

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, August 25, 2017 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of July 28, 2017, Minutes**

Action Possible Action Information Minutes: 5

Presenter: Todd Plesko, STTC Chair

Item Summary: Approval of the July 28, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action Possible Action Information Minutes: 0

2.1. **Extension of Funding for Transit Service in Collin County**

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: A recommendation of an extension of the Regional Transportation Council's (RTC) approval of New Freedom Operating Assistance for transit service in Collin County for up to two years will be requested.

Background: On May 12, 2016, the RTC approved operating funding for transit service in Collin County for Dallas Area Rapid Transit (DART) to leverage a donation from Toyota. The approval supported transit service through September 2017 and three cities opted to partner with DART for service using this funding: Allen, Fairview, and Wylie. These cities wish to continue existing service for up to two years. The operating funding approved by the RTC in May is sufficient to allow this extension without changing the total dollar amount approved for operating transit service in Collin County. There will still be excess federal funds from this project if the extension is approved. These federal funds will be reprogrammed through a larger transit grant cleanup effort in late 2017 and early 2018. Additional details are provided in [Reference Item 2.1](#).

2.2. **Fiscal Year 2018 Advertising for Transportation Initiatives**

Presenter: Mindy Mize, NCTCOG

Item Summary: Support for a Regional Transportation Council recommendation to the North Central Texas Council of Government (NCTCOG) Executive Board for approval of up to \$1,250,000 in new funding for Fiscal Year (FY) 2018 advertising for transportation initiatives will be requested.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase

and placement initiatives for the Transportation Department. [Reference Item 2.2.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk advertising purchasing for the Transportation Department. [Electronic Item 2.2.2](#) provides more information on FY2018 advertising costs along with examples of past advertising. Advertising campaigns will support the Bike/Pedestrian Safety Program, Ozone Season Emissions Reduction Campaign, Vehicle Technologies Program, notifications of opportunities for public input/public meetings, the North Texas Aviation Education Initiative, procurement outreach, the Congestion Management Program, regional freight, the Mobility Plan, and 511DFW.

2.3. Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects

Presenter: Marian Thompson, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of the eligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Projects will be requested.

Background: Approximately \$2 million and \$2.9 million, respectively, is anticipated to be available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects in the 10-county nonattainment area. Projects eligible under these programs are proposed to include on-system and off-system roadway facilities. Details regarding the proposed eligible and ineligible project types, evaluation criteria, and schedule for the Call for Projects are included in [Electronic Item 2.3](#).

1:35 – 1:45

3. Follow Up to the Cotton Belt Public Meeting

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the Cotton Belt regional passenger rail public meeting held on August 17, 2017.

Background: Transit recommendations from previous metropolitan transportation plans for the North Central Texas region included regional rail service from southwest Fort Worth to Plano. At the August 17 public meeting, North Central Texas Council of Governments staff provided background information on the Cotton Belt passenger rail project that will extend from the Dallas Fort Worth International Airport to Plano, as well as an overview of the innovative financing process essential to the delivery of the project. Possible action may include assistance to Dallas Area Rapid Transit in expediting Cotton Belt rail service. [Electronic Item 3](#) contains a copy of the presentation from August 17.

1:45 – 1:55

4. **Mobility 2045 Update and Survey**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the progress to date. In addition, staff will present preliminary findings from a recent survey.

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next ten months with draft recommendations expected later this year. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. In addition, staff will provide an update regarding the recent survey conducted by the North Central Texas Council of Governments seeking public input for Mobility 2045. [Electronic Item 4.1](#) is a copy of the survey. A link to the online survey is found in [Electronic Item 4.2](#).

1:55 – 2:05

5. **Heavy-Duty Diesel Inspection and Maintenance Pilot Phase 2**

Action Possible Action Information Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will present results of the recently completed Heavy-Duty Diesel Inspection and Maintenance (I/M) Pilot Phase 2.

Background: Heavy-duty diesel vehicles contribute approximately 48 percent of on-road emissions in the Dallas-Fort Worth (DFW) region; yet they are excluded from the State's I/M Program. To evaluate the feasibility of incorporating diesel vehicles into the I/M Program, the North Central Texas Council of Governments partnered with the Texas Department of Transportation, Texas A&M Transportation Institute, and the University of Denver to implement a pilot program to evaluate an emissions testing system called the On-Road Heavy-Duty Measurement System. In October 2016, over 900 heavy-duty vehicles were tested to characterize nitrogen oxides emissions. The system proved to produce reliable emissions data for potential applications. More details are provided in [Electronic Item 5](#).

2:05 – 2:15

6. **Regional Transportation Council Transit Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Karina Maldonado, NCTCOG

Item Summary: Staff will present a summary of draft recommendations for projects submitted through the Regional Transportation Council (RTC) Transit Call for Projects.

Background: On February 27, 2017, the RTC issued a Call for Projects to competitively award Federal Transit Administration funding for two programs: the Enhanced Mobility of Seniors and Individuals with Disabilities Program (§5310) and Job

Access/Reverse Commute (JA/RC) projects through the Urbanized Area Formula Program (\$5307). Approximately \$6.5 million was available for award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas for projects addressing the transportation needs of low-income persons, seniors, and individuals with disabilities. Staff evaluated 15 projects requesting federal funding of approximately \$6.2 million. [Electronic Item 6](#) provides a summary of projects evaluated and draft funding recommendations.

2:15 – 2:25

7. **Aviation Update**

Action Possible Action Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Multiple efforts are ongoing within the aviation program area. Staff will brief the Committee on this year's progress to date, including special initiatives.

Background: Staff continues to work with regional stakeholders on numerous aviation-related initiatives. Primary efforts include airport funding, unmanned aircraft systems (UAS) regulations, and the North Central Texas Aviation Education Initiative. To better understand and track airport project selection and programming for Texas airports, the Air Transportation Advisory Committee (ATAC) formed the Funding Subcommittee. The Subcommittee is also working to see if more federal and State funding could be made available for aviation projects. ATAC also formed a UAS Subcommittee to monitor federal and State regulations and develop a draft regional ordinance available for local municipalities to mitigate reckless UAS operations. Outreach initiatives are ongoing to promote aviation-related education and careers to schools and other institutions. Additional information is available in [Electronic Item 7.1](#) and [Electronic Item 7.2](#).

2:25 – 2:30

8. **Blue-Green-Gray Grant Opportunities**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will outline new grant opportunities that integrate infrastructure (i.e., gray) projects that have a water (i.e., blue) and environmental (i.e., green) component.

Background: [Electronic Item 8](#) summarizes a new program that was generated out of the Irving Summit last year. The initiatives address working outside traditional silos to develop innovative projects. More information will be presented at the meeting.

2:30 – 2:40

9. **Transportation Improvement Program Quarterly Update: East/West Equity**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will report on new developments regarding east/west equity in the region and present the final equity shares for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead

for Progress in the 21st Century (MAP-21) surface transportation bills.

Background: The Regional Transportation Council (RTC) has taken a position to monitor the equity allocation of Texas Department of Transportation (TxDOT) non-formula commitments. The RTC appreciates the receipt of additional money to help the region build transportation projects and will monitor and reallocate funds when necessary to maintain similar equity levels established by the RTC during its own selection process.

In December 2015, the Fixing America's Surface Transportation (FAST) Act surface transportation bill was signed into law. In accordance with RTC policy, staff began monitoring the east/west equity under the FAST Act. As the funding from the previous surface transportation bills is no longer being allocated in the region, staff is proposing to close out the tracking of SAFETEA-LU and MAP-21, and include the final balances for those bills as line items in future tracking.

[Electronic Item 9.1](#) contains the final inventories for the TxDOT non-formula commitments under SAFETEA-LU and MAP-21. [Electronic Item 9.2](#) inventories the TxDOT non-formula commitments under the current surface transportation bill. Additional details regarding the close-out of SAFETEA-LU and MAP-21 will be provided at the meeting.

2:40 – 2:50

10. **2017 Infrastructure for Rebuilding America Grants**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program for highway and freight projects of national and regional significance.

Background: In July 2017, the United States Department of Transportation (US DOT) announced the replacement of the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program with the 2017 INFRA Grant Program for surface transportation projects that have a significant impact on the nation, a region, or a metropolitan area. [Electronic Item 10.1](#) is a copy of the notice of funding opportunity that details the \$1.75 billion discretionary grant program for Fiscal Years (FY) 2017 and 2018, as well as the application requirements. Applications are due to the US DOT by November 2, 2017.

For agencies in the region submitting projects, please be aware that you must complete the www.grants.gov registration process before submitting the application, and that this process usually takes two to four weeks to complete. [Electronic Item 10.2](#) details the most recent discretionary grant program efforts in the Dallas-Fort Worth region and the resulting funding decisions.

2:50 – 3:00

11. **CMAQ/STBG Funding: Local Bond Program Partnerships**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on the proposed partnerships with local agencies under the Local Bond Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. After receiving requests from local agencies that have upcoming bond elections or recently approved bond programs, staff is proposing an amount of funding that each entity is proposed to receive through this program. Details on those amounts and the overall funding program can be found in [Electronic Item 11](#). Additional details on the proposed projects, funding, and timing will be presented at the September Surface Transportation Technical Committee meeting for action.

3:00 – 3:15

12. **Fast Facts**

Action Possible Action Information Minutes: 15

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

1. *Jody Loza* – Ozone Season Update ([Electronic Item 12.1](#))
2. *Kristina Ronneberg* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 12.2](#))
3. *Kristina Ronneberg* – Air Quality Webinar: LED Street Light Retrofit, September 26 ([Electronic Item 12.3](#))
4. *Kristina Ronneberg* – National Drive Electric Week, September 9-16 ([Electronic Item 12.4](#))
5. *Jenny Narvaez* – Environmental Protection Agency Withdrawal of One-Year Extension for 2015 Ozone Standard Designations ([Electronic Item 12.5](#))
6. *Jenny Narvaez* – Southern Transportation and Air Quality Summit Reminder, August 29-30 ([Electronic Item 12.6](#))
7. *Jenny Narvaez* – Fiat/Chrysler Response from the Department of Justice ([Electronic Item 12.7](#))
8. *Carli Baylor* – Public Comments Report ([Electronic Item 12.8](#))
9. *Carli Baylor* – September Public Meeting Notice (Handout)
10. *Brian Wilson* – Mobility Matters (Handout)
11. *Rebekah Hernandez* – New Executive Order on Infrastructure
12. *Gabriel Ortiz* – Training for STRAVA Metro Bike/Pedestrian Data
13. *Kathryn Rush* – School Zone Safety Tips Flyer ([Electronic Item 12.9](#))
14. Written Progress Reports:
 - Local Motion ([Electronic Item 12.10](#))
 - Transportation Partners Progress Reports ([Electronic Item 12.11](#))

13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on September 22, 2017, at the North Central Texas Council of Governments.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**
July 28, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 28, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Katherine Beck, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Dave Carter, Kyle Hogue (representing Robert Cohen), Kent Collins, John Cordary Jr., Allen Harts (representing Hal Cranor), Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Phil Dupler (representing Curvie Hawkins), Thuan Huynh (representing Gary Graham), Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Tim James, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, John Romberger (representing Cesar Molina), Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, William Wiegard (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Will Barresi, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Chris Bosco, Ron Brown, John Brunk, Ken Bunkley, Michael Copeland, Brian Dell, Kevin Feldt, Brian Flood, Christie Gotti, Jill Hall, Victor Henderson, Dan Kessler, Chris Klaus, Dan Lamers, April Leger, Mark Middleton, Mindy Mize, Michael Morris, Bruce Nipp, S. Parani Palaniappan, Rob Rae, Amy Rideout, Christina Roach, Rylea Roderick, Wesley Shimek, Neil Stassman, Gerald Sturdivant, Marian Thompson, Kimberlin To, Brian Wilson, and Michael Zdansky.

1. **Approval of June 23, 2017, Minutes and Recognition of Members:** Mark Nelson requested that the June 23, 2017, meeting minutes be amended to reflect his attendance at the meeting. A motion was made to approve the June 23, 2017, meeting minutes provided in Reference Item 1 as amended. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

Michael Morris recognized Loyl Bussell for seven years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards:** Tom Bamonte presented a recommendation of awards for the Traffic Signal Data Sharing and 511DFW/Waze grant programs. A total of \$250,000 was available for each program, and evaluation criteria were previously approved by the Regional Transportation Council (RTC) and provided in Electronic Item 3.1. For the Traffic Signal Data Sharing program, funding was available for projects that make traffic signal data accessible to the developer community, auto manufacturers, and the travel navigation services that are laying the data infrastructure foundation for connected and automated vehicles. Reference Item 3.2 contained a list of the applications received and the recommended awards for this program.

Of the \$250,000 available, \$200,000 was recommended for over 1,200 traffic signals covering approximately 27 percent of signals in the region. For the 511DFW/Waze program, proposed projects are a strategic path to update the 511DFW Traveler Information System to include a data sharing portal for the region and allow for routing traffic more efficiently through communities and the region. Access through the Waze Connected Citizens Program (CCP) gives entities powerful safety and emergency response tools. Reference Item 3.3 contained a list of the applications received and the recommended awards for this program. Of the \$250,000 available, \$131,500 was recommended. With the City of Fort Worth already in the CCP, about one-third of the population of the core Dallas-Fort Worth counties will be participating in the program. A motion was made to recommend Regional Transportation Council approval of the proposed awards for the Traffic Signal Data Sharing program in Reference Item 3.2 and the 511DFW/Waze Data Sharing program in Reference Item 3.3. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Air Quality Project Funding:** Bailey Muller presented staff recommendations for three air quality funding proposals. The first proposal was to allocate funding from an existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) project to administer vehicle technology improvements that can reduce ozone precursors. Approximately \$300,000 was proposed to administer as a rebate for the purchase of public-sector zero-emission vehicles, as well as leveraging the rebates as an additional discount through the Fleets for the Future Cooperative Procurement project. A maximum \$2,500 rebate per vehicle or actual incremental cost was proposed for up to five vehicles. For additional vehicles, a minimum of \$1,000 each up to the maximum rebate amount was proposed and contingent on funding availability. Fleets must commit to use the vehicle(s) for at least four years, agree to have telematics/automated vehicle locator systems installed, and comply with federal terms and conditions. Following approval, the rebate will additionally be contingent on the reinstatement of Buy America Waivers that is currently suspended by the Federal Highway Administration. She noted staff is unaware of any vehicle that meets Buy America standards without the waiver. The second proposal was the electrified parking space project. In 2014, the North Central Texas Council of Governments (NCTCOG) was awarded \$300,000 to subgrant to Convoy Solutions (now known as Idle Air) to install 80 electrified parking spaces at four different trucking terminals across the nonattainment area. At that time, Idle Air was to cover 75 percent of the total project cost. Due to the significant fall in diesel fuel prices since the project was awarded, the 75 percent funding for Idle Air is currently not feasible. Because this is a cost effective air quality technology, staff proposed to rescope the project to approximately 40 electrified parking spaces at two trucking terminals. Funding will remain proportionate to the total cost with the Environmental Protection Agency (EPA) contributing approximately \$100,000 in funding. Staff additionally proposed that approximately \$100,000 in RTC Local funds be used to provide an extra financial incentive to mitigate the financial risk of the subgrantee. This would result in Idle Air contributing approximately \$200,000, approximately 50 percent of the project cost versus the original 75 percent. Ms. Muller noted that since the mail out, staff was recently contacted by the EPA that the proposed CMAQ funds for the project were not eligible so RTC Local funds were proposed instead. In addition, she noted that the RTC Local funding is contingent on a revenue-sharing plan with Idle Air to offset the RTC Local contribution over the five-year project life. One of two sites has been confirmed by Idle Air. The site is a beneficial location since it is in a high environmental justice zone with a high industry rate and up wind from an ozone monitor. Finally, the last proposal was related to a Diesel Emission Reduction Act (DERA) project. In July, NCTCOG submitted its DERA proposal to the EPA for Fiscal Year 2017 funding. The proposed project requested approximately \$2 million in EPA funds for NCTCOG to subgrant to local governments and private-sector

contractors to replace diesel vehicles or owned equipment. Subgrantees will provide the required match, and a portion of the EPA funds will be used for staff administration. Staff proposed up to \$25,000 in RTC Local funds as a backstop for administrative costs for this project to allow staff to begin implementation until the match is collected at the point of subgrantee reimbursement. A motion was made to recommend Regional Transportation Council approval of the proposed administration of the zero-emission vehicle rebate in conjunction with the Fleets for the Future and proposed rebate structure, the use of up to \$100,000 in RTC Local funding to facilitate the implementation of the electrified parking spaces at truck terminals, and up to \$25,000 in RTC Local funding as a backstop to facilitate staff administration of the DERA 2017 EPA proposal until the match is collected, as provided in Reference Item 4 and revised during the meeting. John Polster (M); Kristina Brevard (S). The motion passed unanimously.

5. **Funding Changes to IH 635 East and Proposition 1 Projects:** Christie Gotti presented funding adjustments for projects originally funded with Proposition 1. Through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program, the 10-Year Plan/Proposition 1 Adjustments program was identified by staff. She noted that the action proposed is the first phase of the program and is needed early for inclusion in the 2018 Unified Transportation Program (UTP) that will be proposed for approval at the August Texas Transportation Commission meeting. The second phase will be brought back later in the year and will include year-of-expenditure/total project cost updates, adjustments due to revised construction costs, and adjustments due to changes in funding allocations. As a reminder, the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Year (FY) 2015 through FY2019. In December 2016, the RTC adjusted funding for projects through the Regional 10-Year Plan due to decreased allocation of Proposition 1 funds in FY2017 and Proposition 1 funding being combined into several regular categories (Category 1, 2, 4, and 11). In addition, as projects have let or have been implemented there are cost overruns and underruns that must be adjusted. She noted approximately \$82 million in CMAQ funds from an unallocated balance are being requested for eligible expenses. The funds are primarily for a series of grade separations along US 380, with the remaining for bicycle, pedestrian, and intersection-type improvements. All projects on the list remain funded, although some of the projects will be pushed to FY2027.

Michael Morris presented funding adjustments for the IH 635 East project as a result of the Texas Legislature declining to approve a bill that would have authorized the project to be funded through a Comprehensive Development Agreement (CDA). He directed members to Reference Item 5.3, distributed at the meeting. He noted approval would be requested of the changes originally proposed in red text, as well as the additional changes in blue text. If the project can be funded as originally envisioned, the blue text changes may not be needed. Staff proposed, as an initial contingency, to reallocate existing Category 2 funds (toll-eligible) from the 10-Year Plan to IH 635 East Phase 1 (US 75 to Royal/Miller) since the CDA is no longer possible and the project is already environmentally cleared as a tolled managed lane facility. However, the intention is to fully fund and construct IH 635 from US 75 to IH 30. If the region moves forward with this contingency, which includes a significant commitment in Category 2 funds, the importance of the project to the region may be recognized by the Texas Transportation Commission. In turn, it may help the region attract additional revenues to the corridor. A map of the corridor was discussed. Prior to the RTC, staff anticipates updating the map to move the line at SH 78 further to the south. The map will indicate the phases even though the intent is to build the full project as a whole. Details of the changes to funding categories were provided in Reference Item 5.3. Staff

proposed to reallocate existing toll-eligible funding, Category 2, from the 10-Year Plan to IH 635 East Phase 1. In addition, Category 2 funds from later phases of IH 635E and four projects in Collin County were proposed to be moved to IH 635 East Phase 1. The funds from those four projects were proposed to be replaced with Category 4 and Category 12 funds from later phases of IH 635 East. The total funding in each county remains the same. He noted that IH 635 East is a candidate to receive the \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan. However, the contingency funds are not being requested for the project at this time. Mr. Morris highlighted seven possible funding solutions to fully fund the IH 635 East corridor if the project is built to US 75 to Royal/Miller Road. First, just under \$300 million is already allocated to the IH 635 East project from Royal/Miller Road to the IH 30 Interchange. Second, in Phase 1 of IH 635 East, the Texas Department of Transportation (TxDOT) and the RTC own the revenue associated with the project and revenue could be programmed for the later phases to receive 100 percent of the toll revenue from Phase 1 until fully funded. Third, there is \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan. Fourth, conversations are occurring with the Texas Transportation Commission who is reviewing uncommitted funds in the current Unified Transportation Program. In addition, the Commission will need to determine how to allocate new revenues in year 11 of the UTP. These actions may result in additional funding being available for IH 635. Fifth, there are potential proprietary agreements with private-sector partners that could be used to advance the project. Sixth, conversations are occurring with the congressional delegation with regard to the best path forward to build projects on the interstate highway system. The final potential solution is tolling the entire IH 635 East corridor. He noted these seven elements would be more clearly outlined for the RTC. Christie Gotti reviewed the action being requested at the meeting. Chad Edwards noted he believed there was an adding error on Reference Item 5.3 for the Dallas IH 35E from US 67 to IH 20 project. Ms. Gotti noted that staff would confirm the total for the project. Tim James discussed the IH 635 East/IH 30 Interchange and noted the reference items do not include the IH 30 Interchange. He added that Mesquite understands what the RTC is working to accomplish, but wants to ensure that the interchange is included in the options. Mr. Morris noted the map would be adjusted and the interchange would be included in Phase 3, but he added that the intent is to fully fund the entire project. John Polster noted Reference Item 5.3 and asked for clarification regarding the \$300 million Dallas County contingency funds. Mr. Morris noted that the \$300 million in Dallas County contingency funds were not being used at this time. Mr. Polster also noted the superscript #4 for IH 35E. Staff clarified that the superscript should be removed. Mr. Polster also discussed changes between the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program and the next Infrastructure for Rebuilding America (INFRA) program, and asked whether staff has discussed how the INFRA program could provide assistance for projects such as IH 635 East, IH 35E, SH 183, and others. Mr. Morris discussed correspondence transmitted to the Governor regarding potential leveraging opportunities at the federal level, specifically mentioning the INFRA program. Projects in the region that already have significant funding may be good candidates, but additional legislative support is needed. Ms. Gotti noted that staff has begun internal meetings regarding the INFRA program and will be presenting information to the Committee in the future. Mr. Polster noted the out year of 2027 for US 380 from US 377 to the Denton County line and asked how funding will be addressed. Ms. Gotti noted that staff anticipated going through this process many times. There is a gap in knowledge regarding revenues for later than 2018. Staff will continue to bring back iterations specifically to address projects that are ready to let. Clarence Daugherty discussed Reference Item 5.1 and asked if the use of CMAQ funds brings a local match requirement. Ms. Gotti noted the projects were on system

and would bring a state match. In addition, Mr. Daugherty also discussed the transfer of funds to IH 635 East and Collin County. Mr. Morris clarified that Category 4 and Category 12 funds are likely the best revenue sources in Collin County. Category 2 funds are more appropriate for IH 635 East, especially if the project requires tolling to IH 30. The switching out of funds will be routine as staff works to fund projects without CDA authority. Mr. Morris added that total funding in each county remains the same. Ms. Gotti also noted that any additional funding would come through other mechanisms as discussed in the seven potential solutions to fund later phases of the IH 635 East project. Mo Bur mentioned a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan could provide an opportunity for additional funding for the corridor. Mr. Morris noted the TIFIA loan is included in the efforts to work with the private sector. A motion was made to recommend Regional Transportation Council approval of funding changes to the affected Proposition 1 projects as summarized in Reference Item 5.1, funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 5.2 and Reference Item 5.3 (distributed at the meeting) with the stipulation that the comments and funding for the IH 30 Interchange be included in the map and/or project listing provided to the Regional Transportation Council for approval. The action also instructed staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Tim James (M); John Polster (S). The motion passed unanimously.

6. **Clean Air Action Day Results:** Mindy Mize presented results of the participation for Clean Air Action Day, a program of Air North Texas that strives to encourage residents of North Texas to make clean air choices. On this year's Clean Air Action Day, June 23, over 1,100 North Texans made air quality commitments. The top commitments were taking lunch to work, vehicle maintenance, buying locally, driving efficiently, and combining trips. Approximately 420 participants were employees at Surface Transportation Technical Committee (STTC) member organizations. Member efforts included STTC member remote participation in the June 23 STTC meeting, as well as efforts by employees from the Cities of Plano, Denton, and Grand Prairie. The Clean Air Action Day STTC Challenge winner, City of Dallas, was recognized. The City of Dallas held a large event on June 23 that featured the Asthma Chasers Mobile Clinic, videos to showcase how citizens can commit to clean air actions and register online, social media campaigns, and a large-scale Clean Air Action Day challenge among various city departments. Members interested in becoming Air North Texas partners were encouraged to contact staff.

7. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Transportation Alternatives Program funds apportioned in Fiscal Year (FY) 2014. As a reminder, federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Therefore, any federal funds apportioned in FY2014 are set to lapse at the end of FY2017. Staff has reviewed projects that have not obligated and applied a risk assessment for each project. At the time of the mail out, only \$3.6 million of the FY2014 funding had been obligated. Details were provided in Electronic Item 7. Since that time, all \$8.2 million of FY2017 funds have obligated and are no longer at risk. Four projects, instead of the original six noted, are on schedule to obligate prior to the end of FY2017. Mr. Bunkley noted that all FY2013 and FY2014 has been obligated, with an additional \$700,000 obligated. With the anticipated obligation of an additional \$2.2 million, a total of \$2.9 million in obligations will help to satisfy the FY2015 apportionment obligations. Staff continues to coordinate with the Texas Department of Transportation and local agencies to identify project status for projects programmed in

FY2018. Members were encouraged to coordinate within their cities/agencies to ensure that their project(s) are advancing as expeditiously as possible.

8. **Joint Land Use Study Project:** Dan Kessler presented an update on the Regional Joint Land Use Study (JLUS) being conducted for four military installations and surrounding communities in North Texas, as well as transportation projects underway around the Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB). He noted that on August 2 at 1:00 pm, staff will present the final recommendations from the project. A JLUS, funded by the United States Department of Defense Office of Economic Adjustment, identifies and recommends strategies to address land-use issues that may limit a military installation's ability to operate. This is important to the North Central Texas region because of the significant direct and indirect economic impact of military installations in the region. The history of the military installations in the region, as well as past land-use studies were highlighted. The four installations included in the current JLUS are Fort Wolters in Mineral Wells, NAS Fort Worth JRB, Camp Maxey in Paris, and Redman Taylor Army Heliport in Dallas. Draft recommendations have been developed for each installation, as well as a regional list of priorities, provided in Electronic Item 8. Over 1350 strategies have been identified as immediate, mid-term, or low-term priorities. Transportation needs identified following a series of previous studies around NAS Fort Worth JRB were also highlighted. Projects to improve base access include reconstruction of Meandering Road. Area road improvements include SH 199, SH 183, and the SH 183/IH 30 Interchange. These total approximately \$650 million in transportation improvements in this portion of the region.
9. **DFW Connector Pilot Program Update:** Ken Kirkpatrick briefed the Committee on the initiation of additional marketing activities in the DFW Connector corridor. As a reminder, in 2014 the Texas Department of Transportation (TxDOT) requested that the Regional Transportation Council (RTC) pay half of the collection risk annually for the IH 35W project. At that time, the RTC instead proposed a pilot study in managed lanes where the public sector owns the revenue to test strategies that could later be applied in the IH 35W corridor to reduce TxDOT's collection risk. The DFW Connector corridor was chosen. The purpose of the pilot program was to test ideas to increase TollTag usage, apply lessons learned in the IH 35W corridor to help reduce the collection risk to TxDOT. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain TollTags. The Texas Transportation Commission approved a gradual increase of the surcharge of up to 90 percent. In January 2015, the project went to dynamic pricing with a split of 68 percent TollTag usage/32 percent pay-by-mail, and as of June 2017 the split was 75 percent TollTag usage/25 percent pay-my-mail, which was still a substantial risk. The RTC then approved a second phase of the pilot for additional marketing and outreach activities to increase TollTag usage.

Mindy Mize noted that last summer, staff presented four marketing efforts proposed for the pilot program: 1) TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, and 4) TollTag sales at inspection stations and/or car dealerships in targeted areas. Staff anticipates beginning the marketing efforts in partnership with the North Texas Tollway Authority (NTTA) prior to the August RTC meeting. Each effort will run separately with a break between the marketing efforts to allow staff to review data and determine the effectiveness of the effort. Marketing efforts will begin with TollPerks. TollPerks will be targeted to potential users of the DFW Connector for new TollTag customers. NTTA will advertise through digital media and paid social media ads, and NCTCOG and NTTA will both use social media messaging. As an incentive, new TollTag customers will be provided 2,000 TollPerk points. The campaign will run for

approximately 30 days. The second effort will include various prize giveaways and will be targeted to ZipCash users of the DFW Connector corridor who would be new TollTag customers. Similar advertising and social media messaging will be used, and the campaign is also anticipated to run for approximately 30 days. The third effort is to offer preloaded TollTags to high-use ZipCash customers in average to low income zip codes using the DFW Connector. New customers will be offered a \$20 credit and must make an initial payment on their new TollTag to receive the credit. Communication for this effort will be by direct mail piece and inserts in ZipCash bills. All TollTags issued for these efforts must be tied to a credit card/bank account. Staff efforts are continuing related to the sale of TollTags at inspection stations and car dealerships. Next, staffs will be working to finalize creative messaging for the DFW Connector Pilot Program, as well as developing performance metrics and tracking. John Polster asked if the surcharge for pay-by-mail customers remains the same regardless of the dynamic price of the vehicle and if staff expects to raise the surcharge in the future. Mr. Kirkpatrick noted that the percentage remains the same for all pay-by-mail users. In addition, staff will test the marketing efforts prior to discussing an increase of the surcharge above 90 percent.

10. **Volkswagen Settlement Update:** Chris Klaus provided an update on the status of initiatives established as a result of the Volkswagen Clean Air Act civil settlements. To date, Volkswagen Clean Air Act civil settlements have resulted in \$14.7 billion and was broken into several components; \$10 billion for vehicle buyback and modification, \$2 billion for the Zero-Emission Vehicle Investment to be managed by Electrify America, and \$2.7 for the Environmental Mitigation Trust. Of the \$2.7 billion for the Environmental Mitigation Trust, approximately \$209 million is available for the State of Texas. Related to the Zero-Emission Vehicle Investment, Electrify America has planned for cycles of \$300 million allotments. Most of the money will be used for charging infrastructure installation. Although the North Central Texas Council of Governments (NCTCOG) was not successful in becoming a community charging area, IH 30, IH 20, and IH 35 have been named as long distance highway networks that may include future charging infrastructure. Approximately \$25 million will be used for public education initiatives and another \$25 million reserved for administrative costs. Related to the Volkswagen mitigation trust, a trustee was appointed in March 2017. However, many of the efforts will not move forward until the trustee effective date. Previously submitted RTC comments regarding mitigation actions were forwarded to the Governor's office. The correspondence was provided in Electronic Item 10.1. He noted the settlement also identified many categories that are eligible mitigation actions, provided in Electronic Item 10.2. Approximately \$63 million of investments in North Central Texas is anticipated to be available for local governments and private companies to modernize fleets and integrate new technologies. Many local area representatives met with the Governor's Office in a workshop and provided feedback on various mitigation actions such as the types of projects to fund, administration of the funds, geographic distribution of the funds, and the structure to approve funding requests. Discussion also occurred on leveraging economies of scale through bulk purchases in order that funds can be most impactful. Information is available at www.nctcog.org/airquality. Additional updates will be provided to members in the future.
11. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Process and Scoring Criteria:** Marian Thompson presented the recommended eligible project categories, process, scoring criteria, and schedule for the proposed Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. The RTSRP is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. The Minor

Improvement Program is a new program intended to increase the capacity of the existing roadway by implementing low-cost operational improvements that will enhance mobility and improve air quality. Projects in the 10-county North Central Texas Council of Governments (NCTCOG) air quality nonattainment area are eligible for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Proposed project eligibility for the RTSRP Call for Projects requires that 80 percent of the traffic signals have not been retimed since 2013, 80 percent of traffic signals must be located along a route of significance, eight or more consecutive traffic signals must be proposed, no construction is planned within two years, interlocal agreements are executed with NCTCOG, cost overruns are the submitting agency's responsibility, and staff time is not eligible. A total of \$2 million is available for FY2018. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ration and air quality, and also includes communication, environmental justice distribution, multi-modal operations, multi-jurisdictional corridor, and providing traffic signal data to the cloud. Proposed project eligibility for the Minor Improvement Program Call for Projects requires a 20 percent local match, projects are along a route of significance, no construction is planned for two years, project funding requested is not to exceed \$50,000, projects are low-cost improvements, interlocal agreements must be executed with NCTCOG, cost overruns are the submitting agency's responsibility, and staff time is not eligible. A total of \$2.9 million is available for FY2018. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ratio, air quality benefit and also includes recommended improvements, additional local match, and environmental justice distribution. For both Call for Projects, a 20 percent minimum local match in cash is required. The proposed schedule for the Call for Projects was reviewed. Approval of selection criteria is anticipated by STTC in August and the RTC in September. Following approval, the Call for Projects will open September 15 with proposals due in October 13, 2017. Public meetings will be scheduled in the October/November timeframe. Final action on the proposed project selection is anticipated in December 2017. John Polster requested that a copy of the presentation be emailed to members. He asked if entities will be required to provide evidence of local match commitment. Ms. Thompson noted that documentation of the local match is not required. Applicants can indicate local match availability and the local match payment will be required when the interlocal agreement is executed. Members were encouraged to provide feedback on the timeline and requirements of the Call for Projects. Lloyd Neal asked the format for project submittals. Ms. Thompson noted that a minimum format is proposed, and staff anticipates that the RTSRP Call for Projects will be similar to past phases.

12. **Texas Transportation Innovation Activities:** Tom Bamonte provided a briefing on recent Texas transportation innovation activities. He highlighted the Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) grants program for large scale installation/operation of advanced transportation technologies. The first two years of the grant program have passed, and the Fiscal Year (FY) 2018 program will be in the spring. Up to \$12 million is available for innovative transportation technologies and entities were encouraged to consider qualifying projects for submittal. The North Central Texas region was responsible for three of the five Texas applications submitted for FY 2017: 1) micro on-demand rideshare system in Arlington, 2) North Central Texas regional smart transportation system in Dallas, and 3) integrated operations by Dallas Area Rapid Transit. In addition, Mr. Bamonte provided information on the Texas Innovation Alliance. The group is submitting an application for a National Science Foundation 5G research platform for the next generation of wireless communication. He noted there are many transportation-related applications for this type of technology. The National Science Foundation is contributing \$400 million in funds to support the research platforms. The Texas Innovation Alliance's

application is believed to be unique; a virtualized statewide platform that will enable public and private sector developers to do research on the platform.

13. **Fast Facts:** Michael Morris highlighted presentations from the 2016 Irving Summit related to blue (water), green (parks), and gray (infrastructure). For the 2017 Irving Summit, discussions regarding initial implementation funds will continue. The goal is to create teams to propose projects that leverage opportunity, evaluate the projects, and present the projects to the Regional Transportation Council (RTC) to determine interest. Those projects would require future RTC approval.

Mr. Morris also discussed potential interest in an RTC joint communication center and meeting room located in closer proximity to a rail station. The meeting room/communication center would allow advanced technology capabilities for reaching the public, as well as allow partners to co-locate to share in room capabilities.

Mr. Morris noted that the 2017 Irving Transportation Summit will be held August 15-16, 2017.

Mr. Morris also noted that a video of students who participated in the Vital Link Program at the North Central Texas Council of Governments was provided in Electronic Item 13.1.

Tom Bamonte noted that Electronic Item 13.2 contained details about the 2017 Mayors Challenge. The deadline for the program is August 18, with \$200 million for cities over 30,000 to submit and fund innovative projects.

Chris Klaus discussed the North Central Texas Council of Governments (NCTCOG) presentation to the Dallas County Commissioners Court regarding the AirCheckTexas program. Several agencies have taken action to suspend the collection of the \$6 fee from vehicle inspections for the Low-Income Repair and Replacement Assistance Program and Local Initiatives Projects as a result of recent legislative action. A copy of the presentation was provided in Electronic Item 13.3.

Rebekah Hernandez noted a summary of approved bills from the 85th Texas Legislature was provided in Electronic Item 13.4. The summary included SB 1004, related to cellular network nodes in public rights-of-ways. The Environment and Development Department is hosting a Public Right-of-Way Roundtable on August 15. She noted registration information will be provided to members by email.

Rebekah Hernandez noted that TEXpress lane education campaign materials were now available online. Access to the various education materials was provided in Electronic Item 13.5.

Carli Baylor noted that Electronic Item 13.6 contained a summary of the June 2017 public meetings and related comments. Topics included the FY2018 and FY2019 Unified Planning Work Program, the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program, and the public transportation agency programs of projects.

Carli Baylor also noted Electronic Item 13.7 contained a notice of the August 17, 2017, public meeting that will focus on the Cotton Belt regional passenger rail line.

Kimberlin To discussed First Responder Alternative Fuel Vehicle Safety Training scheduled on August 2 and 3, 2017. The training is aimed at educating first responders on the procedures and protocol when responding to accidents involving alternative fuel vehicles. Details were provided in Electronic Item 13.8.

Jody Loza provided an ozone season update. At the time of the meeting, the region had experienced ten exceedances, but no level red days had been experienced and the region's current design value was at 78 parts per billion. Ms. Loza noted that staff was monitoring results of the fire from the previous day and noted that the Texas Commission on Environmental Quality and Environmental Protection Agency do allow for exceptional events impacting ozone monitors. Details were provided in Electronic Item 13.9.

Bailey Muller highlighted current air quality funding opportunities for vehicles. Details were available in Electronic Item 13.10. Regarding the Fleets for the Future program, she discussed efforts for the fall cooperative procurement designed to consolidate bulk orders of alternative fuel vehicles to reduce purchase costs for public fleets. The vehicles we will be focused on four different platforms: 1) propane trucks, 2) plug in hybrid trucks, 3) subcompact electric vehicles, and 4) compact plug in hybrids.

Jody Loza reminded members of the Southern Transportation and Air Quality Summit scheduled August 29-30, 2017. Details were provided in Electronic Item 13.11.

Marian Thompson discussed the 511DFW Traveler Information System. Distributed at the meeting was a survey card containing a link to a 511DFW survey. In addition, she noted a workshop on August 1, 2017, to discuss enhancements to the 511DFW program.

Rylea Roderick noted the deadline for submission of projects for the November 2017 Transportation Improvement Program/Statewide Transportation Improvement Program modification cycle was close of business the day of the meeting.

Brian Dell noted the Regional Toll Revenue invoicing module portion of the Regional and Project Tracking System (RAPTS) is now operational. Moving forward, users should provide invoicing information online at <https://rtrinternal.nctcog.org>.

Nicholas Hernandez provided information on upcoming Complete Streets Design and Implementation Workshops in September. The workshops will be facilitated by the Federal Highway Administration and will focus on design flexibility, design for non-motorized users, multimodal network connectivity, challenges between policy and implementation practices, and other topics. Details were provided in Electronic Item 13.12, including registration information.

The current Local Motion was provided in Electronic Item 13.13 and transportation partner progress reports were provided in Electronic Item 13.14.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 25, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:50 pm.



Extension of Funding for Transit Service in Collin County

Surface Transportation Technical Committee

Sarah Chadderdon, AICP
August 25, 2017

RTC Approved Funding – May 2016

Expense Item	Federal Funding Requested by DART	Existing Federal Funding Available	Geography	Source
Operating (e.g. fuel and salaries)	\$650k to \$850k	\$650k	South Collin County; McKinney Area; Rural Collin County	FTA New Freedom funding for people with disabilities and seniors
Capital (e.g. vehicles, maintenance, IT, planning)	\$3.22M	\$3.22M	South Collin County	CMAQ funding available to support service outside transit authority service areas

\$3.87M



Extend Use of Funding

In May 2016, RTC approved funding for DART to leverage a donation from Toyota, supporting transit service in Collin County through September 2017

Participating cities wish to continue existing service for up to two years (Allen, Fairview, Wylie)

Excess funds from this project will be reprogrammed through a larger transit grant cleanup effort in late 2017 and early 2018



Requested Action

Recommend Regional Transportation Council (RTC) approval of an extension for up to two years of available New Freedom Operating Assistance for transit service in Collin County



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FY18 Advertising for Transportation Initiatives

Surface Transportation Technical Committee

Mindy Mize

Transportation Marketing

August 25, 2017

Transportation Advertising Overview

Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department.

This effort allows for:

- Lower Advertising Rates**
- Increased and Broader Audience Reach**
- Increased Website Traffic**
- Greater Public Participation**
- Cross Communication for Campaigns**
- Improved Efficiencies with Media Outlets**

FY2018 Advertising for Transportation Initiatives were part of the FY2018 and FY2019 Unified Planning Work Program (UPWP) that was recently approved by the Executive Board on July 27, 2017.

Anticipated Project Funding

Purchase and Placement of Advertising for Transportation Initiatives for FY 2018					
Program Name	Funding Source	Funding Amount	Match Source	Match Amount	Total
Bike/Pedestrian Safety Program	State Farm Grant	\$25,000	N/A	N/A	\$25,000
Ozone Season Emissions Reduction Campaign	CMAQ	\$205,000	TDC*	\$51,250	\$205,000
Vehicle Technologies Program (i.e. AirCheckTexas, Idling Education, High Emitting Vehicles projects, and Alternative Fuels/Electric Vehicles)	CMAQ/EPA/DOE	\$332,500	TDC*	\$39,075	\$332,500
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$70,000	N/A	N/A	\$70,000
North Texas Aviation Education Initiative**	RTC Local	\$5,000	N/A	N/A	\$5,000
Procurement Outreach**	STP-MM	\$1,600	RTC Local	\$400	\$2,000
Congestion Management Program	STP-MM	\$200,000	TDC*	\$40,000	\$200,000
Regional Freight	STP-MM	\$67,500	TxDOT/Local	\$22,500	\$90,000
Transportation Planning	TPF	\$22,000	N/A	N/A	\$22,000
511DFW	STP-MM	\$160,000	TxDOT	\$40,000	\$200,000

*TDC in the amount of \$130,325 are being used as match but are not included in the total dollar amount.

Total of \$1,250,000 to cover advertising expenses for approval

Transportation Advertising Examples

Billboard



Publication



Online & Social Media



AirCheckTexas
Up to \$600 for emissions repairs or up to \$3500 for vehicle replacement
www.nctcog.org/airchecktexas



Radio

Transportation Advertising Examples

Transit & Display



Mobile



Proposed Schedule

Event	Anticipated Time
STTC Action on Recommended FY2018 and FY2019 UPWP	June 23, 2017
RTC Action on Recommended FY2018 and FY2019 UPWP	July 13, 2017
Executive Board Action on Recommended FY2018 and FY2019 UPWP	July 27, 2017
STTC Action on Advertising for Transportation Initiatives FY2018	August 25, 2017
RTC Action on Advertising for Transportation Initiatives FY2018	September 14, 2017
Executive Board Authorization of Advertising for Transportation Initiatives FY2018	September 28, 2017

Proposed Action

Support an RTC Recommendation to NCTCOG Executive Board to Approve New Funding up to \$1,250,000 for FY2018 Advertising for Transportation Initiatives, such as:

Bike/Pedestrian Safety Program

Ozone Season Emissions Reduction Campaign

Vehicle Technologies Program

Notifications of Opportunities for Public Input/Public Meetings

North Texas Aviation Education Initiative

Procurement Outreach

Congestion Management Program

Regional Freight

Mobility Plan

511DFW

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Benefits of Advertising Transportation Initiatives

By working with advertisers and combining bulk purchases for several of the Transportation Department advertising campaigns at once, significant savings have been gained.

For instance, four Transportation Department programs entered a bulk purchase to advertise on the NBC 5 Weather App, NBC 5 desktop and mobile websites. With this achievement, NCTCOG gained flexibility to adjust run times, change program artwork, and saw approximately 15 percent in savings throughout the year. For Ozone Season Emissions Reduction advertising in 2017, NCTCOG gained about 11 percent for Lauren Publications print advertising and about 17 percent for The Dallas Examiner print advertising. Additionally, Natural Awakenings North Texas and Dallas, provides a 50 percent added value, through featured articles, paid advertising and calendar postings about Transportation Department programs throughout the year. Mackay and Intersection transit and transit station advertising saves NCTCOG staff printing and production costs by extending advertising contracts and planning for long term campaigns. Transit advertising for Mackay and Intersection gained a savings of 17 percent and 62 percent, respectively. For the Texas Emissions Reduction Plan, regional construction newspapers provided a combined 45 percent in added value.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Due to cost savings, it has allowed NCTCOG to utilize more outlets and increase the frequency of the ads, which in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- With a media outlet, NCTCOG can get stories and ads in the same publication that were not originally scheduled; and
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

CALL FOR PROJECTS

Surface Transportation Technical Committee

Marian Thompson, P.E.

August 25, 2017



North Central Texas
Council of Governments

Presentation Overview



- **Program Overview**
- **Eligible Projects**
- **Funding**
- **Proposed Evaluation and Scoring**
- **Proposed Schedule**



Program Overview

What are
these
Programs?

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming.

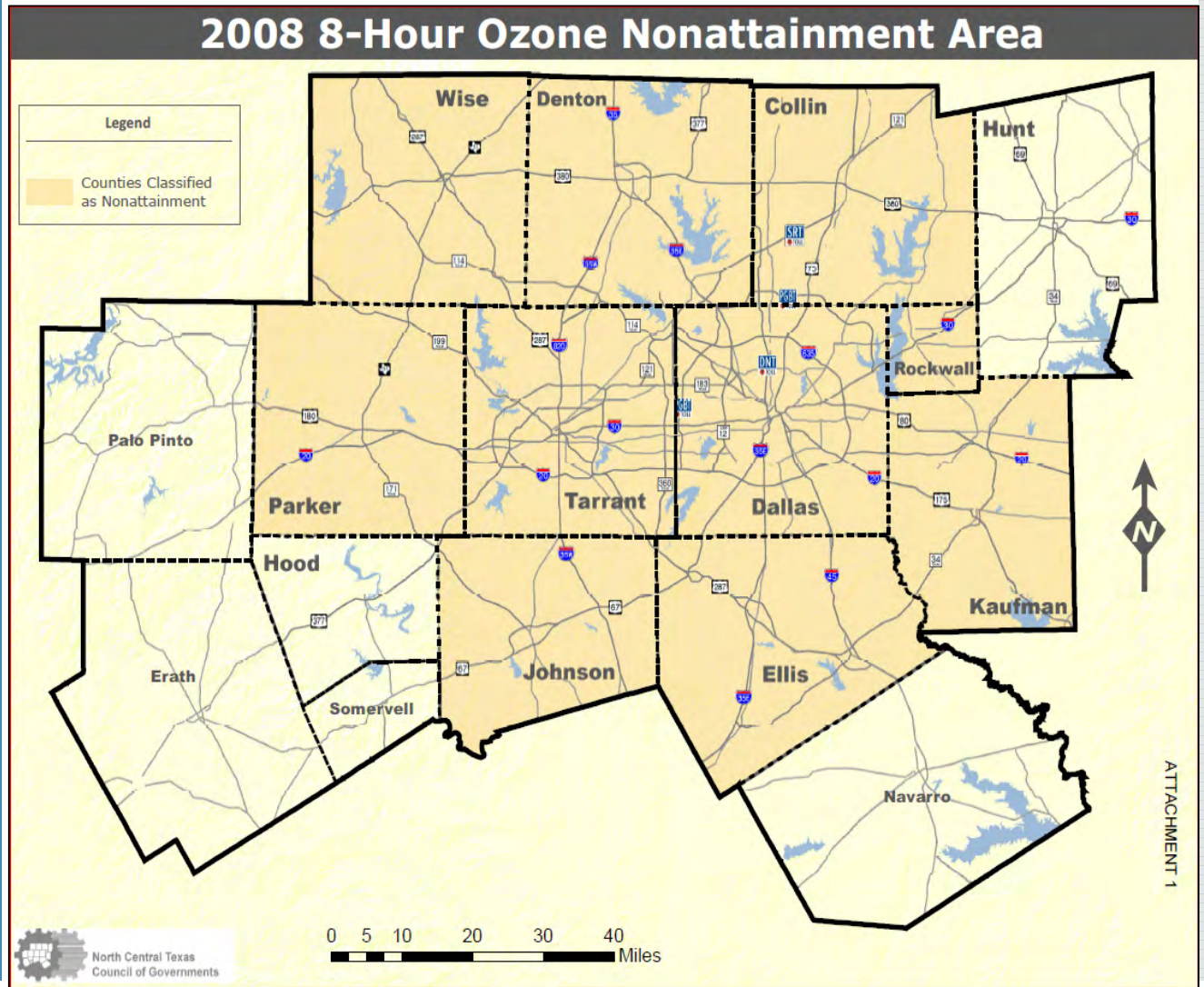
The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.



Eligibility



Eligible Project Areas Under NCTCOG's Call for Projects



Project
Eligibility
(Proposed)

2017
Call for Projects
RTSRP

- Eighty Percent of Traffic Signals have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible

Project
Eligibility

(Proposed)

2017
Call for Projects
Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed \$50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time Not Eligible

Congestion
Mitigation
Air Quality
Funding

Local Match

Regional Traffic Signal Retiming Program	Minor Improvement Program
\$2,000,000	\$2,900,000

- Twenty Percent (Minimum) Local Match
- Local Match Must be Cash



Evaluation and Scoring

Photo Credit: TxDOT

Proposed Evaluation and Scoring Criteria for RTSRP Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Communication	10	Communication technology that keeps traffic signals in sync.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.
Multi-Modal Operations	5	Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.
Multi-Jurisdictional Corridor	5	Corridors passing through more than one agency's jurisdictional boundary.
Data Cloud	5	Provide traffic signal data to the cloud.

Proposed Evaluation and Scoring Criteria for Minor Improvement Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Recommended improvements	20	Recommended improvements from previous RTSRP phases by consultants.
Additional Local Match	5	Agency willing to contribute more than twenty percent local match.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.



Schedule

Proposed Schedule

Description	Meeting	Date
Information - Corridor Selection Criteria	STTC	July 28, 2017
Information - Corridor Selection Criteria	RTC	August 10, 2017
Action - Approval of Selection Criteria	STTC	August 25, 2017
Action - Approval of Selection Criteria	RTC	September 14, 2017
NCTCOG Call for Projects		September 15, 2017
Proposals Due		October 13, 2017 5:00pm
Scoring by NCTCOG		November 15, 2017
Public Meeting		October/November 2017
Action - Projects Selected	STTC	December 1, 2017
Action - Projects Selected	RTC	December 14, 2017

Requested Action

Requested
Action of
STTC Today

Recommend Regional Transportation Council approval of:

- **Proposed Project Eligibility**
- **Funding Amounts**
- **Evaluation Scoring Criteria**
- **Project Schedule**



Questions?

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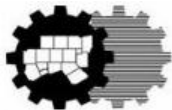
North Central Texas
Council of Governments



COTTON BELT RAIL LINE: REGIONAL PLANNING AND IMPLEMENTATION PERSPECTIVE

Public Meeting

August 17, 2017



North Central Texas
Council of Governments
Transportation Department

OVERVIEW

Mobility 2040 Plan

National Transit Investment Direction

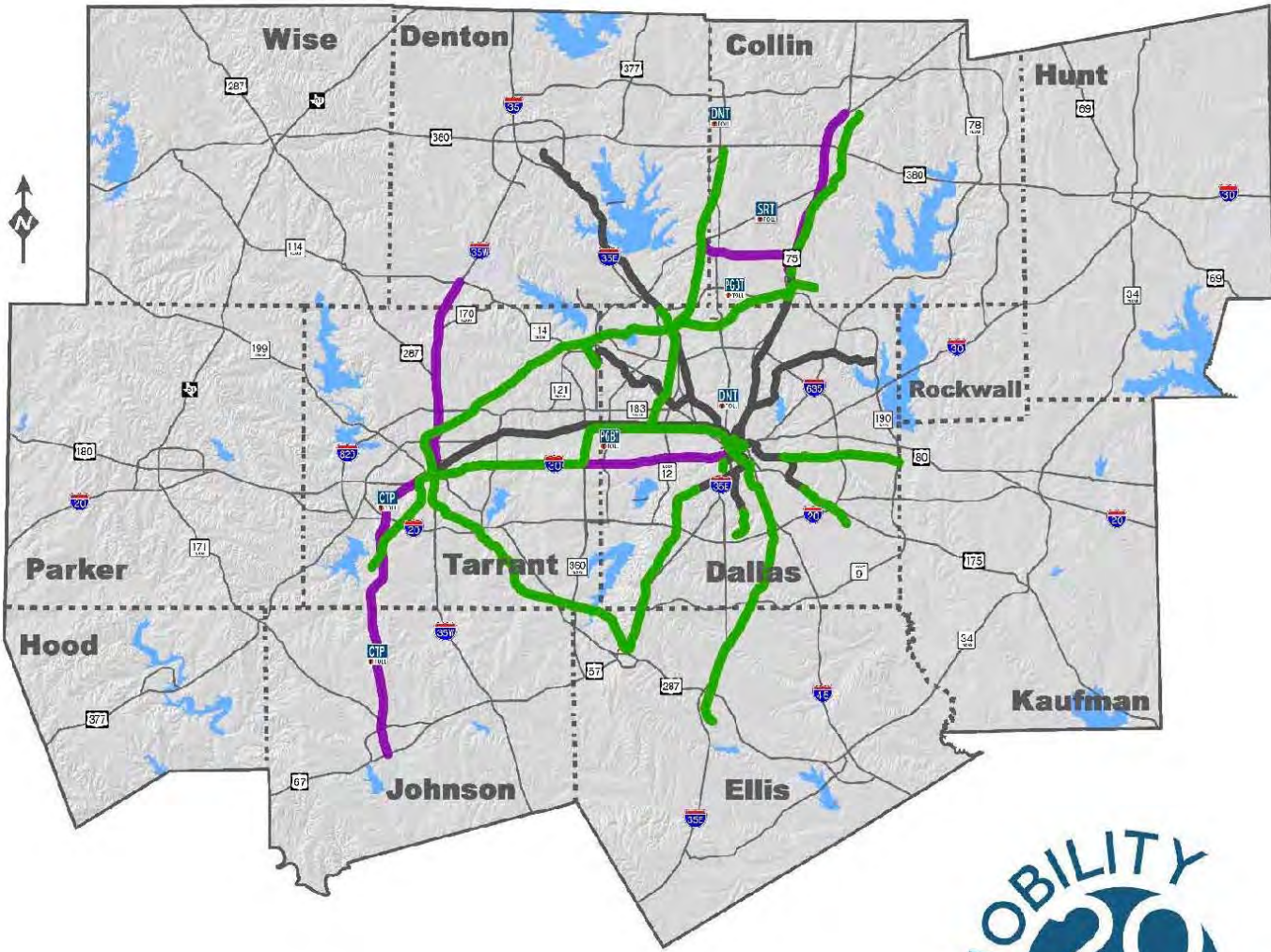
Transit Lessons Learned From Roadway Concession

Cotton Belt Planning and Implementation

Partnership Ideas

Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus
- Major Roadways



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



FEDERAL GOVERNMENT REFRAMING TRANSIT INFRASTRUCTURE INVESTMENT

Presidential budget proposal for 2018 reduced direct federal support for transit capital investments: Congress debating

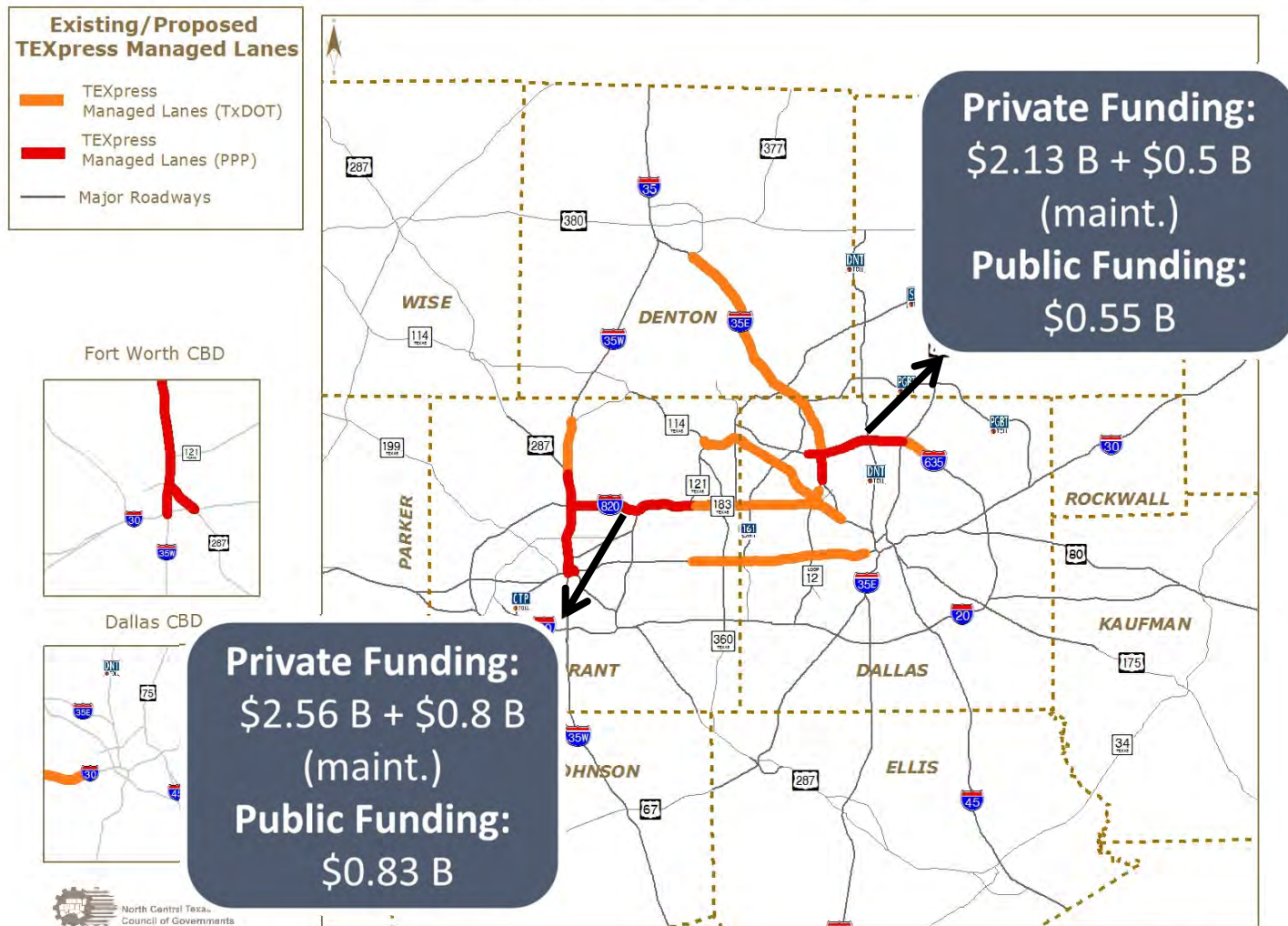
Federal dollars to be directed towards nationally transformative projects

Regions and transportation authorities responsible to determine the level and type of infrastructure investments needed for their communities without reliance on federal funding

Leverage the private sector as much as possible

LEVERAGING/INNOVATIVE FUNDING

Tolled Managed Lane Operators

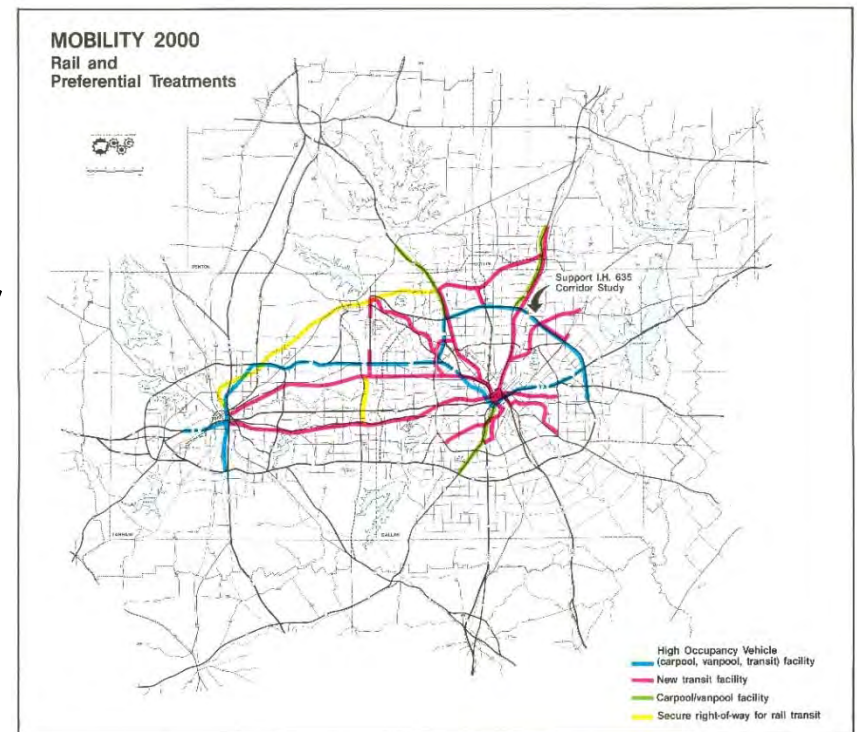


LONG-STANDING PRIORITY

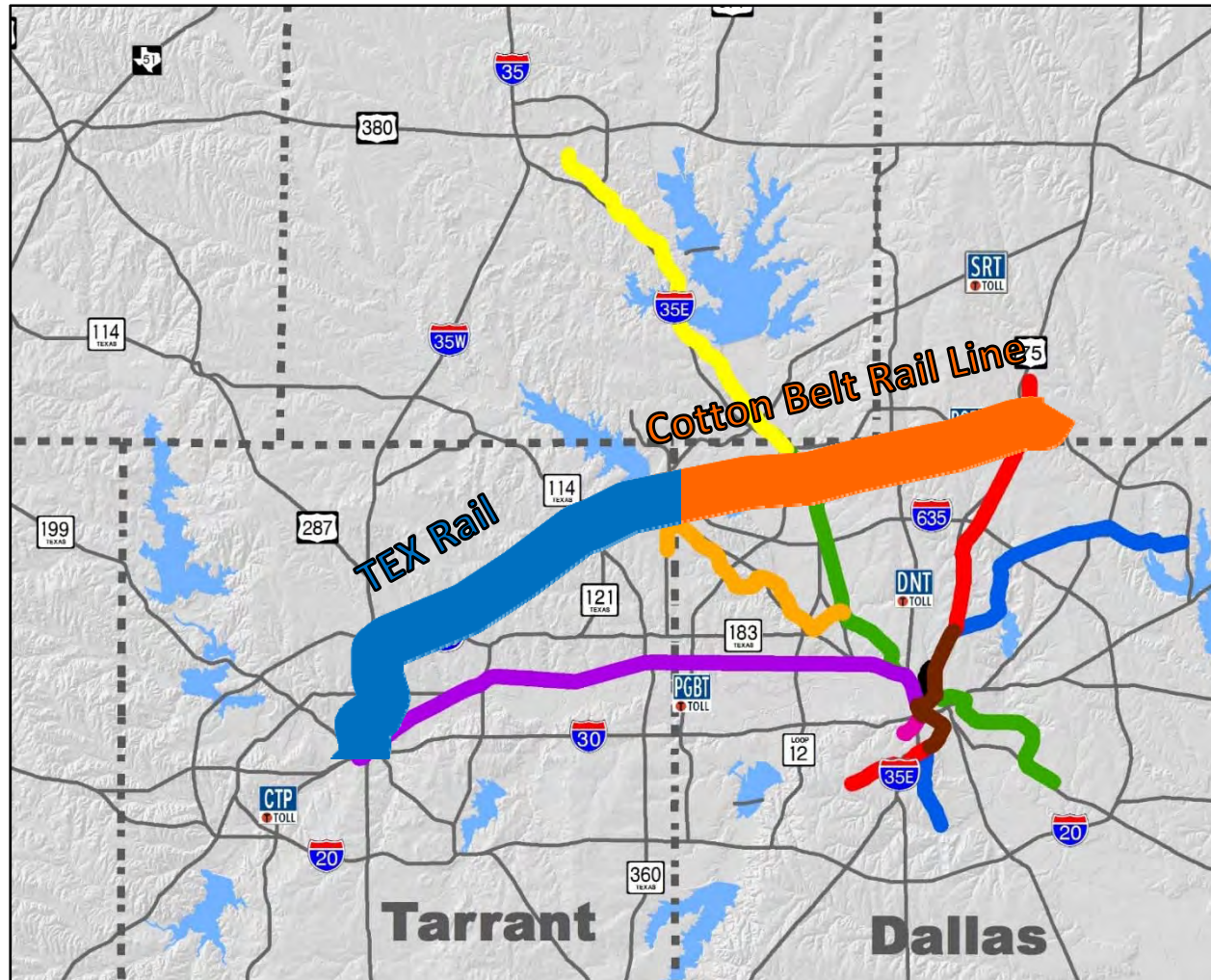
Recognized need for cross-region rail transit in the long-range plan since 1986 (Mobility 2000)

Addison is an original member of Dallas Area Rapid Transit (DART) and has been awaiting rail service since joining in 1983

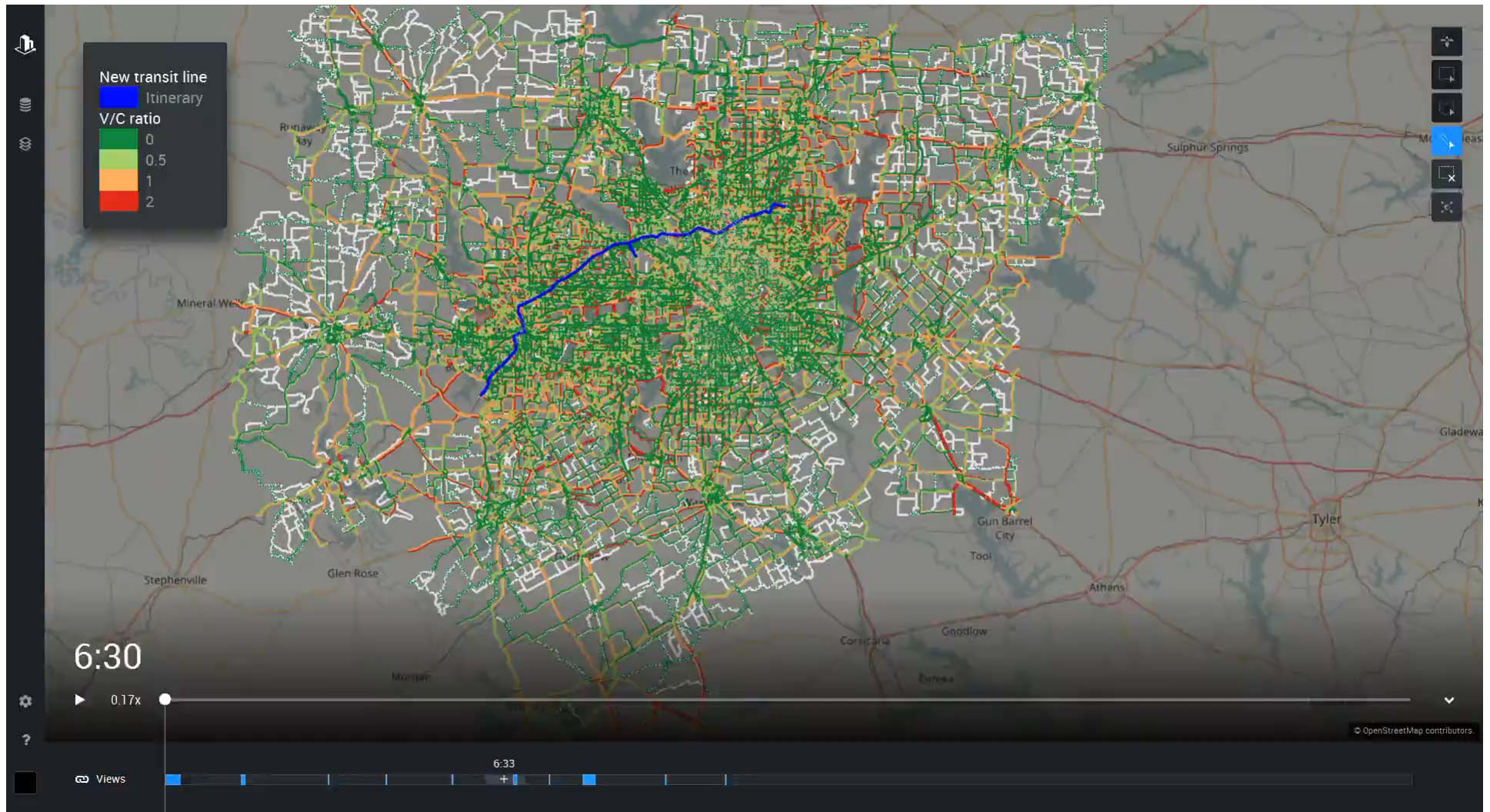
Mobility 2040 included Regional Transportation Council (RTC) Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)



WE'RE HALFWAY THERE

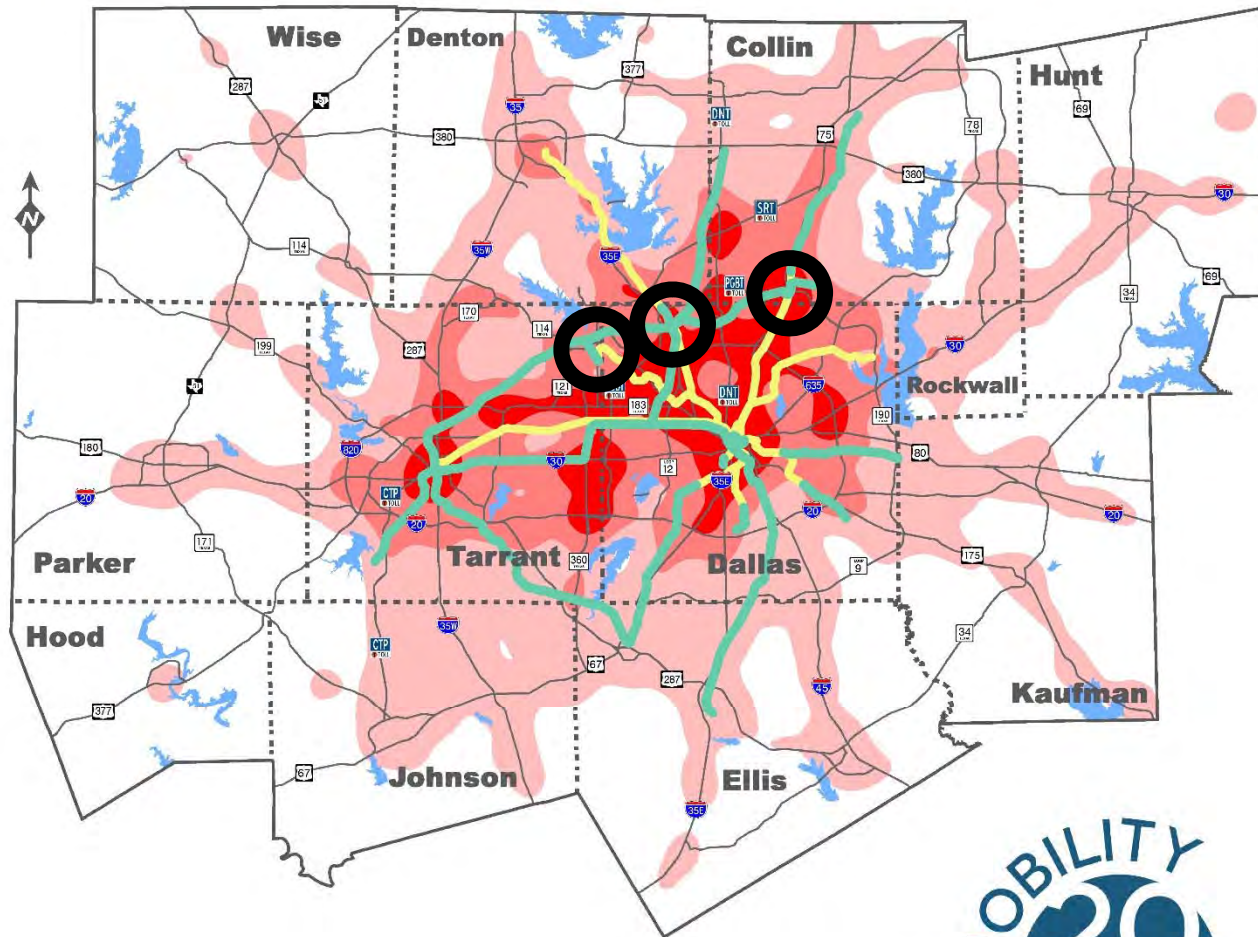


AM PEAK ROADWAY CONGESTION IN THE CORRIDOR (VIDEO)



2040 Levels of Congestion and Transit Recommendations

- No Congestion
- Light Congestion
- Moderate Congestion
- Severe Congestion
- Recommended Rail
- Existing Rail



Cost of Congestion/Delay: \$25.3 billion

Level of congestion is based on a percent increase in travel time. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



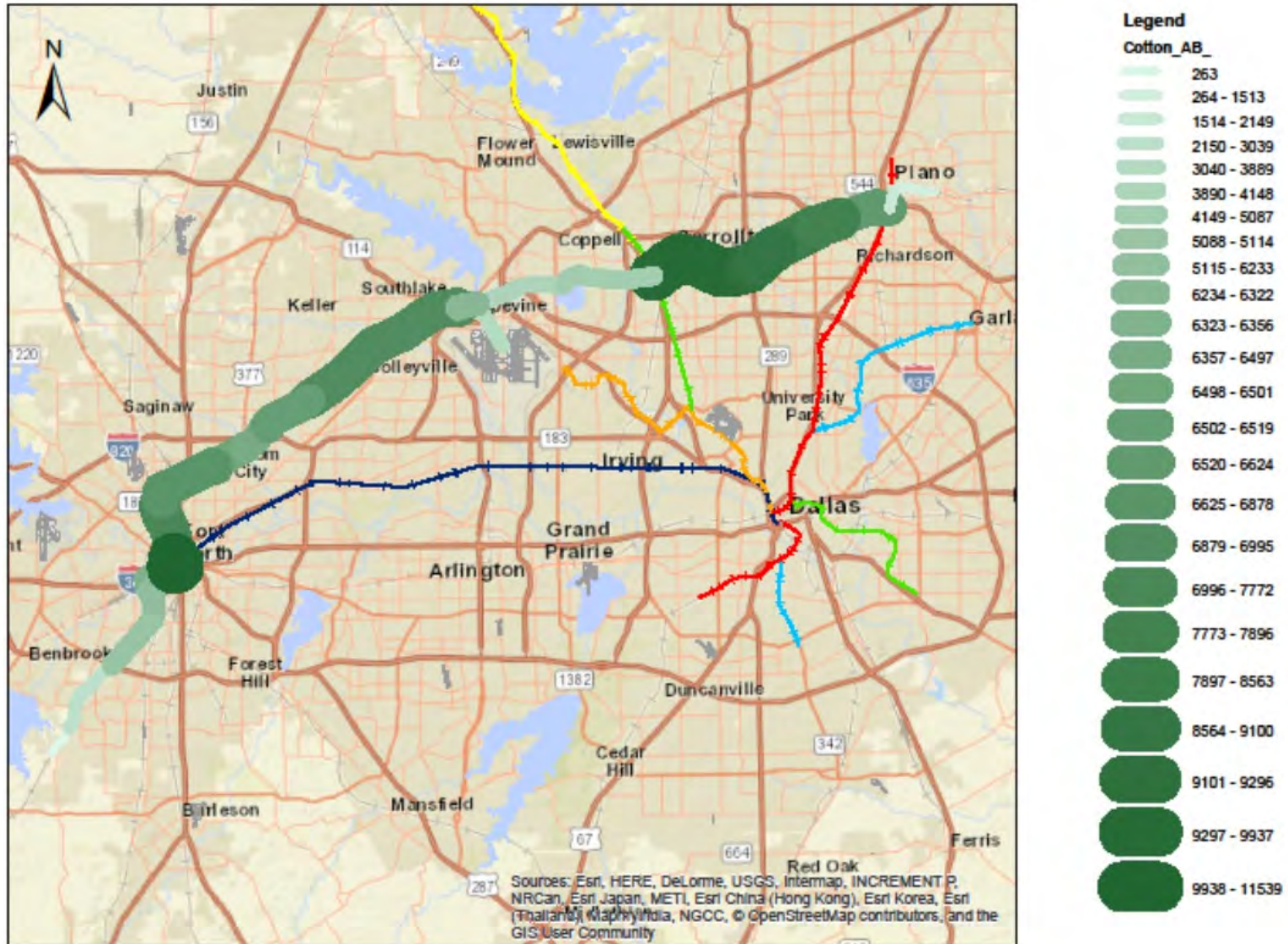
Over two-thirds of Cotton Belt riders will transfer to or from other rail lines.

IMPACT TOMORROW

- Projected 2040 ridership over 5.5 million annually (21,296 daily)
 - Busiest commuter rail in the region
- Fourth busiest rail line overall (behind DART's Red, Green, and Blue light rail lines)

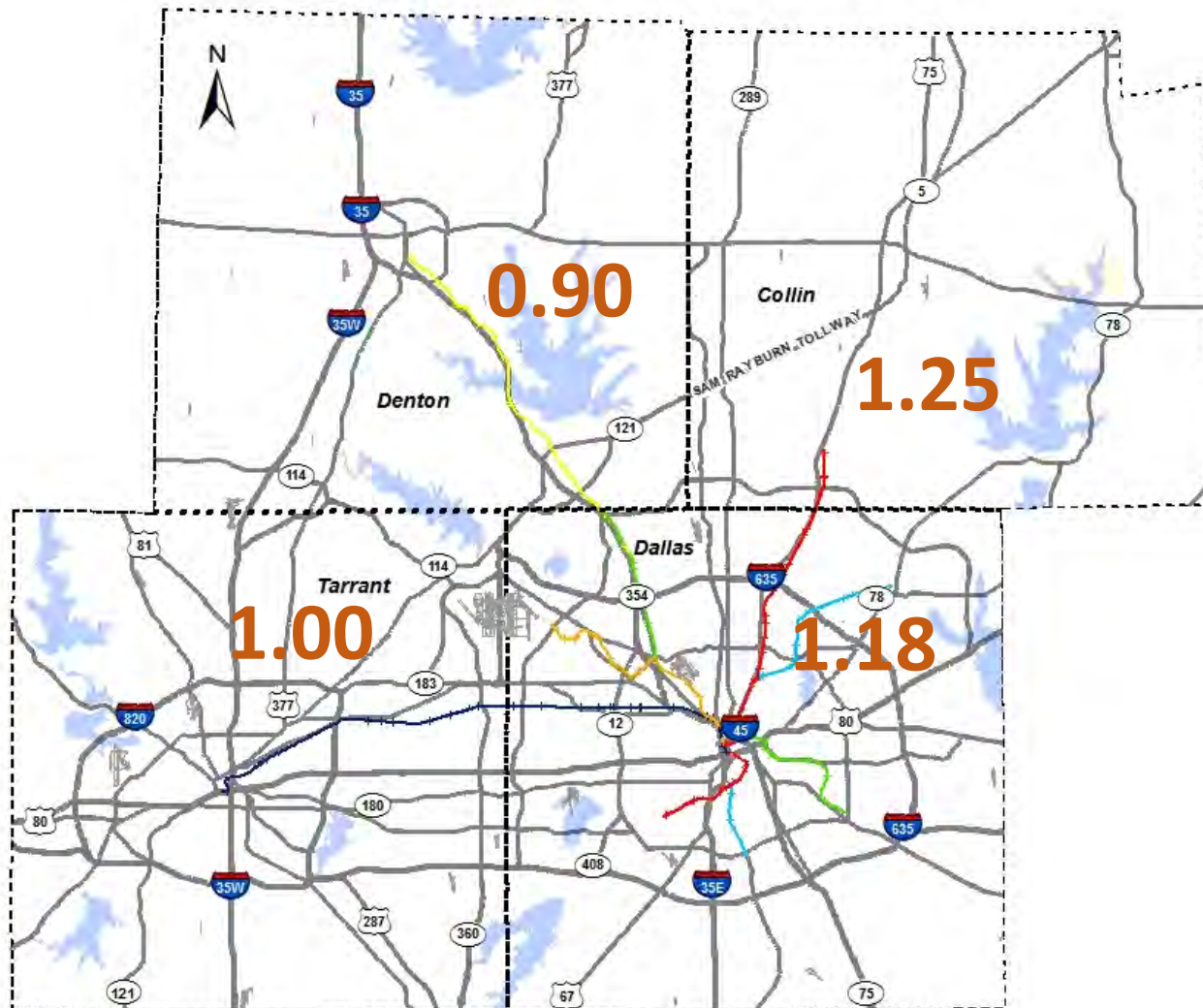


DAILY RIDERSHIP ESTIMATE



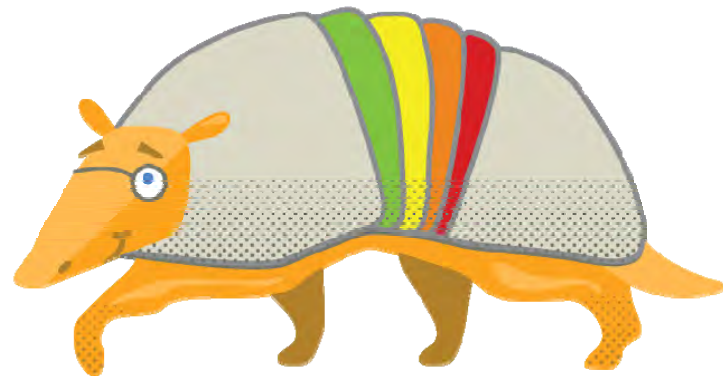
AIRPORT TRIP GENERATION IN 2040

Ratio of Airport Trips to Share of Population



AIR QUALITY BENEFITS

- NO_x emissions reduction = 79.92 lbs/day
- VOC emissions reduction = 37.47 lbs/day
- Daily Automobile VMT reduction = 113,124.35 miles



APPROVED FUNDING FOR THE COTTON BELT CORRIDOR

Project	FY	Revenue		
		Federal	Local	Total
Cotton Belt #1 (Transit Section 5307 Funds)	2018	\$3,300,000	\$825,000	\$4,125,000
Cotton Belt #2 (RTC/DART TRIP Partnership Phase 1)	2018	\$17,025,000	\$4,256,250	\$21,281,250
Cotton Belt #3 (RTC/DART TRIP Partnership Phase 2)	2021	\$19,000,000	\$4,750,000	\$23,750,000
Cotton Belt #4 (CMAQ/STBG Transit Program)	2019-2022	\$100,000,000	\$25,000,000	\$125,000,000
	Total	\$139,325,000	\$34,831,250	\$174,156,250

The majority of the funding for the Cotton Belt will be provided by DART through the issuance of \$908 million of long term debt, the nature of which may be a federal loan or conventional long term tax-exempt debt. In addition, DART has committed an additional \$20 million in current funds to the project. Other funding sources for the local share include contributions in aid of construction from local developers and the cities of Addison, Richardson, and Plano.

1

PUBLIC-PUBLIC PARTNERSHIP

2

PRIVATE-PRIVATE PARTNERSHIP

3

CAPITAL COST/OPERATING COST SYNERGY

(Huge Savings on IH 635)

4

CAPITAL COST/OPERATING COST/ RIDERSHIP SYNERGY

(Is This the Future?)

5

CAPITAL COST/OPERATING COST/ REVENUE RISK TRANSFER

6

CAPITAL COST ECONOMIES OF SCALE BETWEEN MULTIPLE PROJECTS

(Build Them Like We Fund Them)

QUESTIONS?



Mobility 2045 Survey #1

Surface Transportation Technical Committee
Arlington, TX | August 25, 2017

This survey can also be completed online (English or Spanish): www.surveymonkey.com/r/meeting2045.

1. How often do you use the following modes of transportation when you leave your home?

	Always	Frequently	Sometimes	Rarely	Never	Not Sure
Drive alone						
Carpool or vanpool (more than just yourself in the car)						
Rideshare apps or taxi service						
Bus						
Train						
Bike						
Walk						

2. Do you have any difficulty traveling to the following destinations or activities? Check all that apply.

- Work
- Medical care
- Shopping
- Recreation/Entertainment
- It is not difficult to reach my destinations.
- Other (please specify):

3. What are the reasons it's difficult to reach your day-to-day destinations? Check all that apply.

- Cost of transportation
- No car available
- Traffic congestion
- Transit is not available
- Transit takes a long time
- Lack of bicycle facilities
- Lack of sidewalks
- Nothing makes it difficult to reach my destinations.

4. Which of the following strategies do you think are important for improving transportation?

	Very important	Somewhat important	Not sure	Somewhat unimportant	Not important at all
Maintaining and operating the existing roadway system efficiently					
Reducing single-occupancy trips/increasing auto occupancy					
Supporting the use and development of transit, such as bus and rail					
Increasing the number of lanes for cars on roadways					
Increasing bicycle facilities and sidewalks					

5. How often do you use the following technologies when you travel?

	Always	Frequently	Sometimes	Rarely	Never	Not Sure
Navigation apps like Google Maps, Waze, CoPilot, or others						
Electronic messaging signs located on highways						
Real-time bus or train arrival information						
News reports on road construction or road closures						
Ridesharing apps/taxi services						

6. What is your age?
(optional)

- | | |
|-----------------------------------|--------------------------------|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 45-54 |
| <input type="checkbox"/> 18-24 | <input type="checkbox"/> 55-64 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> 75+ |

7. What is your zip code? *(optional)*

8. Do you want to stay involved in the planning process?

Please provide your email address or mailing address to receive updates about transportation plans and projects. *(optional)*



**North Central Texas
Council of Governments**

Mobility 2045 Survey

The North Central Texas Council of Governments coordinates with cities, counties and transportation partners to plan road, transit, bicycle and pedestrian transportation for North Texas. Mobility 2045 is the next long-term transportation plan that is a blueprint for the region's multimodal transportation system.

To learn more about Mobility 2045, visit www.nctcog.org/trans/mtp/2045.asp.

[Español](#)

* 1. How often do you use the following modes of transportation when you leave your home?

	Always	Frequently	Sometimes	Rarely	Never	Not sure
Drive alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool or vanpool (more than just yourself in the car)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rideshare apps or taxi service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 2. Do you have any difficulty traveling to the following destinations or activities? Check all that apply.

Work

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Surface Transportation Technical Committee

August 25, 2017



**North Central Texas
Council of Governments**

**Jason Brown
Principal Air Quality Planner**

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Background

**Approved by Regional Transportation Council and Used
Congestion Mitigation and Air Quality Improvement
Program Funding**

**Investigate a Heavy-Duty Diesel Vehicle (HDDV) Inspection
and Maintenance (I/M) Program for the Dallas-Fort Worth
(DFW) Region**

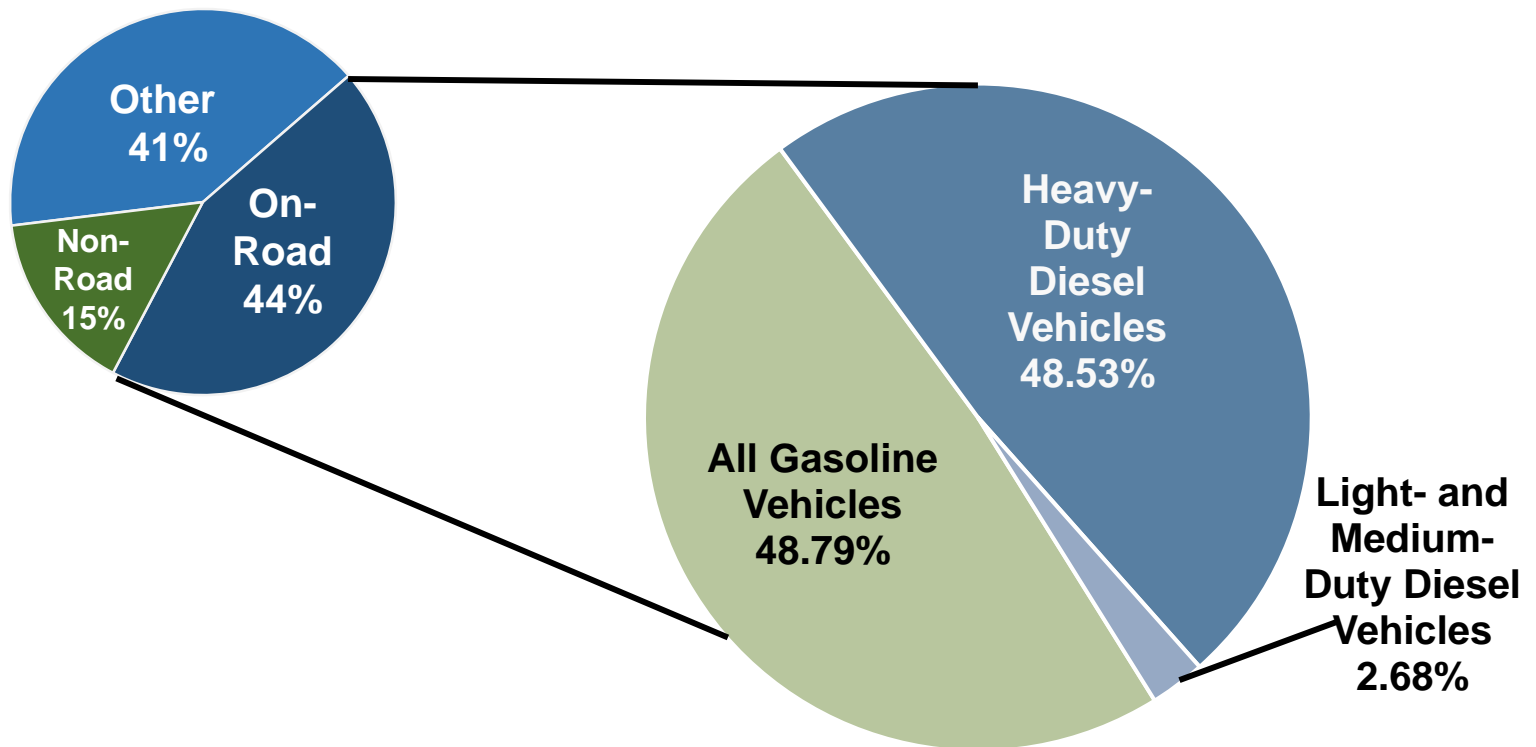
**Characterize Nitrogen Oxides (NO_x) Emissions from HDDVs
Utilizing Various Technologies**

**Assess Data, Validity, and Implications for HDDV I/M or
Screening Programs**

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Project Purpose

Currently No Emissions Testing for Diesel Vehicles in Texas



Light-Duty Vehicles \leq 8,500 lbs gross vehicle weight rating (GVWR)
Medium-Duty Vehicles = 8,501 – 14,000 lbs GVWR
Heavy-Duty Vehicles \geq 14,001 lbs GVWR

2017 On-Road NO_x Emissions Inventory
On-Road Emissions = 130.77 tons per day (tpd) NO_x
Source: Texas Commission on Environmental Quality (TCEQ)

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Partners

North Central Texas Council of Governments (NCTCOG)

Texas A&M Transportation Institute (TTI)

Texas Department of Public Safety (DPS)

Texas Department of Transportation (TxDOT)

University of Denver (DU)

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

OHMS Overview

Three Major Components:
Exhaust Collection
Vehicle Monitoring
Emissions Analysis



Photo Source: TTI

OHMS = On-Road Heavy-Duty Measurement System

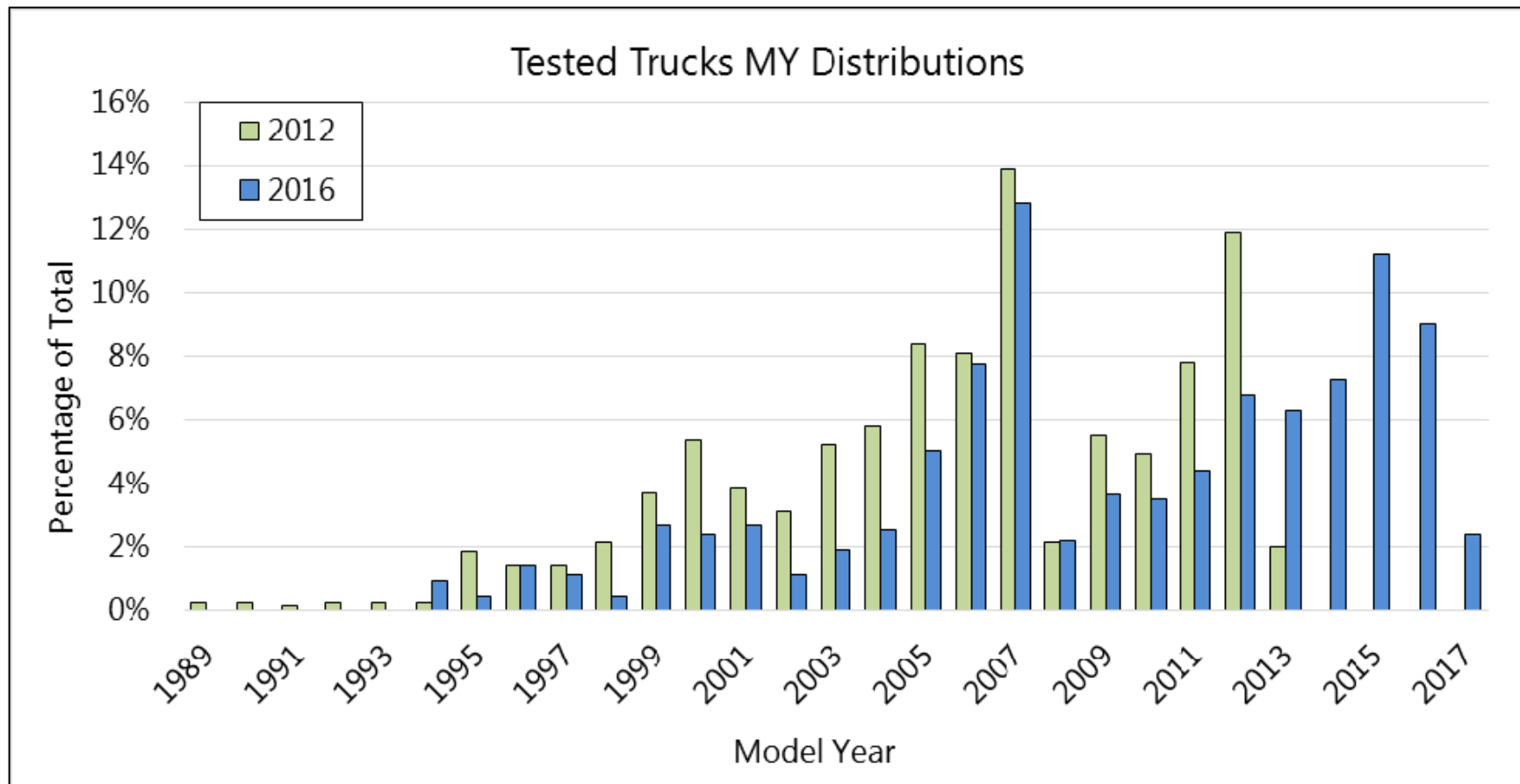
HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Field Study Results

4

Fleet Analysis:

Model Year 2007 Trucks Peaked in 2012 and 2016

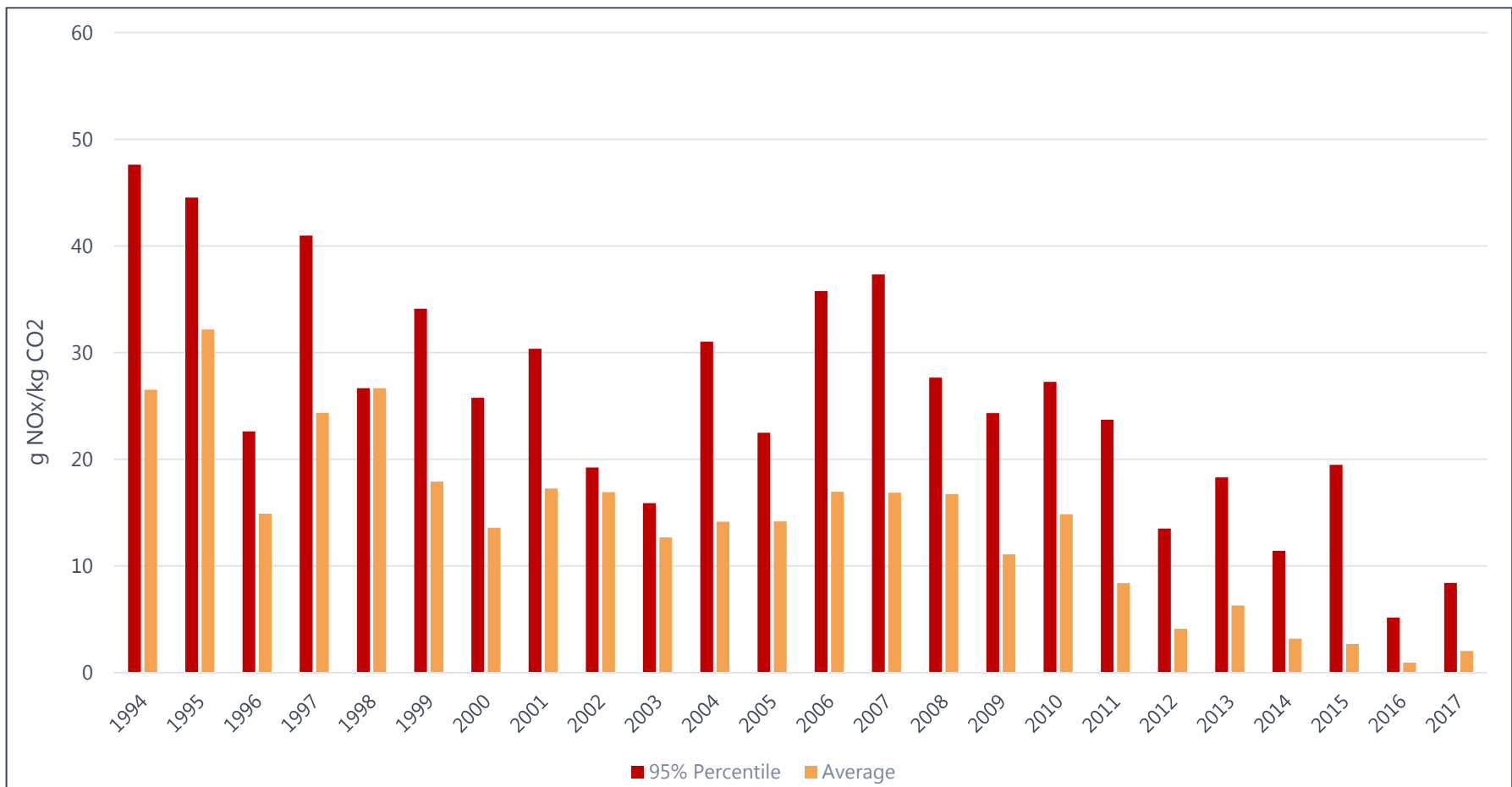


6

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Field Study Results

NOx Results by Truck Model Year



HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Potential Emissions Reductions in DFW Area

Classifying high-emitter (HE) as any truck higher than the 95th percentile within a model year (MY)

7.3% of vehicles accounted for 21% of total NO_x emissions

Potential reduction of 5.15 tons/day NO_x if HE replaced with “average” vehicle from same MY

Classifying HE as any truck higher than the 95th percentile of entire fleet

Potential reduction of up to 6.98 tons/day NO_x possible depending on how the HE is replaced

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Potential Applications

I/M Programs

Clean Screening of Vehicles

Identifying HE from a Fleet

Enforcement of Emissions Reduction Devices

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Considerations and Next Steps

Further Research:

- Low exhaust stack configurations
- Light-duty vehicles
- Truck load weights
- Truck speeds

Implementation Considerations:

- Legislative process
- Funding
- Deployment locations and enforcement

Further Discussion:

- Host stakeholder conference/workshop

FOR MORE INFORMATION

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Shannon Stevenson

Program Manager

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sstevenson@nctcog.org

www.nctcog.org/DieselIM

DALLAS - FORT WORTH - ARLINGTON URBANIZED AREA
2017 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD					NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	OTHER NCTCOG FUNDING PROGRAMS	
88.75	Dallas Area Rapid Transit (DART)	Carrollton/Rowlett Taxi Subsidy Program	Capital funds to purchase taxi vouchers for eligible residents of the cities and operating funds to administer the program	\$ 226,323	\$ 168,868	\$ 57,455	-	\$ 226,323	\$ 168,868	\$ 57,456	-		
82.30	City of Dallas	City of Dallas Senior Medical Transportation Program (SMTP)	Operating funds to expand current transportation services for the city's seniors with low to moderate incomes to include wellness trips, increase the number of trips provided per day, and make medical trips outside city limits possible.	\$ 836,368	\$ 418,184	\$ 418,184	-	\$ 836,368	\$ 418,184	\$ 418,184	-		Performance measures data must be shared with DART.
74.20	Dallas County HHS Older Adult Services Program	Dallas County HHS Older Adult Services Program	Capital funds to purchase 2 light-duty vehicles to replace aging vehicles for continued services to seniors in Dallas County.	\$ 130,000	\$ 130,000	\$ -	19,500	\$ -	\$ -	\$ -	-	2 vehicles	Recommend vehicles be provided through NCTCOG's Vehicle Lease Program.
72.80	City of DeSoto	DeSoto Elderly/Disabled Transportation Program	Capital and operating funds to launch a pilot taxi voucher card program for the city's senior and disabled citizens.	\$ 150,300	\$ 96,300	\$ 54,000	8,460	\$ 388,800	\$ 334,800	\$ 54,000	33,480		Service must be provided in partnership with an existing transit agency. Recommend increasing request to triple the number of participants served leveraging TDC for project expansion.
70.60	Fort Worth Transportation Authority (FWTA)	Access to Community - FWTA/Tarrant County Partnership	Capital and operating funds to expand service on behalf of Tarrant County Transportation Services (TCTS). The expansion adds a day of service for each member city and adds Transit 101 classes and mobility management services to the existing partnership.	\$ 597,000	\$ 327,000	\$ 270,000	11,400	\$ 597,000	\$ 327,000	\$ 270,000	11,400		
65.95	City of Lancaster	Life Center Mobility Project	Capital funds to purchase 1 light-duty vehicle to expand existing services provided to the city's seniors and individuals with disabilities.	\$ 65,000	\$ 65,000	\$ -	9,750	\$ -	\$ -	\$ -	-	1 vehicle	Recommend vehicle be provided through NCTCOG's Vehicle Lease Program.
64.10	Mid-Cities Care Corps	Expanding Transportation Services for Seniors in the Mid-Cities	Capitals funds to support expansion of work space, purchase of hardware and IT support, and provide mobility management services; and operating funds for the purpose of expanding current volunteer and staff services provided.	\$ 112,493	\$ 72,393	\$ 40,100	6,459	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability; and Coordination, Collaboration, Partnership
63.30	Fort Worth Transportation Authority	West Quadrant Fixed Route Service	Capital funds for the purchase of vehicles, mobility management services, and Transit 101 workshops.	\$ 2,495,200	\$ 2,178,700	\$ 316,500	280,080	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability
60.80	Senior Connect	KC-5310	Capital (purchase of service) funds to continue an existing service that provides in- and out-of-county medical transportation to seniors and individuals with disabilities in Kaufman, Rockwall, and Ellis counties.	\$ 252,000	\$ 233,100	\$ 18,900	42,840	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability
46.55	Happy to Help	No One Left Behind	Capital (vehicles, mobility management, preventive maintenance) and operating funds to expand existing service provided to portions of Tarrant County not served by FWTA.	\$ 1,392,920	\$ 1,149,460	\$ 243,460	156,200	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability; and Coordination, Collaboration, Partnership
				\$ 4,839,005				\$ 1,248,852					

Total Federal Funding Available	\$2,890,233
Recommended for Award	\$1,248,852
Balance to be carried forward **	\$1,641,381

URBANIZED AREA FORMULA PROGRAM - JOB ACCESS/ REVERSE COMMUTE (JA/RC) PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD					NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	OTHER NCTCOG FUNDING PROGRAMS	
85.20	Workforce Solutions of Greater Dallas	Southern Dallas - Inland Port Job Access Transportation Study	Capital funds to hire a consultant to conduct a study that identifies employee transportation needs and routes in DART's non-rail areas with the goal of solving "last mile" gaps between existing public transit routes and area employers.	\$ 210,000	\$ 210,000	\$ -	42,000	\$ 210,000	\$ 210,000	\$ -	42,000		
71.00	Workforce Solutions of Greater Dallas	Southern Dallas - Inland Port Job Access Vanpool Service	Capital funds to initiate a no cost to the employee vanpool service to transport South Dallas County citizens to/from the Inland Port employment center as part of a partnership with DART	\$ 360,090	\$ 180,045	\$ 180,045	-	\$ 360,090	\$ 180,045	\$ 180,045	-		Coordination with DART required to ensure that these vehicles are not also counted as part of the Regional Vanpool Program. DART will report service to the National Transit Database (NTD).
62.00	On the Road Lending	Mobility Alliance: Bridging Transit Gaps for Alliance Texas	Operating funds to support a pilot project that would provide "last mile" service from the existing Alliance area bus stop to employers in the area and administer a low cost vehicle financing program for low-income workers employed in the Alliance area	\$ 1,286,130	\$ 643,065	\$ 643,065	-	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Coordination, Collaboration, Partnership
				\$ 1,033,110				\$ 390,045					

Total Federal Funding Available	\$3,075,109
Recommended for Award	\$390,045
Balance to be returned to DART and FWTA***	\$2,685,064

* Transportation Development Credits (TDCs) are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** Funds will be available in a future Call for Projects.

*** The balance will be returned to Dallas Area Rapid Transit and the Fort Worth Transportation Authority .

****Project were evaluated using the following evaluation criteria:

- 1) Needs Assessment - 25 points
- 2) Implementation, Operations, Sustainability - 40 points
- 3) Coordination, Collaboration, Partnership - 20 points
- 4) Overall Strategic Value - 15 points

**DENTON - LEWISVILLE URBANIZED AREA
2017 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS**

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
92.00	Span, Inc.	Flower Mound Service for Seniors and People with Disabilities	Capital funds to support expanded demand response service.	\$ 154,883	\$ 154,883	\$ -	30,977	\$ 159,398	\$ 159,398	\$ -	31,880	Award (\$4,515) above the requested amount is the remainder of available funds after fully funding all awarded projects.
85.90	Span, Inc.	Lake Cities Transportation Services	Capital funds to support a collaborative effort between the cities of Hickory Creek, Shady Shores, Lake Dallas, and Corinth to provide demand response services to the cities' senior and mobility impaired populations.	\$ 143,100	\$ 143,100	\$ -	28,620	\$ 143,100	\$ 143,100	\$ -	28,620	
				<u>\$ 297,983</u>				<u>\$ 302,498</u>				

Total Federal Funding Available	\$302,498
Recommended for Award	\$302,498
Balance to be carried forward	\$0

URBANIZED AREA FORMULA PROGRAM - JOB ACCESS/ REVERSE COMMUTE (JA/RC) PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
n/a	No Projects Submitted			\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
				<u>\$ -</u>				<u>\$ -</u>				

Total Federal Funding Available	\$230,312
Recommended for Award	\$0
Balance to be returned to DCTA**	\$230,312

* Transportation Development Credits (TDCs) are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** The balance will be returned to Denton County Transportation Authority .

***Project were evaluated using the following evaluation criteria:

- 1) Needs Assessment - 25 points
- 2) Implementation, Operations, Sustainability - 40 points
- 3) Coordination, Collaboration, Partnership - 20 points
- 4) Overall Strategic Value - 15 points

H.B. No. 1643

1 AN ACT
2 relating to the regulation of the operation of an unmanned aircraft
3 and the prosecution of a related criminal offense.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Section 423.0045(a)(1), Government Code, is
6 amended to read as follows:

7 (1) "Critical infrastructure facility" means:

8 (A) one of the following, if completely enclosed
9 by a fence or other physical barrier that is obviously designed to
10 exclude intruders, or if clearly marked with a sign or signs that
11 are posted on the property, are reasonably likely to come to the
12 attention of intruders, and indicate that entry is forbidden:

13 (i) a petroleum or alumina refinery;

14 (ii) an electrical power generating
15 facility, substation, switching station, or electrical control
16 center;

17 (iii) a chemical, polymer, or rubber
18 manufacturing facility;

19 (iv) a water intake structure, water
20 treatment facility, wastewater treatment plant, or pump station;

21 (v) a natural gas compressor station;

22 (vi) a liquid natural gas terminal or
23 storage facility;

24 (vii) a telecommunications central

1 switching office or any structure used as part of a system to
2 provide wired or wireless telecommunications services;

3 (viii) a port, railroad switching yard,
4 trucking terminal, or other freight transportation facility;

5 (ix) a gas processing plant, including a
6 plant used in the processing, treatment, or fractionation of
7 natural gas;

8 (x) a transmission facility used by a
9 federally licensed radio or television station;

10 (xi) a steelmaking facility that uses an
11 electric arc furnace to make steel; ~~[or]~~

12 (xii) a dam that is classified as a high
13 hazard by the Texas Commission on Environmental Quality; or

14 (xiii) a concentrated animal feeding
15 operation, as defined by Section 26.048, Water Code; or

16 (B) if enclosed by a fence or other physical
17 barrier obviously designed to exclude intruders:

18 (i) any portion of an aboveground oil, gas,
19 or chemical pipeline;

20 (ii) an oil or gas drilling site;

21 (iii) a group of tanks used to store crude
22 oil, such as a tank battery;

23 (iv) an oil, gas, or chemical production
24 facility;

25 (v) an oil or gas wellhead; or

26 (vi) any oil and gas facility that has an
27 active flare ~~[that is enclosed by a fence or other physical barrier~~

1 ~~that is obviously designed to exclude intruders].~~

2 SECTION 2. Section 423.0045(c), Government Code, is amended
3 to read as follows:

4 (c) This section does not apply to conduct described by
5 Subsection (b) that is committed by:

6 (1) the federal government, the state, or a
7 governmental entity;

8 (2) a person under contract with or otherwise acting
9 under the direction or on behalf of the federal government, the
10 state, or a governmental entity;

11 (3) a law enforcement agency;

12 (4) a person under contract with or otherwise acting
13 under the direction or on behalf of a law enforcement agency;

14 (5) an owner or operator of the critical
15 infrastructure facility;

16 (6) a person under contract with or otherwise acting
17 under the direction or on behalf of an owner or operator of the
18 critical infrastructure facility;

19 (7) a person who has the prior written consent of the
20 owner or operator of the critical infrastructure facility;

21 (8) the owner or occupant of the property on which the
22 critical infrastructure facility is located or a person who has the
23 prior written consent of the owner or occupant of that property; or

24 (9) an operator of an unmanned aircraft that is being
25 used for a commercial purpose, if the operation is conducted in
26 compliance with:

27 (A) each applicable Federal Aviation

1 Administration rule, restriction, or exemption; and

2 (B) all required Federal Aviation Administration
3 authorizations [~~operator is authorized by the Federal Aviation~~
4 ~~Administration to conduct operations over that airspace~~].

5 SECTION 3. Chapter 423, Government Code, is amended by
6 adding Section 423.009 to read as follows:

7 Sec. 423.009. REGULATION OF UNMANNED AIRCRAFT BY POLITICAL
8 SUBDIVISION. (a) In this section:

9 (1) "Political subdivision" includes a county, a joint
10 board created under Section 22.074, Transportation Code, and a
11 municipality.

12 (2) "Special event" means a festival, celebration, or
13 other gathering that:

14 (A) involves:

15 (i) the reservation and temporary use of
16 all or a portion of a public park, road, or other property of a
17 political subdivision; and

18 (ii) entertainment, the sale of
19 merchandise, food, or beverages, or mass participation in a sports
20 event; and

21 (B) requires a significant use or coordination of
22 a political subdivision's services.

23 (b) Except as provided by Subsection (c), a political
24 subdivision may not adopt or enforce any ordinance, order, or other
25 similar measure regarding the operation of an unmanned aircraft.

26 (c) A political subdivision may adopt and enforce an
27 ordinance, order, or other similar measure regarding:

1 (1) the use of an unmanned aircraft during a special
2 event;

3 (2) the political subdivision's use of an unmanned
4 aircraft; or

5 (3) the use of an unmanned aircraft near a facility or
6 infrastructure owned by the political subdivision, if the political
7 subdivision:

8 (A) applies for and receives authorization from
9 the Federal Aviation Administration to adopt the regulation; and

10 (B) after providing reasonable notice, holds a
11 public hearing on the political subdivision's intent to apply for
12 the authorization.

13 (d) An ordinance, order, or other similar measure that
14 violates Subsection (b) is void and unenforceable.

15 SECTION 4. Section 423.0045, Government Code, as amended by
16 this Act, applies only to an offense committed on or after the
17 effective date of this Act. An offense committed before the
18 effective date of this Act is governed by the law in effect on the
19 date the offense was committed, and the former law is continued in
20 effect for that purpose. For purposes of this section, an offense
21 was committed before the effective date of this Act if any element
22 of the offense occurred before that date.

23 SECTION 5. This Act takes effect September 1, 2017.

H.B. No. 1643

President of the Senate

Speaker of the House

I certify that H.B. No. 1643 was passed by the House on May 11, 2017, by the following vote: Yeas 135, Nays 8, 2 present, not voting; that the House refused to concur in Senate amendments to H.B. No. 1643 on May 26, 2017, and requested the appointment of a conference committee to consider the differences between the two houses; and that the House adopted the conference committee report on H.B. No. 1643 on May 28, 2017, by the following vote: Yeas 143, Nays 2, 1 present, not voting.

Chief Clerk of the House

H.B. No. 1643

I certify that H.B. No. 1643 was passed by the Senate, with amendments, on May 24, 2017, by the following vote: Yeas 27, Nays 4; at the request of the House, the Senate appointed a conference committee to consider the differences between the two houses; and that the Senate adopted the conference committee report on H.B. No. 1643 on May 28, 2017, by the following vote: Yeas 26, Nays 5.

Secretary of the Senate

APPROVED: -----

Date

Governor

115TH CONGRESS
1ST SESSION

S. 1272

To preserve State, local, and tribal authorities and private property rights with respect to unmanned aircraft systems, and for other purposes.

IN THE SENATE OF THE UNITED STATES

MAY 25, 2017

Mrs. FEINSTEIN (for herself, Mr. LEE, Mr. BLUMENTHAL, and Mr. COTTON) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To preserve State, local, and tribal authorities and private property rights with respect to unmanned aircraft systems, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Drone Federalism Act
5 of 2017”.

1 **SEC. 2. PRESERVATION OF STATE, LOCAL, AND TRIBAL AU-**
2 **THORITIES WITH RESPECT TO UNMANNED**
3 **AIRCRAFT SYSTEMS.**

4 (a) SCOPE OF PREEMPTION FOR CIVIL UNMANNED
5 AIRCRAFT REGULATIONS.—In prescribing regulations or
6 standards related to civil unmanned aircraft systems, the
7 Administrator shall—

8 (1) define the scope of the preemptive effect of
9 such regulations or standards pursuant to section
10 40103 or 41713 of title 49, United States Code,
11 which shall be limited to the extent necessary to en-
12 sure the safety and efficiency of the national air-
13 space system for interstate commerce; and

14 (2) preserve, to the greatest extent practicable,
15 legitimate interests of State, local, and tribal govern-
16 ments, including—

17 (A) protecting public safety;

18 (B) protecting personal privacy;

19 (C) protecting property rights;

20 (D) managing land use; and

21 (E) restricting nuisances and noise pollu-
22 tion.

23 (b) RESERVED POWERS.—

24 (1) IN GENERAL.—In prescribing regulations or
25 standards related to civil unmanned aircraft sys-
26 tems, the Administrator shall ensure that the au-

1 thority of a State, local, or tribal government to
2 issue reasonable restrictions on the time, manner,
3 and place of operation of a civil unmanned aircraft
4 system that is operated below 200 feet above ground
5 level or within 200 feet of a structure is not pre-
6 empted.

7 (2) REASONABLE RESTRICTIONS.—For pur-
8 poses of paragraph (1), reasonable restrictions on
9 the time, manner, and place of operation of a civil
10 unmanned aircraft system include the following:

11 (A) Limitations on speed.

12 (B) Prohibitions or limitations on oper-
13 ations in the vicinity of schools, parks, road-
14 ways, bridges, or other public or private prop-
15 erty.

16 (C) Restrictions on operations at certain
17 times of the day or week or on specific occa-
18 sions such as during parades or sporting events.

19 (D) Prohibitions on operations while the
20 operator is under the influence of drugs or alco-
21 hol.

22 (E) Prohibitions on careless or reckless op-
23 erations.

1 (F) Other prohibitions that protect public
2 safety, personal privacy, or property rights, or
3 that manage land use or restrict noise pollution.

4 **SEC. 3. PRESERVATION OF PRIVATE PROPERTY RIGHTS.**

5 (a) AFFIRMATION OF APPLICABILITY OF CONSTITU-
6 TIONAL TAKINGS CLAUSE TO FEDERAL AVIATION ADMIN-
7 ISTRATION REGULATIONS.—In prescribing regulations or
8 standards related to civil unmanned aircraft systems, the
9 Administrator shall not authorize the operation of a civil
10 unmanned aircraft in the immediate reaches of the air-
11 space above property without permission of the property
12 owner.

13 (b) AFFIRMATION OF APPLICABILITY OF CONSTITU-
14 TIONAL TAKINGS CLAUSE ABSENT FEDERAL AVIATION
15 ADMINISTRATION REGULATIONS.—Section 336(a) of the
16 FAA Modernization and Reform Act of 2012 (Public Law
17 112–95; 49 U.S.C. 40101 note) is amended—

18 (1) in paragraph (4), by striking “; and” and
19 inserting a semicolon;

20 (2) in paragraph (5), by striking the period at
21 the end and inserting “; and”; and

22 (3) by adding at the end the following:

23 “(6) when flown in the immediate reaches of
24 the airspace above property (as defined in section

1 3(c) of the Drone Federalism Act of 2017), the op-
2 erator has the permission of the property owner.”.

3 (c) DEFINITION.—In this section, the term “imme-
4 diate reaches of the airspace above property”, with respect
5 to the operation of a civil unmanned aircraft system, in-
6 cludes—

7 (1) any area within 200 feet above the ground
8 level of the property;

9 (2) any area within 200 feet above any struc-
10 ture on the property; and

11 (3) any area where operation of the aircraft
12 system could interfere with the enjoyment or use of
13 the property.

14 **SEC. 4. PILOT PROGRAM ON FEDERAL PARTNERSHIPS.**

15 (a) IN GENERAL.—Not later than one year after the
16 date of the enactment of this Act, the Administrator shall
17 enter into agreements with not more than 10 State, local,
18 or tribal governments to establish pilot programs under
19 which—

20 (1) the Administrator shall provide technical as-
21 sistance to such governments in regulating the oper-
22 ation of civil unmanned aircraft systems, including
23 through the use of the latest available technologies;
24 and

1 (2) the Administrator and such governments
2 shall coordinate efforts with respect to the enforce-
3 ment of regulations relating to the operation of civil
4 unmanned aircraft systems.

5 (b) SELECTION.—In selecting among State, local,
6 and tribal governments for purposes of establishing pilot
7 programs under subsection (a), the Administrator shall
8 seek to enter into agreements with—

9 (1) governments that vary in their size and in-
10 tended approach to regulation of civil unmanned air-
11 craft systems; and

12 (2) not less than one State government, not less
13 than one county government, not less than one city
14 government, and not less than one tribal govern-
15 ment.

16 (c) UNMANNED AIRCRAFT SYSTEMS TRAFFIC MAN-
17 AGEMENT SYSTEM.—The Administrator shall coordinate
18 with Administrator of the National Aeronautics and Space
19 Administration to ensure that participants in pilot pro-
20 grams established under subsection (a) are consulted in
21 the development of the unmanned aircraft systems traffic
22 management system under subsection (a) section 2208 of
23 the FAA Extension, Safety, and Security Act of 2016
24 (Public Law 114–190; 49 U.S.C. 40101 note) and the
25 pilot program under subsection (b) of that section.

1 (d) REPORT REQUIRED.—Not later than 2 years
2 after establishing the pilot programs required by sub-
3 section (a), the Administrator shall submit to Congress,
4 and make available to the public, a report identifying best
5 practices for State, local, and tribal governments to regu-
6 late the operation of civil unmanned aircraft systems and
7 to collaborate with the Federal Aviation Administration
8 with respect to the regulation of such systems.

9 **SEC. 5. RULE OF CONSTRUCTION.**

10 Nothing in this Act shall be construed—

11 (1) to diminish or expand the preemptive effect
12 of the authority of the Federal Aviation Administra-
13 tion with respect to manned aviation; or

14 (2) to affect the civil or criminal jurisdiction
15 of—

16 (A) any Indian tribe relative to any State
17 or local government; or

18 (B) any State or local government relative
19 to any Indian tribe.

20 **SEC. 6. DEFINITIONS.**

21 In this Act:

22 (1) ADMINISTRATOR.—The term “Adminis-
23 trator” means the Administrator of the Federal
24 Aviation Administration.

1 (2) CIVIL.—The term “civil”, with respect to an
2 unmanned aircraft system, means that the un-
3 manned aircraft is not a public aircraft (as defined
4 in section 40102 of title 49, United States Code).

5 (3) INDIAN TRIBE.—The term “Indian tribe”
6 has the meaning given that term in section 4 of the
7 Indian Self-Determination and Education Assistance
8 Act (25 U.S.C. 5304).

9 (4) LOCAL GOVERNMENT.—The term “local”,
10 with respect to a government, means the government
11 of a subdivision of a State.

12 (5) STATE.—The term “State” means each of
13 the several States, the District of Columbia, and the
14 territories and possessions of the United States.

15 (6) TRIBAL GOVERNMENT.—The term “tribal”,
16 with respect to a government, means the governing
17 body of an Indian tribe.

18 (7) UNMANNED AIRCRAFT; UNMANNED AIR-
19 CRAFT SYSTEM.—The terms “unmanned aircraft”
20 and “unmanned aircraft system” have the meanings
21 given those terms in section 331 of the FAA Mod-
22 ernization and Reform Act of 2012 (Public Law
23 112–95; 49 U.S.C. 40101 note).

○

BLUE – GREEN – GREY

Applications for New Ideas

What: Submit a proposal, three pages or less to receive up to \$50,000 to advance projects or programs that develop innovative outcomes. The project must have three elements: Blue (water), Green (environment) and Grey (infrastructure).

Who: Open to teams of individuals, private firms or government agencies.

When: Applications are due November 3, 2017 at 5:00 pm, 616 Six Flags Drive, Arlington, Texas 76011. Must be in hand by this date and time. More than one application can be funded and submitted.

Where: Within the 12 County Metropolitan Planning Area.

Why: This seed money is intended to develop new ideas that could be transmitted to non-profit organizations, private sector companies or government agencies for funding of the next phase. The up to \$50,000 award is conditional on your identification of the implementation agency that will receive your idea. The RTC may or may not be the implementing agency.

How: Submit a three page proposal that contains the method to implement your idea to the next phase.

How Much: Up to \$50,000

Example: A request that design and construction of a bridge over a water body of drinking water, where storm water is captured and processed through environmental mitigation. This project is an example of a blue – green – grey application.

Next Steps: A meeting will be called previous to the deadline if there is interest. Interested parties should send their contact information to Kim Diederich at kdiederich@nctcog.org by 5:00 pm on Friday, September 15, 2017.

Summary of Western/Eastern Funding Shares of Previous Surface Transportation Bills

Attached are the final inventories of Texas Department of Transportation (TxDOT) non-formula commitments under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in the 21st Century Act (MAP-21) surface transportation bills. The final east/west equity shares for SAFETEA-LU and MAP-21 are summarized in the table below. The equity shares from the previous funding bills will be summarized and included in the in the latest bill's tracking sheet.

Surface Transportation Bill	West		East	
SAFETEA-LU	\$649.76 Million	29.42%	\$1,558.48 Million	70.58%
MAP-21	\$320.98 Million	27.47%	\$847.62 Million	72.53%

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$ 156.60	\$ -	\$ 156.60	\$ -
Jan-10	FM 1187 in Mansfield (ARRA)	11.10	-	167.70	-
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	-	2.39	167.70	2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		75.00	167.70	77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		5.20	167.70	82.59
May-10	SH 26 in Grapevine (ARRA)	17.50		185.20	82.59
May	Various Locations in the DFW Region (Safe Routes to School Program)	3.40	6.90	188.60	89.49
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	39.00	58.50	227.60	147.99
Jun-10	SH 26 in Colleyville (Pass Through Finance)	19.10		246.70	147.99
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		63.13	246.70	211.12
Jun-10	FM 1171 in Denton County (Pass Through Finance)		41.40	246.70	252.52
Jun-10	SH 34 in Terrell (Category 12)		19.00	246.70	271.52
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		5.00	246.70	276.52
Jul-10	2010 Statewide Transportation Enhancement Program	8.27	10.58	254.97	287.10
Aug-10	FM 1641 in Kaufman County (ARRA)		3.24	254.97	290.34
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	5.40		260.37	290.34
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	135.00	30.00	395.37	320.34
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	1.25	(1.25)	396.62	319.09
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	(1.25)	1.25	395.37	320.34
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	22.07	28.32	417.44	348.66
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		20.50	417.44	369.16
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	99.00	757.45	516.44	1,126.61
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative	101.34	405.34	617.78	1,531.95
Jun-12	\$30M contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W)	30.00	(30.00)	647.78	1,501.95
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	1.98	0.53	649.76	1,502.48
Mar-13	Category 12 Funding for US 287 Ennis Bypass	-	56.00	649.76	1,558.48
		\$ 649.76	\$ 1,558.48	29.42%	70.58%

No change since last presented in January 2017

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) ¹	\$ 30.00	\$ -	\$ 30.00	\$ -
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for TxDOT Congestion Management Program ²	3.40	6.60	33.40	6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	183.89	416.11	217.29	422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy ³	6.85	(6.85)	224.14	415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART Railroad	-	185.00	224.14	600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	115.84	24.16	339.98	625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	4.00	4.00	343.98	629.02
	SH 170 from west of Parish Rd to west of SH 114 Interchange	-	10.50	343.98	639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) ⁴	-	60.00	343.98	699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	-	120.00	343.98	819.52
Jul-15	Repayment of \$20M loan to the West (for IH 35W) from the East (SH 183) is considered to be repaid from the \$600M in Cat 12 funds noted above in August 2013 TTC approval. This entry reflects an adjustment of \$20M from the Western ledger to the Eastern ledger.	(20.00)	20.00	323.98	839.52
Jul-15	Repayment of \$10M loan to the West (for IH 35W) from the East (SL 9) using CMAQ funds	(10.00)	10.00	313.98	849.52
Jul-15	SH 360 Interchange Partnership (\$7M Regional Tollroad Revenue (RTR) to come from Eastern RTR allocation) ⁵	7.00	(7.00)	320.98	842.52
Jan-16	TxDOT Congestion Relief Program ⁶	-	5.10	320.98	847.62
Updated MAP-21 Equity Share as of August 2017		\$ 320.98	\$ 847.62	27.47%	72.53%

NOTES:

- 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.
- 2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.
- 3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.
- 4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).
- 5) SH 360 action for \$300M (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.
- 6) The TxDOT Congestion Relief Program funding was allocated using the 69% East/31% West (\$364M/\$163.8M) funding split. The current MAP-21 funding split for mobility projects is 68% East/32% West. The \$5.1M difference in funding shares is reflected.
- 7) \$80M for the TEX Rail project in the West will not be reflected as it is a loan.

As of July 2017

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Updated FAST Act Equity Percentage Share as of July 2017				31.71%	68.29%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,306.10
Cumulative Percentage Shares	31.71%	68.29%
RTC Approved Target Shares	32.00%	68.00%

up to 0.999 mgd (peak day) (Docket No. 20130905).

3. Project Sponsor and Facility: Chesapeake Appalachia, L.L.C. (Sugar Creek), Burlington Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 0.499 mgd (peak day) (Docket No. 20130906).

4. Project Sponsor and Facility: Chesapeake Appalachia, L.L.C. (Susquehanna River), Terry Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 1.440 mgd (peak day) (Docket No. 20130907).

5. Project Sponsor and Facility: Chief Oil & Gas LLC (Towanda Creek), Leroy Township, Bradford County, Pa. Application for surface water withdrawal of up to 1.500 mgd (peak day).

6. Project Sponsor and Facility: Downs Racing, L.P. d/b/a Mohegan Sun Pocono, Plains Township, Luzerne County, Pa. Application for consumptive use of up to 0.350 mgd (peak day).

7. Project Sponsor and Facility: Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for renewal of groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 6 (Docket No. 19861103).

8. Project Sponsor and Facility: Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 7.

9. Project Sponsor and Facility: Elizabethtown Area Water Authority, Elizabethtown Borough and Mount Joy Township, Lancaster County, Pa. Modification to correct total system limit to remove inclusion of water discharged to the Conewago watershed to offset passby and transfer of water from Conewago Creek to Back Run (Docket No. 20160903).

10. Project Sponsor and Facility: Houtzdale Municipal Authority, Gulich Township, Clearfield County, Pa. Application for groundwater withdrawal of up to 1.008 mgd (30-day average) from Well 14R.

11. Project Sponsor and Facility: Moxie Freedom LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 0.408 mgd (peak day), for a total consumptive use of up to 0.500 mgd (peak day) (Docket No. 20150907).

12. Project Sponsor and Facility: Susquehanna Gas Field Services, LLC (Meshoppen Creek), Meshoppen Borough, Wyoming County, Pa. Application for renewal of surface water

withdrawal of up to 0.145 mgd (peak day) (Docket No. 20130913).

13. Project Sponsor and Facility: Susquehanna Nuclear, LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 5.000 mgd (peak day), for a total consumptive use of up to 53.000 mgd (peak day) (Docket No. 19950301).

14. Project Sponsor and Facility: Susquehanna Nuclear, LLC (Susquehanna River), Salem Township, Luzerne County, Pa. Modification to increase surface water withdrawal by an additional 10.000 mgd (peak day), for a total surface water withdrawal increase of up to 76.000 mgd (peak day) (Docket No. 19950301).

15. Project Sponsor and Facility: SWEPI LP (Elk Run), Sullivan Township, Tioga County, Pa. Application for surface water withdrawal of up to 0.646 mgd (peak day).

16. Project Sponsor and Facility: SWN Production Company, LLC (Wyalusing Creek), Wyalusing Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 2.000 mgd (peak day) (Docket No. 20130911).

17. Project Sponsor and Facility: Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to add consumptive use of up to 0.200 mgd (peak day) to existing docket approval (Docket No. 20160913).

18. Project Sponsor and Facility: Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to change authorized use of source to existing docket approval (Docket No. 20160913).

19. Project Sponsor and Facility: Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.320 mgd (30-day average) from Well 1.

20. Project Sponsor and Facility: Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.480 mgd (30-day average) from Well 2.

21. Project Sponsor and Facility: Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.470 mgd (30-day average) from Well 3.

Opportunity To Appear and Comment

Interested parties may appear at the hearing to offer comments to the Commission on any project, request or proposal listed above. The presiding officer reserves the right to limit oral

statements in the interest of time and to otherwise control the course of the hearing. Guidelines for the public hearing will be posted on the Commission's Web site, www.srb.net, prior to the hearing for review. The presiding officer reserves the right to modify or supplement such guidelines at the hearing. Written comments on any project, request or proposal listed above may also be mailed to Mr. Jason Oyler, General Counsel, Susquehanna River Basin Commission, 4423 North Front Street, Harrisburg, Pa. 17110-1788, or submitted electronically through www.srb.net/pubinfo/publicparticipation.htm. Comments mailed or electronically submitted must be received by the Commission on or before August 14, 2017, to be considered.

Authority: Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: June 29, 2017.

Stephanie L. Richardson,
Secretary to the Commission.

[FR Doc. 2017-14076 Filed 7-3-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. DOT-OST-2017-0090]

Notice of Funding Opportunity for the Department of Transportation's Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Years 2017 and 2018

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

ACTION: Notice of funding opportunity.

SUMMARY: The Nationally Significant Freight and Highway Projects (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 FY 2017 and FY 2018 funding, subject to future appropriations.

DATES: Applications must be submitted by 8:00 p.m. EST November 2, 2017. The Grants.gov "Apply" function will open by August 1, 2017.

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. For more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other 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 Web site at <https://www.transportation.gov/buildamerica/INFRAgrants>.

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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 2017-2018 INFRA funds for all Americans, the Department is focusing

the competition on transportation infrastructure projects that support four 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) Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment, as well as accounting for the life-cycle costs of the project;
- (3) Using innovative approaches to improve safety and expedite project delivery; and
- (4) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

This notice's focus on the four key objectives does not compromise the Department's position that safety is our top priority. The Department is committed to reducing traffic fatalities and serious injuries on the surface transportation system. To reinforce the Department's safety priority, the USDOT will require projects that receive INFRA awards to consider and effectively respond to data-driven transportation safety concerns. Section F.2.a describes related requirements that the Department will impose on each INFRA project. These requirements focus on performing detailed, data-driven safety analyses and the incorporating project elements that respond to State-specific safety priority areas.

2. Key Program Objectives

This section of the notice describes the four key program objectives that the Department intends to advance with FY 2017-2018 INFRA funds. These four objectives are reflected in later portions of the notice, including section E.1, which describes how the Department will evaluate applications to advance these objectives, and section D.2.b, which describes how applicants should address the four objectives in their applications.

a. Key Program Objective #1: Supporting Economic Vitality

A strong transportation network is absolutely critical to the functioning and growth of the American economy. The nation's industry depends on the transportation network not only to move the goods that it produces, but also to 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. When the transportation network fails—whether due to increasing bottlenecks, growing connectivity gaps, or unsafe, crumbling conditions—our economy suffers. Projects that address congestion in our major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in our rural areas, and projects that attract private economic development, all support national or regional economic vitality. Therefore, the INFRA program seeks these types of infrastructure projects.

b. Key Program Objective #2: Leveraging of Federal Funding

The Department is committed to supporting the President's call for more infrastructure investment. That goal will not be achieved through Federal investment alone, but rather requires States, local governments, and the private sector to share responsibility and accountability, and to maximize their own contributions. The Federal government provided about 25%, or about \$100 billion of the estimated \$416 billion of public investment in transportation and water infrastructure in 2014,¹ but more infrastructure investment is possible if the significant Federal contribution is a smaller portion of a larger total.

To increase the leveraging of Federal funding, the INFRA program will give priority consideration to projects that use all available non-Federal resources for development, construction, operations, and maintenance. (As described further in E.1.a (Criterion #2), the Department will also consider the level at which these resources are in fact available, particularly for rural areas). These projects include projects that maximize State, local, and private sector funding, projects that raise revenue directly, projects that benefit from local self-help, and projects that pair INFRA grants with broader-scale innovative financing, including Federal credit assistance such as Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation Improvement Financing (RRIF) loans.

By emphasizing leveraging of Federal funding, the Department expects to expand the total resources being used to build and restore infrastructure, rather than have Federal dollars merely

¹ <https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/49910-Infrastructure.pdf>.

displace or substitute for State, local, and private funds.

c. Key Program Objective #3: Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. The Department anticipates making awards that advance each innovation area, but it does not necessarily expect each INFRA project to address all three innovation areas. Instead, the Department expects applicants to identify the innovation areas that provide benefit to their project and propose activities in those areas.

Innovation Area #1: Environmental Review and Permitting

Some project sponsors indicate that Federal law and regulations impose requirements on transportation projects that delay the timely delivery of infrastructure. Some claim that the current approach to environmental review and permitting can lead to costly delays that are not justified by environmental benefits. Others note that excessive spending for permitting and studies diverts resources from environmental mitigation. Fortunately, recent transportation authorizations, including the FAST Act, have introduced a number of reforms intended to reduce project timelines and costs without compromising the integrity of crucial environmental protections. The Department is eager to use the INFRA program to expand and improve upon these reforms.

Under the INFRA program the Department seeks to test new approaches to the environmental review and permitting process for infrastructure projects. This approach has four objectives: (1) Accelerating the environmental permitting and review process; (2) improving outcomes for communities and the environment; (3) facilitating concurrent and consistent environmental permitting and review, analysis and decision making across Federal agencies and geographic regions; and (4) establishing a shared vision of permitting success among all Federal agencies.

In the current practice, the resource agencies that are responsible for environmental review and permitting, including U.S. Army Corps of Engineers, the Fish and Wildlife Service, and the Environmental Protection Agency, operate independently and collaborate as necessary. This independent and distributed operation can frustrate

efficient project delivery. Under the approach, the Department will aim to identify “liaisons” within each relevant resource agency. These liaisons will work closely and collaboratively with each other, project sponsors, and local field offices to steward projects participating in the effort through the environmental review process in a timely manner. The liaisons will be responsible for making consistent and timely permit determinations, while ensuring compliance with the purposes and procedures of the environmental permitting and review statutes. They will also have easy access to their counterparts throughout the Department, including in the Department’s operating administrations, the Infrastructure Permitting Improvement Center, and the Build America Bureau.

The Department’s aim is for liaisons to have active and defined roles early in the project development process to define potential permitting risks as early as the project scoping and the development of alternatives stages. They will coordinate activity to reduce risks, and will have specific responsibilities (e.g., dispute resolution) that are triggered when a project is at risk for missing a permit deadline. Additionally, to ensure consistency across Federal agency jurisdictions, liaisons will coordinate permitting activities between Agency-specific districts for projects that cross jurisdictional boundaries.

The Department’s aim is to achieve timely and consistent environmental review and permit decisions. Liaisons’ work will be tracked on the Federal Infrastructure Project Permitting Dashboard, an online tool for tracking the environmental review and authorization process for large or complex infrastructure projects.

Participation in this new approach will not remove any statutory requirements affecting project delivery, and INFRA award recipients are not required to participate. However, the Department seeks INFRA applications for projects that could benefit from this approach, which are likely larger, more complex projects, and encourages those applicants to indicate whether they are interested in participating. Because the Department views this as a potential model for future environmental review and permitting, it seeks projects that will allow it to evaluate that model.

Innovation Area #2: Special Experimental Authorities

By statute, all INFRA awards are subject to Federal requirements associated with the Federal-aid Highways program under title 23 of the

United States Code. However, the Department is interested in ensuring that those requirements do not unnecessarily impede project delivery. The Federal Highway Administration (FHWA) has long encouraged increasing private sector participation in the project development, finance, design, construction, maintenance, and operations. Since 1990, FHWA has experimented with innovative contracting practices under its Special Experimental Project No. 14 (SEP-14). In 2004, FHWA established Special Experimental Project No. 15 (SEP-15), which encouraged tests and experimentation throughout the entire project development process. SEP-15 was specifically aimed at attracting private investment, leading to increased project management flexibility, more innovation, improved efficiency, timely project implementation, and new revenue streams. Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

The Department encourages applicants for INFRA funding to consider whether their project is eligible for and would benefit from an experimental authority or waiver under SEP-14, SEP-15, or some other experimental authority program. For appropriate projects, applicants should propose to use experimental authority and describe their expected benefits. In particular, the Department is interested in proposals that will substantially accelerate the pace of project deployment.

The Department is not replacing the application processes for SEP-14, SEP-15, or other experimental programs, with this notice or the INFRA program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an INFRA award, the applicant would need to satisfy the relevant programs’ requirements and complete the appropriate application processes. Selection for an INFRA award does not mean a project’s SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs’ processes on the appropriateness of a waiver.

Innovation Area #3: Safety and Technology

In addition to these cross-cutting safety-related requirements previously mentioned (and detailed in section F.2.a of this Notice), USDOT seeks opportunities under the INFRA program to experiment with innovative approaches to transportation safety, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Illustrative examples include:

- Innovative designs that inherently reduce safety risk;
- Conflict detection and mitigation technologies for freight and non-freight interaction (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Connected vehicle technology, including systems for vehicle-to-vehicle and vehicle-to-infrastructure communications;
- Signage and design features that facilitate autonomous technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

d. Key Program Objective #4: Performance and Accountability

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 project delivery milestones in a timely manner; (2) making specific State or local policy changes that advance desirable transportation outcomes; and (3) achieving transportation performance objectives that support economic vitality or improve safety.

Each of these three types of events encourages accountability from project sponsors. First, project milestones can make a project sponsor accountable for timely project delivery. For example, to ensure that planning activities will not delay construction, the Department may condition construction funds on the sponsor completing those planning activities by a specific date. Second, INFRA funds can provide an additional

incentive to make specific policy changes. For example, in some jurisdictions, administrative barriers to public-private partnerships prevent project sponsors from using an effective and proven method of project delivery. In such jurisdictions, the Department can help dismantle those barriers by conditioning INFRA funds on local policy changes. Finally, the Department can improve overall performance of the transportation system by tying funding to specific performance targets. For example, if an INFRA project is awarded to improve freight movement through a corridor, the Department may condition some of the INFRA funds to be used to improve one interchange in the corridor on the project sponsor's ability to demonstrate satisfactory levels of service at other points in the corridor. Improvements at those other points on the corridor to reach the target level of service could be made with other, non-conditioned INFRA funds or with non-Federal funds.

These examples are illustrative, but the Department encourages applicants to identify other, creative ways to condition funding to advance INFRA program goals. The Department does not intend to impose these conditions on unwilling or uninterested INFRA recipients, nor does it intend to limit the types of projects that should consider accountability mechanisms. Instead, the Department encourages applicants to voluntarily identify measures through which the Department may hold them accountable, describe, in their application, how the Department could structure any conditions on funding, and detail how the structure advances INFRA program goals. As described in section E.1, an applicant-directed approach to accountability will allow the Department to differentiate among INFRA applications.

3. Program Name

The INFRA grant program is authorized as the Nationally Significant Freight and Highway Projects program at 23 U.S.C. 117. The Department formerly referred to INFRA grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The Department has renamed the program Infrastructure For Rebuilding America (INFRA), to call attention to new priorities: Rebuilding and revitalizing our economy through infrastructure investment.

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, including \$850 million² for FY 2017 and \$900 million for FY 2018, 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 up to \$1.56 billion in FY 2017–2018 INFRA funds. Approximately \$710 million of FY 2017 funds are available for INFRA awards.³ The Department anticipates that approximately \$810–855 million of FY 2018 funds will be available for awards, but that total is uncertain because the Department is issuing this notice before appropriations legislation has been enacted for FY 2018. The estimate may be higher or lower than the final amount, which is dependent on future appropriations legislation. Any award under this notice will be subject to the availability of 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.ii 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 Department intends to use 10 percent of the available FY 2017 funding to make small project selections under the Notice of Funding Opportunity published in November of 2016. The FY 2017 funds made available under this notice are for large projects. The anticipated FY 2018 funds will be for both large and small projects.⁴ In summary, the estimated funding available for FY 2017 and FY 2018 under this notice is approximately

² Funds are subject to the overall Federal-aid highway obligation limitation, and funds in excess of the obligation limitation provided to the program are distributed to the States. While \$850 million is authorized for FY 2017, \$788.8 million is available for award. For additional information see FAST Act § 1102(f) and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, Pub. L. 114–113, div. L § 120.

³ The Department intends to award the 10 percent of the FY 2017 funding reserved for small projects to applications received under the Notice published in November, 2016. \$709.92 million of FY 2017 funds is available under the terms of this Notice.

⁴ Subject to availability of FY 2018 funding.

\$81 million–\$85.5 million for small projects and \$1.44 billion–\$1.48 billion for large projects.

The FAST Act specifies that not more than \$500 million in aggregate of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 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 and previous FY 2017 INFRA selections, approximately \$326 million within this constraint remains available. Only the non-highway portion(s) of multimodal projects count toward the \$500 million maximum. Grade crossing and grade separation projects do not count toward the \$500 million maximum for freight rail, port, and intermodal projects.

The FAST Act directs 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.iv. The Department may elect to go above that threshold if the appropriate projects are submitted. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

3. Repeat Applications

The selection criteria described in Section E. of this Notice changed substantially from previous INFRA solicitations. Applicants who elect to resubmit an application from a previous solicitation should include a supplementary appendix which describes how their project aligns with the new selection criteria.

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.ii. 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 the 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.

For the purpose of evaluating eligibility under the statutory cost share requirements, funds from the TIFIA and 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 Project

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. 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.

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 2016 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State's FY 2016 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2017 for both single and multi-State projects.

State	FY17 NSFHP (30% of FY16 apportionment) One-State minimum (millions)	FY17 NSFHP (50% of FY16 apportionment) Multi-State minimum* (millions)	FY18 NSFHP (30% of FY17 apportionment) One-State minimum (millions)	FY18 NSFHP (50% of FY17 apportionment) Multi-State minimum* (millions)
Alabama	\$100	\$100	\$100	\$100
Alaska	100	100	100	100
Arizona	100	100	100	100
Arkansas	100	100	100	100
California	100	100	100	100
Colorado	100	100	100	100
Connecticut	100	100	100	100
Delaware	51	86	52	87
Dist. of Col.	49	81	49	82
Florida	100	100	100	100
Georgia	100	100	100	100
Hawaii	51	86	52	87
Idaho	87	100	88	100
Illinois	100	100	100	100
Indiana	100	100	100	100
Iowa	100	100	100	100
Kansas	100	100	100	100
Kentucky	100	100	100	100
Louisiana	100	100	100	100
Maine	56	94	57	95
Maryland	100	100	100	100
Massachusetts	100	100	100	100
Michigan	100	100	100	100
Minnesota	100	100	100	100
Mississippi	100	100	100	100
Missouri	100	100	100	100
Montana	100	100	100	100
Nebraska	88	100	89	100
Nevada	100	100	100	100
New Hampshire	50	84	51	85
New Jersey	100	100	100	100
New Mexico	100	100	100	100
New York	100	100	100	100
North Carolina	100	100	100	100
North Dakota	76	100	77	100
Ohio	100	100	100	100
Oklahoma	100	100	100	100
Oregon	100	100	100	100
Pennsylvania	100	100	100	100
Puerto Rico	44	74	44	74
Rhode Island	67	100	67	100
South Carolina	100	100	100	100
South Dakota	86	100	87	100
Tennessee	100	100	100	100
Texas	100	100	100	100
Utah	100	100	100	100
Vermont	62	100	63	100
Virginia	100	100	100	100
Washington	100	100	100	100
West Virginia	100	100	100	100
Wisconsin	100	100	100	100
Wyoming	78	100	79	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 generates national or regional economic, mobility, or safety benefits; is cost-effective; contributes to one or more of the goals described in 23 U.S.C 150; is based on the results of preliminary engineering; has one or more stable and dependable funding or financing sources available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases; cannot be easily and efficiently completed without other Federal funding or financial assistance; and is reasonably expected to begin construction no later than 18 months after the date of obligation. These requirements are discussed in greater detail in section D.2.b.vii.

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.a. Criterion #2, and E.1.c.

The INFRA statute defines a rural area as an area outside an Urbanized Area⁵ with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more.⁶ Rural and urban definitions differ in some other USDOT programs, including TIFIA and the FY 2016 TIGER Discretionary Grants program. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The

⁵ 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 Web site 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.

⁶ See www.transportation.gov/buildamerica/InfRAgrants for a list of Urbanized Areas with a population of 200,000 or more.

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 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:

Project name	
Was an INFRA application for this project submitted previously?	Yes/no.
If yes, what was the name of the project in the previous application?	
Previously Incurred Project Cost	\$.
Future Eligible Project Cost	\$.
Total Project Cost (This should be the sum of the previous two rows)	\$.
INFRA Request	\$.
Total Federal Funding (including INFRA)	\$.
Are matching funds restricted to a specific project component? If so, which one?	Yes/no.
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes/no.
Is the project or a portion of the project located on the NHS?	Yes/no (for each question).
• Does the project add capacity to the Interstate system?	
• Is the project in a national scenic area?	
Do the project components include a railway-highway grade crossing or grade separation project?	Yes/no.
• If so, please include the grade crossing ID.	
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	Yes/no.
If answered yes to either of the two component questions above, how much of requested INFRA funds will be spent on each of these projects components?	
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.	
Is the project currently programmed in the:	Yes/no (please specify in which plans the project is currently programmed).
• TIP	
• STIP	
• MPO Long Range Transportation Plan	
• State Long Range Transportation Plan	
• State Freight Plan?	
If selected, would you be interested in participating in a new environmental review and permitting approach?	Yes/No.

b. Project Narrative for Construction Projects

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.

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, Web site 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 Census-designated Urbanized Area, the application should identify the Urbanized Area.

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.

(D) 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.

(E) 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.

(F) 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.

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

(H) The amount of the requested INFRA funds that would be subject to the \$500 million maximum 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 particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that 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.

The benefit-cost analysis itself should be provided as an appendix to the project narrative, as described in D.2.d. of this Notice.

Criterion #2: Leveraging of Federal Funding

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 how the project addresses the Leverage criterion, including:

(A) A description of the applicant's activities to maximize the non-Federal share of the project funding;

(B) A description of all evaluations of the project for private funding, the outcome of those evaluations, and all activities undertaken to pursue private funding for the project;

(C) A description of any fiscal constraints that affect the applicant's ability to use non-Federal contributions; and

(D) A description of the non-Federal share across the applicant's transportation program, if the applicant is a regular recipient of federal transportation funding; and

(E) A description of the applicant's plan to address the full life-cycle costs associated with the project, including a description of operations and maintenance funding commitments made by the applicant.

Criterion #3: Potential for Innovation

This section of the application should contain sufficient information to evaluate how the project includes or enables innovation in: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. If the project does not address a particular innovation area, the application should state this fact.

If an applicant is proposing to participate in the environmental review and permitting approach described in section A.2.c, the application should describe how the project would benefit from participation, identify significant anticipated permitting challenges, and identify coordination that might be necessary to complete the environmental and permitting review process.

If an applicant is proposing to use SEP-14, SEP-15, or some other experimental authority program, the applicant should describe that proposal and their expected benefits. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.⁷

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

Criterion #4: 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 describe mechanisms that will allow the Department to hold it accountable for advancing INFRA program goals. Additional details for three approaches are provided in the following paragraphs, but these examples are not exhaustive. As described in greater detail in section A.2.d, the Department encourages applicants to identify other creative ways to condition funding to advance INFRA program goals and describe those mechanisms in this section of the application.

If the applicant is proposing to condition funding availability on timely completion of project milestones, the applicant should identify specific milestone events, provide target dates for those milestones, and propose a relationship between some or all of the requested INFRA funding and the milestones.

If the applicant is proposing to adopt a specific policy change, the applicant should provide sufficient information for evaluators to understand the existing policy, how changing the policy would advance the Department's goals, and how feasible the change will be for the applicant to complete within the project's delivery timeframe. The applicant should propose a relationship between some or all of the requested

INFRA funding and its completion of the change.

If the applicant is proposing to condition funding availability on reaching specific performance targets, the applicant should detail those performance targets in detail, describe the feasibility of tracking and achieving the target within the project's delivery timeframe, and propose a relationship between some or all of the requested INFRA funding and the performance objective.

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, 2020 for FY 2017 funds, September 30, 2021 for FY 2018 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 Web site 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

⁷ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/ip3/tools_programs/sep15_procedures.aspx.

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 agencies,⁸ 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 Web site link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents—preferably through a Web site 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 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 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.

⁹In 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 in order 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 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.

¹⁰Projects 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.

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 in order 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 in order 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 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. Applicants should use this section of the application to summarize how their project 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. 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.

⁸Projects 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.

Large project determination	Guidance
1. Does the project generate national or regional economic, mobility, safety benefits?	Summarize the economic, mobility, and safety benefits described in Section V of the application, and describe the scale of their impact in national or regional terms.
2. Is the project cost effective?	Highlight the results of the benefit cost analysis described in Section V of the application.
3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150 (and shown below)?	Specify the Goal(s) and summarize how the project contributes to that goal(s). This information may also be found in Section I or Section V.
(b) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:	
(1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	
(2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.	
(3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.	
(4) System reliability.—To improve the efficiency of the surface transportation system.	
(5) 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.	
(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.	
(7) 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. Is the project based on the results of preliminary engineering?	Yes/No. Please provide evidence of preliminary engineering. For more information on preliminary engineering activities, please see: https://www.fhwa.dot.gov/federalaid/150311.cfm .
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?	Please indicate funding source(s) and amounts. Historical trends, current policy, or future feasibility analyses can be used as evidence to substantiate the stable and dependable nature of the non-Federal funding or financing.
5b. Are contingency amounts available to cover unanticipated cost increases?	Contingency amounts are often, but not always, expressly shown in project budgets or the SF-424C. If your project cost estimates include an implicit contingency calculation, please say so directly.
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?	Discussion of the impact that not having any Federal funding, including an INFRA grant, would have on project's schedule, cost, or likelihood of completion, can help convey whether a project can be completed as easily or efficiently without Federal funding available to the project sponsor.
7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?	Please reference project budget and schedule when providing evidence.

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, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-

discounted present values of these benefits to the project's estimated costs.

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, 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/buildamerica/infragrants>).

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 8:00 p.m. EST November 2, 2017. The *Grants.gov* "Apply" function will open by August 1, 2017.

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 Web site; (3) failure to follow all of 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 contact 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 for Construction Projects

To differentiate among applications for construction projects under this notice, the Department will consider the extent to which the project addresses the follow 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)

leveraging of Federal funding; (3) potential for innovation; and (4) 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 four 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. 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.d. In addition to considering the anticipated outcomes of the project that align with this criterion, the Department will consider estimates of the project's benefit-cost ratio and net quantifiable benefits.

There are several different types of projects that the Department anticipates will successfully support national or regional economic vitality, including projects that:

- Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
- Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
- Eliminate bottlenecks in the freight supply chain;
- Ensure or restore the good condition of infrastructure that supports commerce and economic growth;
- Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people; and
- Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.

The Department anticipates that applications for networks of projects are likely to align well with this evaluation criterion because networks of projects often are able to address problems on a broader scale.

Criterion #2: Leveraging of Federal Funding

To maximize the impact of INFRA awards, the Department seeks to

leverage INFRA funding with non-Federal contributions. Therefore, the Department will consider the extent to which an applicant proposes to use non-Federal funding. For example, an application that proposes a 20 percent Federal share will be more competitive than an otherwise identical application proposing 50 percent Federal share. For the purposes of this criterion, funds from Federal credit programs, including TIFIA and RRIF, will be considered non-Federal funding.

There are three additional types of information that the Department will consider when evaluating an applicant's non-Federal contributions. First, DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions. If an applicant describes broader fiscal constraints that affect its ability to generate or draw on non-Federal contributions, the Department will consider those constraints. Relevant constraints may include the size of the population taxed to supply the matching funds, the wealth of that population, or other constraints on the raising of funds. In practice, the Department expects that projects that come from rural or less-wealthy applicants will have to meet a lower standard for leverage than projects coming from urban or more wealthy applicants; however, the Department still expects all applicants' projects to maximize leverage to the extent they are able. Second, the Department recognizes that some applicants consolidate Federal funding into a minimum number of projects to simplify their burden complying with Federal administrative requirements. For those applicants, the Federal share on specific projects may be much higher than the overall Federal share of their overall transportation program. If an applicant follows that practice, explains their practice in their application, and provides evidence establishing the Federal share of their overall transportation program, the Department will consider that information. Third, the Department will consider how well the applicant has prepared for future operations and maintenance costs associated with their project's life-cycle. Applicants should demonstrate a credible plan to maintain their asset without having to rely on future federal funding. This plan should include a description of the applicant's approach to ensuring operations and maintenance will not be underfunded in future years.

In addition, the Department seeks to increase the sources of infrastructure funding by encouraging private infrastructure investment. Therefore,

projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding. Likewise, applicants who have pursued private funds for appropriate projects are likely to be more competitive under this program than applicants who have not. If an applicant omits information on the applicability and pursuit of private funds, the Department may conclude that the applicant has not considered viable non-Federal funding alternatives and an INFRA award would be premature.

This evaluation criterion is separate from the statutory cost share requirements for INFRA grants, which are described Section C.2. Those statutory requirements establish the minimum permissible non-Federal share; they do not define a competitive INFRA project.

Criterion #3: Potential for Innovation

The Department seeks to use INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. Under this criterion, the Department will consider the extent to which a project includes or enables innovation in each of those areas.

In Innovation Area #1, as described in section A.2.c, the Department seeks to establish a new approach to the process of Federal environmental review and permitting. When making INFRA award decisions, the Department will consider an applicant's interest in the participating in this new approach and the extent to which the project could benefit from that participation. The Department will also consider the degree to which the results of a project's participation might be representative and reproducible to other departmental or government-wide projects or programs.

In Innovation Area #2, as described in section A.2.c, the Department seeks innovative approaches to project delivery under the auspices of the FHWA SEP-14 and SEP-15 programs and any other applicable experimental programs. When making INFRA award decisions, the Department will consider the applicant's proposals to use those programs, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results.

Finally, in Innovation Area #3, as described in section A.2.c, the Department seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making INFRA award decisions, the Department will consider any innovative safety approaches proposed by the applicant, the safety benefits that those approaches could produce, and the broader applicability of the potential results. As described in section F.2.a, the Department expects all projects to implement baseline safety improvements consistent with FHWA's list of "Proven Countermeasures" and will not consider those improvements under this criterion.

Criterion #4: Performance and Accountability

The Department intends to award INFRA funding to projects that will be delivered on agreed-upon schedules, that will generate clear, quantifiable, results, and that will advance the Department's transportation policy goals. The Department expects all applicants to provide accurate estimates of benefits of their project, its delivery schedule, and total costs. However, the Department will consider the extent to which the applicant proposes specific measures and conditions allowing the Department to ensure accountability, as described in section A.2.d. Instead of rewarding unrealistic promises, the Department intends to reward thoughtful planning, efficient delivery, and effective policy.

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. However, the Department also recognizes that it can better balance the needs of rural and urban communities if it does not take a binary view of urban and rural. Accordingly, in addition to considering whether a project is "rural" as defined by the INFRA statute and described in section C.3.e, when balancing the needs of rural and urban communities, the Department will consider the actual population of the community that each project serves.

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 completion of 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.

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 2017 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2020 are not reasonably expected to begin construction within 18 months of obligation. For awards with FY 2018 funds, that deadline is one year later: September 30, 2021.

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.

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 200.205. 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. 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.¹¹ 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 two categories of safety-related activities. The first category encompasses activities that the Federal Highway Administration (FHWA) has identified as "proven safety countermeasures" due to their history of

¹¹ Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

demonstrated effectiveness.¹² The second category encompasses safety-related tools, technologies, and practices from FHWA's Every Day Counts initiative.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. All INFRA projects are subject to the Buy America requirement at 23 U.S.C. 313. 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.

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.

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 more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other 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 Web site 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.

H. Other Information

1. Invitation for Public Comment on the FY 2017-2018 Notice

The FAST Act authorized the INFRA program through FY 2020. This notice solicits applications for FY 2017 and FY 2018 only. The Department invites interested parties to submit comments about this notice's contents, and the Department's implementation choices, as well as suggestions for clarification in future INFRA rounds. The Department may consider the submitted comments and suggestions when developing subsequent INFRA solicitations and guidance, but submitted comments will not affect the selection criteria for the FY 2017-FY 2018 round. Applications or comments about specific projects should not be submitted to the docket. Any application submitted to the docket will not be reviewed. Comments should be sent to DOT-OST-0090 by November 2, 2017, but, to the extent practicable, the Department will consider late filed comments.

2. 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.

3. 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.

¹² Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

¹³ Information of the FHWA Everyday Counts Initiative is available at <https://www.fhwa.dot.gov/innovation/everydaycounts/>.

Issued in Washington, DC, on June 28, 2017.

Elaine L. Chao,

Secretary of Transportation.

[FR Doc. 2017-14042 Filed 7-3-17; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Comment Request; OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning its information collection titled, "OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches."

DATES: Comments must be submitted on or before September 5, 2017.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0321, 400 7th Street SW., Suite 3E-218, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to prainfo@occ.treas.gov. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling

(202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, OCC Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501-3520), federal agencies must obtain approval from OMB for each collection of information that they conduct or sponsor.

"Collection of information" is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) to include agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. Section 3506(c)(2)(A) of title 44 requires federal agencies to provide a 60-day notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information, before submitting the collection to OMB for approval. To comply with this requirement, the OCC is publishing notice of the proposed collection of information set forth in this document.

Title: OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches.

OMB Control No.: 1557-0321.

Description: The OCC's guidelines codified in 12 CFR part 30, appendix D establish minimum standards for the design and implementation of a risk governance framework for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank (bank). The guidelines apply to a bank with average total consolidated assets:

(i) Equal to or greater than \$50 billion; (ii) less than \$50 billion if that bank's parent company controls at least one insured national bank or insured federal savings association that has average total consolidated assets of \$50 billion

or greater; or (iii) less than \$50 billion, if the OCC determines such bank's operations are highly complex or otherwise present a heightened risk as to warrant the application of the guidelines (covered banks). The guidelines also establish minimum standards for a board of directors in overseeing the framework's design and implementation. These guidelines were finalized on September 11, 2014.¹ The OCC is now seeking to renew the information collection associated with these guidelines.

The standards contained in the guidelines are enforceable under section 39 of the Federal Deposit Insurance Act (FDIA),² which authorizes the OCC to prescribe operational and managerial standards for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank.

The guidelines formalize the OCC's heightened expectations program. The guidelines also further the goal of the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 to strengthen the financial system by focusing management and boards of directors on improving and strengthening risk management practices and governance, thereby minimizing the probability and impact of future financial crises.

The standards for the design and implementation of the risk governance framework, which contain collections of information, are as follows:

Standards for Risk Governance Framework

Covered banks should establish and adhere to a formal, written risk governance framework designed by independent risk management. The framework should include delegations of authority from the board of directors to management committees and executive officers as well as risk limits established for material activities. The framework should be approved by the board of directors or the board's risk committee, and it should be reviewed and updated, at least annually, by independent risk management.

Front Line Units

Front line units should take responsibility and be held accountable by the chief executive officer (CEO) and the board of directors for appropriately assessing and effectively managing all of

¹ 79 FR 51518.

² 12 U.S.C. 1831p-1. Section 39 was enacted as part of the Federal Deposit Insurance Corporation Improvement Act of 1991, Public Law 102-242, section 132(a), 105 Stat. 2236, 2267-70 (Dec. 19, 1991).

PREVIOUS 2016 DISCRETIONARY GRANT SUBMITTALS AND AWARDS¹

Grant Program	Projects	Funded	Funding Initiative
FAST Lane Grant	DFW Connector/ North Airport Interchange	Partially	HB 20/10 Year Planning Initiative
	IH 35E/IH 35W Interchange	No	N/A

¹Maybe focus for 2017 application is placed on one project in the east (IH 635 East) and one project in the west (IH 35 West “3C”).

2017-2018 CMAQ/STBG* FUNDING: LOCAL BOND PROGRAM PARTNERSHIPS

Surface Transportation Technical Committee
August 25, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | Federal/Local Funding Exchanges |
| <input checked="" type="checkbox"/> | Automated Vehicle Program |
| <input checked="" type="checkbox"/> | Strategic Partnerships |
| <input checked="" type="checkbox"/> | Planning and Other Studies |
| <input type="checkbox"/> | 10-Year Plan/Proposition 1 Adjustments |
| <input type="checkbox"/> | Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects |
| <input checked="" type="checkbox"/> | Transit Program |
| <input type="checkbox"/> | Assessment Policy Programs/Projects |
| <input checked="" type="checkbox"/> | Local Bond Program Partnerships |
| <input type="checkbox"/> | Safety, Innovative Construction, and Emergency Projects |
| <input type="checkbox"/> | Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs |

= Project Selection Completed

= Pending STTC/RTC Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: LOCAL BOND PROGRAM

Description/ Purpose	To leverage bond funds for projects of strategic importance to local governments and the region.
Current Requests	<ul style="list-style-type: none">• City of Dallas Bond Program (pending bond election decision by City Council)• Parker County Bond Program• Others?
Next Steps	Finalize projects with Parker County and City of Dallas. Possible Action in late 2017/early 2018.

PROPOSED FUNDING BY AGENCY

DRAFT

AGENCY	PROPOSED FEDERAL FUNDING¹
City of Dallas	\$46,641,995 ²
Hunt County	\$20,000,000
Parker County	\$13,656,000
City of Grapevine	\$5,000,000
City of Cedar Hill	\$280,000
Total	\$85,577,995

1: Additional details on the individual projects, funding amounts, and timing will be presented next month when this item is brought back for action.

2: In addition to this funding, up to \$40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action.

TIMELINE

MEETING/TASK	DATE
STTC Information	August 25, 2017
RTC Information	September 14, 2017
Public Meetings	September 11, 13, and 18, 2017
STTC Action	September 22, 2017
RTC Action	October 12, 2017

QUESTIONS?

Adam Beckom, AICP

Principal Transportation Planner

817-608-2344

abeckom@nctcog.org

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Brian Dell

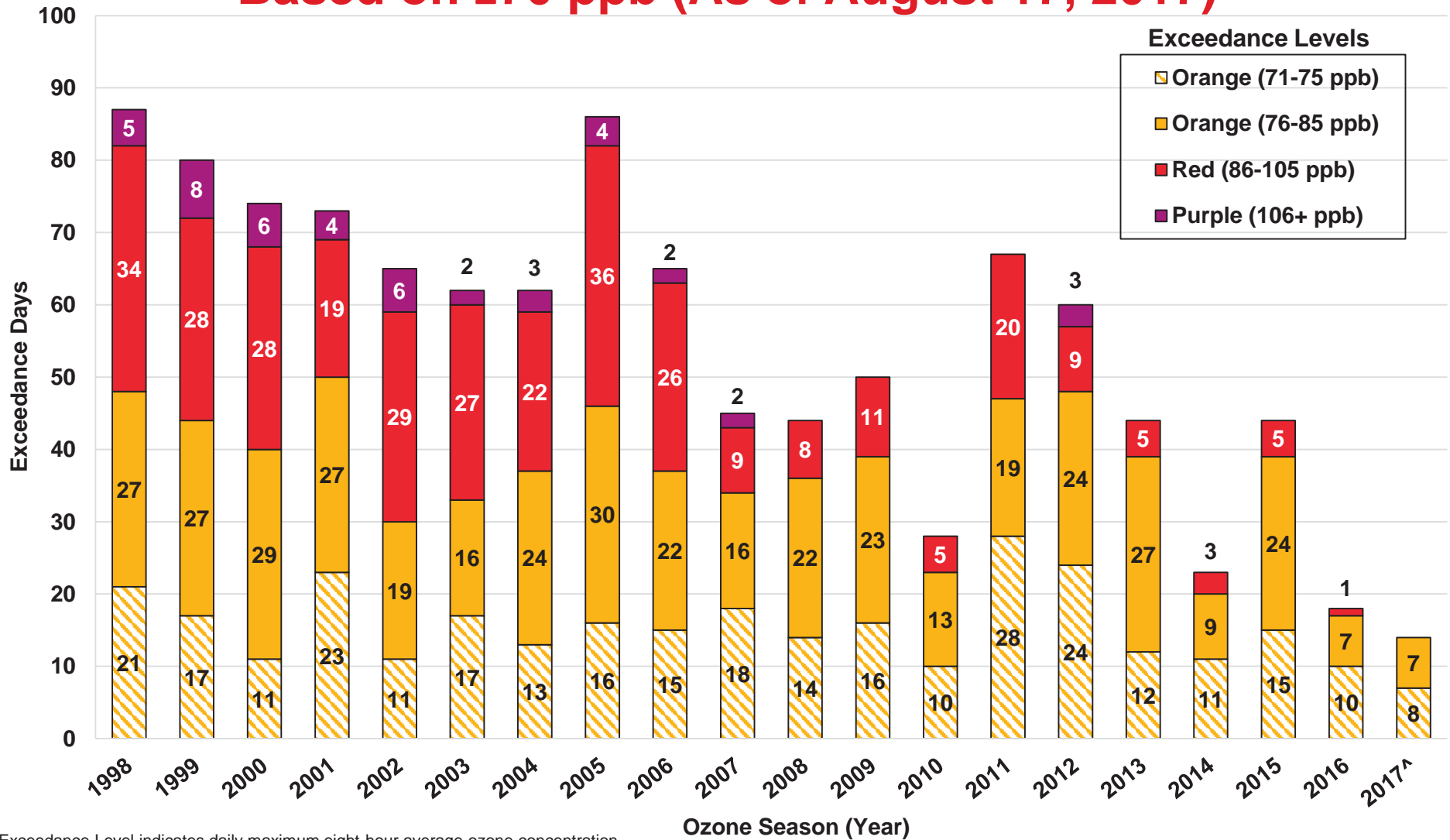
Transportation Planner II

817-704-5694


bdell@nctcog.org

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 17, 2017)



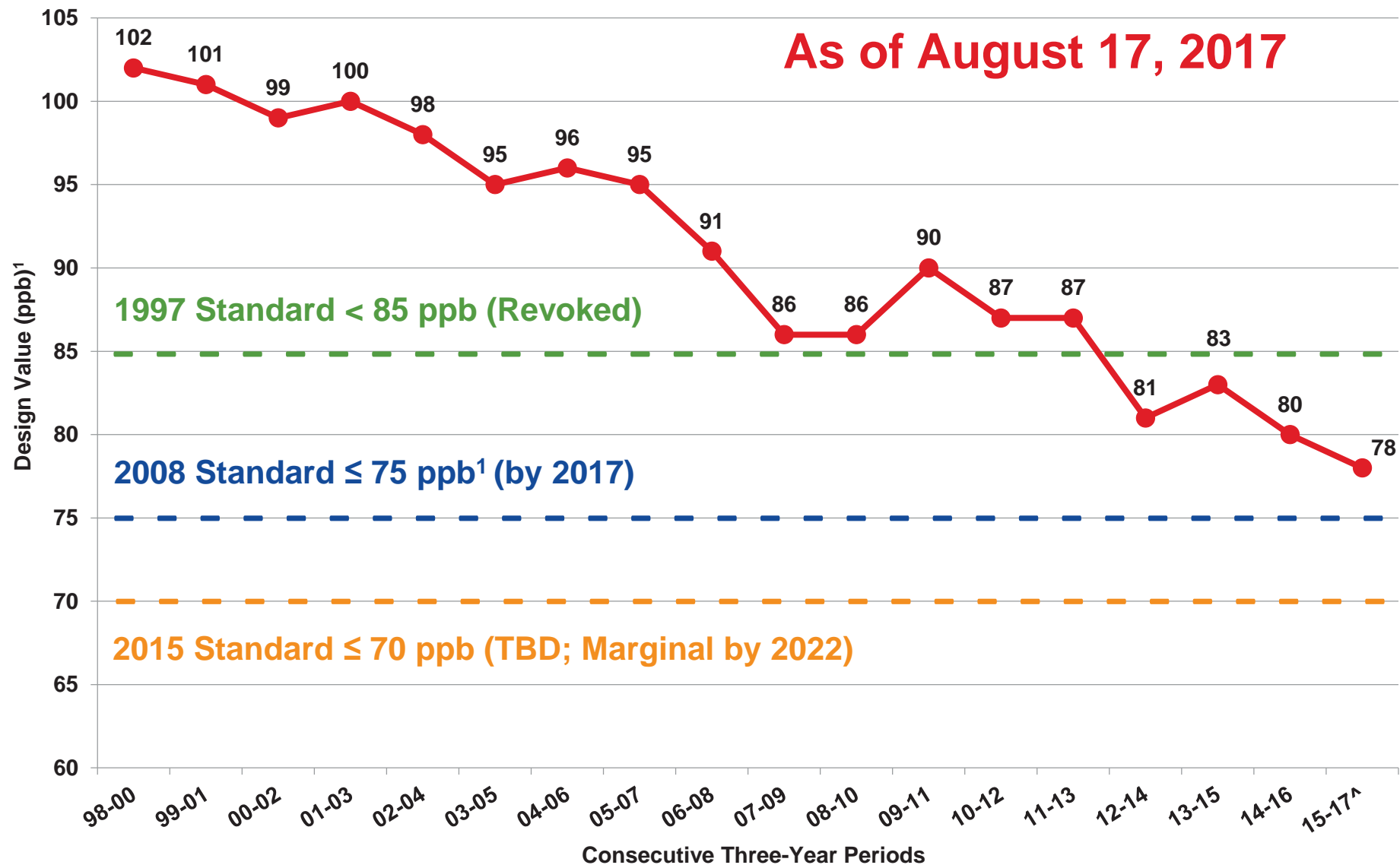
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data.


Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



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).

[^]Not a full year of data.


North Central Texas Council of Governments
GO

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transportation

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Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available from a number of Federal, State, local, and non-profit entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology and infrastructure. It also provides information that is helpful once you have received grant funding through NCTCOG.

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

[Select Language](#) ? ?

Click the links below for a program description and relevant dates and details.	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

If you have any questions on upcoming funding opportunities, please e-mail AQgrants@nctcog.org.

7/7/2017 5:3/2016 AP/IMG

CONTACT US | SITE MAP | LEGAL | SYSTEM REQUIREMENTS

North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888
 Main Operator: (817) 640-3300 | Fax: (817) 640-7806

Air Quality Home

Air Quality Programs

Air Quality Committees

Air Quality Policy and
Regulations

Car Care Clinics

Clean Vehicle Information

Major Air Pollutants

Funding Opportunities

Ozone Information

State Implementation Plan
(SIP)

Transportation Conformity

Transportation Home

Energy Efficiency / Clean Energy



Save the Date!

Tuesday, September 26, 2017 • 11:00 AM – 12:00 PM CDT

Join the North Central Texas Council of Governments (NCTCOG) for the webinar:

Lighting up cities;
benefits and strategies for transitioning municipal lighting to LEDs

Thinking of retrofitting your city's street lights? Join to learn about LED retrofit best practices, what conditions are required for retrofits to be cost effective, and recommendations on how cities can best engage with their utilities.

Hear from: Oncor Electric, the City of Frisco, Kimley-Horn, the South-central Partnership for Energy Efficiency as a Resource and more.

How to Attend the Webinar: Registration information is coming shortly. Contact Kristina Ronneberg at kronneberg@nctcog.org with any questions.



Energy efficiency and renewable energy are emerging topics of interest that can positively impact the North Central Texas Region. With proper implementation, they can help to improve air quality in the region by decreasing the amount of power generation needed and reducing emissions that contribute to air pollution and the region's ozone non-attainment status.

In addition, certain energy efficiency measures, such as the use of alternative fuels, support petroleum reduction goals of the [DFW Clean Cities Coalition](#).

This website is intended to help people interested in learning more about the topic of energy efficiency and renewable energy by compiling key resources and highlighting past and present efforts underway in North Central Texas.

Solar Work with the State Energy Conservation Office

In 2016 NCTCOG partnered with the Texas State Energy Conservation Office (SECO) to expand best management practices for solar photovoltaic systems throughout the State of Texas. Under the project, NCTCOG focused on supply side and demand side activities, including items such as outreach to niche markets, providing trainings and solar information statewide, and expanding permitting and ordinance templates statewide. Visit www.gosolartexas.org for more information, and a full list of produced resources.

Solar Ready II

In 2013 and 2014 NCTCOG participated in the U.S. Department of Energy's Solar Ready II program by partnering with the National Association of Regional Councils, the Mid-America Regional Council, and Meister Consultants Group. NCTCOG worked with local governments and interested parties to implement best management practices and provide training for solar energy in the DFW region. The goal of this project was to improve the DFW solar market by providing a more streamlined and standardized solar process. Visit www.nctcog.org/solar for more information.

North Central Texas Stewardship Forum

The North Central Texas Environmental Stewardship Forum (Forum) began as an Environmental Protection Agency (EPA) grant funded effort dedicated to bringing together North Central Texas (NCT) governmental and quasi-governmental organizations to share best practices, lessons learned and resources to ease the

Sign-Up for Email
Updates

Upcoming Events

Past Events

Summer Solar PV Training Series
Various Dates and Locations



City Efficiency Leadership Council Meeting
February 3, 2016

Solar Energy System Training
March 30-31, 2015
Technical Session / Financial Session

Property Assessed Clean Energy (PACE)
City Manager Information Session
March 6, 2015
Item 2 Presentation
Item 3 Presentation

Texas Renewables Conference 2014
November 3-6, 2014

CATEE 2014 – Clean Air Through Energy Efficiency Conference
November 18-20, 2014

Solar Permitting and Solar Ordinance Training
Tuesday, October 21, 2014
Handouts

DFW Solar Tour
Saturday, October 4, 2014

North Texas Solar Electric Permit Checklist Workshop
Tuesday, September 30, 2014

Select Language ? ?

burden of developing and supporting sustainability and environmental initiatives. Having completed the grant, the participating cities and EPA acknowledge the value the Forum brings to communicating and collaborating to achieve environmental goals. Visit www.nctcog.org/envir/stewardship/ for more information.

Resources

- [Advanced Energy Legislation Tracker](#)
- [Database of State Incentives for Renewables & Efficiency](#)
- [DOE Office of Energy Efficiency & Renewable Energy \(EERE\)](#)
- [Environmental Protection Agency \(EPA\)](#)
- [EPA Guidance on SIPs](#)
- [Funding Opportunities](#)
- [State Energy Conservation Office \(SECO\) Website](#)

For more information, please contact Lori Clark at lclark@nctcog.org or 817-695-9232.

BCA Texas Chapter and Dallas 2030 District

Existing Building Commissioning Summit

September 19, 2014

Solar Ready II Meeting

June 17, 2014

Firefighter and 1st Responder Solar Energy System Safety Workshop

May 15, 2014, 8:00am-12:30pm
Informational Flyer

22nd Annual Building Professional Institute

May 19-23, 2014

Solar Ready II Kick-Off Meeting

March 6, 2014

Handout: Jurisdiction Questionnaire

Handout: Letter of Commitment Video

Solar Ready II

December 11, 2013

DFW Solar Tour

October 5, 2013

Renewable Energy Roundup & Green Living Fair

September 27-29, 2013

Texas Workshop on Landfill Gas Energy

July 16, 2013

SunShot Solar Outreach Presentations

May 20, 2013

Presentations and Videos

Introductions & Solar 101 Video

Permitting, Zoning, & Financing Video

Local Discussion & Wrap Up Video

8/14/2017 05/26/2016 KR/MG

National Drive Electric Week

NORTH TEXAS

September 9,
2017

Grapevine Mills Mall

[INFORMATION](#)

[REGISTRATION](#)

largest gathering of electric vehicles in Texas

Schedule of Events

9.9.2017

Kick-Off Event

Join us at Grapevine Mills as we look to set a new Texas electric vehicle record. Last year we had 128

vehicles attend, can we hit 150 in 2017? Mingle with participants from 10 am - 12 pm at Parking Lot 2C (between Neiman Marcus Last Call and Saks OFF 5th) where you'll have a chance to ride in vehicles and learn from current owners. Interested in seeing an autonomous vehicle? We'll have one. Want to see what students are building at their local school? Come see for yourself. Admission is **free** and open to all those who want to learn about electric vehicles.

[Register](#)

9.9.2017

Post Event Party

Hosted by the [Tesla Owners Club of North Texas](#), EV owners can drive to [Uncle Buck's Brewery](#) (between Bass Pro Shops & Embassy Suites) from 12pm - 2pm after our recording setting day! There will be plenty of parking to accommodate all attendees of our event.

9.11.2017

NDEW Webinar Series: EV 101

Kicking off the NDEW webinar series, EV 101 will provide an introduction to EVs. It will cover the different types of EVs, basic components of EVs, EV benefits (improved fuel efficiency, reduced emissions, and lower maintenance costs), charging options, policies and incentives. Resources to help locate EVs, compare costs, and find recharging locations will also be presented. This webinar is perfect for audiences new to EVs.

[Coming Soon](#)

9.12.2017

NDEW Webinar Series: Workplace Charging

Employers across the country are choosing to install EV chargers. In doing so, these employers are benefiting and encouraging workers to drive electric, and are helping to grow the EV market. The Workplace Charging webinar will cover the benefits and best practices of workplace charging and will provide guidance on how to know if workplace charging is right for your organization.

[Coming Soon](#)

9.13.2017

NDEW Webinar Series: Impacting the Electric Grid, Utility Considerations

Love them or hate them; today's utilities have the choice to view EVs as a challenge or an asset. Come learn from Texas utilities on why they consider EVs to be an asset and how they are planning for greater EV adoption.

[Coming Soon](#)

9.14.2017

NDEW Webinar Series: Clean Communities, EVs & Municipalities

Hear from North Central Texas municipalities on why they are choosing to integrate EVs into their fleets; what have been the benefits, challenges, and their plans for the future. Also, learn about funding opportunities to build or expand an EV fleet.

[Coming Soon](#)

9.15.2017

NDEW Webinar Series: How to Sell an EV

Designed for dealers and other individuals who sell vehicles, How to Sell an EV provides basics on how EVs work, their benefits, what differentiates EVs from legacy gas vehicles, and strategies for selling EVs. Dealers have an important role to play in increasing EV sales, and this webinar will train them how.

[Coming Soon](#)

9.17.2017

Run With The Sun

We're planning a fun week! Help us set a new record at our Kick Off the Run with the Sun event at Grapevine Mills. Last year, we set a Texas record with 128 EVs in the top 100. We can beat that number, but only with your help! Here's how you can help:

- RSVP by clicking on the "Register" button above

Tell your friends and family to attend

- Remind friends and family that NDEW is the only place you can see and drive EVs in a no pressure environment
- Share our event via social media
- Follow @nctcogtrans and share NDEW posts
- Don't forget...#texasEV
- Download materials below to help spread the word

Downloadable Materials



- **[NDEW Postcard w/cropmarks \(for printing purposes\)](#)**
- **[NDEW Bookmark](#)**

Questions? Send them to cleancities@nctcog.org.

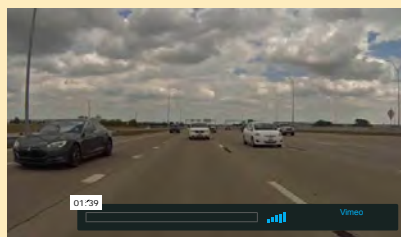
2016



2015



2014





News Releases from Headquarters › Air and Radiation (OAR)

EPA Continues to Work With States on 2015 Ozone Designations

EPA continues to work with states on technical issues, disputed designations and insufficient information

08/02/2017

Contact Information:
(press@epa.gov)

WASHINGTON – The U.S. Environmental Protection Agency (EPA) is moving forward with 2015 ozone designations, working with states to help areas with underlying technical issues, disputed designations, and/or insufficient information. This will help ensure that more Americans are living and working in areas that meet national ambient air quality standards (NAAQS).

“We believe in dialogue with, and being responsive to, our state partners. Today’s action reinforces our commitment to working with the states through the complex designation process,” said **EPA Administrator Scott Pruitt**.

The Clean Air Act gives EPA the flexibility to allow one additional year for sufficient information to support ozone designations. EPA may take future action to use its delay authority and all other authority legally available to the Agency to ensure that its designations are founded on sound policy and the best available information.

Earlier this summer, it was evident that the Agency would not meet the October 1 deadline to designate all areas, due to underlying complexities, methodological, and informational questions with regard to this new ozone NAAQS standard. For example, the question of whether or not this ozone NAAQS was set so low as to implicate natural "background" ozone levels in some parts of the country has repeatedly been raised.

In June, EPA issued a Federal Register notice announcing that it was delaying its deadline for designations by one year, from October 1, 2017 to October 1, 2018. Previous EPA administrations had repeatedly invoked this statutory power to delay designations for part or all of the country. Today’s announcement replaces our earlier action that delayed the Agency’s designation deadline on a nationwide basis and clarifies our path forward, so that the Agency can be more responsive to local needs.

“Under previous Administrations, EPA would often fail to meet designation deadlines, and then wait to be sued by activist groups and others, agreeing in a settlement to set schedules for designation,”

said **EPA Administrator Scott Pruitt**. “We do not believe in regulation through litigation, and we take deadlines seriously. We also take the statute and the authority it gives us seriously.”

LAST UPDATED ON AUGUST 2, 2017

STAQS 2017 DFW

Southern Transportation and Air Quality Summit Dallas-Fort Worth, Texas August 29 - 30, 2017



The Southern Transportation and Air Quality Summit 2017 is an event sponsored by the Federal Highway Administration and EPA Regions 4 and 6.

The purpose of the Summit is to bring together stakeholders from both the transportation and air quality communities to discuss current and coming regulatory environment, technologies and current practices vital to the field of air quality and transportation. The summit is geared to practitioners involved with public agencies at all levels.

A host of speakers from within the southern and eastern regions will present a number of key topics, best practices and latest information vital to transportation, planning and air quality professionals. The registration fee is \$75.00 per person.

Location: North Central Texas Council of Governments Offices
616 Six Flags Drive
Arlington, Texas 76011

Registration**Hotels and Nearby Restaurants****Agenda (Preliminary)****Optional Dinner and Tours of Globe Life Park (Texas Rangers) and AT&T Stadium (Dallas Cowboys)**

At the end of the first conference day, a chartered bus will transport guests to the Globe Life Park where guests will tour exciting behind-the-scenes areas of the ballpark. The bus will then transport guests to the AT&T Stadium, home of America's Dallas Cowboys! Guests will hear about the world's largest domed structure, view pieces of art, and see where all the magic happens. Dinner will be served in the Miller Lite Club, South. After dinner, the chartered bus will transport guests back to NCTCOG where La Quinta guests will be shuttled to the hotel. The fee for the tours and dinner is \$30.00 per person. You may register for this dinner on the registration page.

Contact Information

If you have questions about the Summit or about any information found on this page, please contact:

Mike Roberts
 Federal Highway Administration
 (404) 895-6224

Jeff Riley
 U.S. Environmental Protection Agency
 (214) 665-8542

[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)



North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888
Main Operator: (817) 640-3300 | Fax: (817) 640-7806



U.S. Department of Justice

Environment and Natural Resources Division

DJ #90-5-2-1-11607

Environmental Enforcement Section
P.O. Box 7611
Ben Franklin Station
Washington, DC 20044-7611

Telephone (202) 514-2244

July 24, 2017

The Honorable Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill
P.O. Box 5888
Arlington, TX 76005-5888

Re: June 16, 2017 Request from the Regional Transportation Council to Receive a Portion of any Financial Settlement of the Clean Air Act Violations alleged in U.S. v. FCA US *et al.*

Dear Mayor Franke:

Thank you for contacting the Environment and Natural Resources Division of the United States Department of Justice. I have been asked to respond to your letter to the Acting Assistant Attorney General regarding the Clean Air Act Violations alleged in U.S. v. FCA US *et al.* (Civil Action No. 3:17-cv-03446-EMC) which is currently part of the "Chrysler-Dodge-Jeep Ecodiesel" Multidistrict Litigation identified as Civil Action No. 3:17-cv-0277-EMC.

While we cannot comment on ongoing litigation matters such as this, we appreciate your interest and input. We will retain your letter and consider it further when we reach the resolution stage. If you wish to follow the progress of this case, we encourage you to periodically check the public website that the Court created for this case. You can find it at the following address:

<http://cand.uscourts.gov/emc/chryslermdl>.

Sincerely,

William D. Brighton
Assistant Chief
Environmental Enforcement Section

cc via email: Michael Morris, P.E., Director of Transportation for NCTCOG (mmorris@nctcog.org)
Kathryn Caballero, Air Enforcement Division, OECA, EPA

RECEIVED

JUL 31 2017

TRANSPORTATION

PUBLIC COMMENTS REPORT

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 February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Tuesday, June 20, 2017 through Thursday, July 20, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Project Planning Comments

1. Thomas Allen

- A. Is Lancaster an “environmental justice” community?
- B. If your answer to question 1 is “yes,” which document makes the finding that Lancaster is “an environmental justice” community?
- C. What factual findings support Lancaster’s designation as an “environmental justice” community?
- D. What facts do you possess that indicate Wintergreen Road, Jefferson Street, and Pleasant Run Road were congested in order to merit funding by congestion mitigation dollars?
- E. What criteria did Lancaster, Wilmer, and Hutchins have to meet in order to merit funding with Federal Highway Block grant dollars for the local streets Jefferson, Wintergreen and Pleasant Run?
- F. All three are very obviously inter city thoroughfares, but how is funding for intercity thoroughfares a proper use of Federal Highway tax dollars?

Only the first phase of Loop 9 is funded and according to TxDot there is only enough funding for right of way acquisition and construction of what will eventually be the service roads. According to a TxDOT presentation I attended, there is no funding identified for the highway itself. Loop 9 will most likely eventually be funded as a toll road, as is its northern equivalent, the Bush Turnpike. If we can’t fund Loop 9, which is very obviously a Federal Highway project, why are we funding local thoroughfares with scarce Federal highway tax dollars?

- G. By the way, I use Jefferson, Wintergreen and Pleasant Run. I can tell you that, at present, there is no congestion on those roads. There is now far more congestion on Hampton Road as it approaches I-30 in the heart of Dallas, and given the congestion, fumes, and lower incomes of that corridor, that corridor deserves the label “environmental justice community” more than Lancaster, Wilmer, and Hutchins. It is possible that, as the logistics hub develops

there will be more congestion on these roads and there will need to be other routes into the logistics hub other than I-20 and Bonnie View/Jefferson. However, at present, there are few heavy trucks using Pleasant Run or Jefferson to access the logistics hub. It seems that thoroughfare funding should be part of city and county planning and budgeting. I don't see a legitimate role for the Federal government in paying for local thoroughfare construction. The developers of the hub bought this land and laid out their plans with their eyes wide open that the rural roads were ill equipped to accommodate their heavy trucks. Why should the Federal government pick up the tab for them?

Response by Christie Gotti, NCTCOG

Mr. Allen:

Thank you for your interest in these projects and for your comments. Below, I have responded to each of your questions or comments using blue text. Sorry for the duration taken to respond, but we had to pull together data from multiple sources within our agency, so it took a bit of time.

A. Is Lancaster an “environmental justice” community?

While no mandated method or numeric threshold exists for defining what is or is not an environmental justice community, the North Central Texas Council of Governments (NCTCOG) considers Lancaster to be an environmental justice community. In Lancaster, 86.14 percent of the city's residents identify themselves as a racial or ethnic minority and 17.05 percent of the city's residents for whom poverty data is known live in a household below the poverty line established by the Department of Health and Human Services, according to data from the 2015 American Community Survey (ACS) 5-Year Estimates. For these reasons, NCTCOG considers Lancaster to be an environmental justice area/community (see responses to below questions for additional details).

B. If your answer to question 1 is “yes,” which document makes the finding that Lancaster is “an environmental justice” community?

Data provided in NCTCOG's Mobility 2040 plan shows that Lancaster meets the designation of an environmental justice community for both the city's total minority population and low-income population.

Executive Order 12898 calls for actions to address environmental justice in minority populations and low-income populations. The U.S. Department of Transportation (USDOT) EJ Order 5610.2(a) and the Federal Highway Administration (FHWA) EJ Order 6640.23A define “minority” individuals as:

“...A person who identifies with one or more of the following categories:

- (1) Black: a person having origins in any of the black racial groups of Africa;
- (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- (5) Native Hawaiian and Other Pacific

Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.” (Source: Federal Highway Administration Environmental Justice Reference Guide)

The USDOT and FHWA Environmental Justice Orders define a “low-income” individual as “a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.”

C. What factual findings support Lancaster’s designation as an “environmental justice” community?

Findings included in the responses to questions #1 and #2 support Lancaster’s designation as an environmental justice community. One method to define environmental justice populations at the scale of regional transportation plans, the scale used by NCTCOG, is to set a threshold equal to the geography of the study area. The study area for NCTCOG’s metropolitan transportation plan is the 12-county Dallas-Fort Worth metropolitan planning area. The study area’s population is 51.22 percent total minority (cumulative racial or ethnic minority individuals) and 14.59 percent low income, according to data from the 2015 ACS 5-Year Estimates. Lancaster’s population exceeds both these regional percentages, and is therefore, designated as an environmental justice community. This method is supported by the National Cooperative Highway Research Program Report 532, Effective Methods for Environmental Justice Assessment, Transportation Research Board of the National Academies.

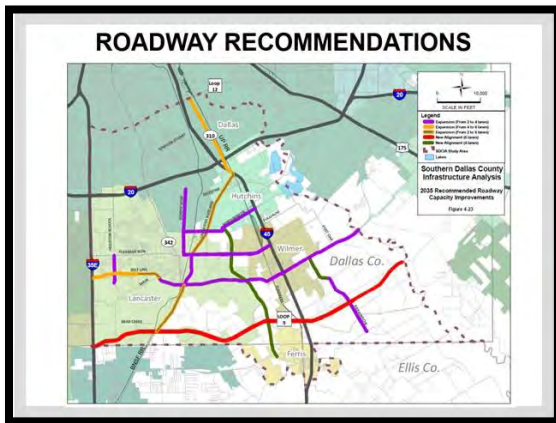
D. What facts do you possess that indicate Wintergreen Road, Jefferson Street, and Pleasant Run Road were congested in order to merit funding by congestion mitigation dollars?

The funding source proposed for these projects is not “congestion mitigation dollars” specifically. The proposed funding program is called the Surface Transportation Block Grant (STBG) Program. As outlined in the current transportation funding bill, Fixing America’s Surface Transportation (FAST) Act, the STBG program has the most flexible eligibility rules among all Federal-aid highway programs. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. (FAST Act § 1109(a)). As long as a roadway is functionally classified above a “collector,” which these are, roadway improvements are eligible activities. These projects would also be eligible as they “provide access into and out of the ports” and as “Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.” Please note that much of the wording noted above is taken directly from the Federal Highway Administration website for STBG funding: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

E. What criteria did Lancaster, Wilmer, and Hutchins have to meet in order to merit funding with Federal Highway Block grant dollars for the local streets Jefferson, Wintergreen and Pleasant Run?

As noted above, the projects had to first be eligible for the funding source, which they are. Second, the funding initiative currently being implemented by our policy body, the Regional Transportation Council, involves selecting projects that meet the goals and

objectives of our metropolitan transportation plan, which includes the development of a transportation system that contributes to the region's mobility, quality of life, system sustainability, and continued project implementation. Specifically, these projects were selected because they leverage local and federal funding, improve access to an intermodal facility (the inland port), and improve access for an environmental justice community. The projects also meet several goals specific to our freight portion of the plan, including: 1) Improve freight movement efficiency to, from, and within the region; and 2) Promote safety, mobility, and accessibility for freight. Finally, these projects were recommended infrastructure improvements outlined in the Southern Dallas County Infrastructure Study completed in 2012. A map of the recommendations from that study is provided below. You can view the entire study findings/recommendations online at: http://www.nctcoq.org/trans/sustdev/landuse/funding/plan/sdcia/Final/SDCIA_FinalReport_Oct2012.pdf



F. All three are very obviously inter city thoroughfares, but how is funding for intercity thoroughfares a proper use of Federal Highway tax dollars?

By way of the eligibility for this funding category, Congress has determined that certain local roadways are a good use of federal funding. As indicated above, these roadways are an appropriate fit for federal transportation funding as they improve direct access to a major intermodal hub that then connects to an interstate highway corridor (IH 45). IH 45 is also designated as a regional truck route, so roadway projects that improve access to regional truck routes have been determined by the RTC to be a good use of federal transportation funding.

Only the first phase of Loop 9 is funded and according to TxDot there is only enough funding for right of way acquisition and construction of what will eventually be the service roads. According to a TxDOT presentation I attended, there is no funding identified for the highway itself. Loop 9 will most likely eventually be funded as a toll road, as is its northern equivalent, the Bush Turnpike. If we can't fund Loop 9, which is very obviously a Federal Highway project, why are we funding local thoroughfares with scarce Federal highway tax dollars?

Federal funds are involved in funding major interstate roadways, arterials, intersection improvements, bicycle/pedestrian projects, and many other project types. There are multiple funding sources (federal, state, regional, and local) that are available for each

project type. Project prioritization involves matching the right type of funding with the right type of project, and it involves balancing needs across different areas of the region and at different levels. To this end, the RTC and Texas Department of Transportation (TxDOT) jointly selected major highway projects in December 2016. See funding for Loop 9 on page 2 of the approved project listings, which are available online at: <http://www.nctcog.org/trans/tip/documents/10-YearPlan-12-2016RTCListofProjects.pdf>. At that time, the RTC set aside STBG (and air quality) funds to implement improvements on other projects across the region. With the December 2016 approval for Loop 9, all of the first phase frontage roads from IH 45 to IH 35E are funded. While it is true that other sections of Loop 9 are under development, they are not yet ready for construction funding – they still need to go through other preconstruction phases, such as environmental clearance, public involvement, preliminary engineering, etc. Funding will be considered for those sections of Loop 9 in the future.

G. By the way, I use Jefferson, Wintergreen and Pleasant Run. I can tell you that, at present, there is no congestion on those roads. There is now far more congestion on Hampton Road as it approaches I-30 in the heart of Dallas, and given the congestion, fumes, and lower incomes of that corridor, that corridor deserves the label “environmental justice community” more than Lancaster, Wilmer, and Hutchins. It is possible that, as the logistics hub develops there will be more congestion on these roads and there will need to be other routes into the logisitics hub other than I-20 and Bonnie View/Jefferson. However, at present, there are few heavy trucks using Pleasant Run or Jefferson to access the logistics hub. It seems that thoroughfare funding should be part of city and county planning and budgeting. I don’t see a legitimate role for the Federal government in paying for local thoroughfare construction. The developers of the hub bought this land and laid out their plans with their eyes wide open that the rural roads were ill equipped to accommodate their heavy trucks. Why should the Federal government pick up the tab for them?

Public roadways, especially those that contribute to interstate commerce (i.e., freight traffic) have long been considered germane to investment and support by the federal government. Local elected officials in the three cities involved, along with the elected officials serving on the RTC decided in this case that the federal transportation dollars were appropriate for use on these three projects. As noted above, the projects were not selected due to congestion concerns, but rather, because they provide access to intermodal facilities, leverage federal and local funds, and because these improvements will create a safer environment for existing users as the larger, freight hauling trucks continue to increase in number in the area. With regard to environmental justice, most sections of Hampton Road are considered part of an environmental justice community. Cities along the Hampton Road corridor are welcome to suggest needed improvements to that corridor to see if the identified need coincides with regional priorities.

Data Comments

1. Kristin McKenzie

I am trying to see if there is an updated Fact Sheet for Air Cargo. The document that I was able to find online is dated June 2014, and I am looking for any updated information that you may

have on DFW Airport and Alliance Airport combined cargo shipment. We are looking for the weight (metric tons).

Response by Brian Wilson, NCTCOG

Kristin,

Thank you for reaching out to us. This is the latest air cargo information we have, as published in our annual transportation state of the region report, Progress North Texas 2017. It is available at www.nctcog.org/ourregion. I will work with our staff to update the fact sheet. Thanks for bringing it to our attention. Please let me know if you have any additional questions or would like copies of Progress North Texas or any of our publication. Have a great week.

Year	DFW	Alliance	Love Field
2015	737,812	119,444	80,438
2016	829,019	136,765	86,078

2. Ted Burden

Is there any way that I can find out the traffic count for I-75 at the Spring Creek Exit, as well as the traffic count for Spring Creek Parkway at Oak Point Park and Amphitheater? Thank you for your assistance.

Response by Francisco Torres, NCTCOG

Mr. Burden,

The daily traffic on US 75 at Spring Creek Parkway is 180,000 vehicles/day adding both directions of the main lanes.

For Spring Creek Parkway at Oak Point Park and Amphitheater, the daily traffic count adding both directions is 10,208 vehicles/day.

For your convenience you can look for historical traffic counts at our webpage at :<http://www.nctcog.org/trans/data/trafficcounts/indexcdp.asp>

Other Comments

1. Jim Moffitt

Your Rosters of RTC committees should have effective dates. It is impossible to guess when these lists were correct. Also, meetings that have passed dominate the "upcoming meetings" calendar.

Response by Carli Baylor, NCTCOG

Mr. Moffitt,

Thank you for contacting the NCTCOG Transportation Department. I have provided your comments to the appropriate staff members, and we will now be noting the month and year on the RTC and STTC rosters posted on our webpage.

Additionally, the “upcoming meetings” calendar has been updated, and we will make sure to continue to edit it in a timely manner.

Please let us know if you have further comments and/or questions.

COMMENTS SUBMITTED VIA SOCIAL MEDIA

Aviation Comments

1. Transportation @NCTCOGtrans #UAS #drones will Enhanced Mobility of Seniors to #DFW Individuals / Disabilities for #doctor trips #Medicine – Marko Sakal (@markosakal)



2. Review by @USDOTFHWA @FTA_DOT @FAANews for @NCTCOGtrans #flight plans #UAS over Interstate #State #Local #Roads plan < #gas #tax +UAS tolls – Marko Sakal (@markosakal)

Air Quality Comments

1. Do Just One Thing for Clean Air Action Day this Friday <http://www.nadallas.com/DAL/June-2017/Do-Just-One-Thing-for-Clean-Air-Action-Day/> ... #cleanair @NCTCOGtrans #Texas – Natural Awakenings (@NaturalDallas)



2. "Be Air Aware" event tonight at @east-sidedenton - learn how to keep our air clean!
<http://ow.ly/dPGX30cOezy> @cityofdentontx @NCTCOGtrans – DCTA (@RideDCTA)



3. Dr. Gordon Green, a @UTSWNews faculty member, served on the Rgnl Air Quality Task Force of @NCTCOGtrans #CAAD2017 http://bit.ly/nap_00075 – UTSW Library (@utswlibrary)



4. It's Clean Air Action Day! Join @NCTCOGtrans in celebrating keeping our air clean & read our blog post to see how: – DCTA (@RideDCTA)



5. What steps will you take to improve air quality today? Share your action with @NCTCOGtrans & include #CAAD2017 for a chance to win a prize. – Judge Clay Jenkins (@JudgeClayJ)

6. Today is Clean Air Action Day! North Texans, show your support and commitment: <http://www.airnorthtexas.org/cleanairactionday> ... #CAAD2017 @NCTCOGtrans – Timm Elrod (@TimmElrod)

7. Pollution's health impact back in 1991, courtesy #NLM @NCTCOGtrans #CAAD2017 | <http://bit.ly/2sww303> – UTSW Library (@utswlibrary)

8. DFW is committed to sustainability efforts 365 days a year. Here are a few steps we've taken to improve air quality: #CAAD2017 @NCTCOGtrans – DFW Airport (@DFWAirport)



@DFWAirport @NCTCOGtrans @RobertHortonDFW Great performance
@RobertHortonDFW @kris_russell. Keep on going 🙌 – Denise Pronk (@denisepronk)

9. RT @M_E_Strohmeier @Siemens Cleaning city air and reducing emissions by offering metrics and analysis technologies @NCTCOGtrans – Marko Sakal (@markosakal)

Markus Strohmeier @M_E_Strohmeier
Urban cities can now effectively maximize economic & environmental benefits from technologies thanks to this tool pbynd.co/na8d8

The social media post includes a colorful illustration on the left showing a person at a computer workstation with various icons representing technology, air quality, and urban infrastructure.

10. Make plans to go to East Side Denton, TX tonight from 5 to 8 p.m. to engage with City of Denton Sustainability and NCTCOG Transportation Department to learn how to keep our air clean. Free giveaways for those who sign the Clean Air Action Day pledge! – Denton County Transportation Authority (DCTA)



11. Come visit the Office of Environmental Quality and the terrific vendors at the Dallas Clean Air Action Day on Pegasus Plaza in Downtown Dallas! Downtown Dallas, Inc. GreenSourceDFW NCTCOG Transportation Department #Arlo #CAAD2017 #AirNT – Green Dallas



12. Plan a cozy work-from-home day for #CAAD2017 6/23! Share how you'll improve #airquality w/@NCTCOGtrans & at <http://bit.ly/2pSFEDM>. – NCTCOG Transportation Department



i love this idea! – Valerie Skiadas Philibert

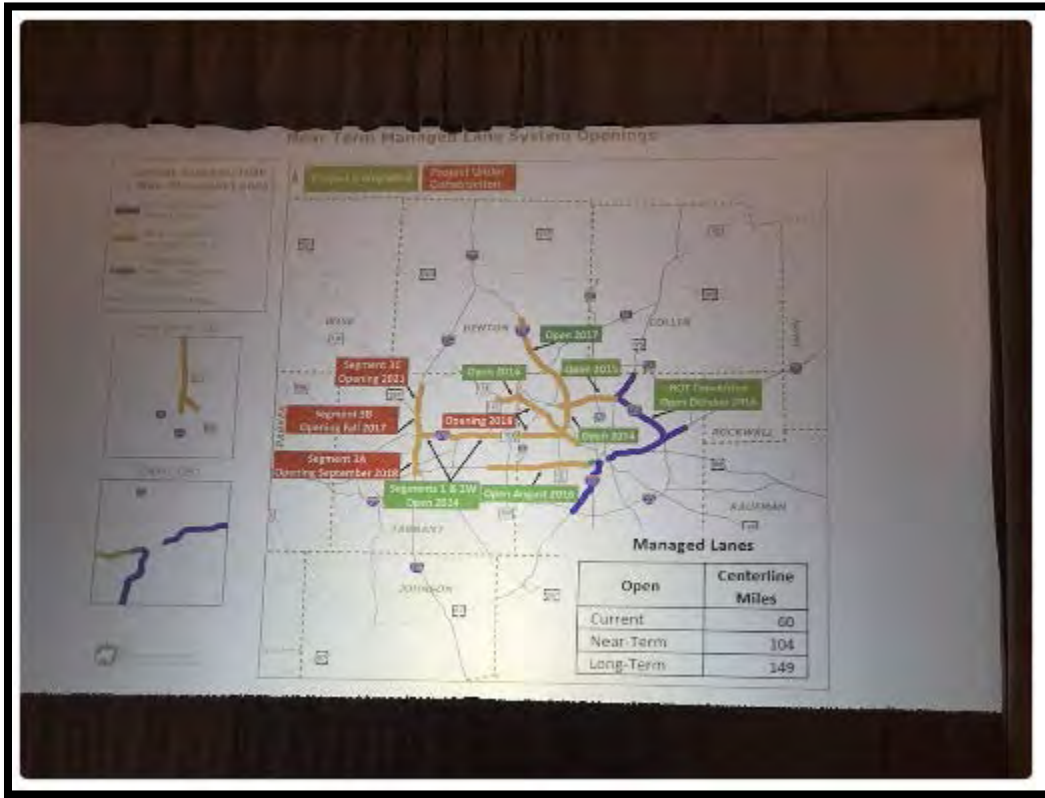
You should do it! 😊:) It's a triple win! You'll help improve air quality, you get to be comfy while working AND you win a prize by sharing your action with us! – NCTCOG Transportation Department

Innovative Vehicle and Technology Comments

1. Purchasing alt-fuel #fleet vehicles? Learn how you can participate in our national #procurement at <http://fleetsforthefuture.org> 🚚🚗 – FleetsForTheFuture (@Fleets4future)

A screenshot of a tweet. On the left is a small image of a traffic jam on a highway. To the right of the image, the text reads: **Chris Hamilton @ChrisRHamilton**
Another Study Says Science is Clear. More highways equals = more traffic. DOTs spend \$ on transit/bike/walk instead! usa.streetsblog.org/2017/06/21/the...

2. @TeamCarma thrilled to be providing automated vehicle occupancy detection w/
 @NCTCOGtrans want to hear more. Let's connect #IBTTA – Pavluchuk & Assoc (@Jpavllc)



3. Public #fleets: Save big on alt-fuel vehicles through our F4F National #Procurement | Sign up here <http://bit.ly/futurefleets> – FleetsForTheFuture (@Fleets4future)



Bicycle/Pedestrian Comments

1. Please watch for #cyclists, #pedestrians & #motorcyclists. Be engaged at wheel & #Drive2N2. Great resource for safe riding @NCTCOGtrans – Chris Pilcic (@SF_ChrisPilcic)



David Shilson @FPDShilson
So far in 2017 #Frisco has had 19 crashes involving a #motorcyclists & 7 crashes involving #cyclists. Look out and #Sharetheroad @FriscoPD

2. 34 hike/bike trail projects funded by @NCTCOGtrans <https://www.virtualbx.com/construction-preview/24830-metroplex-communities-receive-47m-for-trails-trinity-strand-phase-2-gets-7m.html> ... @DallasCountyTx @UrbanFortWorth @FWBikeSharing @CyclingSavvyDFW – VBX (@VirtualBX)



3. #ExploreYourCity! – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans
Ride off into the sunset on some of the best bike trails in DFW!
Here's a list of the top 10: bit.ly/2so0Ngd
(via @dallasobserver_)



Other Comments

1. #FF for SW #LocalGov: @umantsm @CO_Municipal @NCTCOGtrans @OklaMuniLeague @TexasTAMIO @NFBPA_NTC @txplanning @NFBPAHouston & @TCMAorg – Southwest ELGL (@SWELGL)

2. Michael Morris has been employee of @NCTCOGtrans for 38 years, director for 27. At what point is it time for a change? – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans @wickallison Point occurred 27 years ago – scott bennet (@mscott1948)

Do North Texans have any ability to influence leadership of powerful @NCTCOGtrans? It seems like a remote, self-perpetuating bureaucracy. – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans Def time to change that diaper. But local pols drink the kool-aid too. Fail to ask questions. Perpetuate the bad analyses. – Larry (@LarryBrautigam)

3. Arlington has an app that allows residents to report acts of kindness. Now this is the KIND of thing we like to see! <http://bit.ly/2tfokjY> – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans @CityOfArlington @wfaachannel8 It is? – James Boyd (@jboydaustin)

4. Unified Planning Work Program @NCTCOGtrans Short term #UAS to model / measure air quality. Master plan for #UAS once rules change less cars – Marko Sakal (@markosakal)

5. Please read, @NCTCOGtrans ! – Wylie H Dallas (@Wylie_H_Dallas)



6. New mixmaster results in 38 vehicle lanes running roughly parallel between downtown & Trinity River. @NCTCOGtrans wants to add 6 more? 🙄 – Wylie H Dallas (@Wylie_H_Dallas)

7. It's so sad that the transportation infrastructure planned by @NCTCOGtrans fails so miserably at serving North Texas residents. – Wylie H Dallas (@Wylie_H_Dallas)



8. Sustainable infrastructure. – Dallas May (@1DaIM)

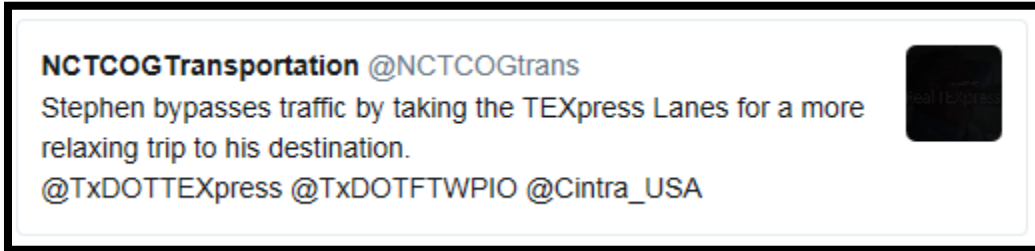


9. "I don't think we can afford a transportation system that converts rural land into suburban developments" - Michael Morris @NCTCOGtrans – Wylie H Dallas (@Wylie_H_Dallas)

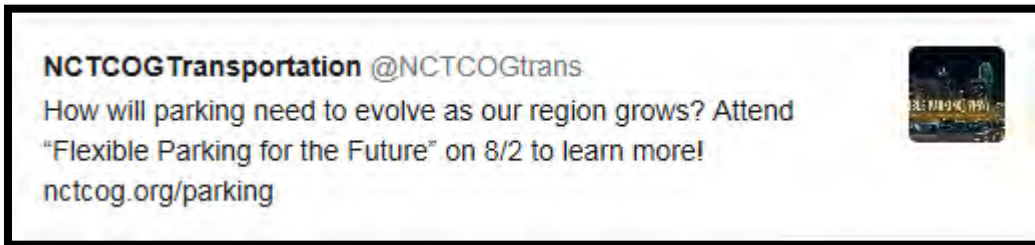
@Wylie_H_Dallas @NCTCOGtrans @TonyHammontree Did anyone tell him that has been his entire career? – Dallas May (@1DaIM)

10. Parker County recognized for leading in transportation. #wedoitright @FreeseNichols @NCTCOGtrans <https://www.parkercountytx.com/CivicAlerts.aspx?AID=255> ... – Judge Mark Riley (@judgeriley)

11. "Small amount of money" depends on your finances. – Annie (@annigraham)



12. "Flexible Parking for the Future" event w/ many learning opportunities! – IU Studies (@IofUrbanStudies)



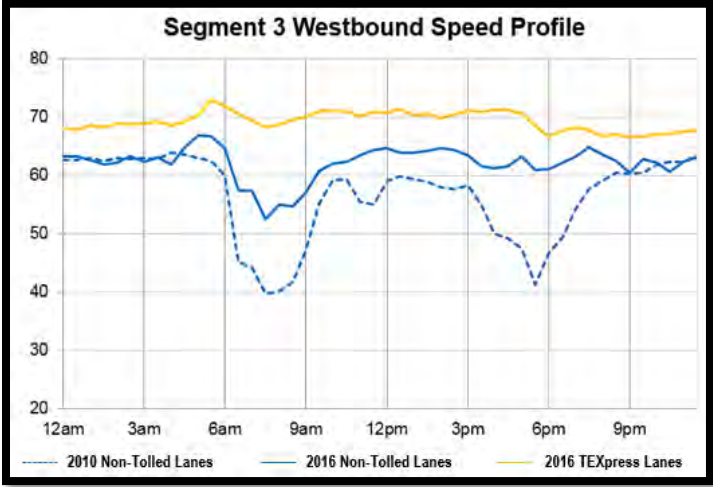
13. Kay says using TEXpress Lanes helps her arrive at her destination happy and relaxed. Want to see what they're all about? Learn more about TEXpress Lanes at www.texpresslanes.com – NCTCOG Transportation Department



Texpress lanes are money makers only. They do nothing for congestion except increase it and make the non toll lanes confusing. Had only toll free lanes been created we would have more total lanes and less congestion. – Judy Deller

Hi Judy! TEXpress Lanes have helped to reduce congestion! The average speed increased by 10-15% in the LBJ corridor and congestion time on non-tolled lanes

reduced by 60%. – NCTCOG Transportation Department



14. I have seen only increased congestion westbound on 183 between Euless and I35 and lowered speeds. – Judy Deller

15. The City of Arlington has an app that allows residents to report random acts of kindness. Now this is the KIND of thing we like to see! <http://bit.ly/2tfokjY> – NCTCOG Transportation Department



Glorified kindness? – Ricky Clark

16. Vital Link students at North Central Texas Council of Governments built a map to accommodate the future growth of North Central Texas and filmed an interview with NCTCOG Transportation Department! #makingconnections #vitallink2017 #communitylearning – Fort Worth ISD



17. Fort Worth ISD Vital Link Interns – NCTCOG Transportation Department



Awesome! Thanks Vital Link and NCTCOG for making a difference in our community. – Kelli Gilbert-Brosig

18. The past two months have been huge for electric cars in Texas! 310 cars have been registered since May, plus the newly tracked Bolt (5 cars) Spark (32 cars) and Fiat 500e (226 cars!). This brings the Texas total to 10,450 cars. There are now 3130 Model S & 991 Model X

in Texas (an addition of 187 in two months). In North Texas, we have 1345 Model S & 388 Model X (an addition of 71 in two months). Thanks to our friends NCTCOG Transportation Department for the data and don't forget to see many electric cars at National Drive Electric Week on Saturday, September 9. Register now to view OR show at the largest NDEW event outside California. <https://driveelectricweek.org/event.php?eventid=984> – Tesla Owners Club of North Texas



19. September 9, 2017 is the date to remember for the National Drive Electric Week event! Mark your calendars today and join the fun at Grapevine Mills. For more details, visit the event page > <http://bit.ly/NDEW2017> – NCTCOG Transportation Department



Currently the second largest event globally! Register early!
<https://driveelectricweek.org/stats.php> – Rick Bollar

20. Our transportation staff momentarily stepped away from the desks and in front of the camera for #NationalSelfieDay! – NCTCOG Transportation Department



Great Pic. Y'all look like a fun bunch. 👍 – Jerald Henderson

We most certainly are, Mr. Henderson 😊 – NCTCOG Transportation Department

School Zone Safety Tips

Across North Texas, hundreds of thousands of students go to school each day. Keep these tips in mind to help our students stay safe.

Slow down and obey speed limits.
Did You Know: A pedestrian hit by a car going 20 mph has a 90% survival rate. At 30 mph it drops to 50%.

Watch for NO PARKING signs.
Don't park in bus loading zones or near intersections, driveways, and crosswalks.

Walk or roll to school.

Carpool with other families.
Help reduce traffic and harmful pollution in school zones.

Drop your child off at the curb on the school side of the street.

Reduce idling.
Did You Know: An idling vehicle produces over 60% more emissions than a vehicle driving at 20 mph?

Yield to people in crosswalks.
It's the law.

Don't be that driver.
Don't put students at risk! No texting while driving, making U-turns, or passing other vehicles in the school zone.

School Bus Safety

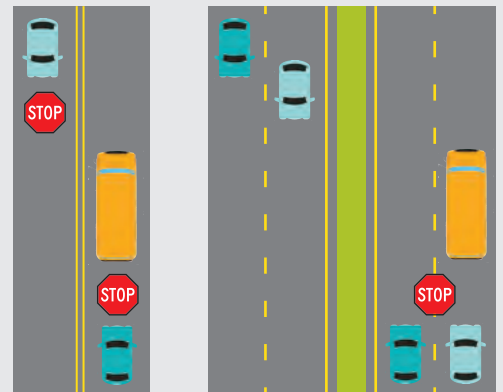


When the red lights are flashing or the stop sign is out, all vehicles on the same road **MUST STOP**.

Motorists **MUST WAIT** until the school bus begins moving.

IT'S STATE LAW (up to \$1,250 fine)

The area 10 feet around a school bus is the most dangerous for children. Stop far enough back to allow them space to safely enter and exit the bus.



You **MUST STOP** on roadways with painted lines. You **CAN GO** if there is a physical barrier separating your side of the roadway from the school bus.



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

August 2017

Calendar

August 2, 8:30 am
TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

August 4, 11 am
DRMC

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

August 10, 1 pm
Regional Transportation Council
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

August 25, 1:30 pm
Surface Transportation
Technical Committee
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Campaign highlights how real people use TEXpress

North Texans have begun to see several new videos highlighting how drivers take advantage of TEXpress Lanes to avoid traffic snarls and get to their destinations on time. Along with social media, infographics and resources for community leaders and lawmakers, the videos are part of a multimedia campaign to educate the public about TEXpress Lanes. The videos feature the testimonies of real North Texans – young professionals, retired people, parents and grandparents – as they drive on TEXpress Lanes and discuss how the lanes give them more reliable commutes and visits to family members.

Transportation partners around the region are also spotlighting the testimonials and infographics across their social media platforms in an effort to widely distribute information to drivers about this new transportation option. Drivers decide when TEXpress is right for them, and TEXpress Lanes are only added to the most congested highways in North Texas, such as IH 635 or IH 820. Drivers seeking a reliable trip with a predictable travel experience simply pay a toll to access the lanes, which typically offer speeds of 50 mph or greater. TollTag users get a discounted rate, and carpoolers also receive lower rates when they register their trip through the Drive On TEXpress mobile app.

The lanes not only improve highway reliability by allowing users to skip the line, but they also lower the stress of commuting. TEXpress Lanes are separated from the general highway lanes to enhance roadway safety and efficiency, and with fewer entrance and exit ramps, merging and weaving are minimized. Electronic signs posted in advance of each ramp make the current toll rate clear to drivers before they access TEXpress Lanes. Drivers who choose to remain in the general lanes benefit from TEXpress as well, since traffic speeds in those lanes have been shown to increase as tolled lanes attract more users.

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



Electric vehicles to be spotlighted for a week in September

National Drive Electric Week, September 9-17, is a nationwide celebration to heighten awareness of today's widespread availability of plug-in electric vehicles and highlight the benefits of all-electric and plug-in hybrid-electric cars, trucks, motorcycles and more. For the past two years, Dallas-Fort Worth has boasted the largest single-event NDEW celebration in the country outside of California. The local event has brought together EV companies, advocates, private owners and curious individuals for a day of electric driving, conversation, fun and prizes.

This year, the regional celebration is growing from a single event to a full week of activities and learning. The week will kick off September 9, from 10 am-noon at Grapevine Mills Mall.

Hosted by the Dallas-Fort Worth Clean Cities Coalition and the North Central Texas Council of Governments, the event will feature EV industry and advocacy exhibitors, as well as the largest gathering of EVs in the state of Texas. EV owners and enthusiasts will show off their rides, discuss the ownership experience, and demonstrate this incredible – and incredibly clean – technology.



NCTCOG photo

Electric vehicles will be celebrated in North Texas beginning September 9.

The following week, free open webinars will be held daily from Monday, September 11 to Friday, September 15 on a variety of EV-related topics including “EV 101,” and workplace charging. For more information, registration and details about additional opportunities to experience EVs and learn about the role EVs can play in the future of transportation, visit www.driveelectricdfw.org.

Next phase of Bush Turnpike widening underway

The North Texas Tollway Authority is continuing its efforts to improve traffic flow on its system this summer with projects underway to add a fourth lane to two separate segments of the President George Bush Turnpike. Work on the stretch between IH 35E and the Dallas North Tollway began last month and is expected to be complete in late 2019. In June, expansion of the segment between US 75 and State Highway 78 began. This segment will be finished late next year.

Motorists can get a sneak peak of how the Bush Turnpike will look when finished by viewing an animation at <http://bit.ly/2vjrMyL>.

An additional lane in each direction between US 75 and the Dallas North Tollway opened to traffic in November 2016. The section from Belt Line Road (Irving) to IH 35E is currently in the design phase. The portions between IH 30 and SH 183 and IH 20 to IH 30 in Grand Prairie are currently in the planning phase. For more information about the PGBT Widening Projects, visit www.progressntta.org, email [Pro-gressNTTA@NTTA.org](mailto:ProgressNTTA@NTTA.org) or call 972-628-3134.

High-speed rail station areas selected for study

Progress continues on a project to link Dallas and Fort Worth by high-speed rail and set the stage for a network providing service to other Texas regions.

Planners have identified three potential station locations along the proposed Dallas-Fort Worth Core Express. The stations would be in Fort Worth, at the Intermodal Transportation Center; Arlington, between Interstate Highway 30 and the convention center; and Dallas, between the Cedars Station and Kay Bailey Hutchison Convention Center. Studies of the potential station locations are being finished.

Planners must now create a path to allow for the completion of the Environmental Impact Statement for the Dallas-to-Fort Worth line, important because of its potential to link passengers to both the Dallas-to-Houston line and a possible future rail corridor offering HSR to Oklahoma and South Texas.

The Regional Transportation Council has allocated \$5 million to assist in the completion of the Core Express' EIS. The draft EIS for Texas Central Partners' Dallas-to-Houston line is expected this fall, with a record of decision expected in late 2018.

Diesel Inspection and Maintenance report

In the Dallas-Fort Worth region, approximately 49 percent of on-road emissions of nitrogen oxides are a result of heavy-duty diesel vehicles. Yet, these vehicles are excluded from the State's Inspection and Maintenance (I/M) Program.

To evaluate the feasibility of incorporating diesel vehicles, NCTCOG partnered with the Texas Department of Transportation, Texas A&M Transportation Institute, the Texas Department of Public Safety and the University of Denver. Through this partnership, the second prototype of an emissions-testing technology called the On-Road Heavy-Duty Emissions Measurement System was tested.

The OHMS technology is seen as viable option for several potential applications, including a traditional Inspection and Maintenance Program, clean screening of vehicles, or identifying high emitters from a fleet. The final implementation will depend on the application that the system will be used for, based on the needs and priorities of the local stakeholders and relevant public agencies.

Nearly 1,000 heavy-duty diesel vehicles were included in the study and the final report can be found at www.nctcog.org/DieselRpt2.

EV incentive program reinstated

Future alternative fuel vehicle drivers in Texas can look forward to saving a little more on their vehicle purchase or lease thanks to the recently passed Senate Bill 1731, which includes the reestablishment of the Light-Duty Motor Vehicle Purchase or Lease Incentive Program.

The program will offer \$2,500 for the purchase of new electric vehicles, \$5,000 for the purchase of compressed natural gas or liquefied petroleum gas vehicles (LPG). Incentives are also available in pro-rated amounts based on a three-year lease term, for up to 2,000 EVs and up to 1,000 CNG/LPG vehicles per state fiscal biennium.

Implementation of the program is pending rulemaking to determine administrative and accounting details, including whether the incentive may be applied retroactively.

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

The Fort Worth Transportation Authority
FWTA.org

Texas Department of Transportation
TxDOT.gov

By the Numbers

\$2,500

The amount offered toward the purchase of new electric vehicles through the Light-Duty Motor Vehicle Purchase or Lease Incentive Program.

PUBLIC *Involvement*

NCTCOG to present Cotton Belt rail update

NCTCOG will present background information as well as a financial overview of the Cotton Belt project at a public meeting at 2:30 pm August 17 in Arlington. Residents are encouraged to provide input on the passenger rail project, which will extend from Dallas Fort Worth International Airport to Plano.

Commuter rail service between southwest Fort Worth and Plano was included as a transit recommendation in the Mobility 2035 transportation plan for the North Central Texas region. The Cotton Belt will connect with the Fort Worth Transportation Authority's TEX Rail line, which is under construction, at DFW Airport.

Information on the Regional Smoking Vehicle Program's 10-year anniversary will also be highlighted. RSVP allows residents to report vehicles they suspect are violating Texas' smoking vehicle statute and is one tool NCTCOG uses in its effort to meet federal air quality standards. Ten North Texas counties are currently in nonattainment for ozone pollution.

Watch the meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

North Texas cities taking lead on solar

Efforts to improve solar-friendly policies and practices in North Texas are underway. On June 22, the North Central Texas SolSmart program was kicked off with an informational webinar, during which interested cities learned about the program, its benefits and why other local communities are already participating. To date, the cities of Plano, Kennedale, Cedar Hill and Denton are participating, and more are expected to sign up. To learn more about SolSmart, visit www.gosolartexas.org and select "SolSmart" in the top menu.

DETAILS

What: Public Meeting

When: August 17, 2:30 pm

Where: 616 Six Flags Dr.
Arlington, TX 76011

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

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics ★★★

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

Congestion Relief Coming for PGBT-US 75 Interchange



PLANO — The \$37 million overhaul of the interchange at US 75 and President George Bush Turnpike remains on pace to finish in early 2019, with reconfigured ramps and merges that will ease congestion at one of the busiest intersections in DFW.

Such rapid progress means the project is now entering the more complex phases of construction. As part of the progress, the project will require a full closure of US 75 in both directions for an entire weekend in late September.

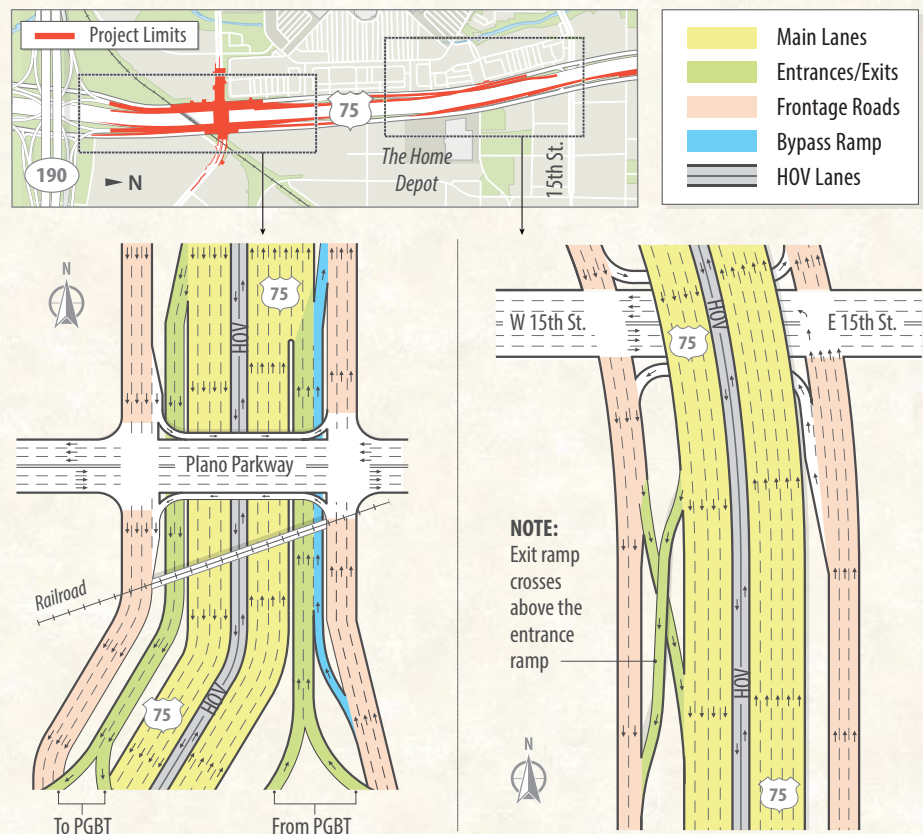
"There has been a lot of coordination with all of our partners, DART, NTTA, the City of Plano and the City of Richardson," said Brenan Honey, TxDOT's area engineer in Collin County. "A complex project like this one requires close cooperation with everyone involved."

Zachry Construction Corp., a San Antonio-based company that built the nearby Dallas High Five interchange began work on the Collin County project in May 2016.

Already motorists have noticed some drastic changes. A large braided ramp south of 15th Street, which will separate exiting frontage road traffic from traffic entering the southbound main lanes, is nearly complete. A new entrance ramp north of 15th Street is also nearing completion.

Once those two portions of the project are complete later this month, the real glamorous work will begin: Extending the railroad bridge just north of the Bush Turnpike, constructing new auxiliary lanes and dismantling and rebuilding the Plano Parkway bridge that spans US 75.

A full closure is scheduled for Aug (DATES) to allow workers to demolish the westbound side of the bridge. Plano Parkway traffic will



TxDOT awarded a \$37 million contract in late 2015 that will provide mobility improvements in the US 75-President George Bush Turnpike interchange. The project should be complete in late 2018.

be rerouted onto one lane of the remaining side of the bridge, while workers construct the new westbound section. Eventually, the plan calls for similar action on the eastbound side of the bridge.

In addition, the retaining walls along US 75 near Plano Parkway will be pushed back, allowing for construction of additional lanes to improve traffic flow between US 75 and the Bush Turnpike and along northbound US 75. The additional lanes will allow for the existing traffic to navigate onto 15th Street without

crossing traffic that is entering US 75 from the Bush Turnpike.

The project spans 1.3 miles, with an ultimate goal of eliminating the congestion that motorists encounter when transitioning between US 75 and the Bush Turnpike.

"This project will ultimately ease the congestion in that area," Kelly Selman, chief TxDOT engineer of the Dallas District, told txdot.gov. "It is going to cut down on the need for motorists to navigate tight merges to enter and exit US 75." ■

JULY 2017 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
1	0047-14-082	US 75	At SH 121 interchange	Landscape treatment of rights of way and medians	\$2.31	\$2.75	18.97	\$3.29	AALC, Inc.
2	0092-15-002	SS 469	BI 45-G in Ennis to FM 879	Restore existing pavement	\$3.14	\$2.89	-8.03	\$3.30	Johnson Bros. Corp., A Southland Co.
3	0095-02-118	US 80	I-635 to SS 557 and SS 557; west of US 80 to I-20	Installation of wireless its	\$1.58	\$1.50	-4.92	\$1.72	American Lighting and Signalization, Inc.
4	0364-03-099	BS 121H	On BS 121H, SL 12, and FM 407	Landscape treatment of medians and right of way	\$1.99	\$1.89	-4.96	\$2.27	Apex Landscape & Irrigation, LLC
5	0495-01-074	I-20	SH 34 to Van Zandt C/L	Mill and overlay existing freeway	\$10.38	\$9.18	-11.61	\$10.40	Oldcastle Materials Texas, Inc.
6	0751-03-037	FM 148	At tributary of Kings Creek	Replace bridge/approaches	\$1.34	\$1.36	1.19	\$1.56	Stateline Constr., LLC
7	0918-47-118	PW	At Cedar Hill State Park in Shady Ridge camping area	Reconstruct park road including parking lots	\$0.91	\$1.04	13.55	\$1.19	Texas-Reyes Group Ltd.
8	1091-04-022	FM 550	FM 550 to SH 205	Provide additional pavement surface and overlay	\$12.94	\$11.60	-10.32	\$1.32	Ed Bell Constr. Co.
9	2054-02-015*	FM 2181	Lillian Miller Pkwy. in Denton to W of FM 2499	Widen 2 lane rural roadway to 6 lanes divided urban	\$36.80	\$35.04	-4.78	\$56.51	MCM
10	2374-01-187	I-635	Tarrant C/L to W of I-35E	Install protection	\$3.36	\$3.52	4.88	\$3.98	SJ & J Constr., LLC
11	2977-01-008	FM 2933	FM 1827 to CR 335	Base repair, level up, overlay	\$1.43	\$1.56	9.25	\$1.76	Austin Bridge & Road Services, LP
	0918-00-267	VA	Various locations in Dallas District	Traffic signal and dms installation	\$1.92	\$1.70	-11.46	\$2.20	American Lighting And Signalization, Inc.
				ESTIMATED JULY 2017 TOTALS	\$78.10	\$74.03	-5.22	\$89.50	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$534.85	\$508.91	-4.85		
				DALLAS DISTRICT FY LETTING VOLUME CAP	\$594.42				

*Project is an A+B bidding project. **Not mapped.

***Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

AUGUST 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0197-03-073	US 175	East of FM 148 to east of CR 4106	Base repair, level up, overlay	\$3.01
2	0197-05-054	US 175	FM 1895 to 0.5 miles east of SH 198	Flexible pavement repair, level up, sealcoat & pavement markings	\$1.59
3	0387-01-014	FM 75	Main Street to CR 461	Widen, overlay, base repair	\$1.34
4	0918-45-757	CS	2nd Avenue SB at trib. of White Rock Creek	Replace bridge and approaches	\$2.73
	0091-04-062*	SH 289	Various locations in Frisco, Plano, and Dallas	Improve traffic signals	\$2.12
	0918-47-114*	VA	Various locations on state highways in Dallas County	Construct curb ramps	\$2.60
				ESTIMATED TOTAL	\$13.39

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM JULY 1 – 31, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
1	0047-07-231	US 75	SP 366 to I-635	Install guide signs	07/07/2017	\$0.75
2	0596-02-038	FM 66	At Oak Branch	Replace bridge & approaches	07/17/2017	\$1.80
3	0495-01-070	I-20	I-635 to Van Zandt County Line	Install cable barrier system in median	07/21/2017	\$2.58
4	0751-02-023	FM 148	FM 1390 south to US 175 south	Rehabilitation of existing roadway	07/01/2017	\$10.81
				ESTIMATED TOTAL	\$15.94	

*Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

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

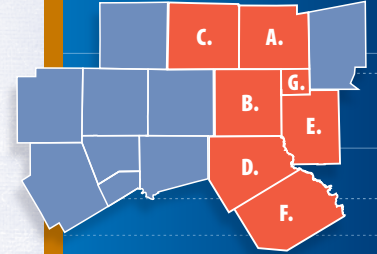


(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

- LET
- PROJECTED
- COMPLETED
- - - - PLANNED
- TOLL ROAD
- - - - TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY (White Lines)

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493.628

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 932,530
LANE MILES: 1,373.829

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,502,270
LANE MILES: 3,366.158

C. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 814,560
LANE MILES: 1,488.733

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 173,410
LANE MILES: 1,523.910

E. | KAUFMAN COUNTY

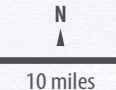
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201.810

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 49,170
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346.368



★ MAINTENANCE MINUTE ★



Javier Trevino, Philip Newby and Nathan Fojt were doing base repair on FM 1389, when they discovered the remains of an old railroad.



Alan Malone operates a small track-type tractor while doing ditch shoulder work in Royse City.

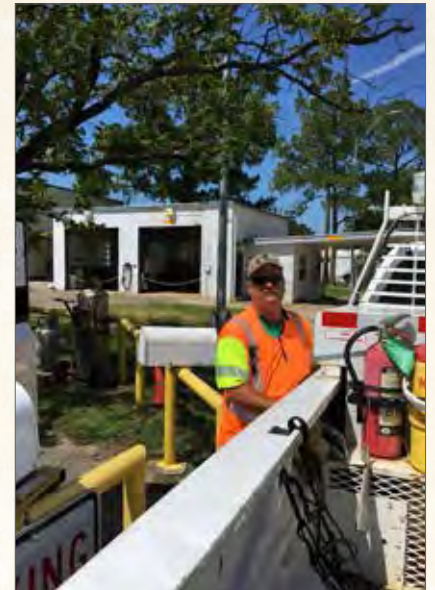


The splintered remains of old railroad ties and spikes uncovered recently in Kaufman County reveals a piece of Texas' railway history.

SOURCE: Texas Department of Transportation



Javier Trevino is shown here mowing at the Rockwall yard.



Wayne Tackett getting propane at the Kaufman yard.

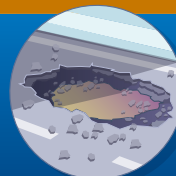
TxDOT photos

DALLAS DISTRICT | PROGRESS



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

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

FORT WORTH DISTRICT PARTNERS



I-35W TEXpress Lanes at Western Center Blvd

OPTIMIZE system performance

As one of its goals, TxDOT is working with its partners to address traffic congestion in the Dallas-Fort Worth region.

By 2018, over **120** miles of TEXpress Lanes will be operating across the Metroplex:

Over 4 million different vehicles have used the LBJ and NTE TEXpress Lanes to date

The average TollTag user chooses the TEXpress Lanes every 1 in 5 trips


I-35W

Construction is progressing on Interstate 35W with the overall corridor over 75 percent complete. A section of the TEXpress Lanes north of I-820 opened to traffic in July, and drivers can expect more openings along the corridor between now and the end of the project in fall 2018.

 northtarrantexpress.com

My35 Sweepstakes

TxDOT has launched an online quiz and sweepstakes to encourage safe driving along I-35 this summer. With 40 percent of Texans living within the metropolitan areas along I-35, this effort aims to engage drivers along this major corridor. Participants can enter the sweepstakes for a chance to win a donated trip to the 2017 iHeartRADIO Music Festival in Las Vegas by completing a driver safety quiz at:

 My35.org

Chapel Creek Boulevard

Construction is underway to replace the Chapel Creek Boulevard bridge over Interstate 30. The new bridge will have an additional lane in each direction, a westbound turnaround bridge, dual left turn lanes for southbound traffic, continuous

sidewalks, and upgraded traffic signals and roadway illumination. A partnership with the city of Fort Worth, the \$9 million project is estimated for completion in 2018.

Southeast Connector

Public involvement is beginning on the Southeast Connector. The initial stakeholder meeting was held in June, and a public meeting will be scheduled soon. To learn more, go to:

 txdot.gov • Southeast Connector

Freight Mobility Plan

In June, TxDOT held regional workshops in Fort Worth and Dallas to present proposed freight corridors and solicit input from the public and private sector regarding the agency's freight mobility plan. This is part of a statewide effort to gain input on the state's freight transportation needs, challenges, projects and recommendations. The goal of the freight plan is to address urban roadway congestion, improve rural connectivity and bolster the efficiency of international commerce while meeting the future needs of consumers and industry.

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
JUL	FM 730	At Flat Rock Rd, Parker County	Traffic signal	\$0.2	\$0.2	-7.9
	US 380	At FM 730, Decatur	Replace bridge deck	\$3.1	\$3.3	+6.8
	FM 2264	US 81/287 to County Rd 4431, Wise County	Add shoulders	\$8.0	\$7.0	-12.6

PROJECTED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)
AUG	FM 1938	At Mid-Cities Blvd, North Richland Hills	Intersection improvements	\$4.2
	I-20	At FM 5, Willow Park	Rehabilitate frontage road, convert to one way	\$4.9
	I-30	At University Dr	Replace westbound ramp bridge deck	\$0.9
	I-20	At Bowen Rd & Rush Creek, Arlington	Replace bridge railing	\$1.0
	SH 183	Handley Ederville Rd to Rufe Snow Dr, Richland Hills	Pedestrian improvements	\$3.4
	Business 287	At Oak St & Town Park, Mansfield	Hike and bike trail	\$1.2
	US 287	At Miller Ave	Intersection improvements	\$0.9
	SH 114/121	Grapevine	Illumination	\$3.2
	Business 67	Various locations, Johnson County	Construct curb ramps	\$1.9
	SH 360	At SH 180, Arlington	Safety improvements & drainage	\$0.3
	Various roadways	Districtwide	Traffic signal timing	\$1.0
	FM 157	At Snooty Fox Circle, Arlington	Traffic signal	\$0.3
	SH 114	William D. Tate Ave to SH 26 Grapevine	Landscaping	\$1.8
	I-820	Team Ranch Rd to Westpoint Blvd	Illumination	\$0.5
	SH 360	At the West Fork of the Trinity River	Hike & bike trail	\$0.9

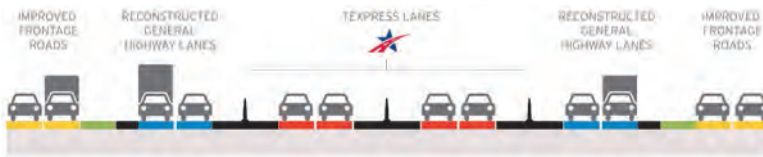
What are TEXpress Lanes?

TEXpress Lanes are unique toll lanes that are built within an existing highway. They add additional capacity to the highway to accommodate more traffic to relieve congestion.



How do TEXpress Lanes work?

Pricing on TEXpress Lanes is adjusted based upon the average speed and number of drivers on the TEXpress Lanes. Drivers are notified of the price they will pay on the toll pricing signs prior to entering any segment of the TEXpress Lanes.



TEXpress Lanes allow for expanded capacity without reducing efficiency. Traffic totals on the North Tarrant Express have increased 40 percent since they opened in 2014 while congestion time on non-tolled lanes has been reduced.

To learn more about TEXpress Lanes, go to:

texpresslanes.com nctcog.org/trans/toolkit



North Texas TEXpress Lanes System Map

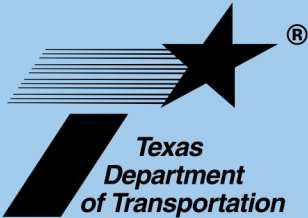


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August 2017



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TxDOT Fort Worth District FIRSTS

As TxDOT celebrates its rich history over the last 100 years, the Fort Worth District is proud to have been part of several innovative safety and mobility measures that were later implemented statewide and across the country.



The Fort Worth District was the first in Texas to develop a Courtesy Patrol program in 1973.



In 1994, the Fort Worth District opened the first Traffic Management Operations Center in Texas. TransVISION continues to provide safe, efficient and dependable transportation for motorists in Tarrant County.



In 2003, the first wire rope median barrier used by TxDOT was installed along I-820 in west Fort Worth to help prevent crossover collisions and improve safety.