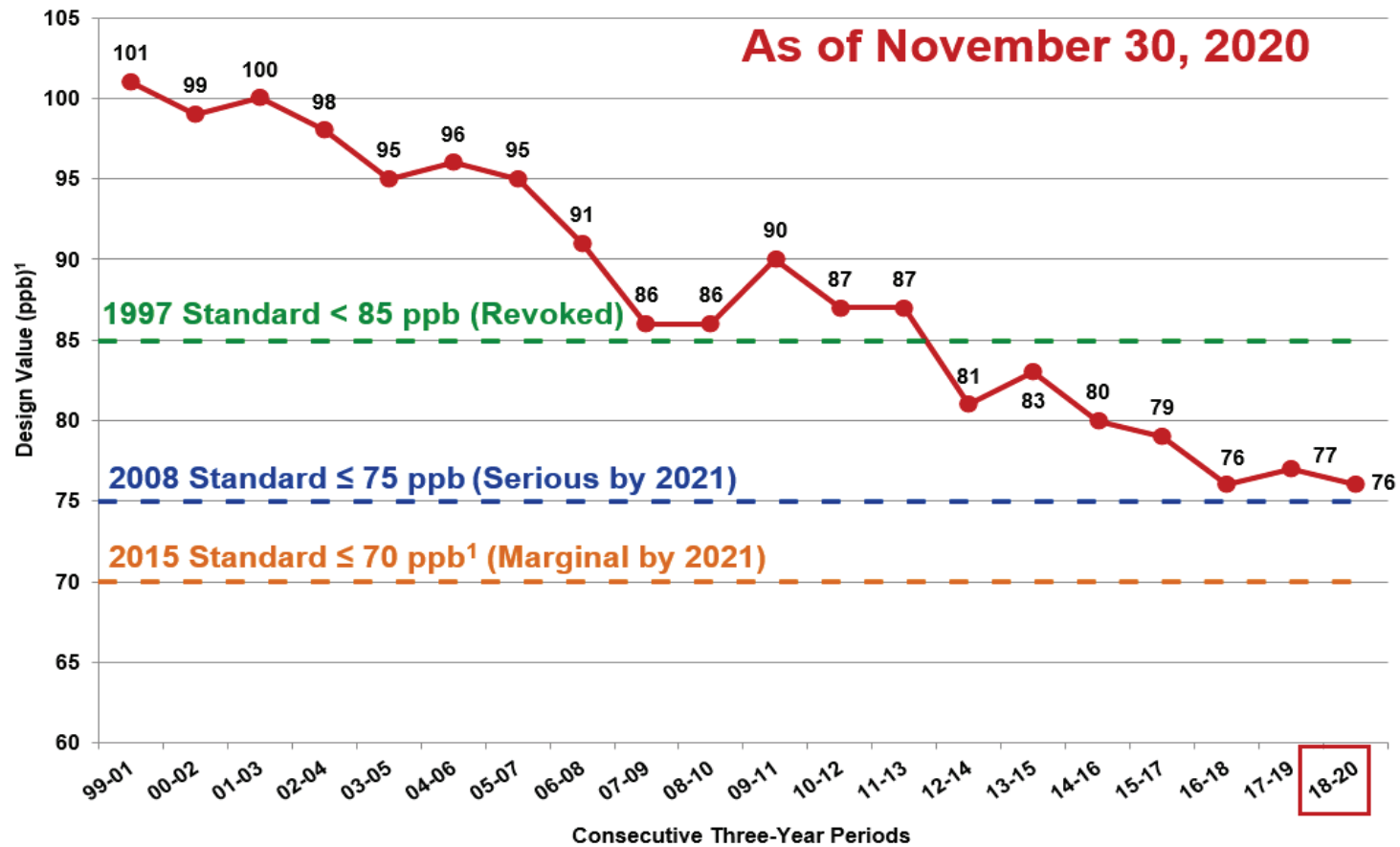
REQUIREMENTS OF OZONE RECLASSIFICATIONS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 26, 2021

VIVEK THIMMAVAJJHALA

OZONE DESIGN VALUE TREND



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

NEW ATTAINMENT DEADLINES

2008 NAAQS Attainment Date (≤ 75 ppb):

Reclassify from Serious to Severe

No later than **July 20, 2027**, to reach attainment

Based on 2024-2026 Ozone Monitor Data

Air Quality Plan (SIP) based on analysis year 2026 modeling

2015 NAAQS Attainment Date (≤ 70 ppb):

Reclassify from Marginal to Moderate

No later than **August 3, 2024**, to reach attainment

Based on 2021-2023 Ozone Monitor Data

Air Quality Plan (SIP) based on analysis year 2023 modeling

AIR QUALITY PLANS

State Implementation Plans (SIPs) need to be updated by the Texas Commission on Environmental Quality (TCEQ) as a result of reclassifications

SIPs include emissions from multiple sectors such as on-road vehicles, non-road engines, off-road engines, area sources, point sources, oil and gas, and biogenic sources. The two types of SIPs are:

Reasonable Further Progress SIP – To ensure at least 3% reduction of Ozone precursor emissions (Oxides of Nitrogen – NO_x and Volatile Organic Compounds – VOC) per year

Attainment Demonstration SIP – Forecasts compliance to Ozone NAAQS

On-Road EI's generate Motor Vehicle Emission Budgets (MVEB) for use in future transportation conformity analyses

NCTCOG SUPPORTING EFFORTS

ACTIVITIES	2008 STANDARD	2015 STANDARD	TCEQ CONTRACT
On-road Emission Inventory for Reasonable Further Progress (RFP) SIP	✓	✓	YES
On-road Emission Inventory for Attainment Demonstration (AD) SIP	✓	✓	YES
VMT Growth Offset	✓	✗	YES
Weight of Evidence	✓	✓	NO
Transportation Control Strategies	?	?	?

NECESSARY TOOLS, INPUTS, & TIMEFRAME

New In-House Travel Demand Model – TAFT

New EPA Emission Factor Model – MOVES3

New Post Processing Utilities

Updated Local Data –

Vehicle Registration,

Vehicle Classification/Automatic Traffic Recording Data,

Meteorological Data,

Fuel Formulations, etc.

Demographics (population/employment)

Network Analysis Years –

2011, 2017, 2018, 2019, 2020, 2023, 2024, 2026, 2027

Draft Emission Inventories Due In April, Final Due In June/July

FOR MORE INFORMATION



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

**FY2022 and FY2023
Unified Planning Work Program Development**

Work has begun on development of the FY2022 and FY2023 Unified Planning Work Program (UPWP) for Regional Transportation Planning. This document outlines work activities that the North Central Texas Council of Governments (NCTCOG), as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area, will carry out over the next two fiscal years to address the regional transportation and transportation-related air quality needs of the Metropolitan Planning Area.

The emphasis of the UPWP is on regional transportation and related air quality **planning** activities. Projects that require engineering or design services are not eligible for UPWP funding, nor projects seeking financial support for construction. These types of projects are considered during the development or modification of the Transportation Improvement Program.

Separate correspondence through email is being provided to NCTCOG's partners (i.e., local governments; transit agencies; Texas Department of Transportation Fort Worth, Dallas, and Paris Districts; North Texas Tollway Authority; Collin County Toll Road Authority; Dallas Fort Worth International Airport; and Regional Transportation Council and Surface Transportation Technical Committee members seeking:

- Ideas for regional transportation or air quality planning studies to be conducted by NCTCOG;
- Suggestions for transit planning and management studies that would be conducted through a partnership between NCTCOG and the transit agency (i.e., Dallas Area Rapid Transit, Trinity Metro, or the Denton County Transportation Authority);
- Areas of need for NCTCOG technical assistance in planning (i.e., thoroughfare planning, comprehensive planning, bicycle/pedestrian planning, and travel model support); and/or
- Information on planning studies of regional significance being conducted in the Metropolitan Planning Area by NCTCOG's partners over the next two years.

Forms for submittal of this information can be accessed online from the NCTCOG Transportation Department website at <https://www.nctcog.org/trans/study/unified-planning-work-program>. All forms should be submitted to NCTCOG no later than Friday, March 12, 2021, in order to be considered for inclusion in the FY2022 and FY2023 Unified Planning Work Program.

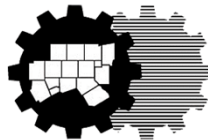
Should you have any questions regarding the Unified Planning Work Program, please contact:

Vickie Alexander
Program Manager
NCTCOG Transportation Department
valexander@nctcog.org
817/695-9242

Vercie Pruitt-Jenkins
Administrative Program Coordinator
NCTCOG Transportation Department
VPruitt-Jenkins@nctcog.org
817/608-2325

STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
February 26, 2021**

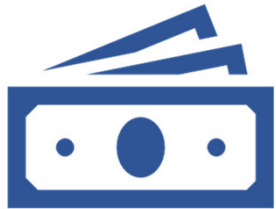


North Central Texas
Council of Governments

KEY TAKEAWAYS



NCTCOG Region is the Only Region That Has Requested All Available Refuse Vehicle Funding; Continues to Demonstrate Greatest Demand on All Funding Cycles



NCTCOG Region Is One of Only 4 of the 7 Identified Priority Areas That Have Requested Level 2 ZEV Infrastructure Funding

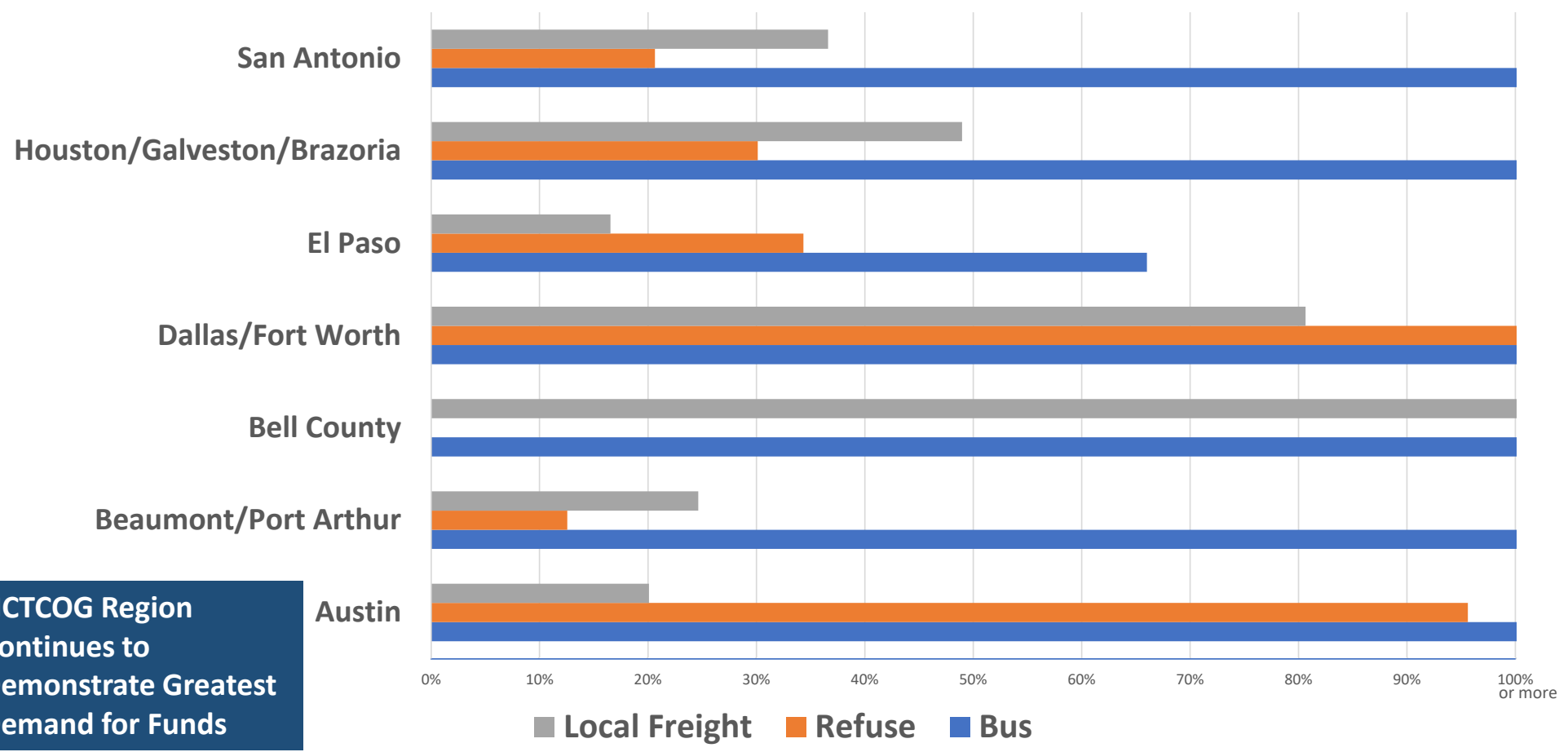
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of February 16, 2021)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Closed	\$8,575,596 Requested*
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$5,384,776 Requested*
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$532,500 Requested* \$9,800,958 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

*Requested grant amounts are subject to change once an application has been reviewed.

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round

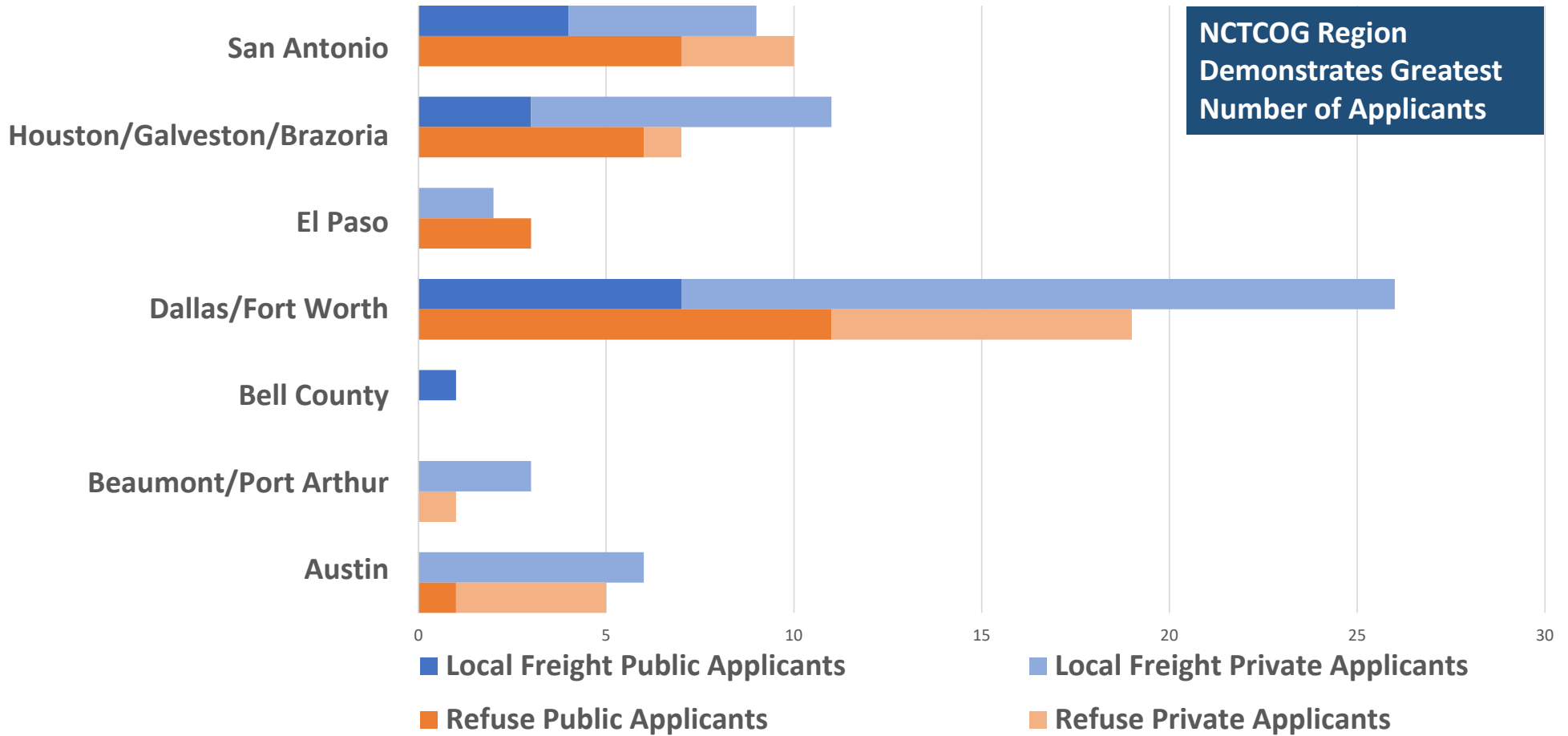


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on January 8, 2021

NUMBER OF APPLICANTS BY REGION

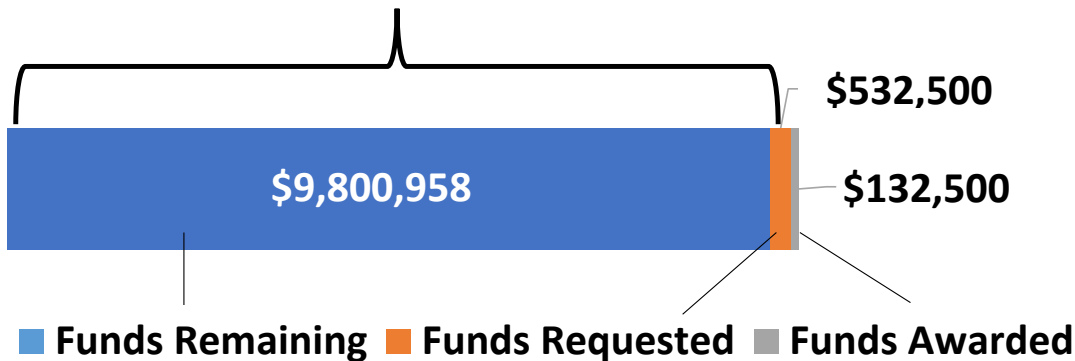
Local Freight and Refuse Vehicle Applicants



**NCTCOG Region
Demonstrates Greatest
Number of Applicants**

TxVEMP ZEV Infrastructure Level 2 Rebate

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



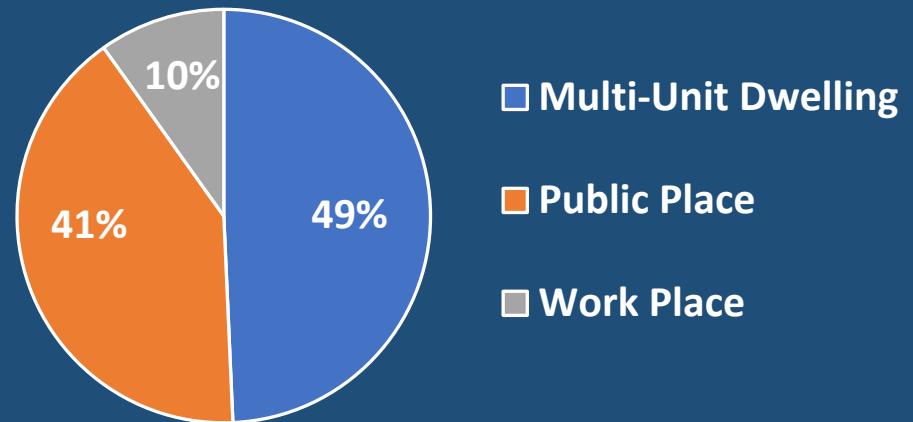
All Rebates First Come, First Served
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Data sourced from www.texasvfund.org on February 16, 2021

Quick Facts

213
Total Activities Requested

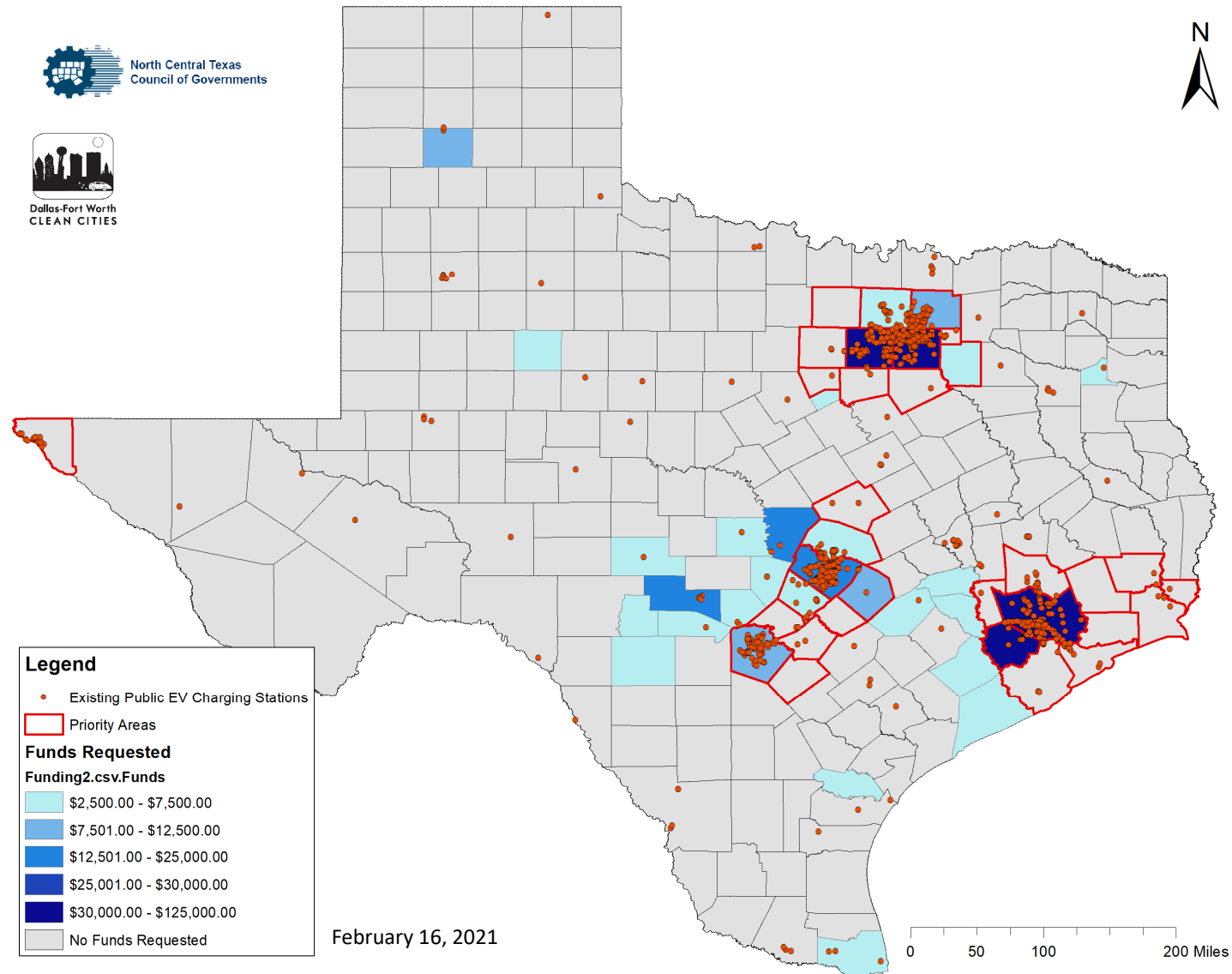
Infrastructure Distribution to Date



GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Priority Areas

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



FOR MORE INFORMATION

Jared Wright
Air Quality Planner I
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jwright@nctcog.org

Bailey Muller
Senior Air Quality Planner
817-695-9299
bmuller@nctcog.org

Amy Hodges
Senior Air Quality Planner
817-704-2508
ahodges@nctcog.org

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



**North Central Texas
Council of Governments**

Recipient of the SolSmart Bronze Award

In April 2020, the North Central Texas Council of Governments (NCTCOG) was awarded a Bronze Regional SolSmart Designation. The designation recognizes NCTCOG for taking bold steps to make it faster, easier, and more affordable to go solar; and for helping member governments adopt programs and practices to advance solar energy. Designated SolSmart Cities within the NCTCOG region so far include: Cedar Hill, Corinth, Denton, Kennedale, Lewisville, and Plano.



Source: NCTCOG

Read the full press release about the NCTCOG SolSmart designation on the [SolSmart website](https://www.solsmart.org/press-releases/nctcog-bronze-designation).

Regional Greenhouse Gas Emissions Inventory Program

In development of a regional Greenhouse Gas (GHG) emissions inventory by NCTCOG, licenses are available for member cities to utilize software to produce their own GHG inventory

Call for Interested Cities:

www.nctcog.org/trans/quality/air/local-regional-greenhouse-gas-emission-inventory

Opens: March 1, 2021

Closes: April 16, 2021

Requirements: NCTCOG Member City

(preference provided to RISE Coalition member cities)

For more information:

Jenny Narvaez

jnarvaez@nctcog.org

817-608-2342



RISE: Regional Integration of Sustainability Efforts Coalition
www.nctcog.org/envir/development-excellence/rise-coalition

MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****Changes to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) Requiring Regional Transportation Council Approval****Online Public Input Opportunity Dates**

Monday, January 11, 2021 - Tuesday, February 9, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topic

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

1. Changes to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) Requiring Regional Transportation Council Approval

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

Summary of Presentations

Changes to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) Requiring Regional Transportation Council Approval.

Handout: <https://www.nctcog.org/trans/involve/meetings/january-public-input>

Changes were requested by the Texas Department of Transportation in order to remain within Statewide financial constraints prior to the State submittal of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring RTC approval are also included for informational purposes. To view the full project list, visit www.nctcog.org/input.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Please see attachment for comment submitted via mail.

January 31, 2021

Carl,

The following is in response to the Public Input Opportunity due February 9, 2021.

I reviewed the Changes to the 2021-2024 Transportation Improvement Program. I am pleased that several initiatives are being funded and implemented sooner than originally scheduled.

Changes to the 2021-2024 Transportation Improvement Program -

Comments

Pg. 4 of 9 - Trip Code 11618.1 - I like the idea of a Mobility Assistance Patrol. So often we hear about other motorists stopping to assist and they become injured or are killed while assisting. The designated patrol will be equipped to handle these emergencies safely.

Pg. 4 of 9 - Trip Code 11635.1 - I am in favor of improving quality. I'm not sure what RTR Funds refers to. I would be interested to learn what this is.

Pg. 4 of 9 - Trip Code 11693 - I support the initiative to have transportation options and achieving more walkable neighborhoods.

Pg. 5 of 9 - Trip Code 20200 - Through regional coordination we will achieve better transportation systems.

Questions / Recommendation

I reading and studying the TIP document, I used the "How to Read the Project Modification Lists - Roadway Section" from the December 2020 Public Involvement Manual to help define the abbreviations and acronyms. This document (from December 2020 material) was especially helpful in assisting me with the "Phase" column.

On the January 2021 matrix, I would be interested in learning the definitions of 7-STBG, TIDC, RTR 121-East, Set Aside 2 in the "Category" Column.

For those of us who are not exposed to this terminology on a daily basis, it would be helpful to provide us with a glossary along with the TIP matrix.

Thank you for considering this.

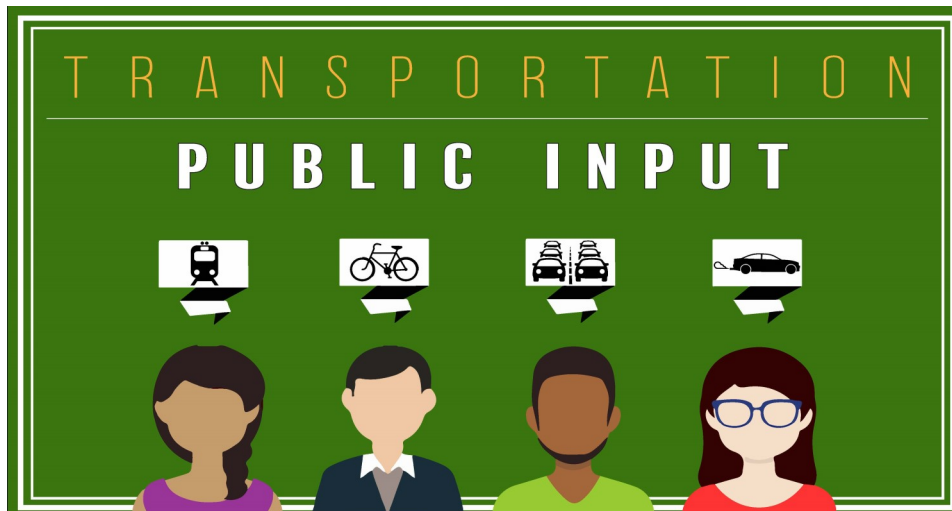
Sincerely,

Phyllis Silver

RECEIVED

FEB - 5 2021

TRANSPORTATION



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **February 8 - March 9, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

HIGH-SPEED TRANSPORTATION UPDATE

NCTCOG staff will provide information regarding efforts to study alternatives for a proposed high-speed transportation system between Dallas and Fort Worth. A project description, analysis results, public involvement opportunities and next steps will be presented.

(ONLINE REVIEW & COMMENT; NO PRESENTATION) WORK PROGRAM MODIFICATIONS

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 UPWP will be posted for review and comment.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding
- Mobility Plan Administrative Revisions: www.nctcog.org/input

WWW.NCTCOG.ORG/INPUT



REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

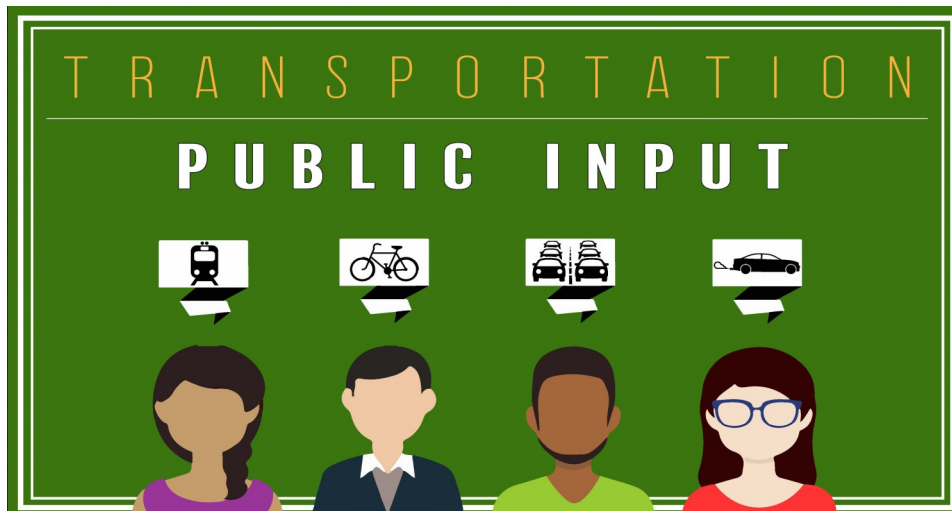
Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org.

Se harán las adaptaciones razonables.



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **March 8 - April 7, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

MOBILITY 2045 UPDATE

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

LOOK OUT TEXANS CAMPAIGN

NCTCOG is once again launching the Look Out Texans campaign to inform people walking, biking, and driving on how to be safe and look out for one another on Texas roadways and trails. The campaign launches this spring and will run through the fall, focusing on crosswalk safety, biking tips, and how drivers should interact with people biking and walking. An overview of the campaign will be provided.

DFW CLEAN CITIES UPDATE: 2019 IMPACTS AND FLEET RECOGNITION AWARDS

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities. The 2019 Annual Survey results highlighting energy impact and emissions reductions as well as details on the Fleet Recognition program will be provided.

RESOURCES AND INFORMATION

Regional Smoking Vehicle Program: www.smokingvehicle.net

Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

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

Highlighted Regional Trails Videos: www.nctcog.org/bikeweb

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

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Se harán las adaptaciones razonables.

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Public meetings, project planning and transit comments were in the majority.

Air Quality

Twitter –

1. The Texas Electric Vehicle rebate expires on 1/7! If you purchased or leased an eligible vehicle from 9/1/19 through 1/7/21, you can save up to \$10,000 off a new EV. For more info and to download this incentive flyer in English and Spanish, visit <http://nctcog.org/aqfunding>. – NCTCOGTransportation (@NCTCOGtrans)



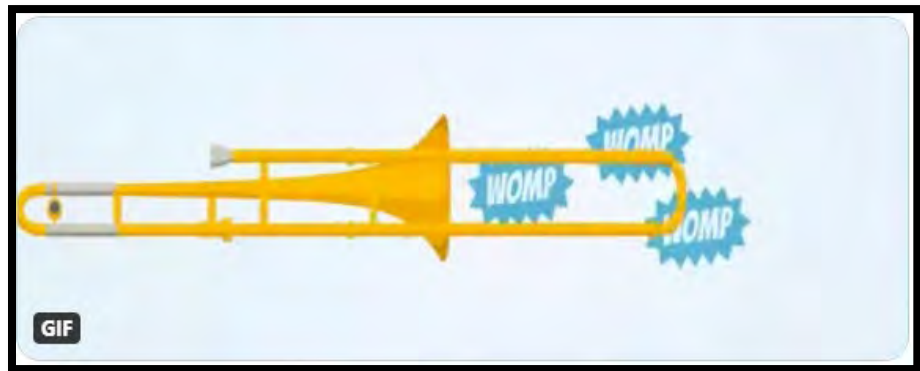
Any prospect of an program to support the purchase of e-bikes in 2021?

Now that's something I'd love to partake in! – Loren S. (@txbornviking)

That would be cool! Let me see if I can find an answer for you. – NCTCOGTransportation (@NCTCOGtrans)

Hi, Loren! Did some asking around and, unfortunately, there are no programs that provide funding or assistance with purchasing bikes of any kind. – NCTCOGTransportation (@NCTCOGtrans)

Maybe 2021 can be the year! – Loren S. (@txbornviking)



This is a shame. Rebates on e-bikes would be more life-changing to the most vulnerable than EV ever will. – Sean 🛎️ 🗺️ 🌸 ⏳ 🎲 🚲 🏈 🙌 📖 My 'Aloha' = 'Ia Ora Na' 🌴 (@seanjhunt13)

Aviation

Twitter –

1. Where DO YOU put #skyports that will serve #airtaxi of the future? Citywide travel patterns are critical, and you can't get them for an entire metro without #bigData

Read O-D validation developed by @ElevateUber drawing on @NCTCOGtrans + @StreetLightData: <https://lnkd.in/gkEgvgqg>. – StreetLight Data (@StreetLightData)



2. Our own Ernest Huffman was recognized by @AUVSI for his work integrating UAS into North Texas! Help us celebrate this achievement! 🎉 – NCTCOGTransportation (@NCTCOGtrans)



Congratulations, Ernest! 🎉 – Christina Roach (@ChristinaGRoach)

Bicycle & Pedestrian

Facebook –

1. Happy GREEN New Year! 🍀 When you're setting your New Year's resolutions, think about these tips: <https://www.airnorthtexas.org/single-post/a-green-new-year>. – NCTCOG Transportation Department



Plus, as a side note, this information that was reported this morning in The Cross Timbers Gazette newspaper potentially affects Lantana, Copper Canyon, and Highland Village here in southern Denton County: “Exploratory plans are underway to potentially extend the Lantana Hike and Bike Trail through Copper Canyon to connect to the Highland Village trail system.” – Paul McManus

Project Planning

Email –

1. Ned Woodbridge (see Attachment #1)

To the Transportation department of NCTCOG,

This email is to provide comments on the proposed US 380 alignments as presented by TxDOT in the Virtual Public Meeting held December 2, 2020, attached hereto. I understand NCTCOG has been involved with this study as well. I refer to the alternative alignments by their colors in the above-referenced presentation pages 19-24.

I am writing in favor of the proposed blue alignment along the existing US 380. The Orange alignment is second-best as an alignment to address future growth when & if it develops. To be clear, I am strongly opposed to the purple and yellow alignments for environmental, mobility and economic cost reasons.

The presentation of December 2, 2020 laid out alternatives being considered and the key Evaluation Criteria to be considered, including Engineering/Mobility, Environmental and Economic. The proposed blue alignment by far maximized these priorities, and should be chosen.

Engineering/Mobility

Expanding the existing 380 roadbed in the blue alignment best optimizes the serving of existing communities and the future growth pattern – the shortest, cheapest and most convenient distance is a straight line! (best serving the communities along 380). Second, 380 is a major east-west corridor that extends from Greenville (connecting with I-30) all the way west through Texas and through much of New Mexico – the straight line optimizes where people will want to travel. Safety and the crash rate are best with the blue alignment. The purple and yellow routes are unnecessary and would add undue traffic and congestion onto FM 428 and its feed into the 288 Loop.

Environmental

The Greenbelt and Clear Creek flood plain are ecological, environmental and recreational treasures to be preserved and on which the impact should be minimized to the greatest extent possible. There is little need to create another alignment such as the purple and yellow so close to the blue. These latter alignments would bifurcate and destroy Environmentally Sensitive Areas which are critical to habitat and water quality in the area.

Impact on existing businesses in the blue alignment can be minimized by engineering creativity: by moderately altering the route as shown, PLUS creating either sunken through-traffic lanes in the congested areas (only a mile or so) or elevated lanes (which I prefer less) to displace as few existing businesses as practical. By sunken lanes, I refer to the LBJ expressway in Dallas where express lanes were excavated, compressing the total ROW required yet creating the necessary traffic capacity.

Economic

The length, construction costs, and acquired right of way all are maximized by the blue alignment, as outlined in the presentation. Impact on existing businesses in the blue alignment can be minimized by engineering creativity, as noted above.

In conclusion, the blue alignment by far represents the optimal solution, followed by the orange alignment. US 380 should remain the primary east-west route to handle Collin and Denton Counties as well as the cross traffic further east or west. The purple and yellow alignments should be ruled out completely. The teal alignment is undesirable in that it would funnel traffic to a choke point, create significant congestion at the intersection of FM 428 and the 288 Loop, and create a major separation of communities in the northern part of the City of Denton by a highway; instead, if done at all (I think it unnecessary), this outer loop should remain an outer loop and connect due west to I-35 north of Milam Rd.

Thank you for your consideration.

2. Thom Bouis

Please consider extending SH-205 across or around Lake Lavon to connect with Parker Rd in Collin County. This would facilitate the thousands of daily local business trips between Plano, Parker, Lucas, Wylie, Lavon, Rockwall, and Terrell.

Twitter –

1. Hey @PeteButtigieg could we replace I-345 in Dallas with something like this? They're about the same length & would transform Dallas. Plus it would give everyone at @TxDOT & @NCTCOGtrans an aneurism since all they know to do is widen highways. #Dallas #ChampsElysees #I345 – Andrew Wallace (@agwallace92)



Public Meetings & Forums

Twitter –

1. Walker's Mallory Baker is a featured speaker at the 1/20 @NCTCOGtrans Task Force's quarterly forum. This month's focus is on North Texas' parking reform and solutions. – Walker Consultants (@walkerconsultants)

Coordinated Land Use and Transportation Planning Task Force

North Central Texas Council of Governments

Wednesday, January 20, 2021 | 2:00 - 4:00 PM
Zoom Meeting

ABOUT THE TASK FORCE
A quarterly forum for North Texas local governments to discuss best practices around coordinating land use and transportation plans, policies, and projects. The goal of the task force is to provide information sharing and best practices from across the Dallas-Fort Worth region. Each quarter will feature a regional focus topic in addition to local planning updates on a variety of projects.

**JANUARY FOCUS: NORTH TEXAS
PARKING REFORM AND SOLUTIONS**

"If you can park it, you can build it." Is it time for that to change? Walkable mixed-use centers, community downtowns, and main street redevelopments have been on the rise in North Texas. While our transportation system demands cars for most destinations, how do we manage parking for downtowns and walkable communities without compromising their design? Hear from planners, parking experts, and others on the experience of working toward better parking management.

Featured Speakers:
Alek Miller, City of McKinney
Mallory Baker, Walker Consultants
Andreea Udrea, City of Dallas
Maggie Campbell, Downtown Arlington Management Corporation

Visit WWW.NCTCOG.ORG/LUTTF for more information

2. Surface Transportation Committee meeting this morning with @NCTCOGtrans' Kevin Feldt for an update on DFW area High Speed Transportation. #HighSpeedRail – North Dallas Chamber (@NDCC)

H-SPEED TRANSPORTATION -Fort Worth
Chamber of Commerce – Surface Transportation Committee

Phased Approach

Phase 1 – Alternative Development
Public and Agency Engagement
Alternative Development
Alternative Screening

Phase 2 – Engineering & Environmental
Conceptual Engineering
Additional Environmental Policy Act Documentation and Approval
Preliminary Engineering
Financial and Project Management Plans

3. The @NCTCOGtrans is hosting a pair of virtual public meetings regarding the study of high-speed transportation options between the downtowns of Fort Worth and Dallas.

<https://nctcog.org/trans/plan/transit/transit-planning/high-speed-rail/dfw-high-speed-transportation-connections->

study?fbclid=IwAR1Poo6FMWmDsJol24C833cVClwViSAvTpX_A9w4fD_A4Sf4Zb5DcoH24vc – Fort Worth Urban (@UrbanFortWorth)



The I-30 alignment really seems the only "logical" option here... – Loren S. (@txbornviking)

I hear a lot of people wanting a stop at DFW ? They don't understand high speed is competition to airlines. They also go from city to city. Or at least that is the ultimate goal. Light-rail, Monorail, go from the inner city to airports. High-speed is a totally different animal. – Nick Martinez (@martineznicNick)

Transit

Email –

1. Khalil Abdulnour

Dallas, Texas, and the entire country are falling behind all of the developed countries (and even developing countries) on mass transit and mobility. Poor and bankrupt Greece, Colombia, Mexico, Russia, and Turkey all have better public transportation than us. That's very sad and shameful. We need to address the fact that we cannot continue growing based on cars and highways. It is not sustainable...for Earth, government spending, and our health. Dallas and DFW have become just a big sprawl. We have destroyed our cities, farmland, and nature with endless suburban sprawl and highways. Let's learn from civilized countries like Germany and Japan. Reduce the cars and highways, and build human-scale cities for walking, bicycles, and public transportation. It is good for small businesses, it connects cities and neighbourhoods together, reduces spending on road maintenance, and reduces auto deaths.

Our current spending in DFW and Dallas is very inefficient. We are wasting a lot of money on empty buses and trains that go out to the suburbs, yet are full of homeless. At the same time living within Dallas requires us to drive 5 minutes on a highway and park in a 4 story garage just to get a gallon of milk from the store. Buses and trains within Dallas are useless. We need to redirect the funds from the empty DART trains, and into buses and trolleys that connect the

Dallas neighbourhoods. We should be able to conveniently take a short and fast bus ride from uptown to downtown, Henderson to Deep Ellum, or Bishop Arts to Oak Lawn. This is a very basic service that any good city should provide. Otherwise we are currently just a condensed suburb full of highways and parking garages. Also very important is to get rid of the homelessness. We cannot let crazy drug addicts roam our streets. Collect them and put them somewhere. A mother should feel safe allowing her children to walk to the school or park alone. Lastly we need protected bicycle lanes. A bicycle lane is useless if drivers can ignore and drive over them. We need to promote walking and biking, and punish driving. These demands are not complicated. Let's open our eyes. We are the laughing stock of the world with our car-centric infrastructure. Our country is falling behind and we need to fix it. I would be happy to help or be a part of the planning if you need it.

Thank you

2. Randle K. Eschberger

Bus service arrived in far North Fort Worth a few years ago. These busses are empty. Ridership does not support the cost of operating these bus lines. Please consider canceling this service as it is not an effective use of tax dollars. As an alternative please consider a ride share voucher program for the very small number of people who may require public transportation in the area.

3. Billy Hanson

Join dart for Tarrant and Denton Counties.

Other

Email –

1. Andrea Gomez

I just wanted to take a sec to let someone know how helpful the NCTCOG Transportation education page
<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Ftrans%2Fabout%2Feducate%2Ftransportation-activities&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknwn%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=QagdpKabOtofBCvccoqW9Yz4TyymrhUGI4HwqjnCSJE%3D&reserved=0> has been for my family and me.. My mother moved in with us before the COVID outbreak, and then with twin girls we've definitely had our hands full LOL.. But, I was able to find some excellent online resources to use with them (their school district is back to remote learning right now) Amy and Alexandra especially enjoy the virtual field trips.. they loved the national parks ones. Its been wonderful grandma/granddaughter bonding time !

The girls suggested that we should send a thank you note...or e-mail I guess haha. It does feel like a good opportunity to put a little positivity into the world and I figured you'd appreciate knowing someone was benefiting from it so here we are =) Thanks!!

And we also wanted to share another resource to repay the favor, so Alex, Amy, and GG all helped to pick out a great resource for virtual field trips, at <https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.titlemax.com%2Farticles%2Froad-trip-from-home-virtual-field-trips%2F&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=XtK%2Fzam99Fp5FPeKKyrCgYWB%2BLPW1nl6n9GKB%2B6TCBY%3D&reserved=0> . It has awesome virtual trips and tours from all over the world.. They thought you'd want to add it to your educational resources, so that other families can use it! Hopefully its helpful..

Thank you again, Carli and have a good day. If you are able to add their suggestion to your page I'll make sure to show them.. everyone was excited to see if you liked it so I'm thinking they'll be proud seeing it on there. Stay safe and happy holidays! Thanks.



Virtual Public Meeting

US 380 Denton County Feasibility Study

US 380 from I-35 to the Collin County Line

December 2, 2020

Denton County, Texas



TxDOT changed the in-person public meeting to a virtual format only, in response to the COVID-19 outbreak.

The virtual public meeting and TxDOT website will provide the same information as an in-person meeting would have.

What you should know about COVID-19 to protect yourself and others

- Know about COVID-19**
 - Coronavirus (COVID-19) is an illness caused by a virus that can spread from person to person.
 - The virus that causes COVID-19 is a new coronavirus that has spread throughout the world.
 - COVID-19 symptoms can range from mild (or no symptoms) to severe illness.
- Know how COVID-19 is spread**
 - You can become infected by coming into close contact (about 6 feet or two arm lengths) with a person who has COVID-19. COVID-19 is primarily spread from person to person.
 - You can become infected from respiratory droplets when an infected person coughs, sneezes, or talks.
 - You may also be able to get it by touching a surface or object that has the virus on it, and then by touching your mouth, nose, or eyes.
- Protect yourself and others from COVID-19**
 - There is currently no vaccine to protect against COVID-19. The best way to protect yourself is to avoid being exposed to the virus that causes COVID-19.
 - Stay home as much as possible and avoid close contact with others.
 - Wear a mask that covers your nose and mouth in public settings.
 - Clean and disinfect frequently touched surfaces.
 - Wash your hands often with soap and water for at least 20 seconds, or use an alcohol-based hand sanitizer that contains at least 60% alcohol.
- Practice social distancing**
 - Buy groceries and medicine, go to the doctor, and complete banking activities online when possible.
 - If you must go in person, stay at least 6 feet away from others and disinfect items you must touch.
 - Get deliveries and takeout, and limit in-person contact as much as possible.
- Prevent the spread of COVID-19 if you are sick**
 - Stay home if you are sick, except to get medical care.
 - Avoid public transportation, ride-sharing, or taxis.
 - Separate yourself from other people and pets in your home.
 - There is no specific treatment for COVID-19, but you can seek medical care to help relieve your symptoms.
 - If you need medical attention, call ahead.
- Know your risk for severe illness**
 - Everyone is at risk of getting COVID-19.
 - Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more severe illness.

[cdc.gov/coronavirus](https://www.cdc.gov/coronavirus)



1. Inform the public of project status and present recommendations.
2. Describe the project so the public can determine how they may be affected.
3. Provide the public the opportunity to provide input.
4. Develop a record of public participation.

How to Submit Your Comments



Please submit your comments regarding the design modifications presented in this Virtual Public Meeting by using any of the five methods below by our deadline, **December 17, 2020**.



Survey

Click the provided link on the website



Comment Online

Click the provided link on the website



Email Us

Stephen.Endres@txdot.gov



Mail-in Comments

TxDOT Dallas District Office
Attn: Stephen Endres, P.E.
4777 E. Highway 80
Mesquite, TX 75150



Leave a Voicemail

(833) 933-0435

For general questions about the presentation or the project, please contact TxDOT Project Manager, Stephen Endres, P.E. at Stephen.Endres@txdot.gov.



Websites

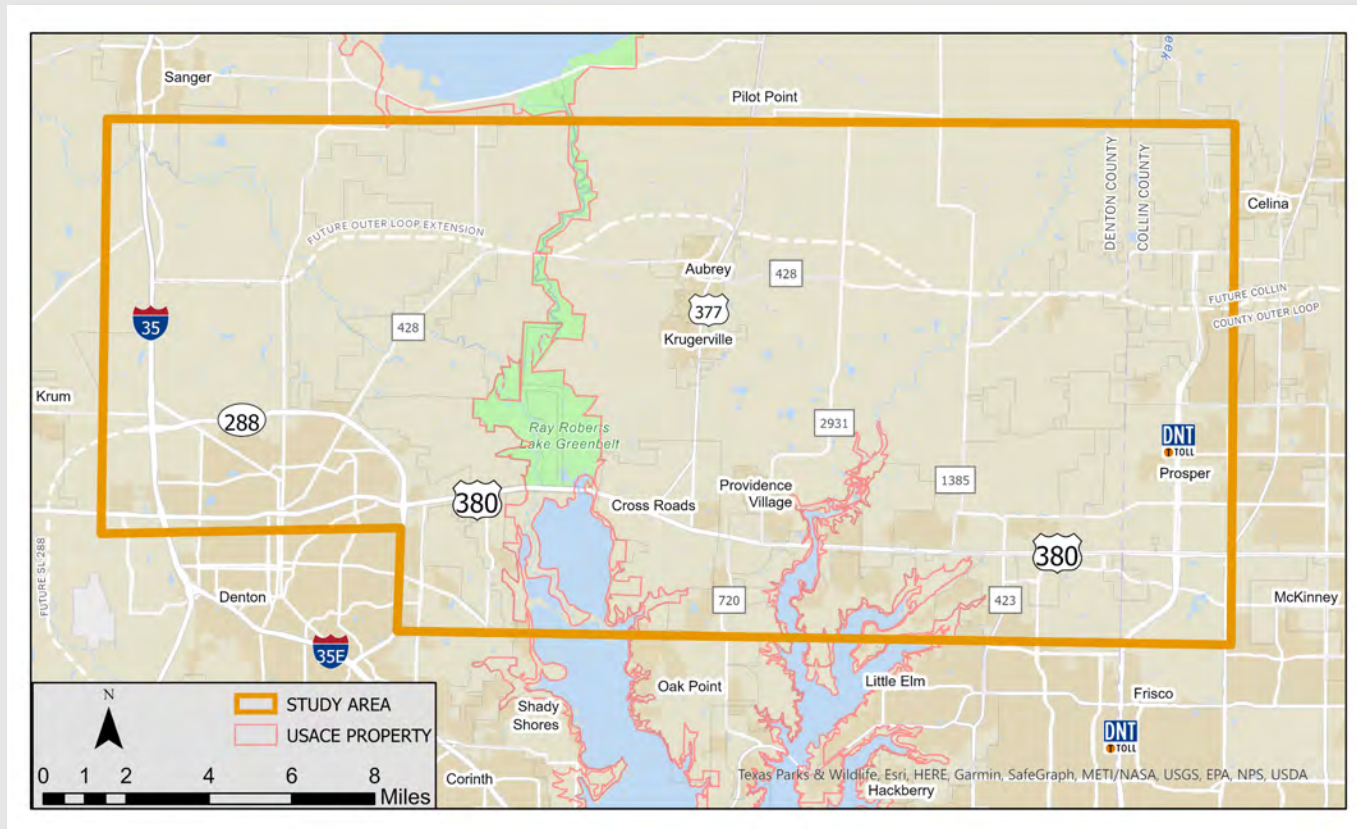
- www.keepitmovingdallas.com/
Under “Public Hearings/Meetings”
- www.Drive380.com
Feasibility Study Website
- <http://www.keepitmovingdallas.com/US380DentonPM2>
Direct site link to the posted materials



US 380 Denton County Feasibility Study

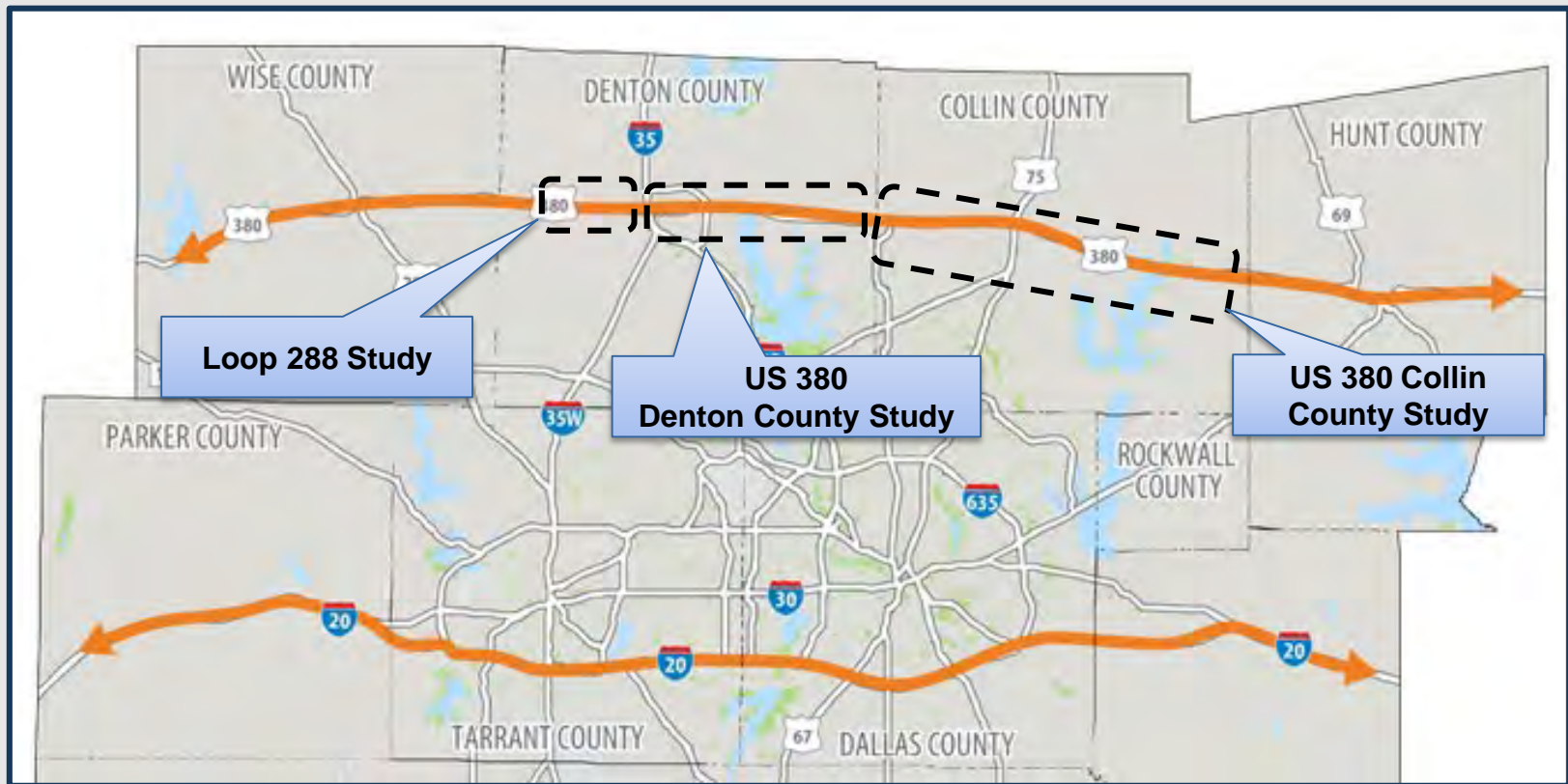
PROJECT LIMITS: From I-35 to the Collin County Line

COUNTY: Denton

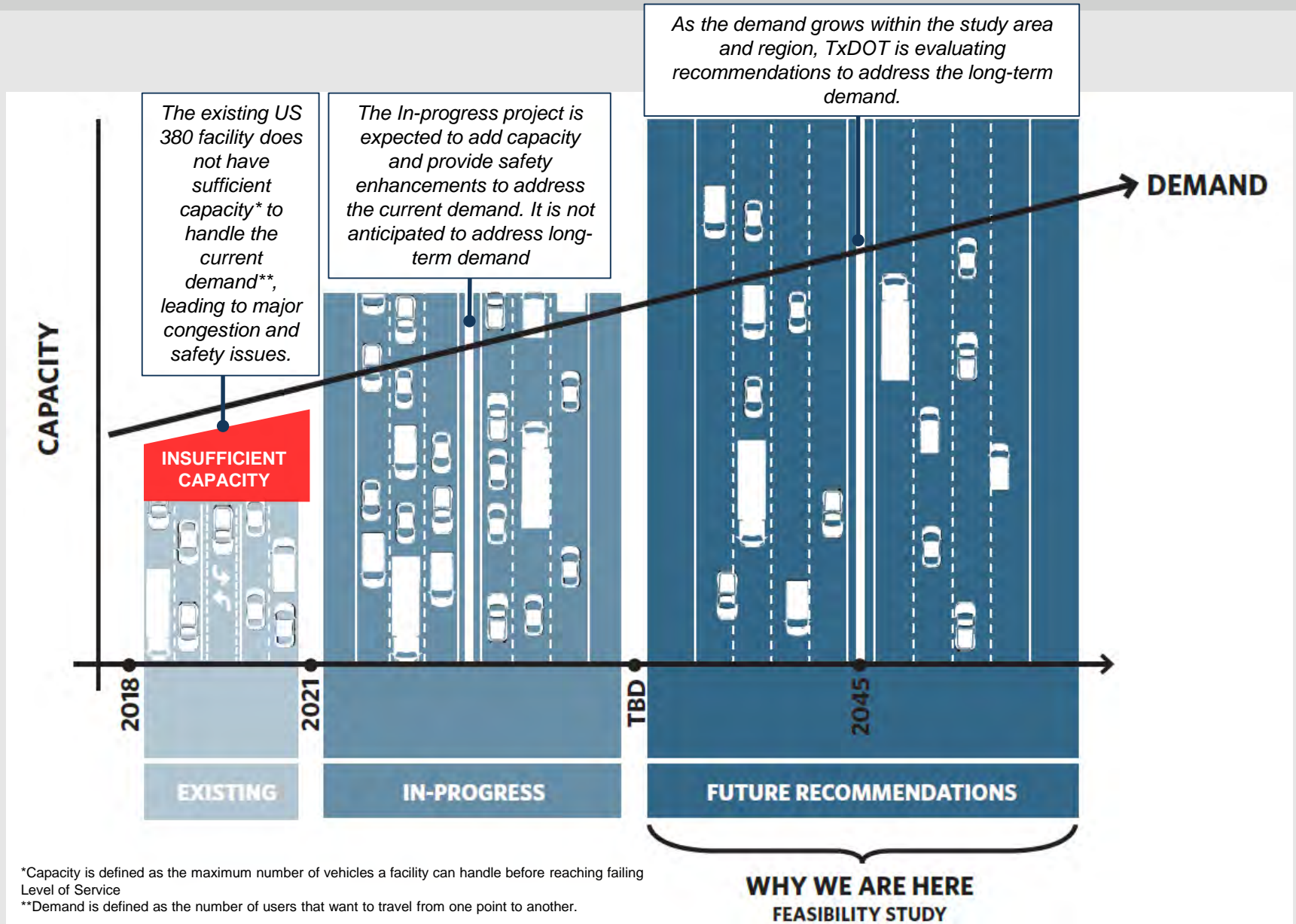




- US 380 provides vital connectivity between Collin and Denton counties, similar to I-20 for Dallas and Tarrant counties. Currently, three major studies are working together to improve this connectivity. US 380 Denton County Feasibility Study and two recently completed studies: Loop 288 in Denton County and the US 380 Collin County Feasibility Study.



Purpose of Study





The study is anticipated to recommend a solution that has both regional and local benefits.

Regional



Provide regional connectivity by providing an East-West connection serving Collin and Denton Counties

Local



Provide reliable travel time and minimize congestion

Enhance driver expectations for travel on US 380

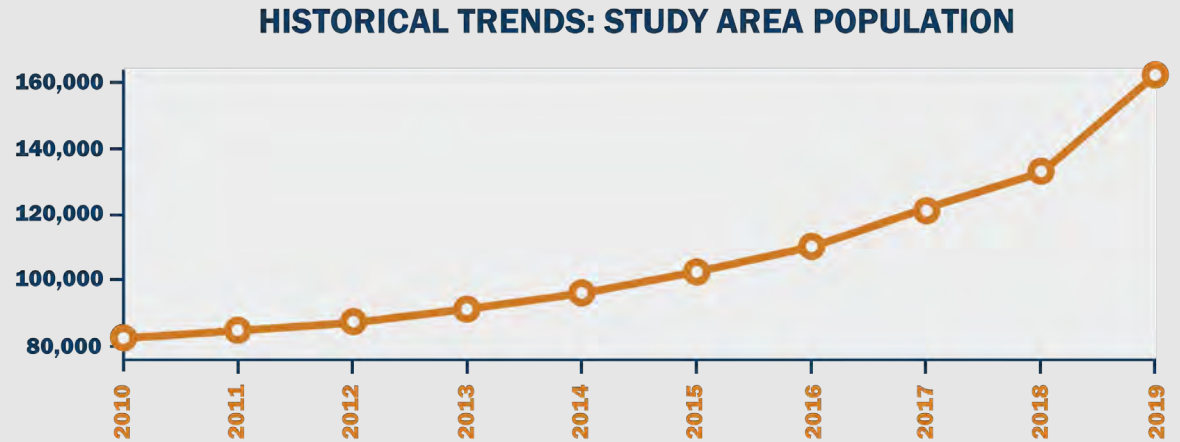
Minimize human and environmental impacts

Provide roadway network reliability



- Multiple cities within the study area have doubled in size over the past 10 years.

CITY	% INCREASE IN POPULATION 2010-2019*
CELINA	122%
PROSPER	160%
FRISCO	60.7%
LITTLE ELM	105.1%
PROVIDENCE VILLAGE	160.8%
AUBREY	87.1%
CROSS ROADS	3.5%
DENTON	26.1%

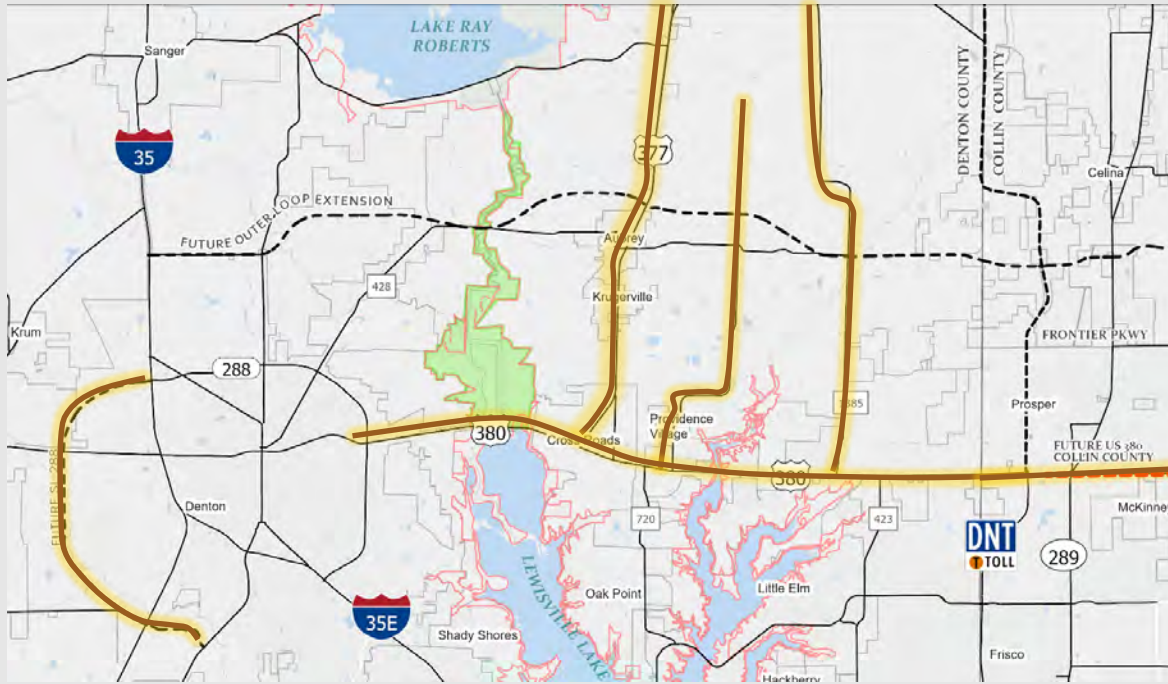


*<https://www.demographics.texas.gov/Data/TPEPP/Estimates/>

Existing Conditions – Planned TxDOT Improvements



TxDOT has several planned improvement projects in the study area, in various phases of completion. These include improvements that will enhance local and regional travel.



ARTERIAL IMPROVEMENTS

- US 380
- FM 2931
- FM 1385
- US 377



US 380 GRADE SEPARATIONS

- FM 720
- Legacy Drive
- Teel Parkway
- Navo Road
- FM 423



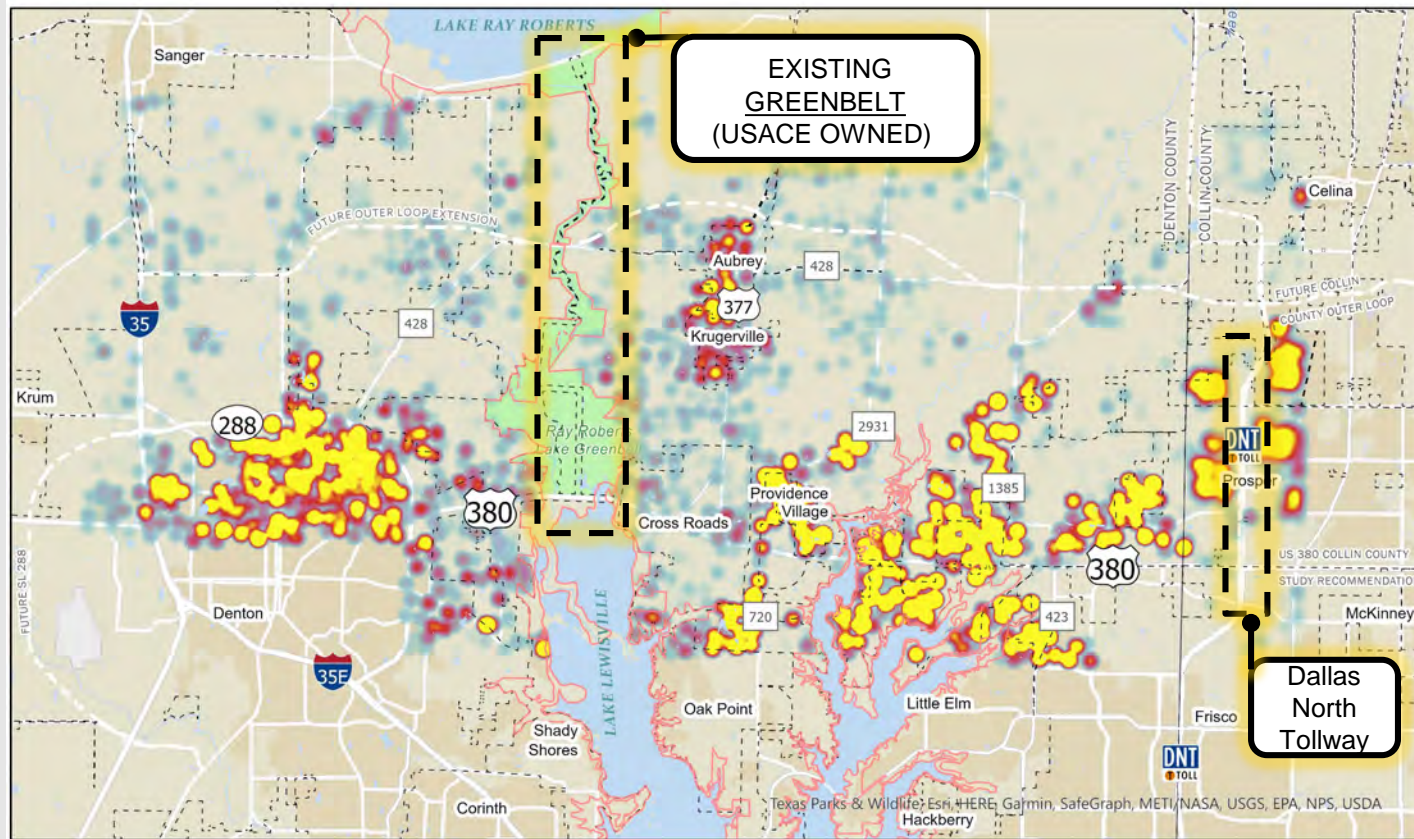
NEW FREEWAY

- US 380 (COLLIN COUNTY)
- LOOP 288 EXTENSION

Study Area Constraints



Environmental resources and current and future development limit opportunities for an ideal roadway grid system. US 380 serves as the primary east-west roadway within the immediate area.



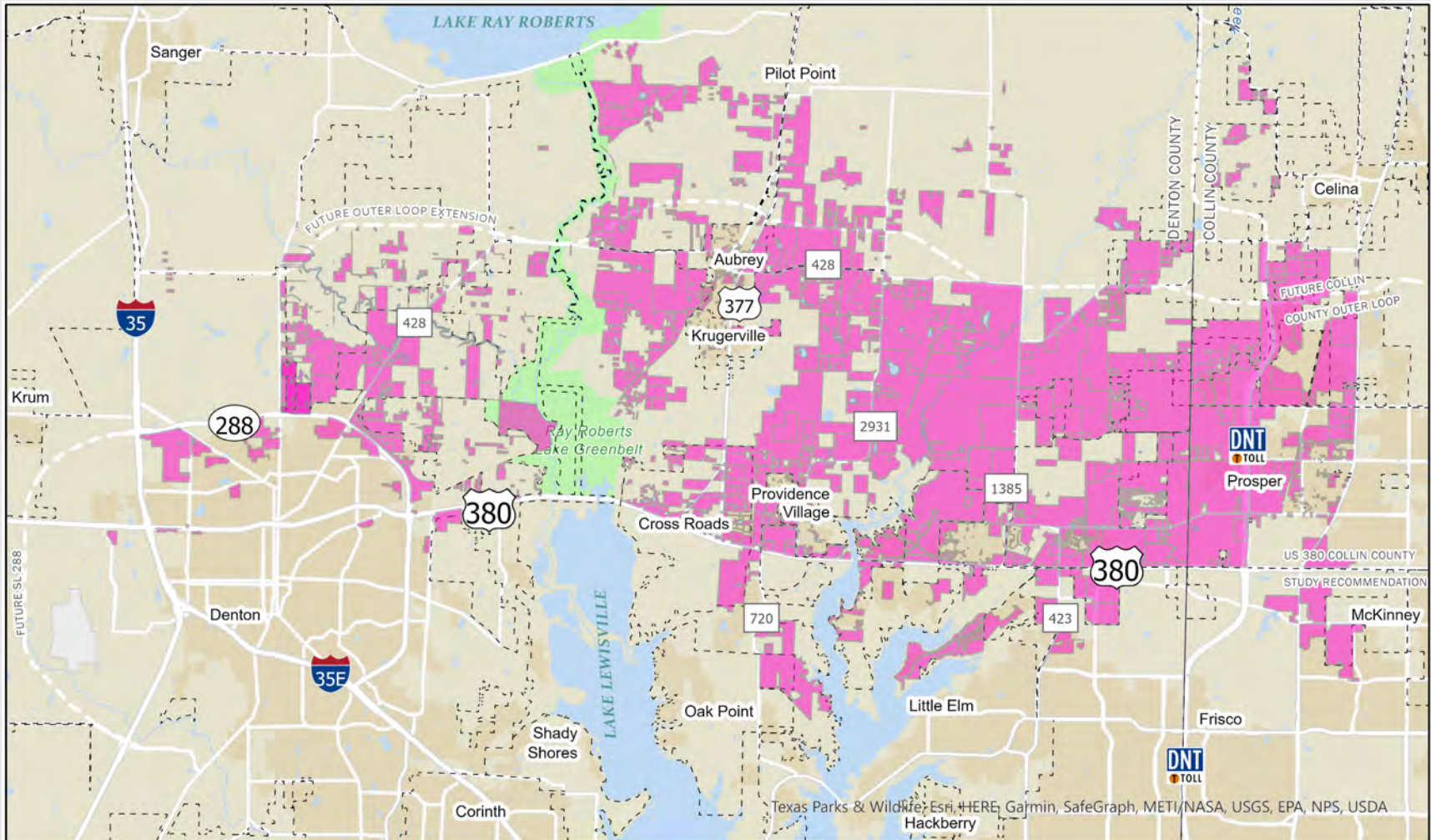
Residential and commercial constraints are shown on the map by density. Blue is less dense, red to yellow is higher density development.

Change in Land Use

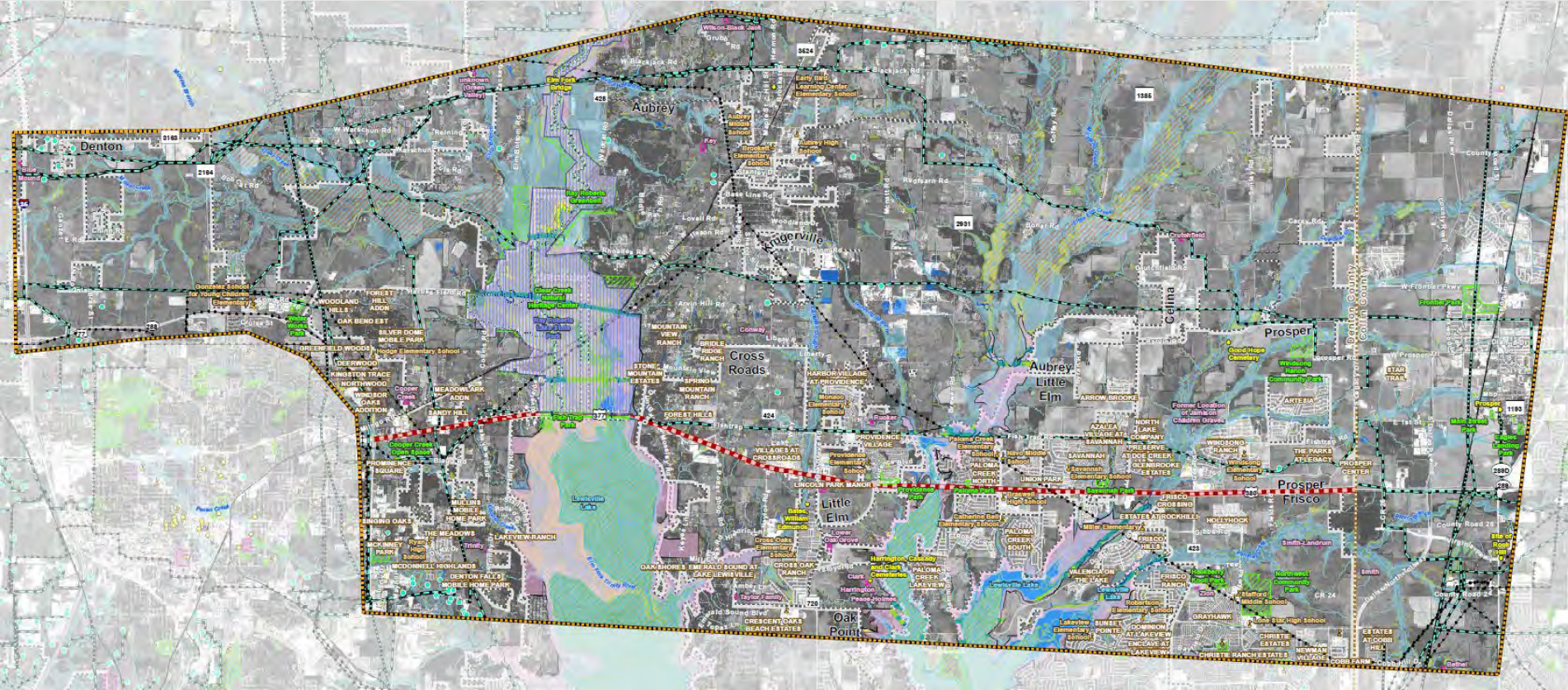


Change in land use from 2015 to 2019 is shown in pink on the map below.

- Over 20,000 acres of farmland, ranch land, timberland, and vacant land has been converted to single family or commercial use.



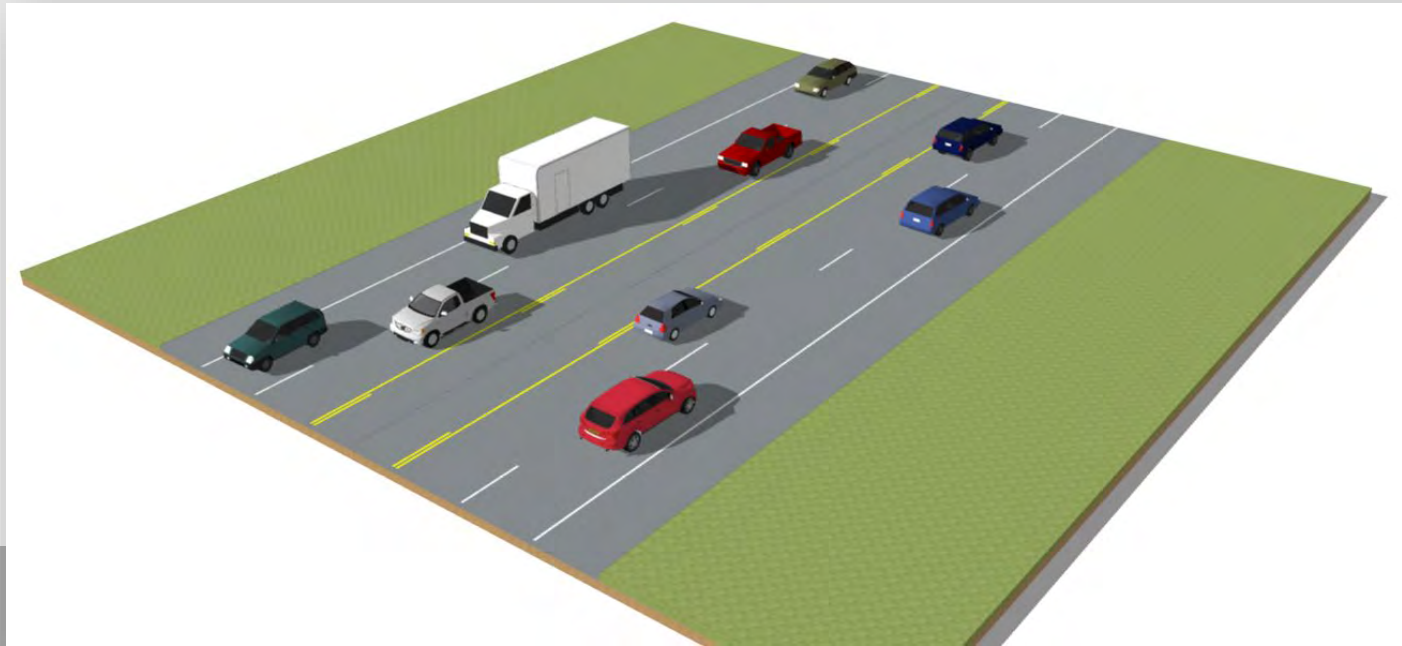
Environmental Constraints



- | | | | | | |
|---------------------------|-----------------------------|---------------------|---------------------------------------|--|--------------------------------|
| Existing US 380 Alignment | Pipeline | NHD Water | National Register Property | Forested Wetland | USACE Wildlife Management Area |
| Study Area | Trails | NWI Wetland | Cemetery | Potential Threatened and Endangered Species Habitat - Forested | |
| City Boundary | Oil/Gas Well | 100-Year Flood Zone | National Register District | Potential Threatened and Endangered Species Habitat - Non-Forested | |
| County Boundary | Park | Designated Floodway | National Register Archeology District | | |
| School | Ray Roberts Lake State Park | USACE Reservoir | LiDAR Verified Streams | | |
| Railroad | NHD Stream | USACE Property | Emergent Wetland | | |
| Transmission Line | | Historical Marker | | | |



FOUR-LANE WITH TWO-WAY LEFT TURN LANE



- Within existing right-of-way
- Continuous access
- 4-6 Lanes - Insufficient capacity for existing traffic
- Rated in engineering terms as an “F” level of service (the worst)



SIX-LANE WITH RAISED MEDIAN & GRADE SEPARATIONS

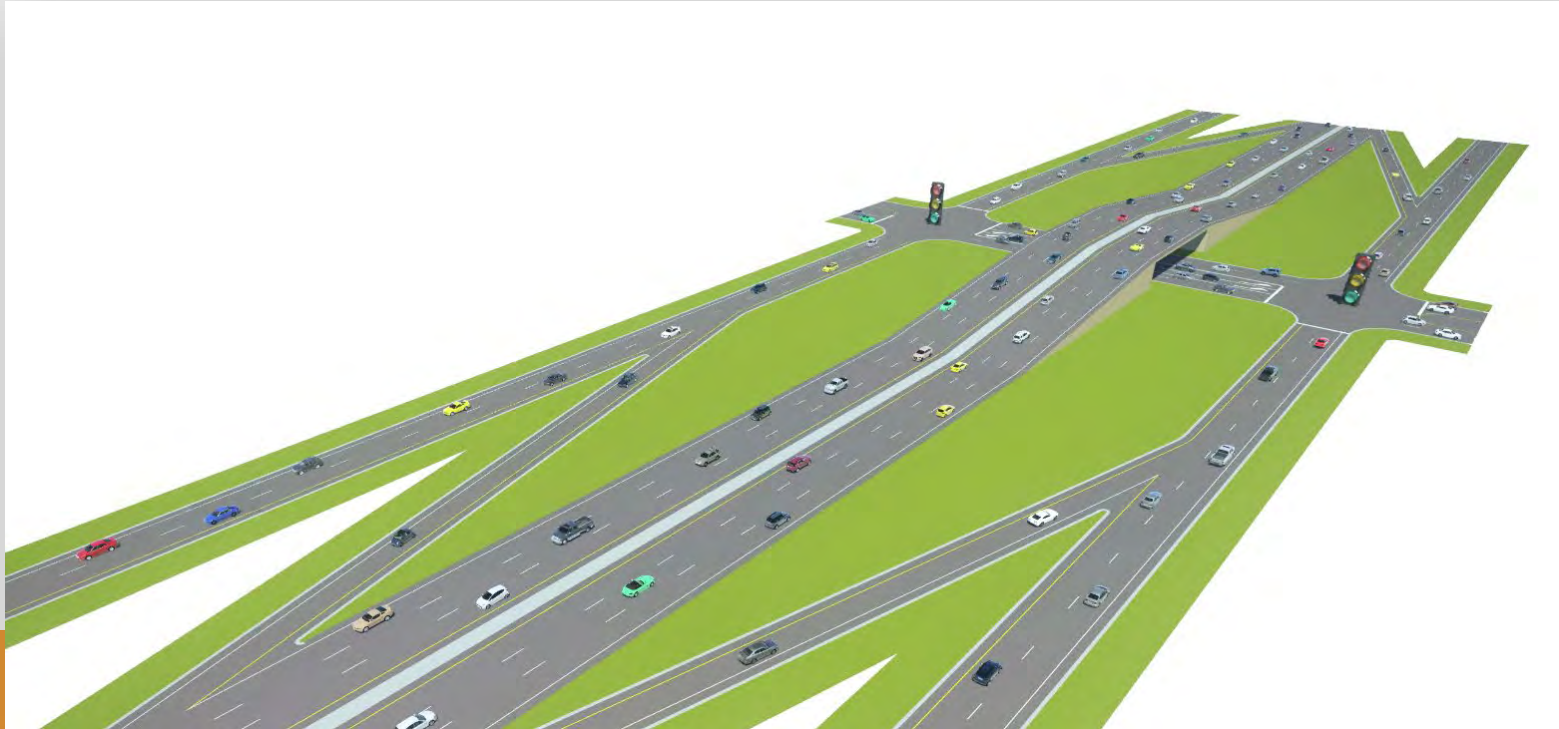
FM 720 * Legacy Drive * Teel Parkway * Navo Road * FM 423



- Construction to begin in 2021
- Enhanced safety/separated movements at grade separations
- Improves level of service at key intersections
- Does not accommodate 2045 travel demand volume forecast



EAST-WEST CONTROLLED ACCESS HIGHWAY

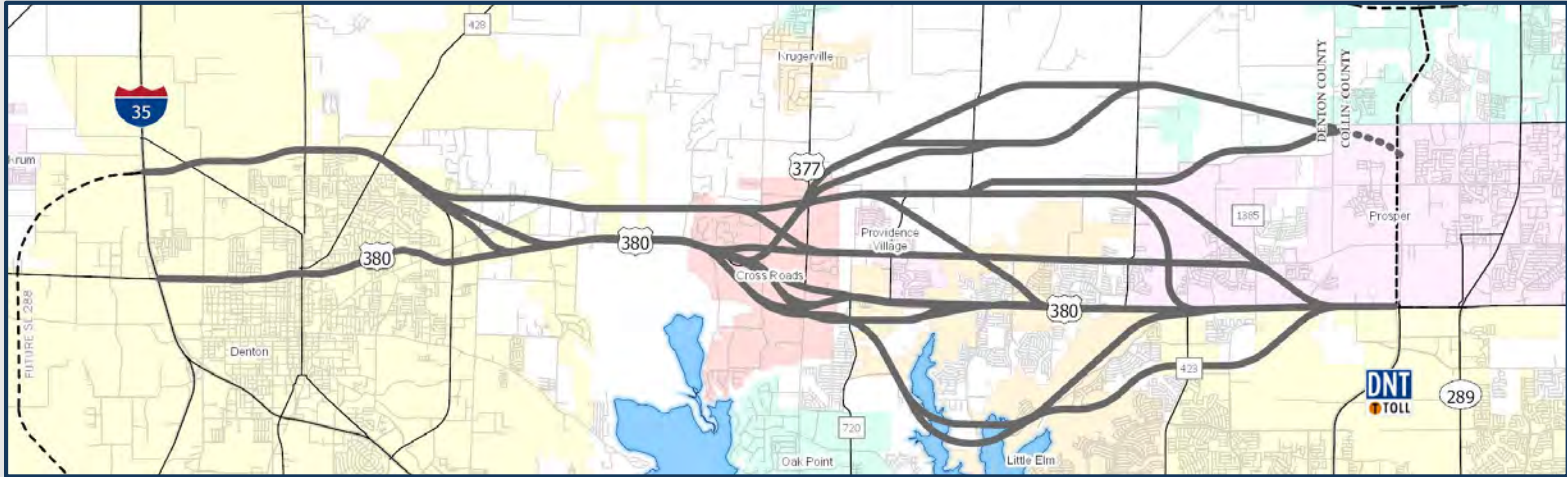


- 350'-400' right-of-way footprint
- Enhanced safety/limited access
- 6-8 mainlanes and 4-6 frontage road lanes
- Accommodates 2045 travel demand volume forecast with acceptable level of service

Initial Universe of Alignments and Feedback from Public Meeting #1

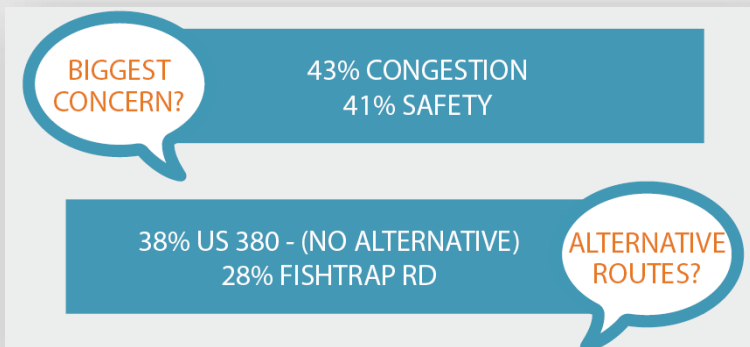


Initial Universe of Alignments

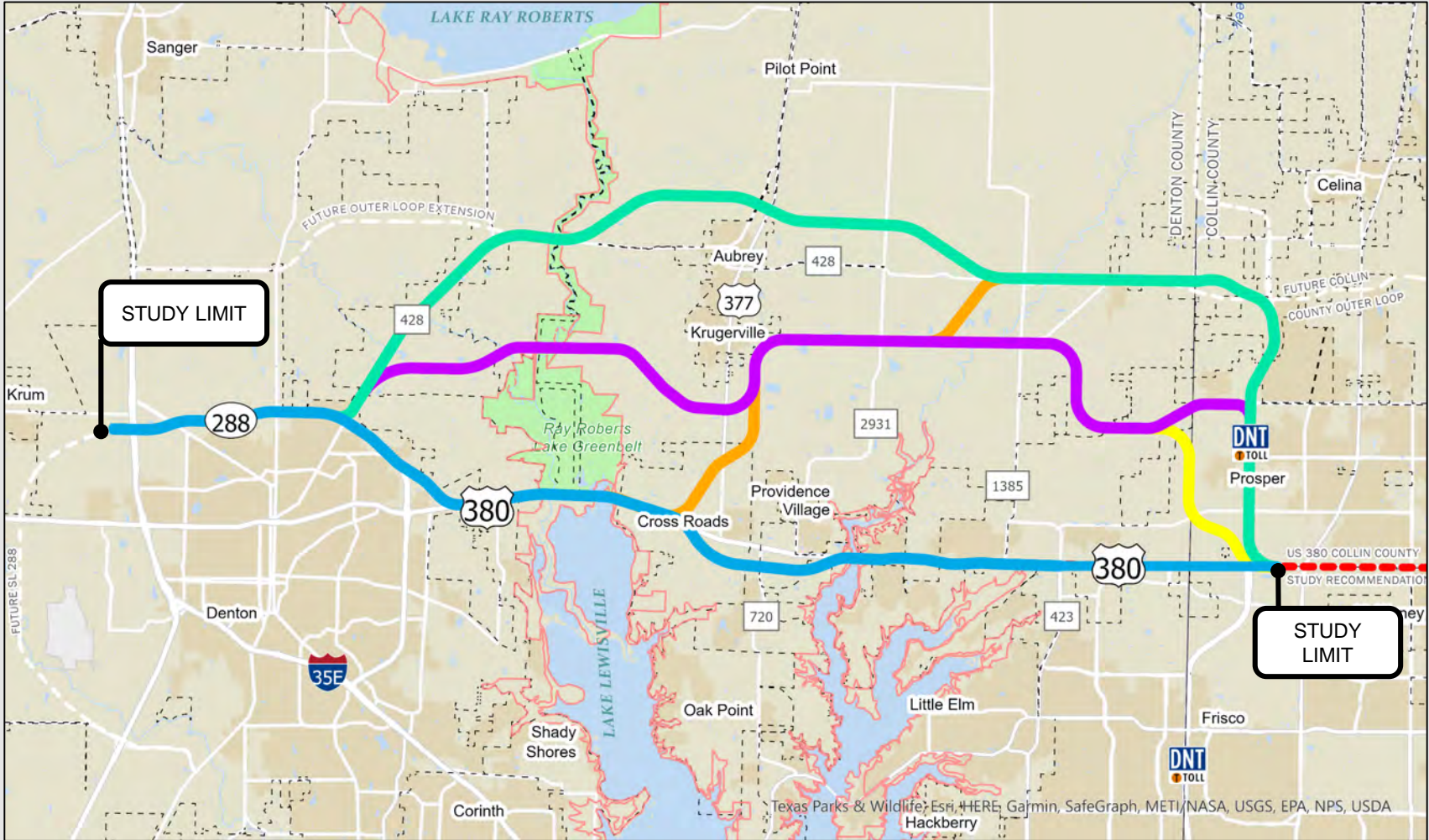


Public Meeting #1 Feedback

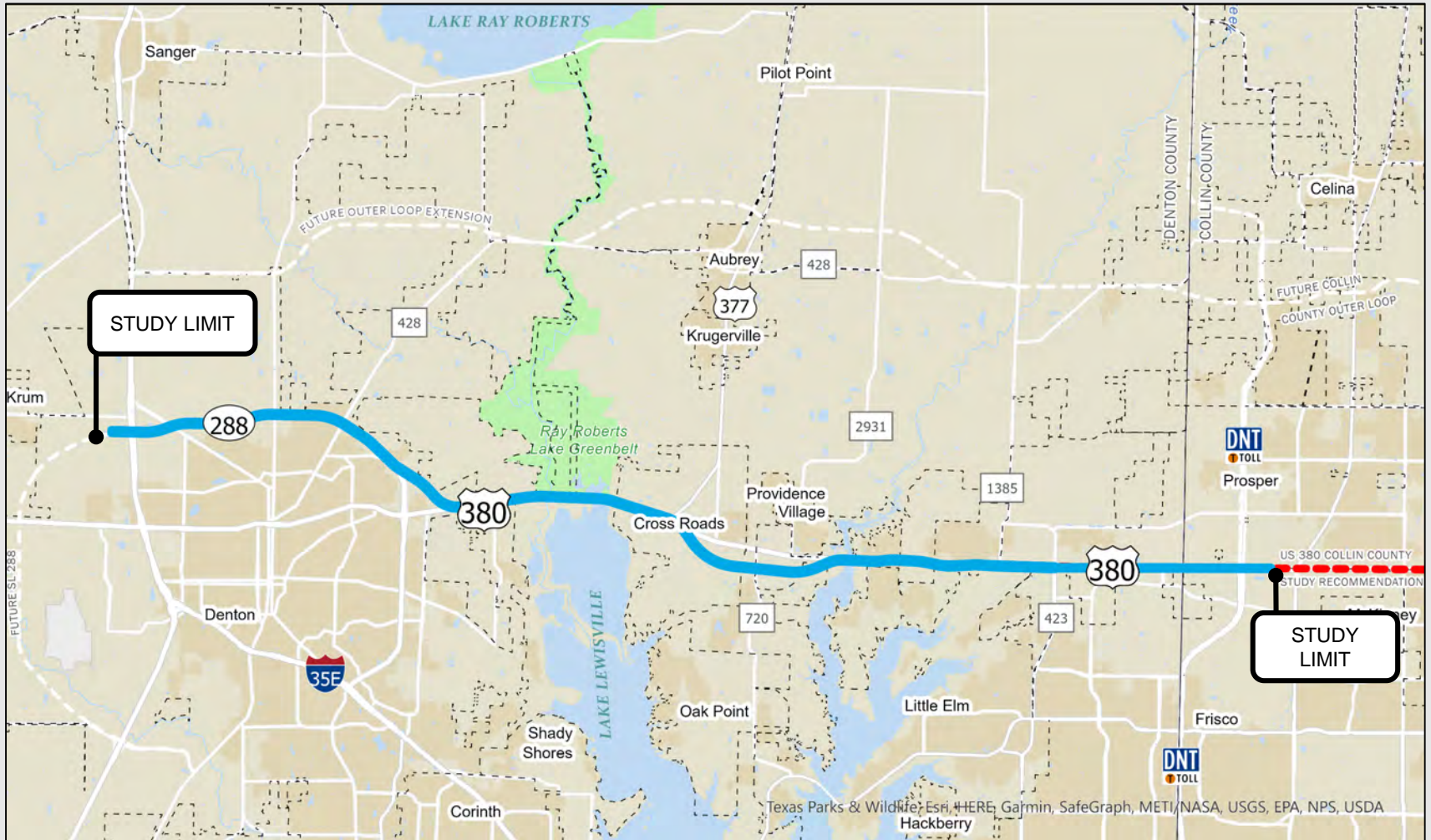
Public Meeting #1 was held in January 2019 and the public provided input on their concerns about the existing US 380 alignments as well as potential improvements.



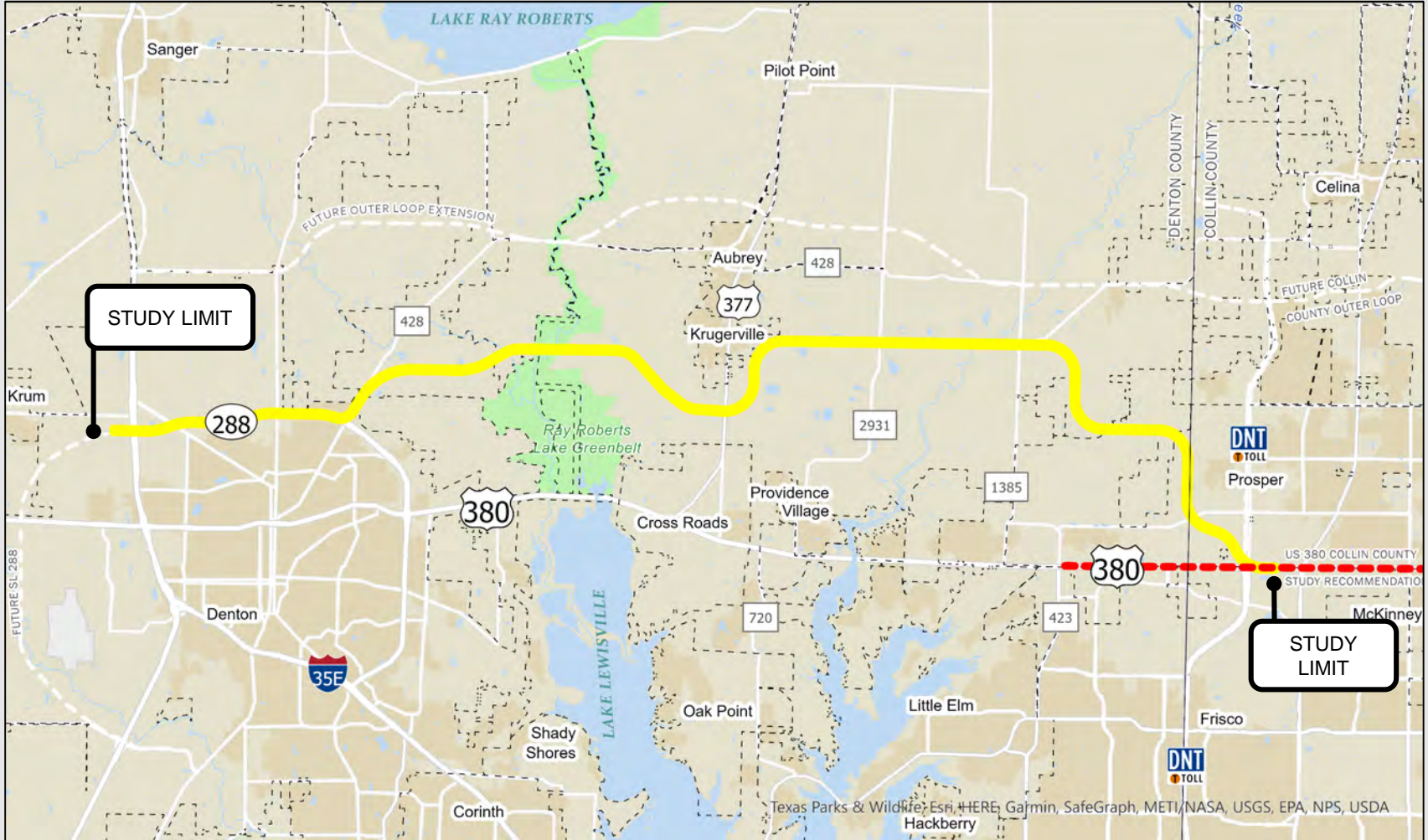
Draft Conceptual Alignments (Routes)



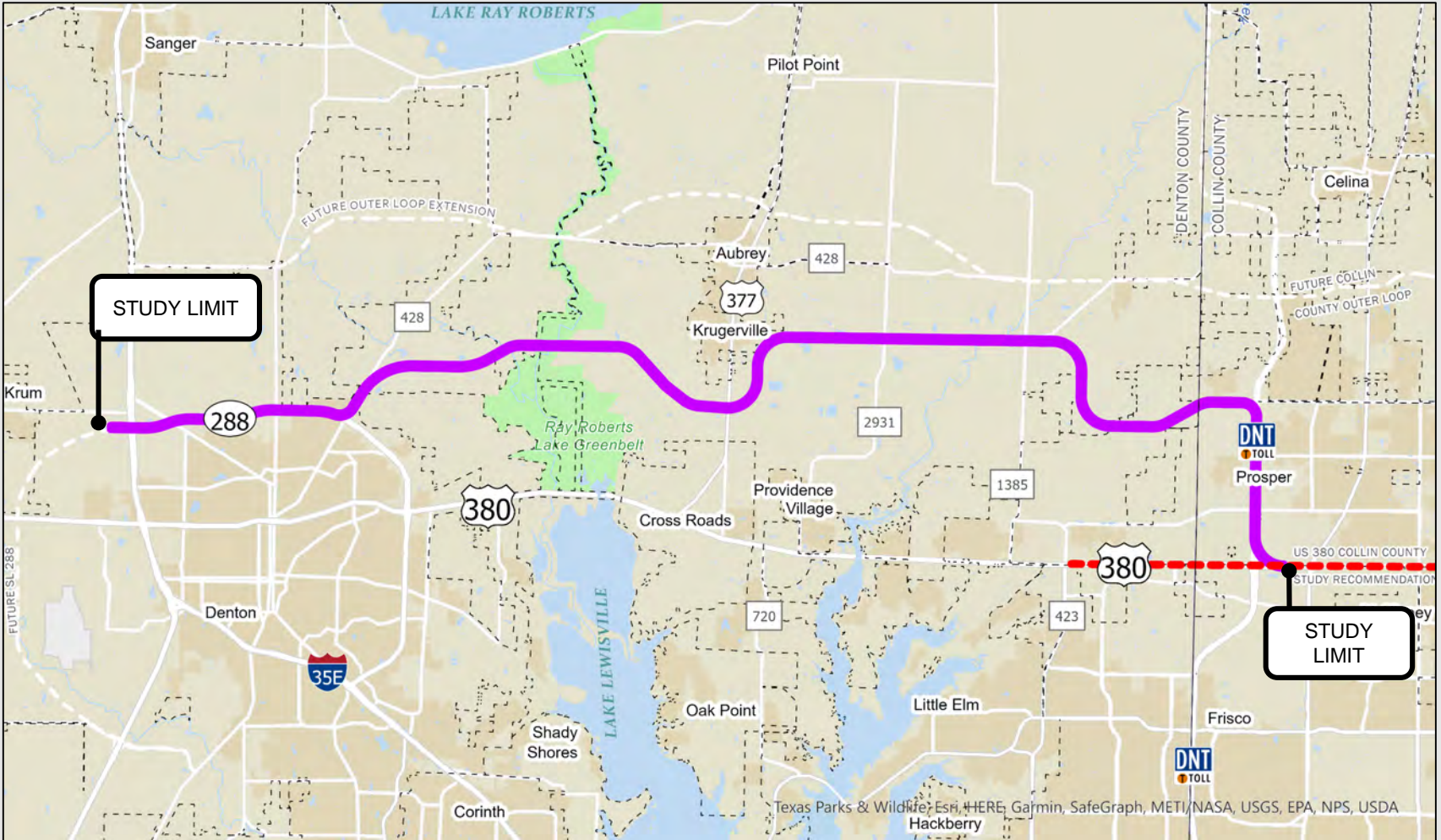
Draft Conceptual Alignments - Blue Route



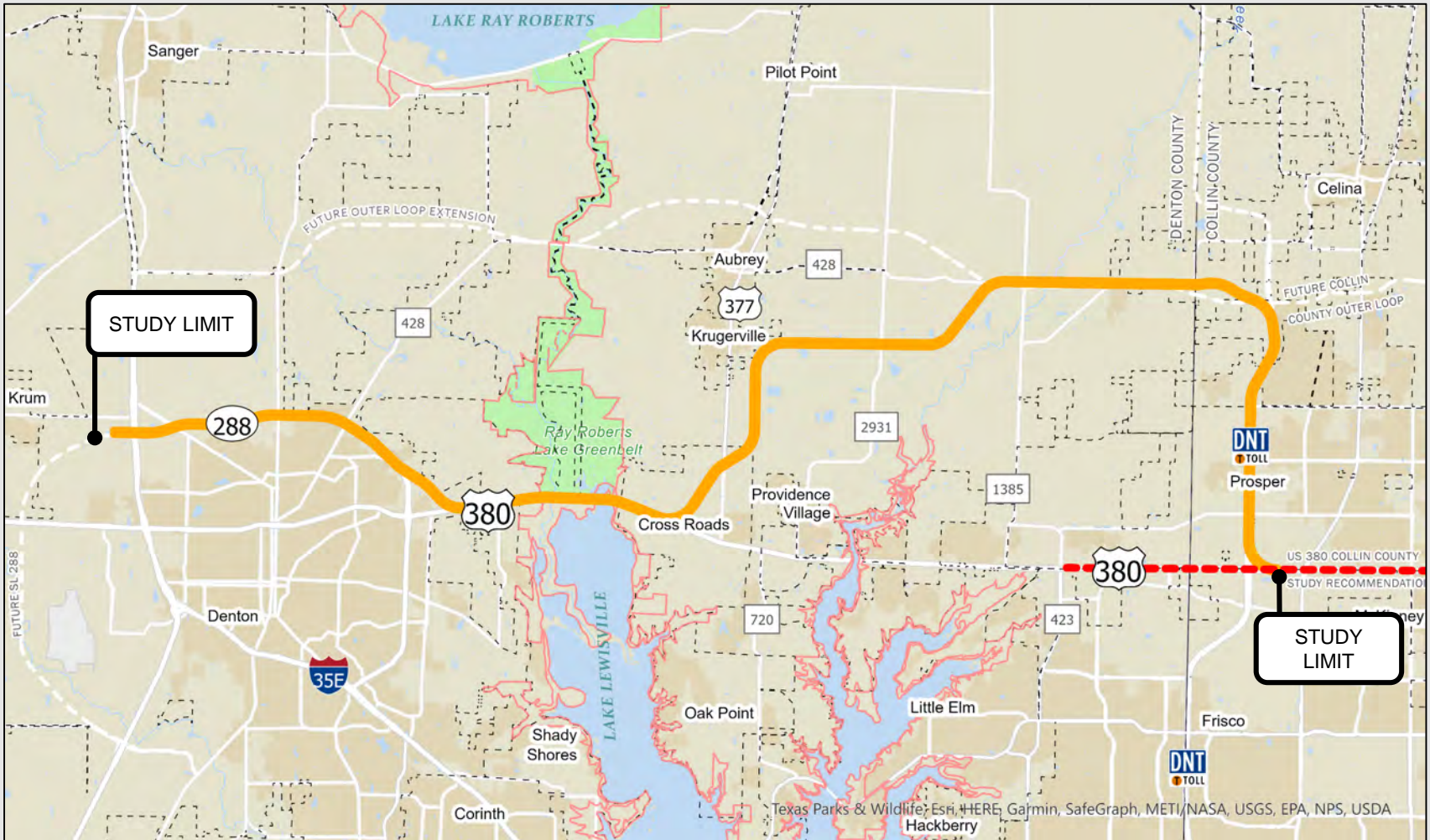
Draft Conceptual Alignments - Yellow Route



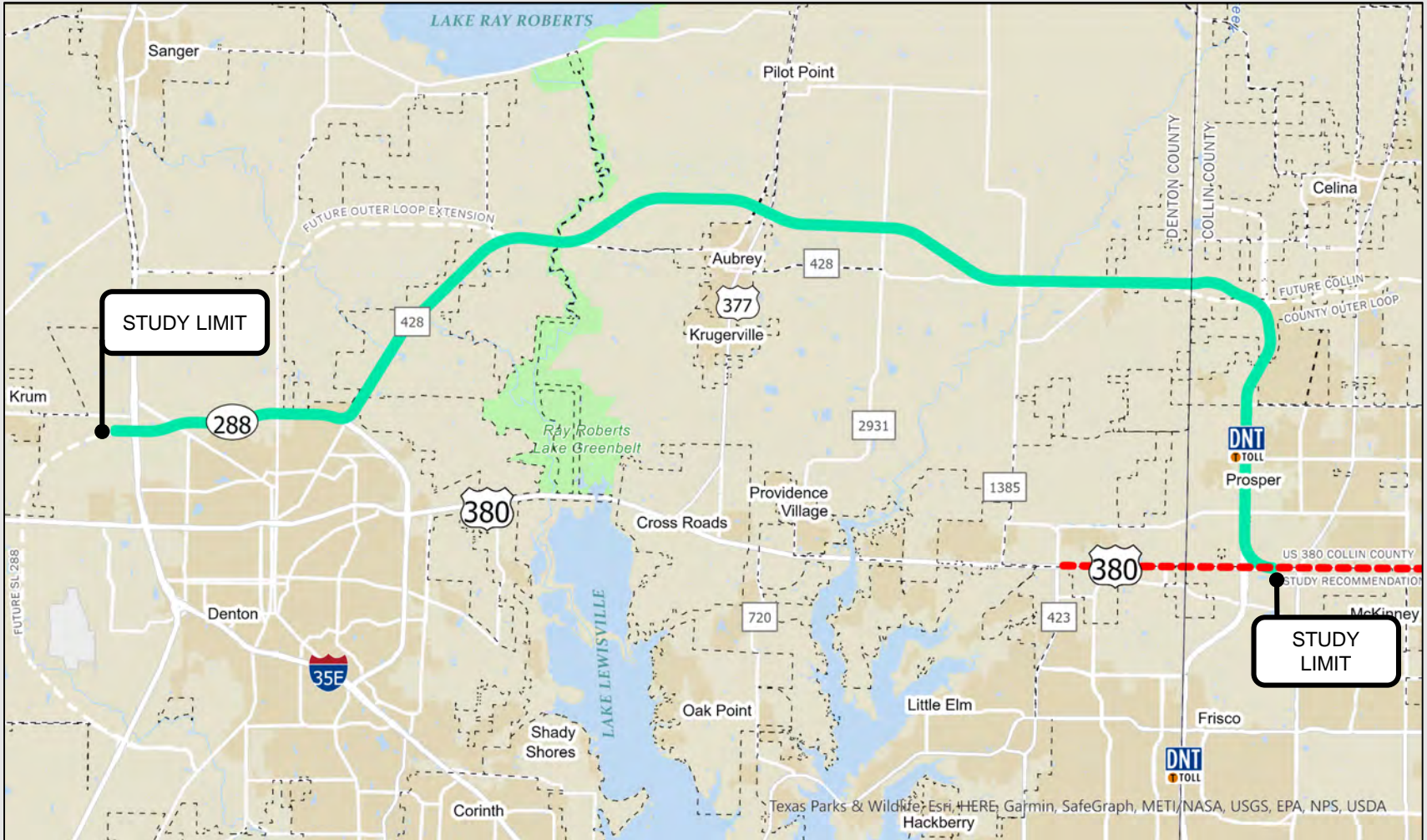
Draft Conceptual Alignments – Purple Route



Draft Conceptual Alignments – Orange Route



Draft Conceptual Alignments – Teal Route





Many factors are considered to determine the viability of an alignment. Evaluation criteria can be grouped into engineering, environmental, and economic factors. As part of the evaluation process, data is collected in each of these areas to fully understand the impact of each alignment.



ENGINEERING/ MOBILITY



Safety

- Minimize Crash Rates



Traffic

- Level of Service



ENVIRONMENTAL



Residential and Commercial Existing/ Future Developments

- Minimize Number of Impacts



Stakeholder and Public Input

- Included



USACE Protected Lands (Wetlands, WOTUS, etc.)

- Minimize Number of Impacts



Floodplains and Floodways

- Minimize Number of Impacts



ECONOMIC



Construction Costs

- Minimize Roadway Costs
- Minimize Bridge Costs



Right-of-Way to be Acquired

- Minimize Acres of Right-of-Way Needed



Business Impacts

- Estimated Number of Businesses Impacted
- Estimated Business Sales Volume Impacted

Evaluation Criteria – Engineering/Mobility



Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7 	26.2 	27.3 	30.1 	29.0
Crash Rate**	crashes/ mi/yr	N/A	22.4773 	23.4857 	23.5243 	23.0172 	22.8163
Level of service		N/A	Good	Good	Good	Good	Good
US 380 Existing Alignment Level of Service		Failing		Failing	Failing	Failing	Failing




































Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria






* Route includes distance from DNT to I-35.

** Predictive Crashes/rates were based on an assumed volume of 100,000 vehicles per day over 20-year study period

Evaluation Criteria - Environmental



Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7	26.2	27.3	30.1	29.0
Parcel Impacts	Each	N/A	252 	197 	200 	259 	305 
Residential Displacements	Each	N/A	18 	25 	21 	26 	37 
Commercial Displacements	Each	N/A	16 	4 	4 	8 	4 
Floodplain Impacts	Acres	N/A	72 	174 	209 	174 	187 
USACE Impacts (Lake, Greenbelt)	Acres	N/A	3 	19 	19 	2 	8 
Future Residential Development Impacts	Acres	N/A	94 	95 	92 	17 	17 
Future Commercial Development Impacts	Acres	N/A	250 	140 	133 	46 	53 

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

* Route includes distance from DNT to I-35.

Evaluation Criteria - Economics

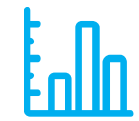


Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7	26.2	27.3	30.1	29.0
Construction Costs**	\$ Millions	N/A	800 	900 	900 	850 	850
Right of Way to be acquired	Acres	N/A	5,400 	10,300 	10,500 	8,100 	9,500
Estimated Number of Businesses (2019) Impacted	EA	N/A	30 	7 	5 	12 	4
Estimated Business Sales Volume*** (2019) Impacted	\$ Millions	N/A	10-20 	0-10 	10-20 	40-50 	0-10

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria

* Route includes distance from DNT to I-35.
 ** Construction Costs include roadway, bridge, and utility costs
 *** Data obtained from InfoUSA

Project Timeline



Data Collection

- Site Visits
- Crash Analysis
- Travel Demand Model Scenarios

Spring - Fall
2018



Initial Alternative Alignments

- Alternatives Development
- Stakeholder Meetings

Fall - Winter
2018



Public Meeting #1

- Solicit input from public on study and alignments

Winter
2018 - 2019



Conceptual Alignments

- Refine alignments per public's input.
- Screen Alignments

Spring - Summer
2019 - 2020



Public Meeting #2

- Solicit input from public on viable alignments

Winter
2020



Recommended Alignment

- Refine per public's input
- Stakeholder Meetings
- Identify preferred alignment

Fall - Summer
2020 - 2021



Public Meeting #3

- Solicit input from public on the preferred alignment

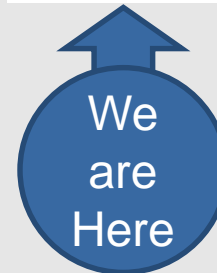
Fall - Winter
2021



Final Report

- Refine preferred alignment and document findings
- Develop draft schematic

Winter - Spring
2021 - 2022



Subject to Change



Please submit your comments regarding the design modifications presented in this Virtual Public Meeting by using any of the five methods below by our deadline, **December 17, 2020**.



Survey

Click the provided link on the website



Comment Online

Click the provided link on the website



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Mesquite, TX 75150



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Thank you!





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

February 2021

INSIDE

Help improve mobility by sharing experience

Residents who want to participate in the transportation planning process may find it easier than ever – even though in-person meetings and outreach events remain on hold.

NCTCOG has launched a new interactive mapping tool that allows North Texans to provide feedback on transportation needs virtually.

Map Your Experience is user-friendly and designed to help NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area. Read more on page 3.

Dallas secures \$4M grant for SM Wright project

The City of Dallas has secured a \$4 million federal grant for transit and bicycle-pedestrian improvements intended to improve comfort, safety and reliability in the SM Wright corridor, the US Department of Transportation has announced. The Regional Transportation Council and the City of Dallas will contribute an additional \$4 million toward the project.

A series of smart signals to be added at intersections along SM Wright will include technology extending green lights for transit vehicles, allowing transit passengers improved reliability through the area. The current six-lane divided highway and access roads are being replaced by a six-lane arterial street.

Buses using this corridor will be equipped with bicycle and pedestrian warning technology, which strategically places camera-based smart sensors around the buses and intersections. This technology monitors the driving environment and warns the bus drivers of pedestrians and cyclists with visual and audible messages. As an additional benefit, the warnings and alerts issued can help identify areas in the corridor where transit vehicles are involved in hot spots. The technology will be paired with new sources of data to transform the corridor across multiple transportation modes. Dallas plans to use the existing Advanced Traffic Management exchange between the city and regional operating agencies. The integration of data sources will allow optimization of multimodal system performance and testing of new technologies, which will be scalable toward future expansion and sustainable to the continually evolving industry.

Dallas is partnering with the North Central Texas Council of Governments to bring the transit and bicycle-pedestrian improvements and technologies to the corridor. The Texas A&M Transportation Institute and private-sector partners are also involved in this effort.



North Central Texas
Council of Governments

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

DFW Clean Cities recognizes 22 fleets for impact on energy, air quality

The Dallas-Fort Worth Clean Cities Coalition recently announced the winners of its Fleet Recognition Awards, highlighting 22 public-sector fleets for their efforts to reduce petroleum use and improve air quality in North Texas. This year, the winners included eight Gold Level, six Silver Level and eight Bronze Level recipients.

Awards were presented based on entities' scores on the DFW Clean Cities Annual Survey.

The cities of Euless and Southlake, and Dallas Area Rapid Transit brought home the Gold for the second year in a row.

Joining these repeat winners were first-time Gold recipients the cities of Carrollton, Dallas, Denton and Lewisville, as well as Dallas Fort Worth International Airport.

The winners of Silver recognition were the cities of Bedford, Coppell, Irving and Mesquite, and Denton and Prosper independent school districts.

The following were recognized with Bronze status: Arlington, Addison, Frisco, Flower Mound, North Richland Hills and Watauga, along with Tarrant County and Trinity Metro. Arlington, Bedford and Frisco were first-time clean fleet honorees.

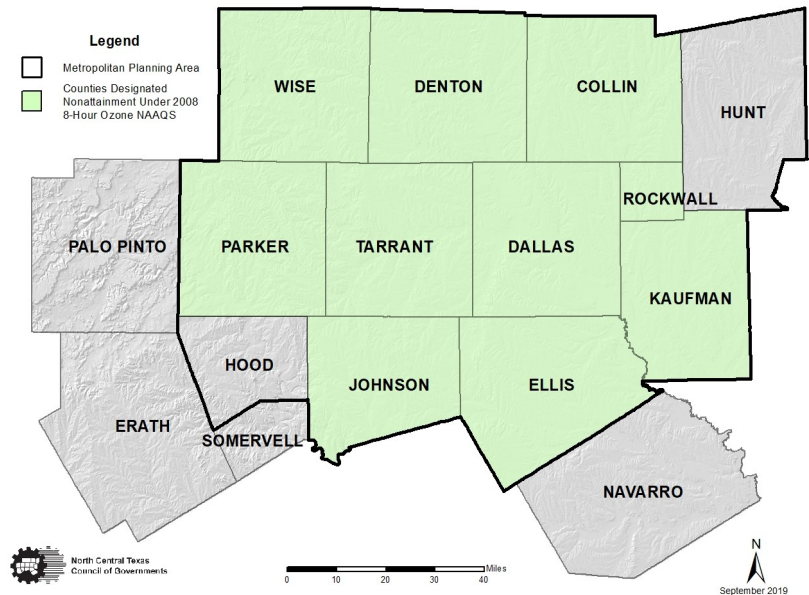
This year's winners were instrumental in helping the region reduce:

- 26,029,278 gallons of gasoline equivalent
- 840,208 pounds of ozone-forming nitrogen oxides
- 72,094 tons of greenhouse gas emissions

In addition to the fleet recognition, Clean Cities also highlighted significant improvements in areas such as the reduction of NO_x, transition to alternative fuels and gasoline gallon equivalent savings through the new Shining Stars Awards. Six entities – the cities of Denton and North Richland Hills, Denton ISD, DFW Airport, Span Transit and Trinity Metro – were named Shining Stars. Entities were eligible for both categories of awards.

The Clean Cities initiative is a locally based, public-private partnership that promotes practices and decisions to reduce petroleum consumption and improve air quality in the transportation sector. For more information, visit www.dfwcleancities.org.

2008 8-Hour Ozone NAAQS Nonattainment Area



TRANSIT

Via Arlington expands on-demand rideshare citywide

Via Arlington, the city's on-demand rideshare service, expanded citywide in January.

Residents can now schedule rides to businesses, school, medical facilities, shopping centers, restaurants and more throughout Arlington on one of the service's six-passenger vans. They can even take Via to a special event.

Passengers schedule rides on the Via mobile app, entering their starting point and destination. They are then picked up at a nearby location.

More than 470,000 rides have been taken on Via Arlington since the service was introduced in North Texas.

This is the latest expansion of Via Arlington, which was launched in 2017. It began by serving primarily the city's Entertainment District and the Trinity Railway Express CentrePort DFW Station.

Prior to the service's January 19 expansion, it covered 41% of the city. Via Arlington will continue providing customers access to the region's passenger rail network by way of the CentrePort DFW Station.

Arlington has been a leader in innovative transportation solutions, having also tested autonomous vehicles in the Entertainment District. For more, visit www.arlingtontx.gov and search: "Via rideshare."

REGIONAL News

Help us improve mobility by sharing experience

Residents who want to participate in the transportation planning process may find it easier than ever – even though in-person meetings and outreach events remain on hold.

NCTCOG has launched a new interactive mapping tool that allows North Texans to provide input on transportation needs virtually.

Map Your Experience is user-friendly and designed to help NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area. The website gathers continuous public input on transportation, allowing residents to share observations based on their own travel experiences, whether they use the roads, public transit or bicycle-pedestrian facilities, or a combination of the modes.

Comments will be used to guide upcoming planning efforts, including an update to Mobility 2045, the region's long-range Metropolitan Transportation Plan. Help NCTCOG plan for the future by sharing ideas of how the region's transportation system could better serve you. Whether it's a roadway, bicycle-pedestrian or transit need, you can share it on the website and the tool. A video demonstrating how to use it is available at

www.nctcog.org/mapyourexperience.

Legislature begins 87th Session in Austin

The 87th Texas Legislature is underway, as lawmakers convened in Austin January 12 for the 140-day session. Although much of the focus will likely be on issues such as public health, transportation remains important to North Texas and other growing regions.

In December, the Regional Transportation Council approved the 2021 Legislative Program, outlining its goals for the session.

The RTC is focused on measures that do the following:

- Adequately fund transportation and utilize tools
- Expand transportation options in mega-metropolitan regions
- Pursue innovation, technology and safety
- Improve air quality

Read more about the RTC's legislative priorities at www.nctcog.org/trans/legislative.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

470,000+

Rides taken on Arlington Via since the on-demand ride-sharing service debuted in 2017.

PUBLIC *Involvement*

Review high-speed transportation initiative online

Residents are invited to review and comment on information related to transportation projects during the next online input opportunity, which will begin February 8.

NCTCOG staff will provide information regarding the DFW High-Speed Transportation Connections Study, which is examining alternatives for a proposed high-speed system between Dallas and Fort Worth. A project description, results of corridor analyses, public involvement opportunities and next steps will be presented.

NCTCOG conducted a second round of virtual public meetings in January to discuss the study. The resulting technology would connect passengers to the high-speed rail line planned to link Dallas and Houston, as well as future service from Fort Worth to South Texas.

Additionally, modifications to the Unified Planning Work Program (UPWP) for Fiscal Years 2020 and 2021 will be posted for review and comment, during the online input opportunity. The UPWP provides a summary of transportation and related air quality planning tasks to be conducted by NCTCOG.

Administrative revisions to the current Metropolitan Transportation Plan, Mobility 2045, information on the Regional Smoking Vehicle Program (RSVP) and vehicle incentive opportunities will also be highlighted. Comments can be made by visiting the following: www.nctcog.org/input.

To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Drone workshop to focus on flight rules Feb. 6

NCTCOG and the North Texas UAS Task Force are holding a virtual workshop from 10 a.m.-noon Saturday, February 6 highlighting the rules for the operation of drones over people and remote identification. Additionally, speakers will discuss Federal Aviation Administration regulations, best practices and available careers.

The FREE workshop is open to all experience levels. This is the latest monthly workshop to provide information on the safe operation of drones in North Texas. For information and to register for the virtual workshop, visit www.northtexasuas.com.