

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, June 22, 2018

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. **Overview of Remote Technology Instructions and Clean Air Action Day**

Action Possible Action Information Minutes: 5

Presenters: Charles Covert and Whitney Vandiver, NCTCOG

Item Summary: Staff will provide a brief reminder of technology instructions for those members participating in the meeting remotely. In addition, staff will highlight Clean Air Action Day.

Background: Air North Texas' Clean Air Action Day is June 22, 2018. To support this initiative, a WebEx option is being provided so Surface Transportation Technical Committee members can participate in the meeting remotely without having to drive to the North Central Texas Council of Governments office. This remote participation is an optional opportunity; members may choose to attend the meeting in person. More Clean Air Action Day information can be found in [Electronic Item 1.1](#) and [Electronic Item 1.2](#).

Performance Measure(s) Addressed:

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

1:35 – 1:40

2. **Approval of May 25, 2018, Minutes**

Action Possible Action Information Minutes: 5

Presenter: Todd Plesko, STTC Chair

Item Summary: Approval of the May 25, 2018, meeting minutes contained in [Reference Item 2](#) will be requested.

Background: N/A

1:40 – 1:40

3. **Consent Agenda**

Action Possible Action Information Minutes: 0

3.1. **Federal Functional Classification System Amendments**

Presenter: Brian Flood, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of four amendments to the currently approved Federal Functional Classification System (FFCS).

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes or as roadways need to be added due to construction, new developments, and shifts in

demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on four proposed FFCS amendments within the Dallas and Fort Worth TxDOT Districts. All amendments involve the construction of new roadways which are included in the current Transportation Improvement Program Details are provided in [Electronic Item 3.1](#).

Performance Measure(s) Addressed:

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

3.2. Transportation Improvement Program Modifications

Presenter: Rylea Roderick, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) will be requested.

Background: Since approval by the RTC on May 10, 2018, staff has identified changes needed to the 2019-2022 TIP listings. To avoid delaying projects to a future TIP modification quarterly cycle, staff requests a recommendation for RTC approval of proposed changes as provided [Electronic Item 3.2](#). These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

1:40 – 1:50

4. 2019 Unified Transportation Program and Update to the Regional 10-Year Plan

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the committee on the status of project changes associated with the Region's 10-Year Plan that is being updated via development of the Texas Department of Transportation's (TxDOT's) 2019 UTP. A list of project changes will be provided to the committee for review and comment, and possible action.

Background: In December 2016, the Committee approved a set of projects for FY2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT district selection), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. Since that time, the Texas Department of Transportation has included some of the region's projects into the UTP, but not all of them. It is

anticipated that the region will submit largely the same subset of projects this year, but will make Year of Expenditure (YOE) (i.e., inflationary) adjustments to project funding, and coordinate with TxDOT Austin regarding the Category 12 projects of interest to the TTC, which may involve committing additional regional funds to those projects as part of a leveraging effort. Staff will also coordinate with TxDOT Austin to assure inclusion of all the region's Category 2 and 4 projects in the UTP. North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding needed project updates. IH 635 East Phase 3 information will be updated. NCTCOG staff is using performance measures consistent with those used to develop Mobility 2045 in reviewing any new projects, though few are anticipated. The main effort will involve a review of project timing, project status, and estimated construction costs in order to make the necessary funding updates. As a reminder, the complete listing of the projects previously approved in the 10-Year Plan are contained in [Electronic Item 4](#).

Performance Measure(s) Addressed:

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

1:50 – 2:00

5. **Better Utilizing Investments to Leverage Development Discretionary Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of projects to be submitted in the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program.

Background: In April 2018, the United States Department of Transportation (US DOT) announced the replacement of the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. As specified in the Consolidated Appropriations Act of 2018, the BUILD Discretionary Grant Program will be dedicated for surface transportation projects expected to have a significant local or regional impact. [Electronic Item 5.1](#) is a copy of the Notice of Funding Opportunity that details the \$1.5 billion in federal funds available for fiscal year 2018, as well as the project application requirements. Applications are due to the US DOT by July 19, 2018. For agencies in the region submitting projects, please be aware that you must complete the www.grants.gov registration process before submitting any project applications, and that this process usually takes two to four weeks to complete. A review of the previous BUILD Grant Program presentation from last month can be found in [Electronic](#)

[Item 5.2](#). An overview of the 2018 BUILD Grant Program request is available in [Electronic Item 5.3](#). Results of the previous Federal Infrastructure for Rebuilding America Grant Program will also be presented.

Performance Measure(s) Addressed:

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

2:00 – 2:10

6. Implications of Texas Attorney General Opinion on Proposition 1 and Proposition 7 Funds

Action Possible Action Information Minutes: 10

Presenter: James Powell, NCTCOG

Item Summary: The Committee will be briefed on the implications of the recent Texas Attorney General Opinion on whether Proposition 1 and Proposition 7 funds can be used on toll projects.

Background: Pursuant to a request by Representative Pickett, Attorney General Ken Paxton issued an opinion on May 7, 2018, regarding the use of Proposition 1 and Proposition 7 funds on toll projects. The Attorney General opined that the Texas Department of Transportation (TxDOT) may not spend Proposition 1 and Proposition 7 funds on any toll road and may not comingle such funds on projects without mechanisms to ensure funds are spent as constitutionally required. Further, the Attorney General was unable to render an opinion as to whether such funds could be used on non-tolled portions of tolled projects due to a lack of a statutory definition of “toll road.” The Attorney General opinion is included in [Electronic Item 6](#). The RTC will be briefed on the implications of the opinion in the Dallas-Fort Worth region.

Performance Measure(s) Addressed:

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

2:10 – 2:20

7. Transit Implementation in Three Areas of the Region

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide information about three sub-region transit requests received from stakeholders in Collin County, Dallas County, and Tarrant County.

Background: Over the past few months, elected officials and other interested parties have asked for assistance with a comprehensive approach to planning and implementing transit services outside of transit authority service areas.

Performance Measure(s) Addressed:

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

2:20 – 2:30

8. **Travel Demand Management Performance Report**

Action Possible Action Information Minutes: 10

Presenter: Caryn Sanders, NCTCOG

Item Summary: Staff will provide an update on items included in the 2017 Travel Demand Management Performance Report.

Background: The North Central Texas Council of Governments (NCTCOG) Travel Demand Management (TDM) Program focuses on implementing alternative forms of transportation that assist in the reduction of demand for single-occupant vehicle travel on regional roadways in the North Central Texas region. The performance report highlights information from the Try Parking It Program, the Regional Vanpool Program, and other TDM-related activities in the region. The 2017 NCTCOG TDM Performance Report is included as [Electronic Item 8](#).

Performance Measure(s) Addressed:

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

2:30 – 2:40

9. **Safety Program Performance Measures Report**

Action Possible Action Information Minutes: 10

Presenters: Camille Fountain and Kevin Kroll, NCTCOG

Item Summary: Staff will provide an update on items included in the 2017 Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics such as regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management and Photogrammetry Training courses, and Mobility Assistance Patrol Program statistics. Also included in the performance report are updates on new requirements to develop safety performance targets and the Wrong-Way Driving Mitigation Pilot Project. The 2017 NCTCOG Safety Program Performance Measures Report is included as [Electronic Item 9](#).

Performance Measure(s) Addressed:

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

2:40 – 2:50

10. **Status Report on Hyperloop and High-Speed Rail**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will lay out the role of hyperloop technology in the high-speed rail environmental document on the corridor between Fort Worth and Dallas. This item will also introduce consideration of this technology in the corridor from Fort Worth to Laredo.

Background: With approval of Mobility 2045, staff would like to proceed with a Tier 2 environmental for high-speed rail between Fort Worth and Dallas. It is proposed that vehicle technology be included in the environmental evaluation. It is also proposed that both hyperloop and high-speed rail would be include in the conceptual feasibility study on the corridor between Fort Worth and Laredo.

Performance Measure(s) Addressed:

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

2:50 – 2:55 11. Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers

Action Possible Action Information Minutes: 5

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will brief the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2018-2019 term.

Background: According to the RTC Bylaws and Operating Procedures, the Executive Board of the North Central Texas Council of Governments annually designates a Chair, Vice Chair, and Secretary for STTC. STTC officers being recommended for approval by the North Central Texas Council of Governments Executive Board at its June 28, 2018, meeting and will be presented at the meeting. In addition, new RTC officers are Gary Fickes, Chair, Commissioner, Tarrant County; Andy Eads, Vice Chair, Commissioner, Denton County; and Roger Harmon, Secretary, County Judge, Johnson County.

Performance Measure(s) Addressed:

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

2:55 – 3:10 12. Fast Facts

Action Possible Action Information Minutes: 15

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

1. *Carli Baylor* – May Public Meeting Minutes ([Electronic Item 12.1](#))
2. *Carli Baylor* – July Public Meeting Notice (Handout)
3. *Carli Baylor* – Progress North Texas (Handout)
4. *Victor Henderson* – Public Comments Report ([Electronic Item 12.2](#))
5. *Karina Maldonado* – Transit Airport Access
6. *Nancy Luong* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 12.3](#))
7. *Nancy Luong* – Dallas-Fort Worth Clean Cities Events ([Electronic Item 12.4](#))
8. *Jenny Narvaez* – Ozone Season Update ([Electronic Item 12.5](#)) and 2015 Ozone Standard Designations and Classifications ([Electronic Item 12.6](#))
9. *Jenny Narvaez* – Mobility 2045 and 2018 Conformity

10. Written Progress Reports:

- Local Motion ([Electronic Item 12.7](#))
- Transportation Partners Progress Reports ([Electronic Item 12.8](#))

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 July 27, 2018, at the North Central Texas Council of Governments.***

Clean Air Actions

Do at least one thing to help improve air quality on Friday, June 22, 2018.

Example actions are:

- Attend meetings remotely
- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at www.airnorthtexas.org/cleanairactionday

Clean Air Action Day STTC Challenge

Air North Texas invites North Texans to participate in Clean Air Action Day (CAAD) on Friday, June 22, 2018, by doing at least one thing to help improve air quality. Example clean air actions include: carpooling, vanpooling, using mass transit, biking or walking, telecommuting, taking lunch to work, reducing idling, and combining trips. These are just a few examples of the simple things that make a difference in improving air quality. Participants can view the full list of actions and make Clean Air Action Day commitments at www.airnorthtexas.org/cleanairactionday.

We encourage Surface Transportation Technical Committee (STTC) member organizations to support this effort by facilitating Clean Air Action Day challenges through your organization. Transportation Development Credits (TDCs) will be available for top participating Air North Texas partners. Details about participating in the challenge and qualifying for the TDC incentive are below.

Challenge Participation Details

- To qualify for the TDCs, you must be an Air North Texas partner as of June 22, 2018. Refer to the attached contact list (Attachment A) to determine whether your organization is an Air North Texas partner. To become a partner, submit the signed Air North Texas Partner Agreement (Attachment B) to airnorthtexas@nctcog.org by June 22, 2018.
- Current partners should coordinate with their organization's Air North Texas representative (see Attachment A for list of contacts). They will be familiar with Air North Texas and Clean Air Action Day, and may already have a Clean Air Action Day plan in place.
- If your organization is lacking an Air North Texas representative and/or in the process of becoming a partner, coordinate directly with Whitney Vandiver at wvandiver@nctcog.org.
- Top participating organizations will be determined by percentage so smaller organizations have a fair chance of earning the TDC incentives.
- Encourage employees of your organization to make Clean Air Action Day commitments at www.airnorthtexas.org/cleanairactionday no later than Sunday, June 24, 2018. Request that employees fill in the "Company/Government Entity/Organization" AND "STTC Affiliation" fields. Air North Texas staff will use the information provided in this form to determine the top participating organizations.
- Have your Air North Texas partner representative submit the attached form (Attachment C) to Air North Texas staff by June 29, 2018.

STTC Member Organizations	ANTx Partner?	ANTx Contact	Email
DART	Yes	Bob English	REnglish@dart.org
DCTA	Yes	Kelly Briggs	kbriggs@dcta.net
Cit of McKinney	No		
City of Allen	No		
City of Arlington	Yes	Andy Richardson	andrew.richardson@arlingtontx.gov
City of Bedford	Yes	Jeff Florey	jeff.florey@bedfordtx.gov
City of Burleson	No		
City of Carrollton	No		
City of Cedar Hill	Yes	Duy Vu	duy.vu@cedarhilltx.com
City of Cleburne	No		
City of Colleyville	No		
City of Coppell	No		
City of Dallas	Yes	Kevin Overton	kevin.overton@dallascityhall.com
City of Denton	Yes	Katherine Barnett	katherine.barnett@cityofdenton.com
City of DeSoto	No		
City of Duncanville	No		
City of Euless	No		
City of Farmers Branch	No		
City of Fort Worth	Yes	Diane Covey	diane.covey@fortworthtexas.gov
City of Frisco	No		
City of Garland	No		
City of Grand Prairie	Yes	Cindy Mendez	cmendez@gptx.gov
City of Grapevine	Yes	Jimmy Brock	jbrock@grapevintexas.gov
City of Greenville	No		
City of Haltom City	No		
City of Hurst	No		
City of Irving	No		
City of Keller	No		
City of Lancaster	No		
City of Lewisville	No		
City of Mansfield	No		
City of Mesquite	Yes	Kathy Fonville	kfonvill@cityofmesquite.com
City of North Richland Hills	Yes	Marrk Callier	mcallier@nrhtx.com
City of Plano	Yes	Alex Pharmakis	alex@plano.gov
City of Richardson	Yes	Lindsay Turman	lindsay.turman@cor.gov
City of Rowlett	No		
City of Southlake	No		
City of The Colony	No		
City of Weatherford	No		
City of Wylie	No		
Collin County	No		
Dallas County	Yes	Lauren Trimble	lauren.trimble@dallascounty.org
Denton County	No		
DFW International Airport	Yes	Emily Conway	econway@dfwairport.com
Ellis County	No		
Hood County	Yes	Michelle McKenzie	mmckenzie@hoodcountycleanair.com
Hunt County	No		
Johnson County	No		
Kaufman County	No		
North Texas Tollway Authority	No		
Rockwall County	No		
Tarrant County	Yes	Sam Adamie	saadamie@tarrantcounty.com

TCEQ	No		
Town of Addison	No		
Town of Flower Mound	No		
Trinity Metro	Yes	Laura Hanna	laura.hanna@fwta.org
TxDOT, Dallas	Yes	Michelle Releford	michelle.releford@txdot.gov
TxDOT, Fort Worth	Yes	Michael Peters	michael.peters@txdot.gov
Wise County	No		



AIR NORTH TEXAS PARTNER AGREEMENT

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

WHEREAS, the _____ is a _____ that supports the Regional Transportation Council and the goals and mission statements of the *Air North Texas* campaign; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the primary goal of air quality management is the protection of public health and welfare, reducing and improving the health impacts caused predominantly by mobile-source emissions with the assistance of partnering entities while preserving the economic vitality of the region; and,

WHEREAS, the North Central Texas Council of Governments has formed alliances with public and private entities in the region to assist and support in the development of the *Air North Texas* campaign elements, and the dissemination of information; and,

WHEREAS, the *Air North Texas* campaign is a collaborative initiative involving partners from public, private and non-profit entities that will promote a consistent regional message; and,

WHEREAS, the *Air North Texas* campaign is committed to increasing air quality awareness to citizens and residents in the North Texas region; and,

AIR NORTH TEXAS PARTNERS PLEDGE TO ACKNOWLEDGE AND ACCOMPLISH THE FOLLOWING, AS IT APPLIES OR AS APPROPRIATE:

Section 1. *Air North Texas Goal and Mission Statement*

- 1.1** A voluntary effort and creative platform to develop a regional brand to generate increased awareness that will foster behavioral changes to improve air quality
- 1.2** An all-inclusive branding effort that will serve to bridge existing and developing air quality programs into one comprehensive and mutually complementary initiative

Section 2.

Air North Texas Support to Partners

- 2.1 Promotion and placement of partner logos on www.airnorthtexas.org
- 2.2 *Air North Texas* partners will be promoted and recognized throughout the run of the campaign as a regional partner, generating consistent brand visibility
- 2.3 Sample press releases are available for download online
- 2.4 Advertising collateral and campaign materials are available for download online
- 2.5 Partner recruitment tools will be provided to aid in the process of soliciting new and potential members
- 2.6 Shared results generated from the annual performance evaluation process
- 2.7 Shared results generated from audience survey

Section 3.

Partners Support to Air North Texas (where applicable and as appropriate)

3.1 Branding

- 3.1.1 Placement of the *Air North Texas* brand/logo on relevant printed collateral for air quality efforts and initiatives, or where applicable
- 3.1.2 Provide a link to the official *Air North Texas* campaign Web site on your Web site. *Air North Texas* Web site buttons are available for download or the URL can be listed that shows the link: www.airnorthtexas.org

3.2 Implementation

3.2.1 Air Quality Education and Outreach

- a. Plan, host and/or participate in one or more public event to generate awareness of the *Air North Texas* campaign
- b. Plan, host and/or support one or more press, promotional, or partner recognition event for media or other stakeholders
- c. Recruit and encourage general public audience to sign up as an *Air North Texas* member to promote clean air

3.2.2 Shared Resources (non-monetary)

- a. Assist new and existing partners by providing guidance and resources needed to fulfill partner commitments (resources may be in the form of promotional/educational materials, marketing collateral, and services)
- b. Provide discounted or complementary services to *Air North Texas* partners for article placement, advertising, conference registrations and/or other events that promote the partnership and/or campaign

3.2.3 Media Relations

- a. Issue one or more press release(s) announcing your membership and participation in the *Air North Texas* campaign. Sample press releases and boilerplate information are available for download on our Web site
- b. Each quarter, publicize your organization's involvement with the *Air North Texas* campaign. Sample advertising collateral are available for download from the Air North Texas Web site

3.2.4 Regional Partner Recruitment and Solicitation

- a. Inform your members or constituents about the partnership and promote the benefits of being involved in the regional initiative
- b. Publish articles or other informational materials endorsing the partnership
- c. Identify and provide opportunities for *Air North Texas* partners to communicate with your members or constituents about the *Air North Texas* campaign and the partnership
- d. Recruit new *Air North Texas* partner(s) to assist in the planning and implementation of this regional air quality collaborative effort

3.2.5 Progress Reporting / Annual Recognition

- a. Provide an annual status report on implemented tasks

- b.** Share and exchange information with *Air North Texas* partners highlights and successes of your promotional efforts
- c.** Qualify and/or participate in annual recognition event for partners and members of the *Air North Texas* community
- d.** Distribute a survey about the *Air North Texas* campaign's overall performance to your member and/or constituents

This partner agreement is a non-binding mutual expression of cooperation to support the principles outlined in section 1. This agreement is not intended to confer or create a financial obligation or expectation of payment to or from an Air North Texas Partner, the North Central Texas Council of Governments, or the Regional Transportation Council.

Execution Date _____

Name

Title

Entity

STTC Clean Air Action Day Challenge Participation Form

Please fill out and return to airnorthtexas@nctcog.org by June 29, 2018.
Call Whitney Vandiver at 817-704-5639 for assistance.

Entity:

Challenge contact person:

Contact's email:

Contact's phone number:

Total number of employees:

Brief description of your Clean Air Action Day Challenge:

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
May 25, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 25, 2018, 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: Micah Baker, Rich Larkins (representing Bryan Beck), David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Claud Elsom, Jeremy Hutt (representing Keith Fisher), Eric Fladager, Chris Flanigan, Tom Hammons, Ron Hartline, Kristina Holcomb, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Mark Nelson, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, David Timbrell, Mark Titus, Daniel Vedral, Caroline Waggoner, Joe Atwood (representing Bill Wimberley), Robert Woodbury, and John Wright.

Others present at the meeting were: Monsur Ahmed, Nick Ataie, Gustavo Baez, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Emily Beckham, Natalie Bettger, Ron Brown, Angie Carson, Lori Clark, Michael Copeland, Brian Crooks, Brian Darby, Kevin Feldt, Andrea Gardner, Gypsy Gavia, Dorothy Gilliam, Christie Gotti, Clint Hail, Clifton Hall, Tom Hartmann, Victor Henderson, Rebekah Hernandez, Amy Hodges, Tim James, Amy Johnson, Dan Kessler, Dan Lamers, Travis Liska, Michael Morris, Jenny Narvaez, Jeff Neal, Evan Newton, Greg Peters, Vercie Pruitt-Jenkins, Chris Reed, Sam Simmons, Shannon Stevenson, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of April 27, 2018, Minutes:** The minutes of the April 27, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Approval of Mobility 2045 Recommendations and Associated Transportation Conformity Results:** Kevin Feldt presented recommendations for Mobility 2045. Partner comments received since presented at the April 27 meeting were highlighted and included requests for consistency with local government plans. As a result, in the City of Rowlett the extension of Princeton Road and the widening of Elm Grove Road have been removed. In addition, capacity has been added to Dalrock Road. In Richardson, widening projects on Campbell Road, Main Street, and Belt Line Road have been removed. The new arterial capacity improvement projects map was highlighted. In addition, Mr. Feldt noted the draft Mobility 2045 document and recommendations were available for review at www.nctcog.org/mobility2045. Mr. Feldt also highlighted the new Toll Managed Lane System policy included in the recommendations. He noted the North Central Texas Council of Governments has completed an environmental justice analysis on the proposed recommendations. Analysis of job access by auto and transit for both protected and non-protected populations were completed and demonstrate protected populations are not

adversely or disproportionately impacted by the recommendations. Mr. Feldt reminded members the public comment period for Mobility 2045 would remain open until June 7.

Jenny Narvaez presented the 2018 Transportation Conformity analysis for Mobility 2045 and the Transportation Improvement Program, which covers the 9- and 10-county ozone nonattainment areas. She noted that 2015 8-hour ozone standard determinations have not been released. However, staff has incorporated the 2015 ozone standards into its analysis. Mobility 2045 recommendations are tested against Motor Vehicle Emission Budgets (MVEB) established for the region. Results for the 9- and 10-county nonattainment areas were highlighted and indicate that the region is passing for both nitrogen oxides and volatile organic compound emissions. The schedule for the Mobility 2045 development effort and associated air quality conformity analysis was highlighted. If approved by the RTC at its June 14, 2018, meeting, the air quality conformity consultation process will begin with a United States Department of Transportation determination anticipated by November 23, 2018. Mobility 2045 recommendations meet financial constraint and environmental justice requirements, and have no disproportionately high or adverse impacts on protected populations. In addition, 2018 conformity objectives have been met by successfully passing the MVEB test, timely implementation of transportation control measures, and the analysis is consistent with air quality goals of the State Implementation Plan. A motion was made to endorse the projects, programs, and policies contained in Mobility 2045 and to recommend Regional Transportation Council approval of Mobility 2045 and the associated 2018 Transportation Conformity. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.

4. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Natalie Bettger presented recommendations for the regional application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program. A total of \$60 million is available for five to ten awards of up to \$12 million each. Application requirements for fiscal year 2018 were highlighted and detailed in the Notice of Funding Opportunity provided in Electronic Item 4.1. Funding is available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment with a minimum 50 percent non-federal cost share requirement. Applications are due June 18, 2018. Eligible uses of funds were detailed in Electronic Item 4.2. The United States Department of Transportation is particularly interested in deployment programs and projects that include multimodal integrated corridor management, connected vehicle technologies at intersections, unified fare collection, improvement of the freight community system, technologies that support connected communities, infrastructure maintenance/monitoring/condition assessment, and rural technology deployment. In 2016, both the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation submitted a project. NCTCOG's project focused on wrong way drivers, traffic signals, ramp meters, and low-water crossings, but was not selected. NCTCOG proposed that for 2018, a Next Generation Platform for Regional Multimodal Transportation Management project be submitted. Examples of the project modes and data elements to be incorporated into the application were highlighted. Examples included: arterials (traffic signals, construction, low water crossings, grade crossing, routes, etc.), freeway/toll road/managed lanes (operations, construction, auto occupancy detection, routes, etc.), transit (real-time status, signal priority, smart shelters, mobility on demand), bike/pedestrian (detection, cycle tracks, classification of facility purpose, textured pavements, etc.), freight (parking and routes), vehicle emissions monitoring, and connected/autonomous vehicles. Ms. Bettger presented a high-level overview of the proposed project. The goal is creation of a data/information hub to integrate

various modes and data elements to facilitate the sharing of information with partner agencies to better operate the traffic management system. Necessary elements will include establishing new processes, standards, and policies. In addition, integration of existing data and new software/data will be necessary. Staff is also aware that partner agency hardware and technology deployments may be need to be updated to collect data. There is interest in testing technology so pilot corridors will be identified as part of the project to test proof of concept for new technologies to determine which technologies may be applicable in the region. The proposed application will request \$10 million. Additional funding will include approximately \$20 million in Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds and approximately \$20 million in Local Initiative Project funds as the local match. Ms. Bettger noted that NCTCOG would like letters of support for its proposed application and requested that letters be provided by June 13, 2018. NCTCOG will also release a Request for Partners on June 1 to solicit participation interest from private-sector and research partners. Entities interested in submitting individual applications were asked to request letters of support by June 8, 2018. A motion as made to recommend Regional Transportation Council approval of the regional application for the 2018 Transportation and Congestion Management Technologies Deployment Initiative Grant Program and to permit NCTCOG to provide letters of support to other entities for non-RTC projects. Kirk Houser (M); Matthew Tilke (S). The motion passed unanimously.

5. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program**

(Round 2): Christie Gotti presented the proposed projects to be funded through the Strategic Partnerships Program: Round 2 in the 2017-2018 Congestion Mitigation and Air Quality Improvement program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The 11 CMAQ/STBG funding programs, including additional rounds of some programs, were highlighted. The goal of the Strategic Partnerships Program effort is to identify projects that partner with local agencies and the Texas Department of Transportation (TxDOT) and that help fund high-priority projects, leverage local and State funds, and advance project development. Ms. Gotti noted that a Round 3 is being developed and will be the last opportunity for entities interested in submitting projects through this program. The selection criteria was noted and details were provided in Electronic Item 5.2. Proposed projects included: 1) East Bear Creek Rd. in partnership with the City of Glenn Heights, Dallas County, and TxDOT Dallas, 2) Merritt/Sachse Rd. in partnership with the City of Sachse, Collin County, and Dallas County, 3) SH 66 at Dalrock in partnership with the City of Rowlett, 4) IH 635/LBJ at Belt Line in partnership with the Cities of Dallas, Irving, and Coppell and TxDOT Dallas, 5) Meandering Road in partnership with the City of Fort Worth, 6) ramp relocations on IH 20 at the Veterans Administration Hospital in partnership with TxDOT Fort Worth, and 7) the DFW Connector (u-turn lane project) in partnership with TxDOT Fort Worth. Project recommendations total approximately \$49.83 million in proposed Regional Transportation Council (RTC) funding and \$22.09 million in non-RTC funding. Details of the recommended projects were provided in Electronic Item 5.1. The timeline for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships Program (Round 2). Action also included a recommendation to allow staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other documents such as the Unified Planning Work Program and Metropolitan Transportation Plan to incorporate the changes. Randy Skinner (M); Kristina Holcomb (S). The motion passed unanimously.

6. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** Amy Hodges presented projects proposed to be funded through the first round of the Clean Fleets North Texas 2018 Call for Projects. This program is funded by the Environmental Protection Agency's (EPA) National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) funds. Eligible entities include local governments and private companies that contract with local governments. All applicants must adopt the Regional Transportation Council Clean Fleet Policy or similar policy. Funding is available for replacement of on-road heavy-duty diesel vehicles and non-road diesel equipment that is operated more than 500 hours per year. The funding threshold for each vehicle/equipment type was highlighted, and the timeline for the effort was reviewed. An overview of the call for projects was provided in Electronic Item 6.1. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. The first deadline was April 27, 2018, and the funding recommendations presented were from this deadline. A summary of the applications and recommended funding were provided in Electronic Item 6.2. Five applications were received and staff recommended funding for all applicants, with total funding of \$1,133,123. Staff will continue to accept applications until remaining funding is expended. Ms. Hodges noted that the next deadline was 5 pm the date of the meeting. Staff will continue to evaluate and recommend funding to exhaust available dollars and submit remaining projects to the EPA to request additional funding. A motion was made to recommend Regional Transportation Council approval of staff funding recommendations detailed in Electronic Item 6.2 and that award of additional Texas Commission on Environmental Quality SEP funds received be awarded to recommended school bus projects. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

7. **Traffic Signal Data Sharing and 511DFW/Waze Grant Programs (Round 2) Awards:** Clint Hail presented recommendations for Round 2 awards of the Traffic Signal Data Sharing and 511DFW/Waze Grant Programs. A total of 15 applications were received; 9 applications for the 511/Waze DFW Grant Program and 6 applications for the Traffic Signal Data Sharing Grant Program. Through the programs, staff has learned that integrating the Waze feed into 911 call centers/dispatches and ensuring two-way communication is of high value, powerful solution. In addition, finding solutions that provide visualization of Waze data in traffic management systems is also valuable. Automated Vehicle developers have also indicated that cities that are sharing data are more attractive to developers. An overview of the eligibility requirements and evaluation criteria for each grant program was presented and also provided in Electronic Item 7.1 and Electronic Item 7.2. The list of applicants and the proposed funding amounts for the Traffic Signal Data Sharing Grant Program were highlighted, and also provided in Electronic Item 7.3. The list of applicants and the proposed funding mounts for the 511DFW/Waze Grant Program were highlighted, and also provided in Electronic Item 7.4. The scheduled for this effort was also highlighted. Mr. Hail noted that following the meeting, a brief survey would be provided to members that would help give North Central Texas Council of Governments staff learn more about data sharing coverage in the region. A motion was made to recommend Regional Transportation Council approval of the proposed awards for the 511DFW/Waze and Traffic Signal Data Sharing grant programs. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.

8. **Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal provided an overview of the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. In April 2016, the United States Department of Transportation (US DOT) announced the replacement of the Transportation

Investment Generating Economic Recovery (TIGER) program with BUILD. The Notice of Funding Opportunity, provided in Electronic Item 8.1, detailed the \$1.5 billion available for fiscal year 2018. Mr. Neal highlighted project application requirements including minimum/maximum grant awards, project eligibility, and eligible applicants. The application submittal deadline is July 19, 2018, and projects will be announced December 18, 2018. Details of funding obligation and expenditure deadlines were also highlighted. It was noted that an entity must have completed environmental clearance design and right-of-way acquisition for the project being submitted. The maximum cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Mr. Neal noted that an important aspect of the program is the consideration of the ability for a project to generate new non-federal revenue such as asset recycling, tolls, tax increment financing districts, sales or gas tax increases, new bond programs. In addition, if the revenue is generated through a program of projects applicants may exceed the three application limit and provide multiple applications for each project within the program of projects. Mr. Neal also highlighted the merit criteria evaluation which include safety, state of good repair, project readiness, benefit-cost analysis, and others. In addition, the methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent project submittals, locations with potential to maximize non-federal revenue leveraging, and those with significant economic development opportunities that needed specific transportation catalysts. A list of recent North Central Texas Council of Governments (NCTCOG) projects submitted for previous US DOT discretionary grant programs was provided in Electronic Item 8.2. The timeline for this effort was reviewed. For entities submitting their own applications, letters for support should be requested by June 29, 2018. NCTCOG staff has identified three candidate projects for the BUILD grant program: 1) Trinity Railway Express double tracking/multimodal connectivity enhancements, 2) Alliance Texas/Haslet accessibility improvements, and 3) South Dallas County Inland Port capacity enhancements. Clarence Daugherty asked staff to clarify the deadline for environmental clearance. Mr. Neal noted that environmental clearance for a project must be completed by the obligation deadline. Applicants must provide within the application that environmental clearance, final design, and right-of-way acquisition will be completed by the obligation deadline. Mr. Daugherty also discussed the requirement that bond programs for non-federal matches must be new bond funds and whether this will mean new bond funds annually. Mr. Neal noted that bond program funds must be generated after January 2018 for fiscal year 2018, but that staff will need to clarify requirements for future years. John Polster requested that a copy of the presentation be provided to members following the meeting. Mo Bur discussed right-of-way acquisition and that some of the money could go to credit right-of-way acquisition. Mr. Neal noted that this was correct, but he would need to find out the appropriate mechanism.

9. **Air Quality Update:** Jenny Narvaez provided an update on the current ozone season. To date, the region has experienced eight exceedance days. At this time last year, the region had only experienced three exceedance days. However, the current design value is 73 parts per billion (ppb), which is lower than the 77 ppb at this time last year. She noted that Air Quality Handbooks were available to members at the meeting. Ms. Narvaez also provided an update on items pertaining to efforts in complying with the National Ambient Air Quality Standards (NAAQS) for ozone. Regarding the 1997 standard of 85 ppb, as of November 2016 the Environmental Protection Agency (EPA) issued a finding of attainment for the 9-county region. In March 2015, the EPA designated the 10-county region as moderate nonattainment for the 2008 standard of 75 ppb, with an attainment deadline of July 20, 2018. Based on the previous three years of data, the region will not reach attainment of the

standard by the deadline. In addition, the EPA signed a final rule for the 2015 standard of 70 ppb. The final rule classifies 9 counties as marginal for nonattainment. This final rule has not been published in the Federal Register. Electronic Item 9 is a letter from Administrator Pruitt to the Governor of Texas regarding the 2015 standard. Rockwall County is not included as nonattainment in this designation. The classification effective date and the implementation rule are expected to be published in the next few weeks. Staff does not anticipate that there will be a revocation of any previous standard in this implementation rule. Ms. Narvaez also discussed two lawsuits filed against the EPA. The first is South Coast Air Quality Management District versus the EPA. In February 2018, the District of Columbia Circuit partially vacated aspects of EPA's 2008 ozone standards implementation rule. The EPA is seeking a rehearing of the court's interpretation of anti-backsliding requirements, transportation conformity requirements, and certain ozone State Implementation Plan provisions. In April 2008, another lawsuit was filed challenging the EPA's redesignation substitute final rule for the Dallas Fort Worth 1 hour ozone and 1997 8-hour ozone nonattainment areas, as well as the Houston-Galveston Brazoria 1-hour and 8-hour nonattainment areas. Ms. Narvaez noted that as results of these lawsuits are received, staff will continue to provide updates to members.

10. **Recent Transportation Project Progress:** Michael Morris provided an update on recent progress in advancing roadway projects within the region and presented a request for action related to the SH 360/Trinity Blvd. project. Negotiations are moving forward on IH 35W 3C and the DFW Connector at IH 635 projects are proceeding to construction. The Regional Transportation Council (RTC) approved the reprioritization of funding originally allocated for managed lanes to connect with the Trinity Parkway project. Because the Trinity Parkway is not proceeding, funding has been reprioritized to three non-tolled interchanges at SH 183 and Loop 12, SH 114 and Loop 12, and SH 114 and SH 183. On May 24, the Texas Transportation Commission unanimously approved the IH 635 East project moved forward to a Request for Qualifications, then procurement to a design-build procurement. In addition, SH 360 has opened and the City of Fort Worth Bond Program has been approved. Also, Collin County will request its voters consider a \$750 million Bond Program in the fall. Mr. Morris noted that the requested action is for funding for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. American Airlines has hired consultants and is looking at improvements that are needed at its new headquarters location. A total of \$7 million is requested (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds). This amount includes approximately 30 percent in contingency, so not all funds are expected to be used. Improvements must be operational in advance of the opening of the new headquarters. A motion was made to approve \$7 million (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds) to be used for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
11. **Briefing on Automated Vehicle Deployment in the Region:** Thomas J. Bamonte provided information on an upcoming automated vehicle deployment in the City of Frisco beginning in July. Drive.ai, in partnership with the Denton County Transportation Authority (DCTA), the City of Frisco, Frisco Station, The Star, and Hall Group will test the feasibility of automated vehicles on a non-fixed scheduled. The six-month pilot program will serve up to approximately 10,000 users. Drive.ai is unique in that it does not attempt to hide that its vehicles are automated. Signage on the sides of its vehicles communicates vehicle intentions to motorists, pedestrians, and bicyclists. Operation will be on low-speed roadways during daylight hours. A video demonstrating how fast automated vehicle technology is evolving was shown. Mr. Bamonte noted that as a result of the deployment in Frisco, the

region has learned that site selection in the region was a result of the region's business friendly reputation and automated vehicle legislation. In addition, the region's reputation for innovation, quality of infrastructure, and cooperation between city departments, ability to deploy the program quickly, and public/private partnership support was important. Kevin Overton asked if it was possible in the future to encourage use of zero emission electric vehicles. Mr. Bamonte noted that at this time developers are using internal combustible engines but do understand the evolution of electric vehicles in the future. Kristina Holcomb noted, regarding zero emissions that the Denton County Transportation Authority have talked with developers that operate electric vehicles. One of the potential problems for the developer community may be the drain on battery of the vehicle technology. Discussion occurred regarding potential charging options that could be used.

12. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan:**

Christie provided an overview of the process for approving projects changes to the Regional 10-Year Plan in association with development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that North Central Texas Council of Governments (NCTCOG) staff recently received new target allocations from TxDOT Austin for use in developing the 2019 UTP, which subsequently will update the Regional 10-Year Plan. As a reminder, in December 2016 the Regional Transportation Council (RTC) approved the Regional 10-Year Plan provided in Electronic Item 12. In August and November 2017, updates were made to the Plan to handles changes needed on IH 635 East and that impacted other corridors. Anticipated updates include the review of funding allocation changes that have occurred since the initial target setting, year-of-expenditures/total project costs, revised construction costs, adjustments due to changes in funding allocations, adjustments resulting from recent changes made by the RTC to IH 635 and SH 183, and review of project status and timing to ensure that projects are listed in the appropriate year. A map of the projects approved for the Regional 10-Year Plan in December 2016 was shown. She noted that some additions have been made to the map to incorporate Proposition 1 projects that were pulled into the Regional 10-Year Plan. She also noted that staff have been working on this effort through changes in the TIP and TIP modifications, but this specific effort will inventory all efforts in one place. The timeline for this effort was reviewed. Ms. Gotti noted that the projects will be brought directly for action at the June Surface Transportation Technical Committee meeting and the July RTC meeting. Proposed changes will be submitted to TxDOT Austin to be included in the Texas Transportation Commission proposed action on the 2019 UTP in August. Clarence Daugherty requested that staff provide the listing to members as soon as possible, even if it is not able to be included in the June meeting mail out material. Michael Morris requested that members review the projects in Electronic Item 12 and communicate with staff any changes as soon as possible.

13. **Fast Facts:** Amy Hodges highlighted current air quality funding opportunities for vehicles. Approximately \$50 million is available through the Emissions Reduction Incentive Grants Program for on-road heavy-duty vehicles, non-road equipment, marine vessels, locomotives, or stationary engines. Project types include new purchase, lease, replacement, repower, retrofit or add on of emission reduction technologies. The deadline for applications is August 15. In addition, over \$15 million is available through the Texas Natural Gas Vehicle Grant Program for the repower or replacement of heavy-duty or medium-duty vehicles with eligible natural gas vehicles or engines. Additional information is provided in Electronic Item 13.1.

Ms. Hodges also noted upcoming Dallas-Fort Worth Clean Cities events. More information on the EV Charging Infrastructure Webinar on May 31 and the Fleet Funding Workshop Series for School Bus Funding Webinar on June 14 is provided in Electronic Item 3.2.

Lori Clark provided an update on the Volkswagen Settlement. She noted the State anticipates that its draft mitigation plan will be completed in the new few weeks. Additional information was provided in Electronic Item 13.3.

Whitney Vandiver reminded members that next month's meeting, June 22, 2018, was also Clean Air Action Day. Additional details were provided in Electronic Item 13.4 and a save-the-date reminder was also distributed at the meeting.

Carli Baylor noted that Electronic Item 13.5 contained a summary of public meetings held April 9, 10, and 11. Topics included Mobility 2045, Unified Planning Work Program modifications, the 2019-2022 Transportation Improvement Program, air quality, and a regional bicycle opinion survey.

Victor Henderson provided information on the Public Comments Report. The report contains general public comments received from March 20-April 19, 2018, and was provided in Electronic Item 13.6. The majority of the comments received were non-project specific and were related to multimodal transportation in Dallas, regional population growth, toll road sentiments, highway repurposing trends, car care clinics, outreach events, and others.

Jenny Narvaez noted that in March 2018, the United States Air Force notified the North Central Texas Council of Governments (NCTCOG) that it was preparing an Environmental Impact Statement (EIS) to evaluate the replacement of 24 F16 aircraft with F35A aircraft for four potential bases, with the Naval Air Station Fort Worth Joint Reserve Base being the preferred alternative. Staff attended a public scope meeting at the base on April 19 to let the base know that NCTCOG staff are available to provide assistance. As part of the March notification, it was made known that the deadline for comments was May 11. The Regional Transportation Council submitted comments, provided in Electronic Item 13.7, stating that if the results of the EIS do require a need for additional emission offsets staff are available to assist as needed.

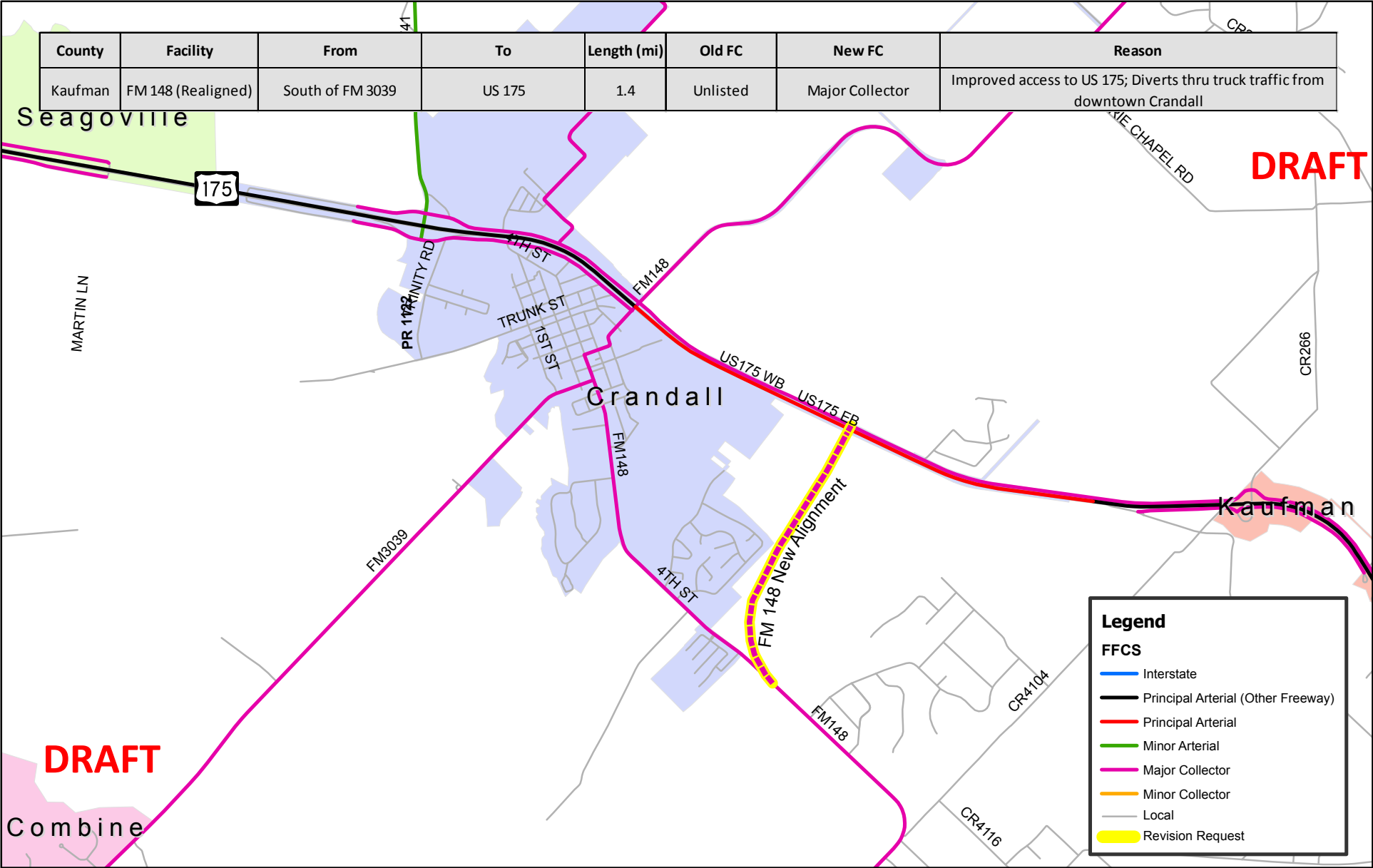
The current Local Motion was provided in Electronic 13.8, and transportation partner progress reports were provided in Electronic Item 13.9.

14. **Other Business (Old and New):** Dan Kessler introduced new member Brian Shewski, City of Plano. In addition, he introduced new North Central Texas Council of Governments staff: Tara Bassler and Dorothy Gilliam.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 22, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.

Federal Functional Classification System (FFCS) Amendment

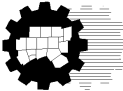
As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



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ELECTRONIC ITEM 3.1



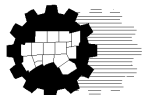
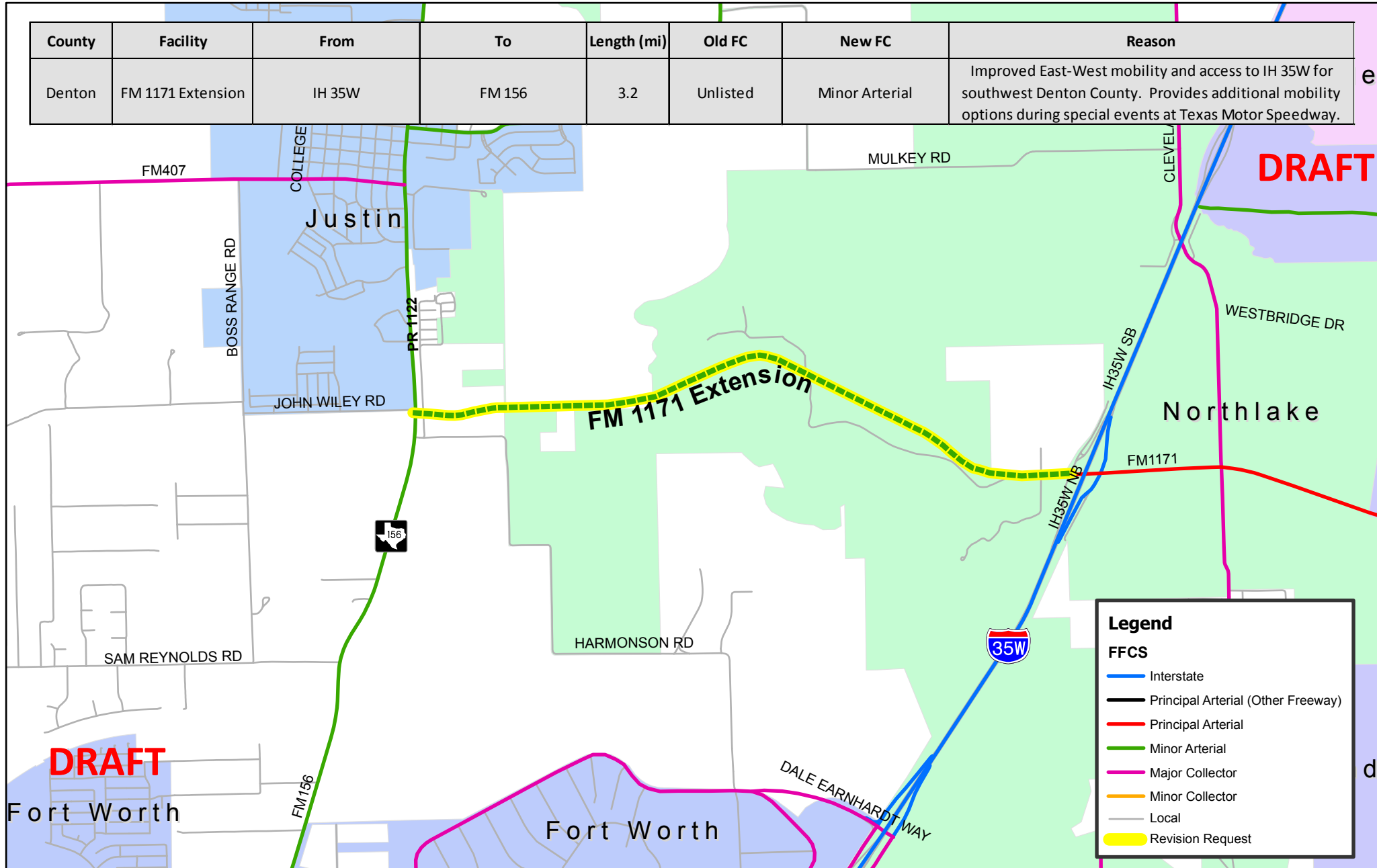
North Central Texas
Council of Governments
Transportation

May 2018

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)

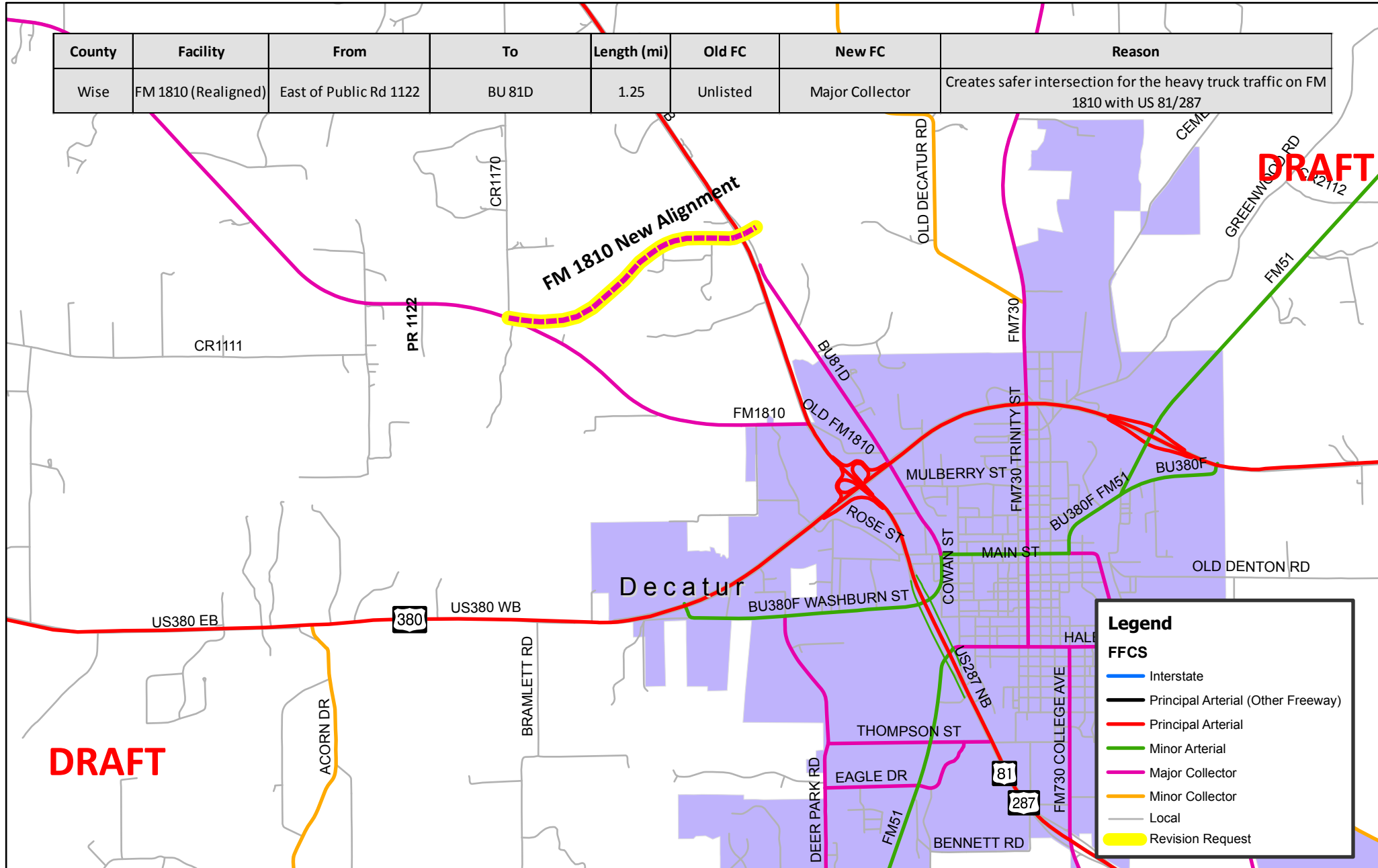
County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Denton	FM 1171 Extension	IH 35W	FM 156	3.2	Unlisted	Minor Arterial	Improved East-West mobility and access to IH 35W for southwest Denton County. Provides additional mobility options during special events at Texas Motor Speedway.



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Wise	FM 1810 (Realigned)	East of Public Rd 1122	BU 81D	1.25	Unlisted	Major Collector	Creates safer intersection for the heavy truck traffic on FM 1810 with US 81/287



Federal Functional Classification System (FFCS) Amendment

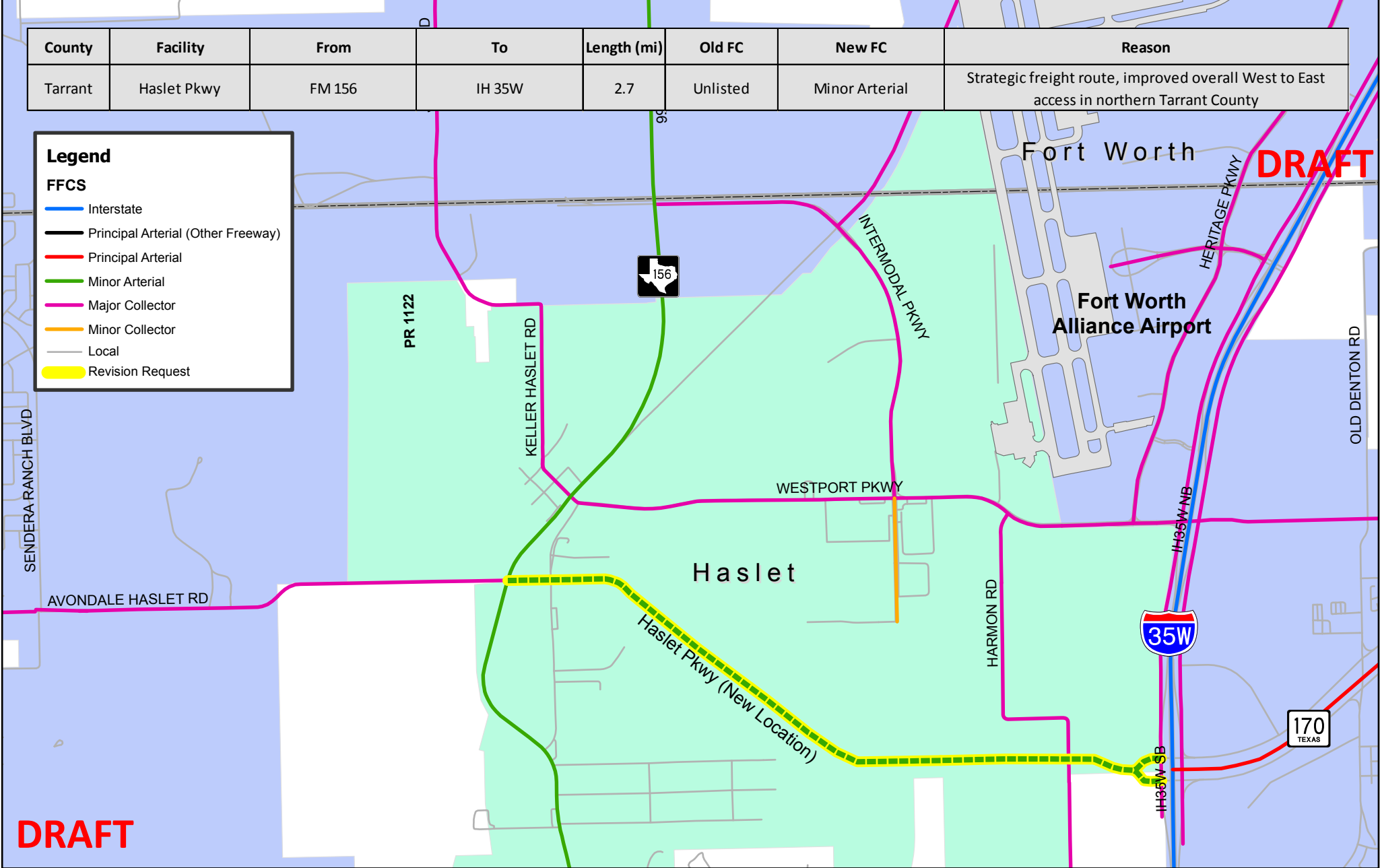
As requested by NCTCOG and City of Haslet and approved as part of the Transportation Improvement Program (TIP)

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Tarrant	Haslet Pkwy	FM 156	IH 35W	2.7	Unlisted	Minor Arterial	Strategic freight route, improved overall West to East access in northern Tarrant County

Legend

FFCS

- Interstate
- Principal Arterial (Other Freeway)
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Revision Request



PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11619 **Facility:** VA **Location/Limits From:** REGIONAL MOBILITY ASSISTANCE PATROL **Modification #:** 2019-0001
Impementing Agency: NCTCOG **Location/Limits To:** FORT WORTH DISTRICT
County: TARRANT **CSJ:** 0918-46-261
City: VARIOUS **Desc:** MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS
Request: PROJECT ERRONEOUSLY OMITTED FROM FY2019; ADD FY2019 FUNDING AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-46-261	STBG:	\$2,024,306	\$506,077	\$0	\$0	\$0	\$2,530,383
Grand Total:				\$2,024,306	\$506,077	\$0	\$506,077	\$0	\$2,530,383

TIP Code: 13050 **Facility:** IH 30 **Location/Limits From:** AT FM 1570 **Modification #:** 2019-0002
Impementing Agency: TXDOT-PARIS **Location/Limits To:**
County: HUNT **CSJ:** 0009-13-167
City: GREENVILLE **Desc:** CONSTRUCT INTERCHANGE
Request: REVISE FUNDING SHARES FOR SBPE FUNDS FROM 80% FEDERAL/20% STATE TO 100% STATE

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0009-13-167	SBPE:	\$156,000	\$39,000	\$0	\$0	\$0	\$195,000
2020	ENG	0009-13-167	SBPE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-167	S102:	\$280,000	\$70,000	\$0	\$0	\$0	\$350,000
2021	ENG	0009-13-167	SBPE:	\$707,399	\$176,850	\$0	\$0	\$0	\$884,249
2023	CON	0009-13-167	STBG:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
2023	CON	0009-13-167	12:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$25,943,399	\$6,485,850	\$0	\$0	\$0	\$32,429,249

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0009-13-167	SBPE:	\$0	\$195,000	\$0	\$0	\$0	\$195,000
2020	ENG	0009-13-167	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-167	S102:	\$280,000	\$70,000	\$0	\$0	\$0	\$350,000
2021	ENG	0009-13-167	SBPE:	\$0	\$884,249	\$0	\$0	\$0	\$884,249
2023	CON	0009-13-167	STBG:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
2023	CON	0009-13-167	12:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$24,280,000	\$8,149,249	\$0	\$0	\$0	\$32,429,249

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13039 **Facility:** FM 2642 **Location/Limits From:** FM 35 **Modification #:** 2019-0003
Impementing Agency: TXDOT-PARIS **Location/Limits To:** SH 66
County: HUNT **CSJ:** 2658-01-013
City: ROYSE CITY **Desc:** WIDEN 2 LANE TO 4 LANE DIVIDED URBAN WITH SIDEWALKS
Request: REVISE FUNDING SHARES FOR S102 FUNDS FROM 80% STATE/20% LOCAL TO 80% FEDERAL/10% STATE/10% LOCAL

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$670,000	\$670,000
2017	ENG	2658-01-013	SBPE:	\$0	\$925,000	\$0	\$0	\$0	\$925,000
2018	ENV	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2019	ROW	2658-01-013	S102:	\$0	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
2019	UTIL	2658-01-013	S102:	\$0	\$1,398,320	\$0	\$349,580	\$0	\$1,747,900
2022	CON	2658-01-013	2M:	\$4,440,000	\$1,110,000	\$0	\$0	\$0	\$5,550,000
2022	CON	2658-01-013	STBG:	\$9,188,672	\$2,297,168	\$0	\$0	\$0	\$11,485,840
Grand Total:				\$13,628,672	\$7,330,488	\$0	\$749,580	\$780,000	\$22,488,740

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$670,000	\$670,000
2017	ENG	2658-01-013	SBPE:	\$0	\$925,000	\$0	\$0	\$0	\$925,000
2018	ENV	2658-01-013	LOCAL CONTRIBUTION:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2019	ROW	2658-01-013	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	UTIL	2658-01-013	S102:	\$1,398,320	\$174,790	\$0	\$174,790	\$0	\$1,747,900
2022	CON	2658-01-013	2M:	\$4,440,000	\$1,110,000	\$0	\$0	\$0	\$5,550,000
2022	CON	2658-01-013	STBG:	\$9,188,672	\$2,297,168	\$0	\$0	\$0	\$11,485,840
Grand Total:				\$16,626,992	\$4,706,958	\$0	\$374,790	\$0	\$22,488,740

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55223 **Facility:** IH 30 **Location/Limits From:** WEST OF FM 1903 **Modification #:** 2019-0004
Impementing Agency: TXDOT-PARIS **Location/Limits To:** EAST OF FM 1903
County: HUNT **CSJ:** 0009-13-900
City: VARIOUS **Desc:** RECONSTRUCT OVERPASS AND APPROACHES
Request: REMOVE \$22,000,000 CAT 12 FUNDING AS TXDOT APPROVED THIS FUNDING FOR TIP 13050/CSJ 0009-13-167 AND NOT THIS PROJECT

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-900	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0009-13-900	S102:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2025	UTIL	0009-13-900	S102:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2026	CON	0009-13-900	2M:	\$12,440,000	\$3,110,000	\$0	\$0	\$0	\$15,550,000
2026	CON	0009-13-900	STBG:	\$5,160,000	\$1,290,000	\$0	\$0	\$0	\$6,450,000
2026	CON	0009-13-900	12:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$37,360,000	\$10,256,300	\$0	\$0	\$0	\$47,616,300

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-900	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0009-13-900	S102:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2025	UTIL	0009-13-900	S102:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2026	CON	0009-13-900	2M:	\$12,440,000	\$3,110,000	\$0	\$0	\$0	\$15,550,000
2026	CON	0009-13-900	STBG:	\$5,160,000	\$1,290,000	\$0	\$0	\$0	\$6,450,000
2026	CON	0009-13-900	12:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$19,760,000	\$5,856,300	\$0	\$0	\$0	\$25,616,300

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55074 **Facility:** SH 205 **Location/Limits From:** JCT SH 205/JOHN KING (N. GOLIAD ST) **Modification #:** 2019-0005
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF JOHN KING (COLLIN COUNTY LINE)
County: ROCKWALL **CSJ:** 0451-04-021
City: ROCKWALL **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)

Request: ADD \$1,000,000 S102 FUNDING FOR ROW PHASE IN FY2019 AND ADD TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	CON	0451-04-021	2M:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,200,000	\$0	\$1,000,000	\$0	\$6,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2019	ROW	0451-04-021	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2021	CON	0451-04-021	2M:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$4,800,000	\$1,300,000	\$0	\$1,100,000	\$0	\$7,200,000

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55060.1	Facility: IH 635	Location/Limits From: MILLER ROAD	Modification #: 2109-0006
Impementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF THE KCS RR (WEST OF SH 78)	
County: DALLAS	CSJ: 2374-01-137		
City: DALLAS	Desc: WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROAD		
	Request: SPLIT FROM TIP 55060, KEEP CSJ 2374-01-137; INCREASE SBPE FUNDING FOR ENGINEERING FROM \$3,000,000 TO \$8,000,000; AND ADJUST FUNDING IN ACCORDANCE WITH MAY 2018 RTC ACTION ON LBJ EAST		

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2001	ENG	2374-01-137	SBPE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2017	ROW	2374-01-137	S102:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2018	UTIL	2374-01-137	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2019	CON	2374-01-137	12:	\$90,191,040	\$22,547,760	\$0	\$0	\$0	\$112,738,800
Grand Total:				\$131,991,040	\$35,747,760	\$0	\$0	\$0	\$167,738,800

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-01-137	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2019	ENG	2374-01-137	2M:	\$24,023,117	\$6,005,779	\$0	\$0	\$0	\$30,028,896
2019	ROW	2374-01-137	S102:	\$17,886,847	\$4,471,712	\$0	\$0	\$0	\$22,358,559
2019	UTIL	2374-01-137	2M:	\$3,834,283	\$958,571	\$0	\$0	\$0	\$4,792,854
2019	UTIL	2374-01-137	4:	\$1,635,717	\$408,929	\$0	\$0	\$0	\$2,044,646
2019	CON	2374-01-137	4:	\$138,364,283	\$34,591,071	\$0	\$0	\$0	\$172,955,354
2019	CON	2374-01-137	12:	\$16,319,829	\$4,079,957	\$0	\$0	\$0	\$20,399,786
Grand Total:				\$202,064,076	\$58,516,019	\$0	\$0	\$0	\$260,580,095

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55060.2 **Facility:** IH 635 **Location/Limits From:** MILLER ROAD **Modification #:** 2109-0007
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF THE KCS RR (WEST OF SH 78)
County: DALLAS **CSJ:** 2374-01-191
City: DALLAS **Desc:** RECONSTRUCT EXISTING 2 EXPRESS TO 2 MANAGED LANES
Request: SPLIT FROM TIP 55060/CSJ 2374-01-037; AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-01-191	2M:	\$3,720,017	\$930,004	\$0	\$0	\$0	\$4,650,021
2019	CON	2374-01-191	2M:	\$24,800,112	\$6,200,028	\$0	\$0	\$0	\$31,000,140
Grand Total:				\$28,520,129	\$7,130,032	\$0	\$0	\$0	\$35,650,161

TIP Code: 55060.3 **Facility:** IH 635 **Location/Limits From:** MILLER ROAD **Modification #:** 2109-0008
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF THE KCS RR (WEST OF SH 78)
County: DALLAS **CSJ:** 2374-01-984
City: DALLAS **Desc:** WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES
Request: SPLIT FROM TIP 55060/CSJ 2374-01-037; AND ADD NEW PROJECT (LBJ EAST ULTIMATE SCOPE) TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	2374-01-984	2M:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55075.1 **Facility:** IH 635 **Location/Limits From:** WEST OF THE KCS RR (WEST OF SH 78) **Modification #:** 2109-0009
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 2374-02-053
City: GARLAND **Desc:** WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS
Request: SPLIT PROJECT FROM TIP 55075; KEEP CSJ 2374-02-053; ADD \$7,014,863 CATEGORY 11 FUNDING; DECREASE ENGINEERING FROM \$57,000,000 TO \$15,000,000 SBPE FUNDS; CHANGE FUNDING SHARES ON ROW PHASE; AND ADJUST FUNDING IN ACCORDANCE WITH MAY 2018 RTC ACTION ON LBJ EAST

CURRENTLY APPROVED

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1994	ENG	2374-02-053	SBPE:	\$0	\$57,084,027	\$0	\$0	\$0	\$57,084,027
2017	ROW	2374-02-053	S102:	\$34,247,758	\$3,805,306	\$0	\$0	\$0	\$38,053,064
2018	UTIL	2374-02-053	S102:	\$15,375,600	\$1,708,400	\$0	\$0	\$0	\$17,084,000
2018	CON	2374-02-053	4M	\$100,000,000	\$25,000,000	\$0	\$0	\$0	\$125,000,000
2019	CON	2374-02-053	12:	\$44,800,000	\$11,200,000	\$0	\$0	\$0	\$56,000,000
Grand Total:				\$194,423,358	\$98,797,733	\$0	\$0	\$0	\$293,221,091

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1994	ENG	2374-02-053	SBPE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2019	ENG	2374-02-053	2M:	\$33,741,756	\$8,435,439	\$0	\$0	\$0	\$42,177,195
2019	ROW	2374-02-053	S102:	\$30,442,451	\$7,610,613	\$0	\$0	\$0	\$38,053,064
2019	UTIL	2374-02-053	2M:	\$13,296,050	\$3,324,012	\$0	\$0	\$0	\$16,620,062
2019	UTIL	2374-02-053	11:	\$371,150	\$92,788	\$0	\$0	\$0	\$463,938
2019	CON	2374-02-053	STBG:	\$18,285,714	\$4,571,428	\$0	\$0	\$0	\$22,857,142
2019	CON	2374-02-053	11:	\$5,240,740	\$1,310,185	\$0	\$0	\$0	\$6,550,925
2019	CON	2374-02-053	12:	\$25,080,282	\$6,270,071	\$0	\$0	\$0	\$31,350,353
2019	CON	2374-02-053	TOLL REVENUES:	\$0	\$108,338,878	\$0	\$0	\$0	\$108,338,878
2020	CON	2374-02-053	5:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
2020	CON	2374-02-053	STBG:	\$56,000,000	\$14,000,000	\$0	\$0	\$0	\$70,000,000
Grand Total:				\$202,458,143	\$173,953,414	\$0	\$0	\$0	\$376,411,557

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55075.4 **Facility:** IH 635 **Location/Limits From:** WEST OF THE KCS RR (WEST OF SH 78) **Modification #:** 2109-0010
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 2374-02-985
City: GARLAND **Desc:** WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES
Request: ADD NEW PROJECT SPLIT FROM TIP 55075/CSJ 2374-02-053 TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	2374-02-985	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

TIP Code: 55165.2 **Facility:** IH 635 **Location/Limits From:** EAST OF US 75 **Modification #:** 2109-0011
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** MILLER ROAD
County: DALLAS **CSJ:** 2374-01-190
City: DALLAS **Desc:** RECONSTRUCT EXISTING 2 TO 2 MANAGED LANES
Request: ADD NEW PROJECT (LBJ EAST ULTIMATE SCOPE) SPLIT FROM TIP 55165/CSJ 2374-01-183 THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-01-190	2M:	\$5,317,217	\$1,329,304	\$0	\$0	\$0	\$6,646,521
2019	ENG	2374-01-190	2M:	\$35,448,112	\$8,862,028	\$0	\$0	\$0	\$50,956,661
Grand Total:				\$40,765,329	\$10,191,332	\$0	\$0	\$0	\$50,956,661

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55165.3 **Facility:** IH 635 **Location/Limits From:** EAST OF US 75 **Modification #:** 2109-0012
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** MILLER ROAD
County: DALLAS **CSJ:** 2374-01-983
City: DALLAS **Desc:** WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES
Request: ADD NEW PROJECT (LBJ EAST ULTIMATE SCOPE) SPLIT FROM TIP 55060/CSJ 2374-01-137 TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	2374-01-983	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

TIP Code: 13032 **Facility:** SH 78 **Location/Limits From:** AT GASTON AVE
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** **Modification #:** 2019-0013
County: DALLAS **CSJ:** 0009-02-067
City: DALLAS **Desc:** RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS
Request: ADJUST ROW FUNDING SHARES

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-02-067	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0009-02-067	S102:	\$900,000	\$100,000	\$0	\$0	\$0	\$1,000,000
2019	UTIL	0009-02-067	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0009-02-067	2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2022	CON	0009-02-067	5:	\$3,600,000	\$900,000	\$0	\$0	\$0	\$4,500,000
Grand Total:				\$6,900,000	\$1,900,000	\$0	\$200,000	\$0	\$9,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-02-067	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0009-02-067	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2019	UTIL	0009-02-067	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0009-02-067	2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2022	CON	0009-02-067	5:	\$3,600,000	\$900,000	\$0	\$0	\$0	\$4,500,000
Grand Total:				\$6,800,000	\$1,900,000	\$0	\$300,000	\$0	\$9,000,000

PROPOSED 2019-2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20115 **Facility:** US 377 **Location/Limits From:** SOUTH OF FM 1171
Implementing Agency: DENTON CO **Location/Limits To:** CRAWFORD ROAD **Modification #:** 2019-0014
County: DENTON
City: ARGYLE
CSJ: 0081-03-047
Desc: RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN
Request: ADJUST ROW FUNDING SHARES AND MOVE CONSTRUCTION PHASE TO APPENDIX D, AS IT IS NOT FULLY FUNDED
Comment: LOCAL CONTRIBUTION BY DENTON COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0081-03-047	3LC:	\$0	\$0	\$0	\$0	\$3,995,379	\$3,995,379
2018	ENG	0081-03-047	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0081-03-047	S102:	\$0	\$34,549,157	\$0	\$0	\$0	\$34,549,157
2020	CON	0081-03-047	3RTR121-DE1:	\$0	\$0	\$10,370,168	\$2,592,542	\$0	\$12,962,710
Grand Total:				\$0	\$35,049,157	\$10,370,168	\$2,592,542	\$3,995,379	\$52,007,246

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0081-03-047	3LC:	\$0	\$0	\$0	\$0	\$3,995,379	\$3,995,379
2018	ENG	0081-03-047	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0081-03-047	S102:	\$27,639,326	\$3,454,916	\$0	\$3,454,916	\$0	\$34,549,157
2023	CON	0081-03-047	3RTR121-DE1:	\$0	\$0	\$10,370,168	\$2,592,542	\$0	\$12,962,710
Grand Total:				\$27,639,326	\$3,954,916	\$10,370,168	\$6,047,458	\$3,995,379	\$52,007,246

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Collin	FM 2478	FM 1461 to US 380 (Prosper)	US 380/McKinney Bypass Candidate Project; Collin County Roadway Action Plan #3	\$32,600,000		\$32,600,000								C
Collin	FM 2514	East of Lavon Parkway to North of Drain Dr.	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$9,546,278		\$9,546,278								C
Collin	FM 2514	North of Drain Dr. to Brown St.	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$17,249,746		\$17,249,746								C
Collin	FM 2551	FM 2170 to FM 2514 (Allen/Lucas/Parker)	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4; On Prop 1 List in FY 2018	\$38,099,111		\$38,099,111								C
Collin	North/South Arterial	West of Lake Lavon	Collin County Roadway Action Plan #4	\$200,000,000		\$100,000,000						\$100,000,000		C
Collin	Regional Outer Loop	DNT to SH 121	Collin County Roadway Action Plan #2	\$100,000,000	-	\$100,000,000	-	-						A
Collin	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial	Collin County Roadway Action Plan #4; Other candidate projects TBD	\$50,000,000	-	\$50,000,000	-	-						A
Collin	SH 121	Collin County Outer Loop to N of FM 455		\$50,329,445					\$50,329,445					C
Collin	SH 205	SH 78 to Rockwall Co. Line	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$28,654,950		\$28,654,950								C
Collin	SH 5	Frisco Rd to Spur 399		\$10,000,000		\$10,000,000								C
Collin	SH 5	Spur 399 to FM 546	On Prop 1 List in FY 2018; Widen plus grade separation	\$26,000,000	-	\$26,000,000	-	-						C
Collin	SH 5	FM 546 to SH 121		\$44,000,000		\$44,000,000								C
Collin	US 380	Denton County Line to Hunt County Line	Includes McKinney Bypass; Other candidate projects TBD; Collin County Roadway Action Plan #3	\$252,000,000	-	\$70,000,000	-	-	\$150,000,000	-	-	\$32,000,000	-	C
Collin	US 75	SRT (SH 121) (S) to Exchange Pkwy	Ridgeview Parkway Interchange Reconstruction	\$25,000,000	-	-	-	-				\$25,000,000	-	A
Collin	US 75	CR 370 (Rosamond Pkwy) Interchange		\$22,000,000		\$22,000,000								A
Collin	US 75	At FM 455 in Anna	Cost overrun; State funds only	\$2,300,000	-	\$2,300,000	-	-						A
Total Funding - Collin County														\$907,779,530
Dallas	IH 20	Duncanville Rd. to US 67	Frontage roads and ramp reversals; Enhanced IH 20/SW Center Mall Access	\$20,000,000	-	\$20,000,000	-	-						A
Dallas	IH 30	IH 35E to Central Expressway	CityMAP	\$12,500,000	-	-	-	-				\$12,500,000	-	B
Dallas	IH 30	Central Expressway to IH 45	CityMAP	\$12,500,000	-	-	-	-				\$12,500,000	-	B
Dallas	IH 30	IH 45 to US 80	CityMAP	\$25,000,000	-	-	-	-				\$25,000,000	-	B
Dallas	IH 30	Bass Pro to East of Dalrock	Interim Frontage Roads/Bridges at Bayside	\$127,574,879	-	-	-	-	\$127,574,879	-	-			B
Dallas	IH 30	SH 161 to NW 7th Street	On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads	\$27,000,000	-	-	-	-	\$27,000,000	-	-			A

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026**

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Dallas	IH 30	NW 7th Street to Belt Line Road	On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads	\$11,000,000	-	-	-	-	\$11,000,000	-	-	-	-	A
Dallas	IH 30	At SL 12	Phased direct connectors as part of the partial IH 30 interchange	\$50,000,000	-	-	-	-	-	-	-	\$50,000,000	-	A
Dallas	IH 30	Great Southwest Parkway to PGBT Western Extension (SH 161)	360 Interchange Under Construction; Frontage Road/Managed Lane Needs	\$10,000,000	-	\$10,000,000	-	-	-	-	-	-	-	A
Dallas	IH 35E	US 67 to IH 20	Southern Gateway Final Phase (Non-tolled Managed Lanes)	\$55,000,000	-	-	-	-	\$55,000,000	-	-	-	-	A
Dallas	IH 35E	IH 635 to Denton County Line		\$262,044,414	-	\$262,044,414	-	-	-	-	-	-	-	A
Dallas	IH 45 (near US 175) - SM Wright Phase 2B	Lenway St. to Good Latimer	On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	\$20,956,260	-	\$20,956,260	-	-	-	-	-	-	-	A
Dallas	IH 635	At Skillman/Audelia	On Prop 1 List in FY 2019; Interchange improvements	\$65,000,000	-	\$65,000,000	-	-	-	-	-	-	-	A
Dallas	IH 635 (E)	US 75 to Royal/Miller Rd.	Anticipate investment from the private sector	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	B
Dallas	IH 635 (E)	Royal/Miller Rd. to SH 78		\$262,738,800	-	-	-	-	-	-	-	\$262,738,800	-	B
Dallas	IH 635 (E)	SH 78 to IH 30	Does not include the interchange at IH 30	\$450,000,000	-	\$100,000,000	-	-	\$200,000,000	-	-	\$150,000,000	-	B
Dallas	Loop 9	IH 35E to IH 45	\$49M in construction funds have already been approved by the RTC. Propose to fund the remaining \$93,000,000 through this effort.	\$93,000,000	-	-	-	-	-	-	-	\$93,000,000	-	A
Dallas	SH 161	PGBT/ Belt Line Rd. to SH 183	Non-tolled segment; Widening to 8 mainlanes	\$62,000,000	-	-	-	-	-	-	-	\$62,000,000	-	A
Dallas	SH 183	PGBT Western Extension (SH 161) to SL 12	Under construction; \$220 million for Belt Line B; \$30 million for Irving Wishbone	\$250,000,000	-	\$250,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	SL 12 to SH 114	Frontage roads	\$70,000,000	-	\$70,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	SH 114 to Empire Central	Frontage roads	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	Empire Central to IH 35E	Frontage roads	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	A
Dallas	SH 310 (near US 175) - SM Wright Phase 2B	Pennsylvania Avenue to North of Al Lipscomb Way	On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	\$9,500,000	-	\$9,500,000	-	-	-	-	-	-	-	A
Dallas	SH 78	At Gaston	On Prop 1 List in FY 2019; Intersection improvements	\$4,500,000	-	\$4,500,000	-	-	-	-	-	-	-	C
Dallas	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	On Prop 1 List in FY 2019; Ramp modifications	\$1,800,000	-	\$1,800,000	-	-	-	-	-	-	-	A
Dallas	US 80	IH 635 to Kaufman County Line	Pending IH 30 East Corridor Study	\$205,000,000	-	-	-	-	\$205,000,000	-	-	-	-	B
Dallas	Dallas County Contingency		Contingency for Dallas County projects	\$300,000,000	-	-	-	-	-	-	-	\$300,000,000	-	A/B
				Total Funding - Dallas County										\$2,557,114,353

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026**

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Denton	FM 455	West of FM 2450 to East of Marion Road	On Prop 1 List in FY 2019; Widen 2 lane rural highway to 4 lane divided urban	\$33,000,000	-	\$33,000,000	-	-	-	-	-	-	-	C
Denton	Greenbelt/Regional Outer Loop	At FM 428	Upgrade of FM 428 crossing over Elm Fork Trinity River near Aubrey (Future Greenbelt Parkway)	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	A
Denton	IH 35E	Corinth Parkway to FM 407	35Express next phase; Replacement of Northbound bridge over Lake Lewisville	\$150,000,000	-	\$150,000,000	-	-	-	-	-	-	-	A
Denton	IH 35E	FM 407 to Dallas County Line	Phase 2	\$164,000,000	-	\$164,000,000	-	-	-	-	-	-	-	A
Denton	US 380	SL 288 to US 377/US 380 Intersection	On Prop 1 List in FY 2019; Add raised median, right turn lanes, and restripe for shared use	\$15,122,627	-	\$15,122,627	-	-	-	-	-	-	-	C
Denton	US 380	US 377 to CR 26 (Collin County Line)	On Prop 1 List in FY 2019; Widen 4 to 6 divided urban w/intersection improvements; Already has \$14,277,120 Cat 7 (Propose to remove and backfill w/Category 2)	\$87,650,941	-	\$87,650,941	-	-	-	-	-	-	-	C
Total Funding - Denton County													\$499,773,568	
Ellis	FM 1387	FM 664 to N Midlothian Pkwy	Widening	\$25,000,000	-	\$25,000,000	-	-	-	-	-	-	-	C
Ellis	FM 664	At IH 35	Construct interchange	\$25,000,000	-	-	-	-	-	-	-	\$25,000,000	-	A
Ellis	FM 664	At IH 45	Construct interchange	\$34,000,000	-	-	-	-	-	-	-	\$34,000,000	-	A
Ellis	FM 664	Westmoreland Rd to FM 1378	Widening	\$25,000,000	-	\$25,000,000	-	-	-	-	-	-	-	C
Ellis	FM 664	IH 35E to IH 45	Widening	\$25,000,000	-	\$25,000,000	-	-	-	-	-	-	-	C
Ellis	IH 35E	US 77 North to US 77 South (IH 35E Waxahachie CAP/MAIN Phase 2)		\$42,000,000	-	-	-	\$42,000,000	-	-	-	-	-	A
Ellis	US 287	at Walnut Grove Road	On Prop 1 List in FY 2019; Construct interchange	\$21,800,000	-	-	-	\$21,800,000	-	-	-	-	-	A
Total Funding - Ellis County													\$197,800,000	
Hood	US 377	Cresson Bypass	\$11M local previously committed	\$37,000,000	\$37,000,000	-	-	-	-	-	-	-	-	A
Total Funding - Hood County													\$37,000,000	
Hunt	FM 1570	IH 30 to SH 66	On Prop 1 List in FY 2019	\$15,000,000	-	-	\$15,000,000	-	-	-	-	-	-	C
Hunt	FM 2642	FM 35 to SH 66		\$5,550,000	-	-	\$5,550,000	-	-	-	-	-	-	C
Hunt	IH 30	At FM 1570	Interchange	\$15,550,000	-	-	\$15,550,000	-	-	-	-	-	-	B
Hunt	SH 24	University Drive to Jackson Street		\$4,900,000	-	-	\$4,900,000	-	-	-	-	-	-	C
Hunt	SH 276	West of FM 36 to SH 34	On Prop 1 List in FY 2018; Construct 0 to 5 lane facility on new location (Quinlan Bypass)	\$9,000,000	-	-	\$9,000,000	-	-	-	-	-	-	C
Total Funding - Hunt County													\$50,000,000	
Johnson	FM 157	BU 287P (S of Mansfield) to US 67		\$78,000,000	\$78,000,000	-	-	-	-	-	-	-	-	C

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
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County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Johnson	FM 157	US 67 to 7th St		\$3,948,505	\$3,948,505									C
Johnson	FM 917	BNSF RR in Joshua to SH 174	On Prop 1 List in FY 2019	\$13,000,000	\$13,000,000	-	-	-	-	-	-	-	-	C
Johnson	IH 35W	Ricky Lane to US 67	On Prop 1 List in FY 2018; Reconstruct interchange and convert frontage roads to one way	\$15,000,000	-	-	-	\$15,000,000						A
Total Funding - Johnson County													\$109,948,505	
Kaufman	FM 548	SH 205 (Rockwall Co. Line) to North of US 80		\$41,720,000		\$41,720,000								C
Kaufman	US 175	FM 148 to CR 4106	On Prop 1 List in FY 2018	\$11,100,000	-	\$11,100,000	-	-	-	-	-	-	-	A
Kaufman	US 175	Dallas County Line to East of FM 1389	On Prop 1 List in FY 2019; Ramp modifications	\$2,000,000	-	\$2,000,000	-	-	-	-	-	-	-	A
Kaufman	US 80	Lawson Rd. to FM 460	Pending IH 30 East Corridor Study	\$116,982,076	-	-	-	-	\$116,982,076	-	-	-	-	B
Total Funding - Kaufman County													\$171,802,076	
Parker	FM 51	At Walnut Creek	On Prop 1 List in FY 2018	\$12,000,000	\$12,000,000	-	-	-	-	-	-	-	-	C
Parker	IH 20	FM 2552 to Centerpoint Dr	IH 20/IH 30 CAP/MAIN (Focus Zone #1)	\$21,000,000	-	-	-	\$21,000,000	-	-	-	-	-	A
Parker	IH 20/IH 30	FM 1187/FM 3325 to Walsh Ranch Parkway	IH 20/IH 30 CAP/MAIN (Focus Zone #2)	\$27,800,000				\$27,800,000						A
Total Funding - Parker County													\$60,800,000	
Rockwall	FM 548	SH 205 to Rockwall County Line		\$1,000,000		\$1,000,000								C
Rockwall	IH 30	SH 205 to Hunt Co. Line	Includes 2/3-lane frontage road reconstruction between FM 740 and SH 205	\$232,000,000	-	-	-	\$32,000,000	-	-	\$200,000,000	-	-	B
Rockwall	SH 205/John King Blvd	Collin Co. Line to SH 66/IH 30	North/South Arterial Candidate Project (Collin County)	\$32,115,673		\$32,115,673								C
Total Funding - Rockwall County													\$265,115,673	
Tarrant	FM 156	US 81/287 to Watauga Rd. (McElroy)	On Prop 1 List in FY 2018; Widen to 4 lane divided; Currently funded w/\$12,555,000 Cat 7 (Propose to remove and backfill with Category 2)	\$40,000,000	\$40,000,000	-	-	-	-	-	-	-	-	C
Tarrant	IH 20	At Chisholm Trail Parkway	Direct connector ramps only	\$31,085,095	\$31,085,095	-	-	-	-	-	-	-	-	A
Tarrant	IH 20	Matlock Rd. to SH 360	Auxiliary lanes; May also include eastbound frontage roads from Park Springs to Bowen	\$50,000,000	-	-	-	\$50,000,000	-	-	-	-	-	B
Tarrant	IH 20	IH 820 to US 287	Southeast Corridor; Non-tolled Managed Lanes	\$228,000,000	\$125,000,000	-	-	\$103,000,000	-	-	-	-	-	B
Tarrant	IH 20	US 287 to Park Springs Blvd	Southeast Corridor; Non-tolled Managed Lanes	\$50,000,000	-	-	-	\$50,000,000	-	-	-	-	-	B

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026**

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Tarrant	IH 30	IH 820 to Camp Bowie Blvd	IH 20/IH 30 CAP/MAIN (Focus Zone #4)	\$150,000,000	\$150,000,000	-	-	-	-	-	-	-	-	B
Tarrant	IH 30	Linkcrest Dr to IH 820	On Prop 1 List in FY 2018-2019; IH 20/IH 30 CAP/MAIN (Focus Zone #3)	\$72,000,000	-	-	\$72,000,000	-	-	-	-	-	-	A
Tarrant	IH 30	Cooper St to Great Southwest Pkwy	Pending High Speed Rail; 360 Interchange Under Construction; Frontage Road/Managed Lane Needs	\$80,000,000	-	-	\$80,000,000	-	-	-	-	-	-	A
Tarrant	IH 820 (SE)	Meadowbrook Dr. to US 287	Southeast Corridor; Non-tolled Managed Lanes	\$231,171,200	\$100,000,000	-	-	-	-	-	\$131,171,200	-	-	B
Tarrant	IH 820 (SE)	US 287 to IH 20	Southeast Corridor; Non-tolled Managed Lanes	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	B
Tarrant	Lancaster Avenue/SH 180	IH 35W to IH 820	Proposed partnership with the City of Fort Worth, TxDOT, and the RTC	\$50,000,000	\$50,000,000	-	-	-	-	-	-	-	-	C
Tarrant	SH 114	FM 1938 (Davis Blvd) to Dove Road	New frontage roads, intersection/U-turn improvements, ramps, and auxiliary lanes	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	A
Tarrant	SH 121	Stars And Stripes Blvd to FM 2499	LBJ Interchange at DFW Connector	\$70,000,000	-	-	-	-	-	-	\$70,000,000	-	-	A
Tarrant	SH 121	FM 2499 to IH 635	LBJ Interchange at DFW Connector	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	A
Tarrant	SH 121	IH 635 to SH 114	LBJ Interchange at DFW Connector	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	A
Tarrant	SH 121	Hall Johnson to SH 183		\$25,000,000	\$25,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 199	FM 1886 to Lake Worth		\$115,000,000	\$45,006,400	-	\$69,993,600	-	-	-	-	-	-	B
Tarrant	SH 199	Lake Worth to IH 820		\$200,000,000	\$200,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 199	South of IH 820		\$100,000,000	\$100,000,000	-	-	-	-	-	-	-	-	C
Tarrant	SH 360	SH 183 to Post N Paddock Rd.	CAP/MAIN	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 360	IH 30 to IH 20	CAP/MAIN; Widen to 8 mainlanes	\$95,000,000	\$95,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 360	South of IH 20	Contingency	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	B
Total Funding - Tarrant County													\$2,097,256,295	
Wise	FM 1810	1.5 miles W of US 81/287 to US 287		\$30,000,000	\$30,000,000	-	-	-	-	-	-	-	-	C
Total Funding - Wise County													\$30,000,000	
Total Proposed Funding				\$6,984,390,000	\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Total Amount Remaining for Programming				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Allocation				\$6,984,390,000										

G4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

**Notice of Funding Opportunity for the Department of Transportation's National
Infrastructure Investments under the Consolidated Appropriations Act, 2018**

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) ("FY 2018 Appropriations Act" or the "Act") appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"). This program was previously known as the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grants," program and is now known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation Discretionary Grants," program. Funds for the FY 2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact. The purpose of this Final Notice is to solicit applications for BUILD Transportation Discretionary Grants.

DATES: Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the BUILD Transportation program staff via e-mail at

BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at www.transportation.gov/BUILDgrants.

SUPPLEMENTARY INFORMATION: Many of the selection criteria of BUILD Transportation grants overlap with previous rounds of National Infrastructure Investments discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation program will continue to give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. Each section of this notice contains information and instructions relevant to the application process for these BUILD Transportation Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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H. Other Information

A. Program Description

The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) (“FY 2018 Appropriations Act” or the “Act”) appropriated \$1.5 billion to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. Since this program was first created, \$5.6 billion has been awarded for capital investments in surface transportation infrastructure over nine rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact.

The Department is committed to addressing the unmet transportation infrastructure needs of rural areas. Rural America is home to many of the nation’s most critical transportation infrastructure assets, including 444,000 bridges, 2.98 million miles of roadways, and 30,500 miles of Interstate highways. More than 55 percent of all public road miles are locally-owned rural roads. While only 19 percent of the nation’s population lives in rural areas, 49 percent of all traffic fatalities occur on rural roads (2015). In addition, Americans living in rural areas and on Tribal lands continue to disproportionately lack access to basic broadband service. The Department believes that underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the county. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and

enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

B. Federal Award Information

1. Amount Available

The FY 2018 Appropriations Act appropriated \$1.5 billion to be awarded by DOT for the BUILD Transportation program. The FY 2018 BUILD Transportation Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. Additionally, the Act allows for up to \$15 million (of the \$1.5 billion) to be awarded as grants for the planning, preparation or design of eligible projects. DOT is referring to any such awarded projects as BUILD Transportation Planning Grants. The FY 2018 Appropriations Act also allows DOT to retain up to \$25 million of the \$1.5 billion for award, oversight and administration of grants and credit assistance made under the BUILD Transportation program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2018 Appropriations Act allows up to 20 percent of available funds (or \$300 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) program, if that use of the FY 2018 BUILD funds would further the purposes of the BUILD Transportation program.

2. Award Size

The FY 2018 Appropriations Act specifies that BUILD Transportation Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum BUILD Transportation Discretionary Grant size is \$1 million. There is no statutory minimum grant size, regardless of location, for BUILD Transportation Planning grants.

3. Restrictions on Funding

Pursuant to the FY 2018 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation Discretionary Grants (or \$150 million) may be awarded to projects in a single State. The Act also directs that not less than 30 percent of the funds provided for BUILD Transportation Discretionary Grants (or \$450 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2018 Appropriations Act requires that FY 2018 BUILD Transportation Discretionary Grants funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. All FY 2018 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2025. After this date, unliquidated funds are no

longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

5. Previous TIGER Awards

Recipients of TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in the TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

C. Eligibility Information

To be selected for a BUILD Transportation Discretionary Grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for BUILD Transportation Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

2. Cost Sharing or Matching

Per the FY 2018 Appropriations Act, BUILD Transportation Discretionary Grants may be used for up to 80 percent of a project located in an urban area¹ and the Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

For a project located in an urban area, the Federal share of the costs for which an expenditure is made under a BUILD Transportation grant may not exceed 80 percent. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a non-Federal source. Unless otherwise authorized by statute, State or local cost-share may not be counted as the non-Federal share for both the BUILD Transportation grant and another Federal grant program. The Department will not consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds.

3. Other

i. Eligible Projects

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under

¹ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.² The FY 2018 Appropriations Act allows up to \$15 million for the planning, preparation or design of projects eligible for BUILD Transportation funding. Activities eligible for funding under BUILD Transportation Planning Grants are related to the planning, preparation, or design—including environmental analysis, feasibility studies, and other pre-construction activities—of surface transportation projects. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

For purposes of this notice, DOT defines “rural area” as an area outside an Urbanized Area³ (UA) as designated by the U.S. Census Bureau. In this notice, an “urban area” is defined as an area inside a UA as designated by the U.S. Census Bureau.⁴

The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the

² Please note that the Department may use a BUILD Transportation Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for BUILD Transportation Discretionary Grants to pay for the surface transportation components of these projects.

³ Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/.

⁴ See www.transportation.gov/BUILDgrants for a list of UAs.

FY 2018 BUILD Transportation Program. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (FAST Act §1105; 23 U.S.C. 117).

This definition affects three aspects of the program. The FY 2018 Appropriations Act directs that (1) not less than \$450 million of the funds provided for BUILD Transportation Discretionary grants are to be used for projects in rural areas; (2) for a project in a rural area the minimum award is \$1 million; and (3) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application

must demonstrate a relationship or connection between them. (See Section D.2.iv. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

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

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

v. Program of Projects

Applicants that demonstrate the ability to generate additional non-Federal revenue for transportation infrastructure investment as described in Section E.1.i.h. of this notice may apply for multiple projects, exceeding the three application limit, that collectively constitute a “program of projects”. A program of projects consists of independent

projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually. For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes a program. Each project application within a program of projects must meet eligibility criteria described in Section C of this notice, demonstrate independent utility, and individually address the merit criteria within this notice. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only applicants that generate additional non-Federal revenue as described in Section E.1.i.h. may submit applications exceeding the three application limit for consideration as a program of projects, and only one program of projects may be submitted by each eligible applicant.

D. Application and Submission Information

1. Address

Applications must be submitted to Grants.gov. Instructions for submitting applications can be found at www.transportation.gov/BUILDgrants along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

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

follows. Applicants should also complete and attach to their application the “BUILD 2018 Project Information” form available at www.transportation.gov/BUILDgrants.

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.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Merit Criteria	See D.2.iv.(1)
V. Project Readiness	See D.2.iv.(2) and E.1.ii

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 (a single-spaced document, using a standard 12-point font such as Times New Roman,

with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to an operating administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive file names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

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 completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.

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 UA, the application should identify the UA.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

- (A) Project costs;
- (B) For all funds to be used for eligible project costs, the source and amount of those funds;
- (C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;
- (D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds;
- (E) 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; BUILD; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each

phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.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.

iv. Criteria

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

(1) Merit Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities among transportation users, or how the project will eliminate unsafe grade crossings or contribute to preventing unintended releases of hazardous materials.

(b) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(b) of this notice), including the project's current condition and how the proposed project will improve it, and any estimation of impacts on long-term cost structures or impacts on overall life-cycle costs. If the project will contribute to a state of good repair of transportation infrastructure that supports border security, the applicant should describe how.

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(c) of this notice). The applicant

should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global economy, reduces burdens of commuting, and improves overall well-being. The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(d) Environmental Protection

This section of the application should describe how the project addresses the environmental protection criterion (described in Section E.1.i.(d) of this notice). Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment such as brownfield redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for individuals, expands access to essential services for people in communities across the United States, improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities, or otherwise addresses the quality of life criterion (described in Section E.1.i.(e) of this notice). If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how

they support quality of life. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

(f) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.i.(f) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

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.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

If an applicant is proposing to use SEP-14 or SEP-15 (as described in section E.1.i.(f) of this notice) the applicant should describe that proposal. 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.⁵

⁵ 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/p3/tools_programs/sep15_procedures.aspx.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(g) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.i.(g) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

If an applicant generates additional non-Federal revenue (as described in Section E.1.i.(h) of this notice), this section should provide evidence of newly secured and committed revenue for transportation infrastructure investments and identify the source of the revenue. If new revenue for transportation infrastructure investments has not already been secured, the applicant should explain necessary steps to securing revenue and provide a timeline of key milestones leading to its commitment. To ensure new revenue does not supplant existing sources, applications should provide estimates of future revenue levels absent and, separately, with the new revenue. If applicable, this section should describe any fiscal or legal constraints that affect the applicant's ability to generate non-Federal revenue.

(2) 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.ii of this notice. Applicants also should review that section when 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 BUILD 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; 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 BUILD Transportation funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 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 BUILD Transportation funds, and that the grant funds will be spent expeditiously once construction starts, with all BUILD Transportation funds expended by September 30, 2025; and

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

(c) Required Approvals

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

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies⁶, indicate the status of such actions, and provide detailed

⁶ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

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

(d) A description of discussions with the appropriate DOT operating 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 Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) 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 relevant operating administration apply to all

BUILD Transportation projects,⁷ including intermodal projects located at airport facilities.⁸ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

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

⁷ Under 23 U.S.C. § 134 and § 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a BUILD Transportation grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive a BUILD Transportation grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. 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.

⁸ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, 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 BUILD Transportation grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(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 the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/BUILDgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

BUILD Transportation Planning Grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

(3) 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.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio and calculating 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 BUILD Transportation 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. 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 DOT 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 BUILD Transportation program (see www.transportation.gov/BUILDgrants/additional-guidance).

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an

active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make a BUILD Transportation 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 a BUILD Transportation grant, the Department may determine that the applicant is not qualified to receive a BUILD Transportation grant and use that determination as a basis for making a BUILD Transportation grant to another applicant.

4. Submission Dates and Times

i. Deadline

Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018. The Grants.gov "Apply" function will open by June 4, 2018.

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

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that 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 applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

ii. Consideration of Applications:

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

iii. Late Applications

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

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;

- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and
- (6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all 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, DOT 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

This section specifies the criteria that DOT will use to evaluate and award applications for BUILD Transportation Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. Projects will also be evaluated for demonstrated project readiness and benefits and costs.

i. Merit Criteria:

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider

any merit criterion more important than the others. BUILD Transportation Planning Grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects which demonstrate the ability to move into the construction phase within the period of obligation. The selection criteria, which will receive equal consideration, are:

(a) Safety

The Department will assess the project's ability to foster a safe transportation system for the movement of goods and people. The Department will consider the projected impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the project's contribution to the elimination of highway/rail grade crossings, or the project's contribution to preventing unintended releases of hazardous materials.

(b) State of Good Repair

The Department will assess whether and to what extent: (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; (5)

maintain or improve transportation infrastructure that supports border security functions; and (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair. The Department will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth.

(c) Economic Competitiveness

The Department will assess whether the project will (1) decrease transportation costs and improve access, especially for rural communities, through reliable and timely access to employment centers and job opportunities; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement.

Projects that address congestion in 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 rural areas, and projects that attract private economic development, all support local or regional economic competitiveness.

(d) Environmental Protection

The Department will consider the extent to which the project improves energy efficiency, reduces dependence on oil, reduces congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment, including through alternative right of way uses demonstrating innovative ways to improve or streamline environmental reviews while maintaining the same

outcomes. The Department will assess the project's ability to: (i) reduce energy use and air or water pollution through congestion mitigation strategies; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii) provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation.

(e) Quality of Life

The Department will consider the extent to which the project: (i) increases transportation choices for individuals to provide more freedom on transportation decisions; (ii) expands access to essential services for communities across the United States, particularly for rural communities; and (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities. Americans living in rural areas and on Tribal lands continue to disproportionately lack access and connectivity, and the Department will consider whether and the extent to which the construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service.

(f) Innovation

The Department will assess the extent to which the applicant uses innovative strategies, including: (i) innovative technologies, (ii) innovative project delivery, or (iii) innovative financing.

(i) Innovative Technologies

DOT will assess innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety

risks. When making BUILD Transportation award decisions, the Department will consider any innovative safety approaches proposed by the applicant, 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. Innovative safety approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system.

Innovative technologies include: broadband deployment and the installation of high-speed networks concurrent with the project construction; connecting Intelligent Transportation System (ITS) infrastructure; and providing direct fiber connections that support surface transportation to public and private entities, which can provide a platform

and catalyst for growth of rural communities. The Department will consider whether and the extent to which the construction of the transportation project will allow concurrent broadband deployment and the installation of high-speed networks.

(ii) Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. The Department's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery. While BUILD Transportation award recipients are not required to employ innovative approaches, the Department encourages BUILD Transportation applicants to describe innovative project delivery methods for proposed projects.

Additionally, DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or expedite project delivery by using FHWA's Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15). 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.

When making BUILD Transportation award decisions, the Department will consider the applicant's proposals to use SEP-14 or SEP-15, 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. The Department is not replacing the application processes for SEP-14 or SEP-15 with this notice or the BUILD Transportation program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an BUILD Transportation award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application processes. Selection for a BUILD Transportation 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.

(iii) Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

(g) Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and

local governments, other public entities, and private or nonprofit entities. DOT will consider rural applicants that partner with State, local, or private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve local or regional benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, housing, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

The Administration believes that attracting significant new, non-Federal revenue streams dedicated to transportation infrastructure investment is desirable to maximize investment in transportation infrastructure. The Department will assess the extent that applications provide evidence that the applicant will secure and commit new, non-Federal revenue to transportation infrastructure investment.

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset

recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds. The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018. Among otherwise similar applications, applicants that generate more new non-Federal revenue for future transportation infrastructure investment will be more competitive. The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

ii. Demonstrated Project Readiness

During application evaluation, the Department may consider project readiness to assess the likelihood of a successful project. In that analysis, 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 or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iii. Project Costs and Benefits

The Department may consider the costs and benefits of projects seeking BUILD Transportation funding. 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 project's estimated benefit-cost ratio and net quantifiable benefits based on the applicant-supplied BCA described in Section D.2.vi.

iv. Additional Considerations

The FY 2018 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting BUILD Transportation projects.

2. Review and Selection Process

DOT reviews all eligible applications received by the deadline. The BUILD Transportation grants review and selection process consists of at least Technical Review and Senior Review. In the Technical Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects based on how well the projects align with the selection criteria. The Senior Review Team, which includes senior leadership from OST and the operating administrations determines which projects to advance to the Secretary as Highly Rated. The FY 2018 Appropriations Act mandated BUILD Transportation grant awards by December 18, 2018. To ensure the Department meets the statutory deadline specified in the FY 2018 Appropriations Act, the Department may revise the evaluation process based

on the number of applications received. The Secretary selects from the Highly Rated projects for final awards.

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 Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/BUILDgrants. Notice of selection is not authorization to begin performance. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R. part 200, as adopted by DOT at 2 C.F.R. part 1201. Additionally, applicable

Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive BUILD Transportation Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a BUILD Transportation project administered by the FHWA, please see

https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/fy2016_gr_exhbt/index.htm For BUILD Transportation projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with BUILD Transportation Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with BUILD Transportation Discretionary Grant funds, other Federal funds, or non-Federal funds.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for BUILD Transportation Discretionary Grants funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the BUILD Transportation program.

ii. System Performance Reporting

Each applicant selected for BUILD Transportation Discretionary Grant funding must collect information and report on the project's observed performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes for an agreed-upon timeline, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the BUILD Transportation program are achieved. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E. Performance reporting continues for several years after project construction is completed, and DOT does not provide BUILD Transportation Discretionary Grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently 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 BUILD Transportation program staff via e-mail at BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at www.transportation.gov/BUILDgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties,

with questions. DOT staff may also conduct briefings on the BUILD Transportation Discretionary Grants selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission “Contains Confidential Business Information (CBI)”; (2) mark each affected page “CBI”; and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

Issued On:

April 20, 2018



Elaine L. Chao

Secretary



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - <https://www.transportation.gov/BUILDgrants>

May 25, 2018

Surface Transportation Technical Committee (STTC)
Information Item – Program Overview and Notice of Funding Availability

BUILD Discretionary Grant Program

Program Overview

2

- **BUILD** – **B**etter **U**tilizing **I**nterests to **L**everage **D**evelopment
- Replaces the pre-existing TIGER Discretionary Grant Program
- **\$1.5 Billion** available (Consolidated Appropriations Act of 2018):
 - ▣ Maximum Grant Award = **\$25 Million**
 - ▣ Minimum Grant Award = **\$5 Million** (Urban); **\$1 Million** (Rural)
 - ▣ No more than **\$150 Million** may be awarded to a single State
 - ▣ At least 30% (\$450 Million) to be designated for projects in rural areas
- Project Eligibility:
 - ▣ Highway, bridge, or other road projects (Title 23, US Code)
 - ▣ Public transportation projects (Ch. 53 of Title 49, US Code)
 - ▣ Passenger and freight rail transportation projects
 - ▣ Port infrastructure investments (including inland port/land ports of entry)
 - ▣ Intermodal projects

BUILD Discretionary Grant Program *(cont.)*

Submittal, Selection, and Funding Details/Deadlines

3

- **Application Submittal Deadline – July 19, 2018 @ 7:00pm CDT**
- Eligible Applicants:
 - State, U.S. territory, local, or tribal governments
 - Government subdivisions including transit agencies, port authorities, and metropolitan planning organizations (MPOs)
- No more than 3 applications may be submitted by each applicant
- USDOT project awards to be announced by December 18, 2018
- **Obligation Deadline – September 30, 2020**
 - Signed/executed agreement between USDOT and Grant Recipient
 - Execution formally obligates BUILD Grant funding for the awarded project
 - Completed environmental clearance, design, and ROW acquisition required
- **Expenditure Deadline – September 30, 2025**

BUILD Discretionary Grant Program (cont.)

Funding Shares

4

- Maximum cost share for BUILD Grants up to 80% in urban areas and up to 100% in rural areas
- Total Federal funds may not exceed 80% of project cost (urban)
- Non-Federal cost sharing:
 - ▣ State, local, or private-sector funding
 - ▣ Other funds may include right-of-way contributions, toll credits, or recycled revenue from competitive sales/leases of publicly-owned/operated assets
- Consideration of ability to generate new non-Federal revenue:
 - ▣ Asset recycling, tolls, tax-increment financing, or sales/gas-tax increases
 - ▣ New actions applicable after January 1, 2015 (max. time period = 10 years)
 - ▣ If revenue generated through a “program of projects”, applicants may exceed 3-application limit (each project subject to maximum grant award)

BUILD Discretionary Grant Program (cont.)

Merit Criteria Evaluation

5

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- Non-Federal Revenue for Transportation Investment
- Project Readiness
- Benefit-Cost Analysis



BUILD Discretionary Grant Program *(cont.)*

Regional Project Selection Methodology

6

- Select projects in both the East and West Sub-Regions
- Identify partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, INFRA, etc.) for possible BUILD Grant compatibility
- Analyze locations with potential to maximize non-Federal revenue leverage
- Determine significant economic development opportunities with needed transportation catalysts



BUILD Discretionary Grant Program (cont.)

Timeline

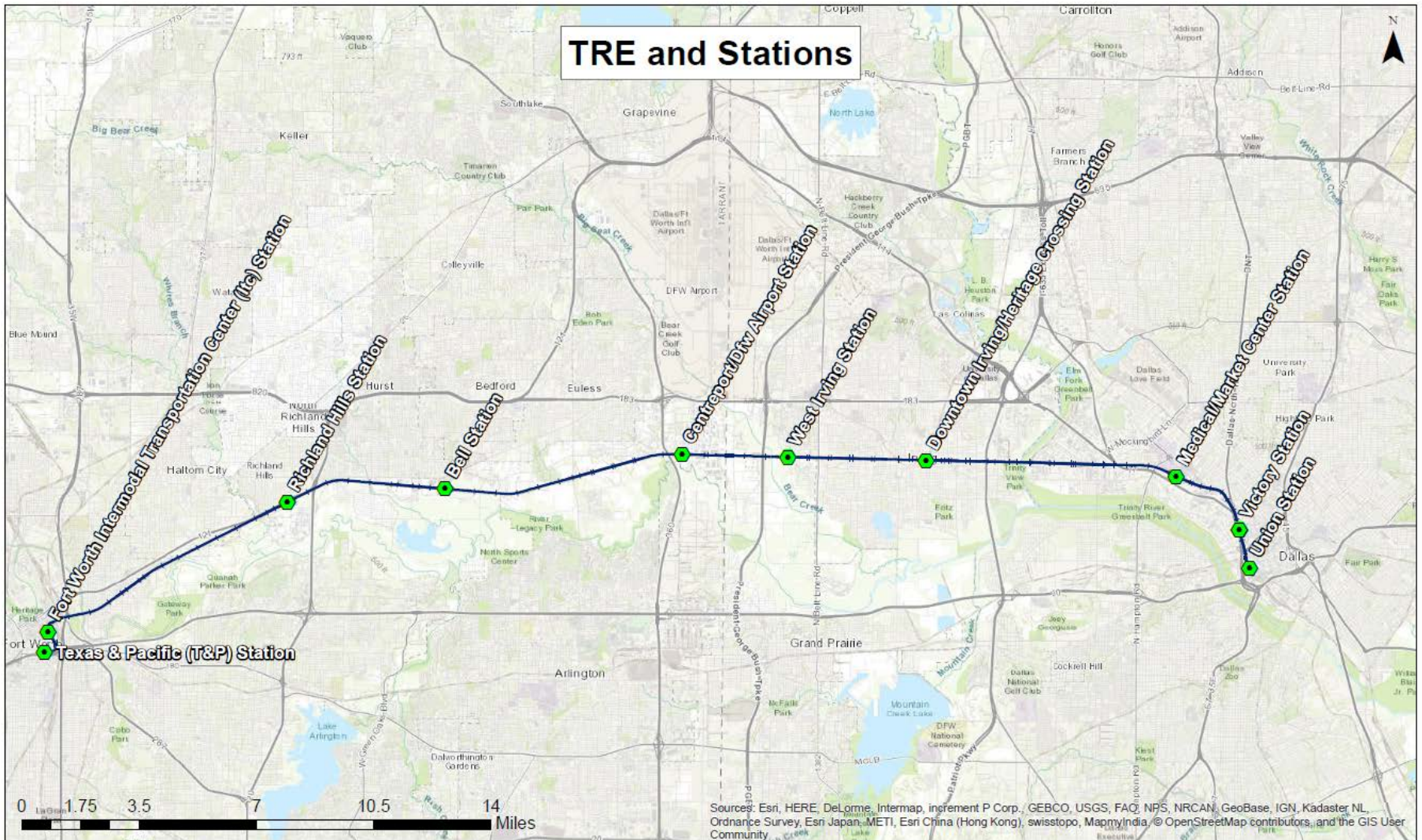
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April 20, 2018	BUILD Grant Notice of Opportunity Announced
May 10, 2018	RTC – Director’s Report
May 25, 2018	STTC Information (Identity of Candidate Projects)
June 14, 2018	RTC Information (Identity of Candidate Projects)
June 22, 2018	STTC Action
June 28, 2018	Executive Board Approval
June 29, 2018	Request Deadline for Letters of Support (send to Rebekah Hernandez – rhernandez@nctcog.org)
July 12, 2018	RTC Action
July 19, 2018	BUILD Application Deadline (www.grants.gov)

BUILD – Proposed Candidate Projects

TRE Double-Tracking/Multimodal Connectivity Program

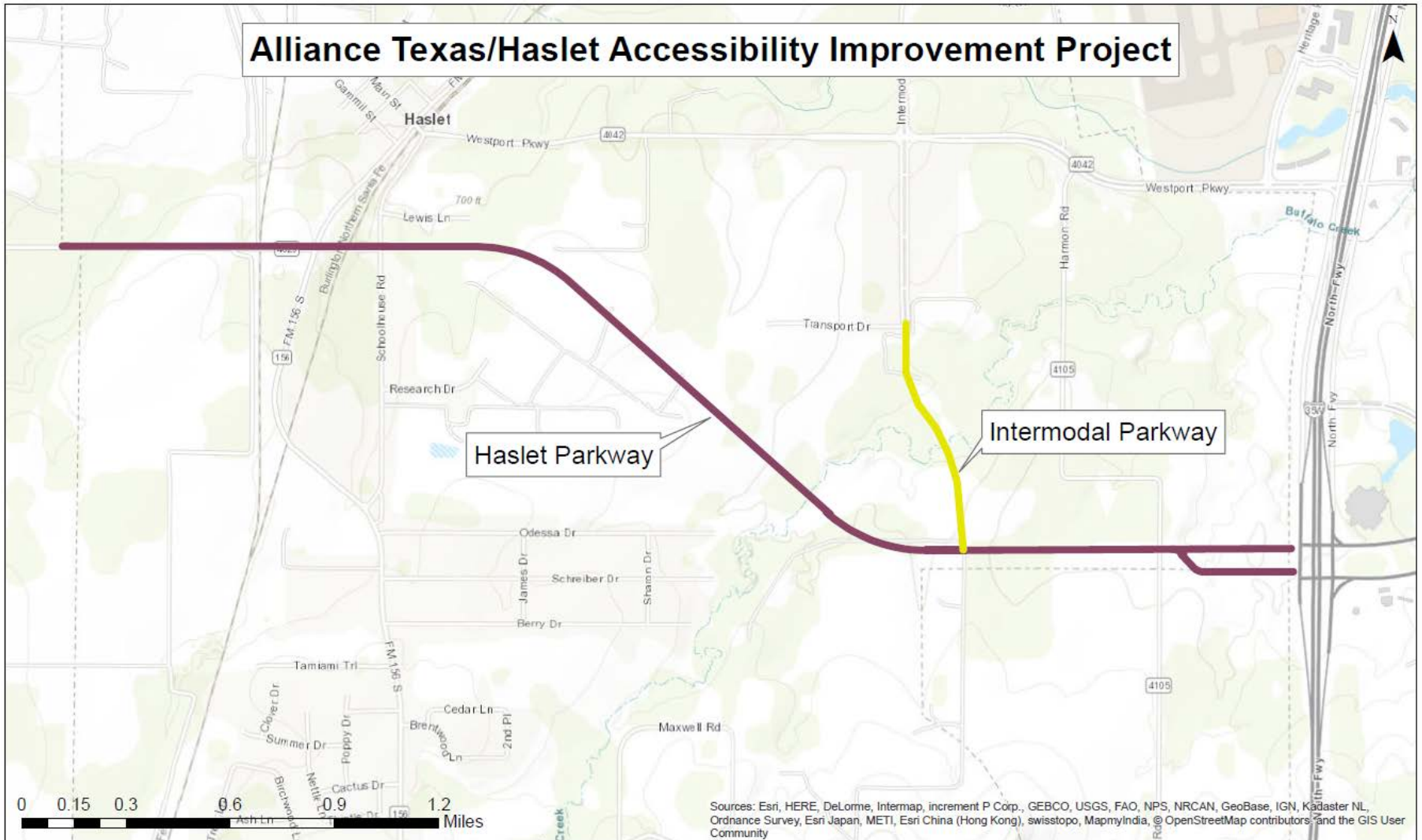
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BUILD – Proposed Candidate Projects (cont.)

Alliance Texas/Haslet Accessibility Improvement Project

9




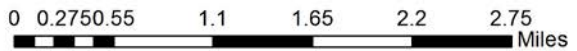
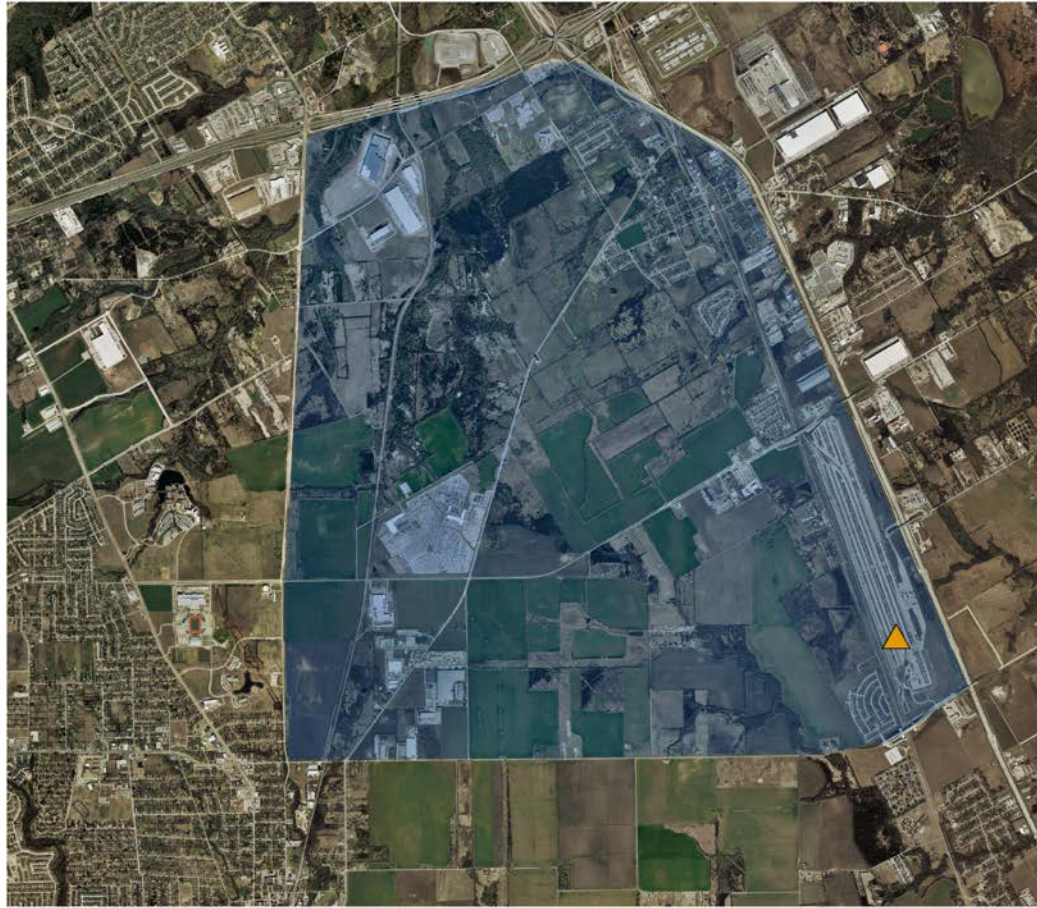
BUILD – Proposed Candidate Projects (cont.)

South Dallas County Inland Port – Capacity Enhancement

Potential BUILD Grant Project Area

Legend

-  UPRR Intermodal Facility
-  South Dallas Project Area



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May 25, 2018

Surface Transportation Technical Committee (STTC)
Information Item – Program Overview and Notice of Funding Availability



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - <https://www.transportation.gov/BUILDgrants>

June 22, 2018

Surface Transportation Technical Committee (STTC)
Action Item – Program Overview and Proposed Projects for Submittal

BUILD Discretionary Grant Program

Program Overview

2

- **BUILD – Better Utilizing Investments to Leverage Development**
- Replaces pre-existing TIGER Discretionary Grant Program
- **\$1.5 Billion** available (Consolidated Appropriations Act of 2018):
 - **Awards:** Max. = **\$25 Million**; Min. = **\$5 Million (Urban)/\$1 Million (Rural)**
 - **Geography:** No more than **\$150 Million** may be awarded to a single State
 - **Diversity:** At least 30% (\$450 Million) to be designated for rural projects
- **Application Submittal Deadline – July 19, 2018 @ 7:00pm CDT**
- **Obligation Deadline – September 30, 2020**
 - Signed/executed agreement between USDOT and Grant Recipient(s)
 - Completed environmental clearance, design, and ROW acquisition required
- **Expenditure Deadline – September 30, 2025**
- **Funding Proportions:**
 - BUILD Grant – 80% (Urban)/100% (Rural)
 - Total Federal funds may not exceed 80% of project cost (Urban)

BUILD Discretionary Grant Program (cont.)

Merit Criteria Evaluation

3

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- **Non-Federal Revenue for Transportation Investment – NEW**
 - Asset recycling, tolls, tax-increment financing, or sales/gas-tax increases
 - New actions applicable after January 1, 2015 (maximum time period = 10 years)
- Project Readiness
- Benefit-Cost Analysis



BUILD Discretionary Grant Program *(cont.)*

Regional Project Selection Methodology

4

- Select projects in both the East and West Sub-Regions
- Identify partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, INFRA, etc.) for possible BUILD Grant compatibility
- Analyze locations with potential to maximize non-Federal revenue leverage
- Determine significant economic development opportunities with needed transportation catalysts



BUILD Discretionary Grant Program (cont.)

Proposed NCTCOG Projects

5

- Staff proposes the following projects for submittal by the Regional Transportation Council (RTC)/North Central Texas Council of Governments (NCTCOG):

Project	Proposed BUILD Request Amount	Total Project Cost
IH 635 (LBJ) East	\$25 Million	\$1.8 Billion
Alliance Texas/Haslet Accessibility Improvement Project	\$15 Million	\$46 Million
Trinity Railway Express (TRE) Multimodal Improvements	\$25 Million	\$100 Million

BUILD Discretionary Grant Program *(cont.)*

STTC Action Requested

6

- Recommend RTC approval of projects proposed for submittal by RTC/NCTCOG for BUILD Grant funding
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include the BUILD projects, if selected

BUILD Discretionary Grant Program (cont.)

Timeline

7

April 20, 2018	BUILD Grant Notice of Opportunity Announced
May 25, 2018	STTC Information
June 14, 2018	RTC Information
June 22, 2018	STTC Action
June 29, 2018	Request Deadline for Letters of Support (send to Rebekah Hernandez – rhernandez@nctcog.org)
July 12, 2018	RTC Action
July 19, 2018	BUILD Application Deadline (www.grants.gov)
July 26, 2018	Executive Board Action
December 18, 2018	BUILD Awards Announcement by USDOT

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June 22, 2018

Surface Transportation Technical Committee (STTC)
Action Item – Program Overview and Proposed Projects for Submittal



KEN PAXTON
ATTORNEY GENERAL OF TEXAS

May 7, 2018

The Honorable Joseph C. Pickett
Chair, Committee on Environmental Regulation
Texas House of Representatives
Post Office Box 2910
Austin, Texas 78768-2910

Opinion No. KP-0197

Re: Whether Proposition 1 and Proposition
7 funds may be used on toll projects
(RQ-0192-KP)

Dear Representative Pickett:

You request an opinion regarding whether the Texas Transportation Commission (“Commission”) may use Proposition 1 and Proposition 7 funds on toll projects.¹

Proposition 1 refers to a constitutional amendment proposed by the Legislature in 2013 and approved by the voters in 2014.² That constitutional amendment revised article III, section 49-g of the Texas Constitution to require the Comptroller to transfer to the state highway fund revenue received from oil production taxes above a certain amount. *See* TEX. CONST. art. III, § 49-g(c). Relevant to your request, that section provides: “Revenue transferred to the state highway fund under this subsection may be used only for constructing, maintaining, and acquiring rights-of-way for public roadways *other than toll roads.*” *Id.* (emphasis added).

Proposition 7 similarly refers to a constitutional amendment proposed by the Legislature and approved by the voters in 2015.³ That constitutional amendment adopted article VIII, section 7-c of the Texas Constitution, which requires the Comptroller to transfer to the state highway fund up to \$2.5 billion in general sales tax proceeds in excess of \$28 billion. *Id.* art. VIII, § 7-c(a). It also requires the Comptroller to transfer to the state highway fund thirty-five percent of the net revenue above \$5 billion derived from the tax imposed on the sale, use, or rental of a motor vehicle. *Id.* art. VIII, § 7-c(b). That section restricts the use of the money transferred:

Money deposited to the credit of the state highway fund under this section may be appropriated only to:

¹*See* Letter from Honorable Joseph C. Pickett, Chair, House Comm. on Env'tl. Regulation, to Honorable Ken Paxton, Tex. Att’y Gen. at 1 (Nov. 9, 2017), <https://texasattorneygeneral.gov/opinion/requests-for-opinion-rqs> (“Request Letter”).

²*See* Tex. S.J. Res. 1, 83d Leg., 3d C.S., 2013 Tex. Gen. Laws 5049, 5049–50.

³*See* Tex. S.J. Res. 5, 84th Leg., R.S., 2015 Tex. Gen. Laws 5414, 5415–16.

- (1) construct, maintain, or acquire rights-of-way for public roadways *other than toll roads*; or
- (2) repay the principal of and interest on general obligation bonds issued as authorized by Section 49-p, Article III, of this constitution.

Id. art. VIII, § 7-c(c) (emphasis added).

Thus, in proposing each of these constitutional amendments, the Legislature plainly expressed its intent that the Commission not use the money transferred to the state highway fund under Proposition 1 or Proposition 7 on toll roads. *Id.* art. III, § 49-g(c); *id.* art. VIII, § 7-c(c). Furthermore, the language approved by the voters at each election acknowledged that any funds transferred pursuant to Propositions 1 and 7 would not be used on “toll roads.”⁴

Addressing your question requires a construction of the term “toll roads.” Texas courts construe constitutional provisions in the same manner as they construe statutes. *Harris Cty. Hosp. Dist. v. Tomball Reg’l Hosp.*, 283 S.W.3d 838, 842 (Tex. 2009). The guiding rule is to discern and give effect to the intent of the provision’s drafters. *Id.* Courts rely heavily on the literal text of a constitutional provision to give effect to its plain language. *Id.*; *Doody v. Ameriquest Mortg. Co.*, 49 S.W.3d 342, 344 (Tex. 2001).

The relevant constitutional provisions do not define “toll road,” nor has the Legislature defined the term for purposes of the Transportation Code. If the plain language of a constitutional provision is clear and unambiguous, courts give the language of the provision its common everyday meaning. *City of Rockwall v. Hughes*, 246 S.W.3d 621, 625–26 (Tex. 2008); *State v. Shumake*, 199 S.W.3d 279, 284 (Tex. 2006). The common understanding of the term “toll road” is “a road for the use of which a toll is collected.” WEBSTER’S THIRD NEW INT’L DICTIONARY 2405 (2002). Thus, the Commission may not spend state highway funds received under Propositions 1 and 7 to fund any road for the use of which a toll is collected. Construing the term “toll road” becomes more complicated, however, due to the realities of toll roads today.

⁴The language approved by the voters through Proposition 1 stated:

The constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, *not to include toll roads*.

Tex. S.J. Res. 1, 83d Leg., 3d C.S., 2013 Tex. Gen. Laws 5049, 5050 (emphasis added). The language approved by the voters through Proposition 7 stated:

The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for *nontolled roads* and the reduction of certain transportation-related debt.

Tex. S.J. Res. 5, 84th Leg., R.S., 2015 Tex. Gen. Laws 5414, 5416 (emphasis added).

Throughout Texas, many roads are tolled for portions of their route but not their entirety. In addition, some lanes of a road may be tolled while others are not. The constitutional provisions restricting the use of funds do not directly address whether the Commission may use the funds on roads that have both tolled and non-tolled components. Further, we find no caselaw interpreting the term “toll road,” nor do Texas statutes define the term. The common definition of “toll road” fails to clarify whether a toll road includes a non-tolled portion or lane of a road that also contains tolls. Accordingly, we cannot determine whether a court would construe Propositions 1 and 7 to allow those monies to be used for “toll projects” when those provisions refer to “toll roads.”

Unquestionably, the Commission may not withdraw Proposition 1 and Proposition 7 funds from the state highway fund and place them into a general fund for a partially tolled project with no mechanism for ensuring that it spends the funds as constitutionally required, that is, only on non-tolled roads.⁵ In your request, you explain that the Commission has “projects that have both tolled and non-tolled components,” and you indicate it is “using Prop 1 and Prop 7 monies along with other funding” to fund these projects. Request Letter at 1. After you submitted your request, however, the Commission reversed course and voted to remove the tolled components from several of its long-term construction projects.⁶ Until the Legislature and the voters have an opportunity to clarify their intent regarding the appropriate use of Proposition 1 and Proposition 7 funds, the Commission has chosen to delay using the funds on projects with tolled components.

⁵There is an indication that the Commission, at least with regard to one project, can provide “separate tracking for all the non-tolled elements,” and that it is “able to account for that separately and demonstrate to the public that [it is] not using any of the Prop 1 or 7 . . . money for a toll project.” See Brief from C. Brian Cassidy, Locke Lord, LLP, Counsel to Cent. Tex. Reg’l Mobility Auth. at 5 (Dec. 12, 2017) (on file with the Op. Comm.) (quoting Tex. Transp. Comm’n Meeting (Oct. 26, 2017) (statement of J. Bruce Bugg, Jr., Chairman, Tex. Transp. Comm’n)). Whether the Commission possesses the ability to track funds accordingly, and whether the Commission does so, are fact questions beyond the purview of an attorney general opinion. See Tex. Att’y Gen. Op. No. KP-0046 (2015) at 4 (noting that whether funds are spent in accordance with what the voters approved involves questions of fact that cannot be answered in the opinion process).

⁶See Tex. Transp. Comm’n Meeting (Nov. 16, 2017) (statement of J. Bruce Bugg, Jr., Chairman, Tex. Transp. Comm’n).

S U M M A R Y

The Texas Transportation Commission may not spend state highway funds received pursuant to Propositions 1 and 7 to fund any toll road. Furthermore, the Commission may not withdraw Proposition 1 and Proposition 7 funds from the state highway fund and place them into a general fund for a partially tolled project with no mechanism for ensuring that it spends the funds as constitutionally required. The absence of a definition of “toll road” in the constitutional provisions, statutes, or caselaw leaves us unable to determine whether the Commission may use Proposition 1 and Proposition 7 monies on non-tolled portions of toll projects.

Very truly yours,



KEN PAXTON
Attorney General of Texas

JEFFREY C. MATEER
First Assistant Attorney General

BRANTLEY STARR
Deputy First Assistant Attorney General

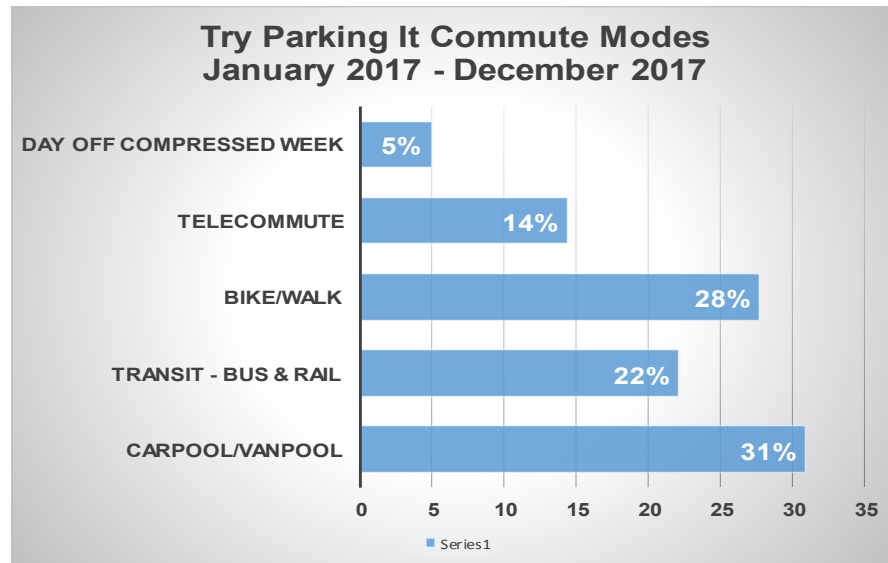
VIRGINIA K. HOELSCHER
Chair, Opinion Committee

Information as Reported through TryParkingIt.com

Commute Modes January 2017 – December 2017

Commute Mode	Number of Times Used	VMT Reduced (mi)	Percentage Used
Carpool - Drive & Ride	17,942	423,972	27%
Vanpool - Drive & Ride	2,416	95,598	4%
Transit - Bus	5,899	68,219	9%
Transit - Rail	8,673	159,852	13%
Walk	9,886	7,112	15%
Bike	8,377	50,858	13%
Telecommute	9,478	221,766	14%
Day Off—Compressed Week	3,258	66,013	5%

Note: The commute modes used, as reported through the Try Parking It website, are listed in the table above. It is important to note that these statistics are based on the commute activities voluntarily reported on the website. The actual commute mode percentages used throughout the region will differ.



Emissions & Health Savings by Commute Mode January 2017 – December 2017

Commute Mode	Calories Burned	GHG (lbs)	NOx (lbs)	CO (lbs)	PM (lbs)	VOC (lbs)
Carpool - Drive & Ride	0	213,885	152.43	2,091	25	698.93
Vanpool - Drive & Ride	0	62,281	40.25	622	7	207.75
Transit - Bus	0	62,800	50.38	631.66	8.27	210.55
Transit - Rail	0	147,241	118.06	1,480.13	19.38	493.38
Walk	858,977	6,545	5.25	65.85	0.86	21.95
Bike	2,700,599	46,842	37.56	470.92	6.17	156.97
Telecommute	0	204,298	163.78	2,053.42	26.89	684.47
Day Off Compressed Week	0	60,799	48.75	611.24	8	203.75
Brown Bag Lunch	0	213,892	141.98	1,780.02	23.31	593.34
Drive Alone ZEV	0	22,938	1.29	38.62	0.18	25.75
Total	3,559,576	1,041,521	760	9,845	125	3,297

Regional Vanpool Program January 2017 — December 2017

Vanpool Program	DART	Trinity Metro*	DCTA	Combined
Total Number of Vans	183	89	32	304
Average Number of Participants Per Month	1,310	624	336	2,270
Total Vehicle Miles of Travel Reduced (Annual)	18,799,488	11,501,554	6,451,790	36,752,832
Total Vehicle Trips Reduced (Annual)	569,554	267,478	151,542	988,574
Total NOx Emissions Reduced (lbs)	11,180	6,840	3,837	21,857
Total VOC Emissions Reduced (lbs)	3,727	2,280	1,279	7,286

* Formerly known as The T

Regional Vanpool Program Annual Comparisons (DART, Trinity Metro*, and DCTA Combined)

Year of Performance	2015	2016	2017
Total Number of Vans	349	325	304
Average Gas Price Per Gallon	\$2.27	\$1.99	\$2.23
Average Number of Participants Per Month	3,097	2,550	2,270
Total Vehicle Miles of Travel Reduced (Annual)	55,875,181	41,612,674	36,752,832
Total Vehicle Trips Reduced (Annual)	1,396,798	1,130,188	988,574
Total NOx Emissions Reduced (lbs)	39,383	24,748 ^	21,857
Total VOC Emissions Reduced (lbs)	14,769	8,249 ^	7,286

* Formerly known as The T.

^ Denotes change in emissions calculation.

Private Vanpool Program Ridership Performance *

	2016	2017
Total Number of Vans to Date	85	88
Average Number of Participants (Per Month)	416	493
Total Vehicle Miles of Travel Reduced (Annually)	5,095,833	14,304,189
Total Vehicle Trips Reduced (Annually)	176,876	204,188
Total NOx Emissions Reduced (lbs)	3,031	8,507
Total VOC Emissions Reduced (lbs)	1,010	2,836

* Private Vanpool Program information was received directly from the vanpool vendor.

Try Parking It News

Try Parking It Commuter Challenge Updates

In 2017, Try Parking It hosted three separate commuter challenges in partnership with NCTCOG's Congestion Management Program, Dallas Area Rapid Transit (DART), and Denton County Transportation Authority (DCTA). The performance results for the commuter challenges are summarized in this report.

I-30 Insider Commuter Challenge Results



The I-30 Insider Commuter Challenge was hosted on TryParkingIt.com from October 1, 2016 through April 28, 2017. The goal of I-30 Insider Commuter Challenge, a pilot program funded through the federal Value Pricing Pilot Program, was to test the effectiveness of using incentives to change a commuter's travel behavior related to commute mode used, time of travel, and choice of facilities. The Challenge also allowed regional planners to test how priced facilities impact all users including low-income populations. Examples of targeted travel behaviors included but are not limited to peak period pricing, transit, park-and-ride lots, ridesharing, telecommuting, bicycling, and varied work schedules.

A total of 99 commuters actively participated in the I-30 Insider Challenge and logged a total of 5,593 alternative commute trips. Challenge participants earned I-30 Insider points for each alternative commute trip during the AM and PM peak periods and used the earned points to purchase a variety of online gift card incentives. A total of 60 incentives were redeemed during the Challenge period. A summary of the commute modes used and gift card incentives redeemed are included in the table below.

Summary of Commute Modes Used	# of Trips Logged by Commute Mode
Bike	310
Telecommute	410
Vanpool - Drive	5
Vanpool - Ride	4
Walk	929
Carpool - Ride	352
Day off or Compressed Week	365
Carpool - Drive	1,405
Transit - Bus	765
Transit - Rail	1,048
Grand Total	5,593

Available Incentive Option	# of Times Selected
Amazon e-gift Card	47
Brinker Restaurants	1
Darden Restaurants	1
Buffalo Wild Wings	1
Cheesecake Factory	3
Bass Pro Shops	2
Old Navy	1
Lowe's	2
Petco	2
Dave & Buster's, Fandango, Hyatt, Netflix, Papa John's, Ulta	0
Grand Total	60

Study Findings: The I-30 Insider Challenge was a pilot project and was limited in scope to one corridor for a six-month period. Based on the limited Challenge results, it was concluded that monetary incentives could prove successful in influencing commuters to switch from single occupant travel or use alternative commute options more frequently.

Try Parking It Commuter Challenge Updates

In 2017, TryParkingIt.com partnered with the Denton County Transportation Authority (DCTA) and the Dallas Area Rapid Transit (DART) to offer bike month commuter challenges from May 1 to May 31, 2017. The performance results for both Challenges are summarized below.

2017 DCTA Bike Everywhere Challenge Results



The “DCTA Bike Everywhere Challenge” encouraged commuters in Denton County to ride their bikes instead of driving during the month of May. The three DCTA Bike Everywhere Challenge participants with the most bike trips logged at the end of the challenge won \$650 in gift cards and prizes provided by DCTA’s three member cities – Denton, Lewisville, and Highland Village – who sponsored the challenge.

2017 DCTA Bike Everywhere Challenge Results

Total Number of Challenge Participants	36
Total Number of Bike Challenge Trips Logged	774
Total Distance of all Bike Trips	2,313.38
Total Calories Burned	122,854
Fuel Saved (gal)	108.09 gal
GHG Saved (lbs)	2,124.30

2017 DART Bike to Work Challenge Results



The goal of the DART Bike to Work Challenge was to encourage commuters in the DART service area to incorporate bicycles into their work commutes. All eligible DART Challenge participants were entered into a drawing for a chance to win a \$200 gift card to Richardson Bike Mart.

2017 DART Bike to Work Challenge Results

Total Number of DART Challenge Participants	50
Total Number of Bike Challenge Trips Logged	1,150
Total Distance of all Bike Trips	5,769
Total Calories Burned	306,332
Fuel Saved (gal)	269.89 gal
GHG Saved (lbs)	5,304.11

2018 Try Parking It News Updates

2018 Try Parking It Bike Everywhere Challenge

In recognition of National Bike Month, Try Parking It hosted the 2018 Bike Everywhere Challenge May 1 -31, 2018. Commuters were encouraged to try biking instead of driving.



Rideshare. Record. Reward.

Try Parking It Bike Everywhere Challenge

May 1 - 31, 2018

Celebrate National Bike Month from May 1 through May 31, 2018 by challenging yourself to bike everywhere this month. Instead of driving, try biking to work, school, lunch, or to run errands. It's easy to participate in the challenge. Simply: Register. Ride. Record.

Try Parking It Bike Challenge Prizes for:
Most Bike Trips Taken & Most Bike Miles Traveled



\$125 Amazon E-gift Card & TPI Swag



\$100 Amazon E-gift Card & TPI Swag



\$75 Amazon E-gift Card & TPI Swag



2018 Try Parking It Employee Transportation Champion Awards

The NCTCOG Travel Demand Management Program will host the 2018 Try Parking It Employee Transportation Champion Award Luncheon on June 29, 2018 and present Try Parking It Employee Transportation Champion of the Year Awards to individuals in the Public Sector, Private Sector, and Education Sector. The award recognizes individuals that best demonstrate a commitment to promoting and advancing commuter transportation options at their worksite in North Central Texas.



Employee Transportation Champion (ETC) Luncheon

Friday, June 29, 2018

Cowboy's Golf Club
1600 Fairway Dr.
Grapevine, TX 76062



Celebrating the champions who work hard every day to coordinate and promote alternative transportation options at their businesses for employees.

These individual don't always carry an official title, but their work duties include administering commute related programs or benefits or actively promoting commute options like carpooling, vanpooling, transit, biking, walking, telecommuting, and using flexible work schedules. Try Parking It G.R.E.E.N. Rewards Partners will also be recognized during the luncheon. The Try Parking It Employee Transportation Champion of the Year Award was introduced in 2018.

Try Parking It G.R.E.E.N. Reward Partners

As of May 2018, 151 local businesses have signed on to be Try Parking It G.R.E.E.N. Reward Partners under the business recruitment efforts of The Burrell Group. Thanks to the generosity of our G.R.E.E.N. Reward Partners, over \$386,000 in awesome incentives have been donated to the Try Parking It Rewards Program between 2016 and May 2018. Our G.R.E.E.N. Reward Partners continue to contribute great rewards like free food and desserts; store discounts and free offers; spa, beauty, and fitness sessions; bike rentals, accessories, and tune-ups; museum, entertainment, and amusement park passes; car washes; and much more!

What is a G.R.E.E.N. Reward Partner?

GIVE: Give a certain amount of rewards monthly or quarterly for active users to win on the Try Parking It website. Rewards may include: giveaways, discounts, a large contest prize, etc.

RECEIVE: Receive recognition on our website, in newsletters, social media, and more.

EXPAND: Expand your customer demographic. You will reach a large amount of commuters by partnering with us, which can potentially result in new and lasting customers for your business.

EFFECT: You are aiding in improving air quality and decreasing traffic congestion by joining our program. How? The rewards contributed by your business are motivating commuters to try alternative commutes, getting more vehicles off the road.

NORTH TEXAS: We love our region, and we know you do too. Let's work together in bringing awareness to alternative commutes and the amazing companies in our region!

Current G.R.E.E.N. Reward Partners



NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

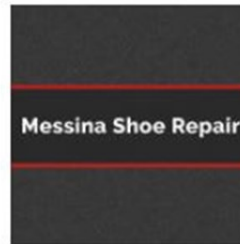
Current G.R.E.E.N. Reward Partners



The Caribbean Cabana



Piano - Voice - Guitar
www.micsquare.org



NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

Current G.R.E.E.N. Reward Partners



NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

Current G.R.E.E.N. Reward Partners



NORTH CENTRAL TEXAS
COUNCIL OF
GOVERNMENTS
TDM PROGRAM

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www.nctcog.org

CONGESTION
MANAGEMENT
PROCESS



www.nctcog.org/trans/programs/cmp.asp



www.TryParkingIt.com



www.dart.org



Formerly known as The T

www.fwta.org



www.dcta.net

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

Try Parking It News

Inactive G.R.E.E.N. Reward Partners



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2017 Safety Program Performance Measures

Federal Safety Performance Management Requirements

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration defines as a strategic approach that uses system information to make investments and policy decisions to achieve national performance goals. Performance management is a critical element in roadway safety and is measured by the number of lives lost and serious injuries sustained on our Nation's roadways.

States use the safety performance management framework to assist them in making progress toward improving road safety through the Highway Safety Improvement Program (HSIP), which requires a data-driven, strategic approach to improving highway safety through performance. The Safety PM Final Rule supports the HSIP, as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads throughout the nation; The Safety PM Final Rules also requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for the following five safety performance measures.

- **Number of fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
- **Rate of fatalities (per 100 million vehicle miles traveled (VMT)):** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year.
- **Number of serious injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
- **Rate of serious injuries (per 100 million VMT):** The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year.
- **Number of non-motorized fatalities and number of non-motorized serious injuries combined:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

What You Need to Know About Establishing Targets

- States required to establish initial statewide targets in their August 31, 2017 HSIP Annual Report for calendar year 2018, and annually thereafter.
- Targets are applicable to all public roads regardless of functional classification or ownership.
- State DOT and MPOs must coordinate when establishing targets, to the maximum extent practicable.
- A wide range of stakeholders should work together to establish targets.
- Established targets should be data-driven and realistic.
- MPOs must establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes their targets. MPOs may select one of the following options for each individual safety performance measure:
 - a. Agree to support the State target; OR
 - b. Establish specific numeric targets for a safety performance measure (number or rate).
- MPO targets are reported to the State DOT, and made available to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

Establishing TxDOT's Safety Performance Targets

- Targets developed as part of a two-year, statewide collaborative effort that involved feedback from stakeholders representing the four E's of Highway Safety: Engineering, Enforcement, Emergency Response, & Education.
- Held Safety Target Setting Coordination Workshop and meetings for stakeholder discussions
- Stakeholder Consensus: Two percent reduction by Strategic Highway Safety Plan Target Year of 2022

Establishing NCTCOG's Safety Performance Targets

- NCTCOG participated in the state's two-year, statewide stakeholder collaborative effort to develop safety targets.
- NCTCOG staff conducted data analysis using regional crash statistics for the five safety performance measures.
- Established draft recommendation to "Support the State's Targets".
- Regional performance targets were approved by NCTCOG's Regional Safety Advisory Committee; Surface Transportation Technical Committee; and Regional Transportation Council.
- Established the Regional Safety Position: "Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel."

NCTCOG's 2018 Safety Performance Targets

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Targets
# of Fatalities	3,704	665
Fatality Rate	1.432	0.96
# of Serious Injuries	17,565	3,648
Serious Injury Rate	6.74	5.18
# of Non-motorized Fatalities & Serious Injuries	2,151	560

Targets are based on five-year averages and will be revisited annually.

NCTCOG 12-County MPA Crash and Fatality Data 2013-2017

NCTCOG receives regional crash data from TxDOT's Crash Records Information System (CRIS) annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2013 to 2017. The data below indicates that in 2017 the NCTCOG region experienced one crash every four minutes and one fatality every 12 hours.

2013-2017 Crashes						
County	2013	2014	2015	2016	2017	% Change 2016-2017
Collin	10,419	11,845	12,893	13,865	13,073	-5.71%
Dallas	40,330	42,895	48,811	55,642	50,535	-9.18%
Denton	8,975	9,886	11,655	12,182	11,931	-2.06%
Ellis	1,858	2,173	2,401	2,595	2,724	4.97%
Hood	638	752	749	795	820	3.14%
Hunt	949	1,110	1,317	1,396	1,297	-7.09%
Johnson	2,010	1,998	1,983	2,269	2,346	3.39%
Kaufman	1,388	1,480	1,752	2,011	1,911	-4.97%
Parker	1,804	1,999	1,981	2,175	2,306	6.02%
Rockwall	1,026	1,019	1,285	1,362	1,359	-0.22%
Tarrant	27,595	28,222	30,714	34,596	34,226	-1.07%
Wise	903	910	791	915	953	4.15%
Total	97,895	104,289	116,332	129,803	123,481	-4.87%

2013-2017 Fatalities					
2013	2014	2015	2016	2017	% Change 2016-2017
41	41	36	50	68	36.00%
218	235	256	317	282	-11.04%
40	36	34	49	49	0.00%
19	23	25	28	34	21.43%
5	8	3	15	11	-26.67%
15	18	18	29	26	-10.34%
18	23	23	23	21	-8.70%
12	24	17	28	31	10.71%
18	15	19	21	20	-4.76%
8	3	4	11	13	18.18%
139	142	155	159	180	13.21%
10	14	20	19	21	10.53%
543	582	610	749	756	0.93%

*Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/2/2018 - All TxDOT disclaimers apply to this information.
 Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."*

2017 Contributing Factors for Serious Injury and Fatality Crashes

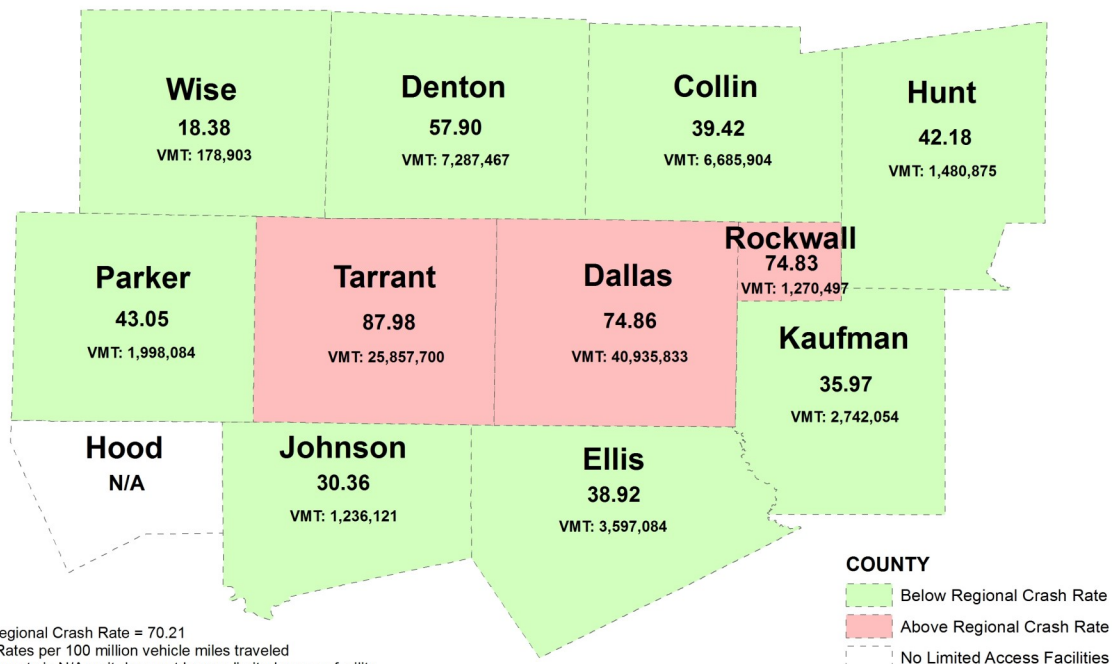
	Top Ten Contributing Factors—Limited Access Facilities Only	Percentage
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	33.15%
2	Failed to Drive in Single Lane	10.44%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Cell/ Mobile Device Use - (Talking / Texting / Other / Unknown) [0.07%])	10.24%
4	Under Influence - (Had Been Drinking / Alcohol / Drug)	9.10%
5	Faulty Evasive Action	7.88%
6	Changed Lane When Unsafe	6.81%
7	Followed Too Closely	3.98%
8	Pedestrian - Failed to Yield Right of Way to Vehicle	3.71%
9	Disabled in Traffic Lane	2.36%
10	Fatigued or Asleep	2.09%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the #1 contributing factor for all analysis done from 2015-2017. For more information on contributing factor trends for previous years, please visit the NCTCOG Safety Program webpage.

2017 Crash Rates by County

Annually, NCTCOG calculates crash rates on limited access facilities for the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2017 regional crash rate of 70.21 crashes per 100 million vehicle miles traveled. Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green.

2017 Limited Access Roadway Crash Rates by County: NCTCOG 12 - County MPA



Note:
 2017 Regional Crash Rate = 70.21
 Crash Rates per 100 million vehicle miles traveled
 Hood County is N/A as it does not have a limited access facility

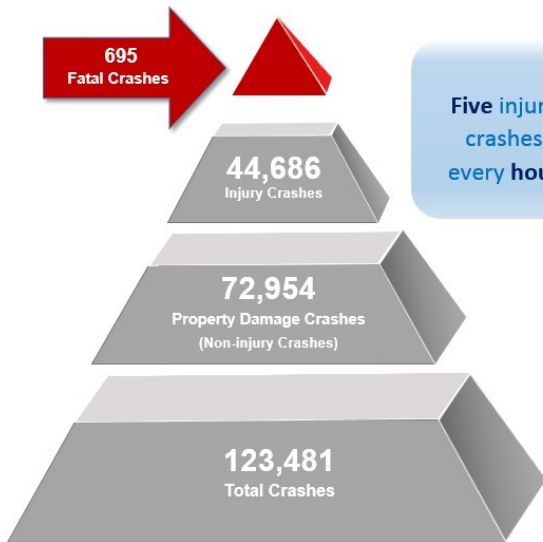
Source:
 Crash Data - TxDOT Crash Records Information System (CRIS)
 VMT Data - NCTCOG Trans Model Performance Reports



NCTCOG Traffic Incident Management Program

2017 Regional Crash Pyramid - NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



Five injury crashes every hour

On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

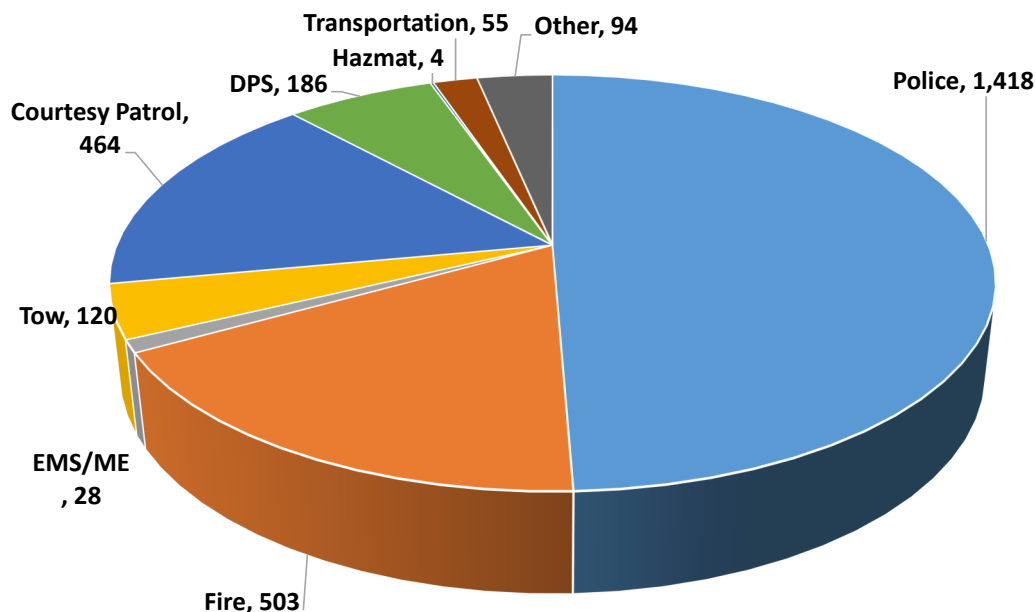
Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.

TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

First Responder and Manager's Course Attendance		
2003 - 2017	2018	Total
2,802	115	2,917

First Responder and Manager's Course Attendance - Breakdown By Area



NCTCOG Traffic Incident Management (TIM) Program

First Responder and Manager's Course Attendance - Breakdown By Agency

Cities and Counties Represented (61) - Since August 2013

Allen Argyle Arlington Aubrey Azle Balch Springs Bedford Benbrook Burleson Cleburne Colleyville Corinth Cresson Dallas Decatur	DeSoto Euless Farmers Branch Flower Mound Fort Worth Frisco Garland Glenn Heights Granbury Grand Prairie Grapevine Greenville Hurst Irving	Joshua Keller Kennedale Krum Lake Cities Lake Worth Lewisville Mansfield McKinney Melissa Mesquite N. Richland Hills Northlake Plano	Ponder Prosper Richardson Richland Hills Roanoke Rockwall Sachse Springtown University Park Venus Waxahachie Willow Park Wilmer
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Counties: Collin, Dallas, Erath, Rockwall, and Tarrant

****The last major course update was done in August 2013**

****A complete list of Agency Attendance from 2003 is available upon request.**

TIM Executive Level Course Attendance

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - May 2018)
346	152	30	16	48	17	181	790

Photogrammetry Training Attendance: 2007— May 2018

Photogrammetry Training is offered as a complement to the region's TIM Training series. The Photogrammetry System, used for crash reconstruction, is an image-based 3D system that calculates measurements from photographs and digital images. The System helps reduce the time needed to investigate a crash scene. The following training is offered twice a year:

- Basic Training - five days (includes a three-day iWitness™ workshop and a two-day CAD workshop)
- Advanced Training - two days (offered to students who completed Basic Training)

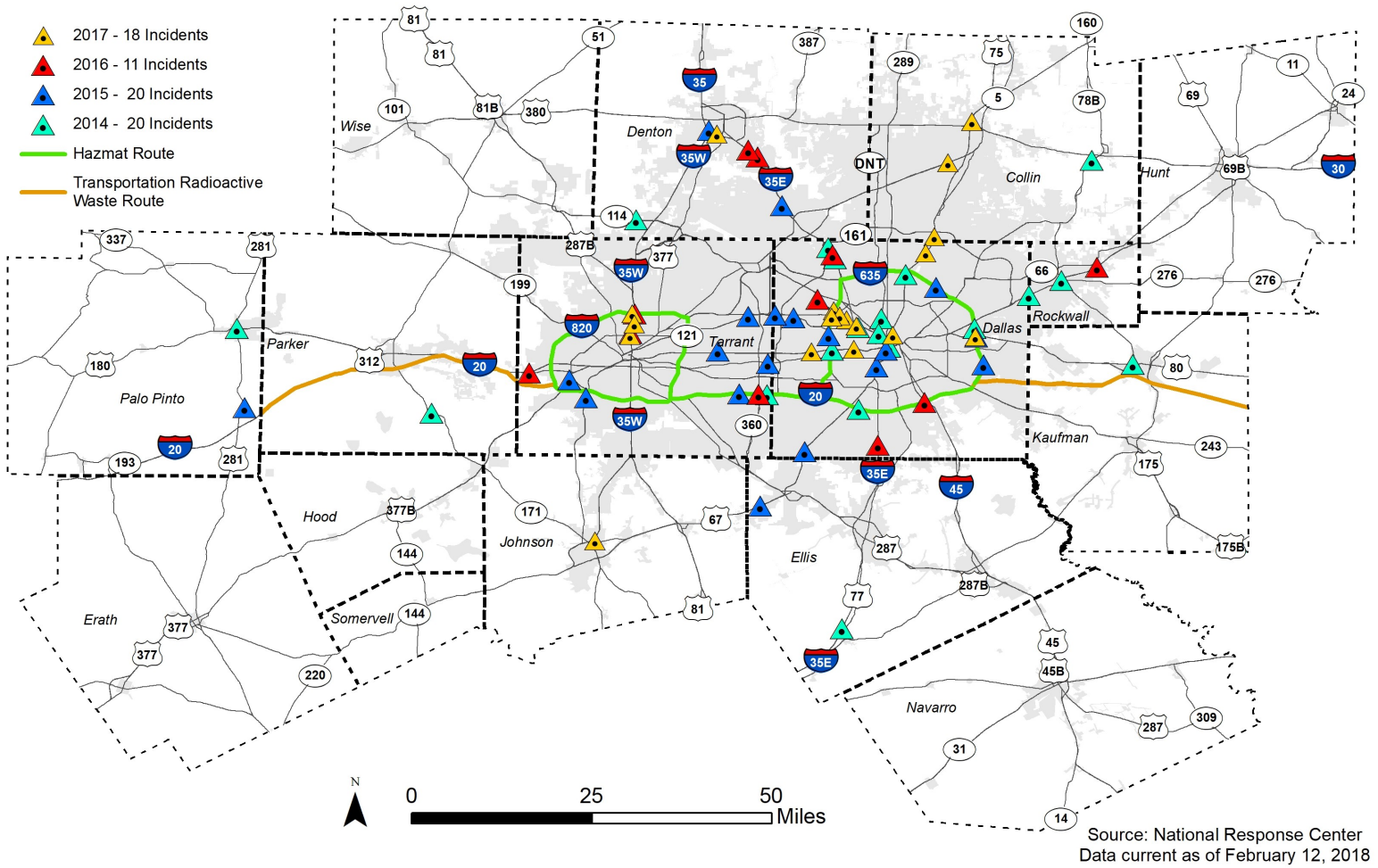
Course	Total
Basic Training	210
Advanced Training	129

Cities and Counties Represented (69) - As of May 2018

Addison Allen Alvarado Anna Arlington Azle Balch Springs Bedford Benbrook Carrollton Cedar Hill Cleburne Coppell	Colleyville Dallas Decatur Denton DeSoto Duncanville Ennis Euless Fairview Farmers Branch Ferris	Flower Mound Forest Hill Forney Fort Worth Frisco Glenn Heights Granbury Grand Prairie Grapevine Greenville Highland Park	Hurst Irving Lake Dallas Lancaster Lewisville Mansfield McKinney Melissa Mesquite Midlothian North Richland Hills	Red Oak Richardson Roanoke Rockwall Royse City Sachse Saginaw Seagoville Springtown Terrell Venus	Watauga Waxahachie Weatherford Wilmer Collin County Dallas County Denton County Tarrant County DART DFW Airport FWTA TxDPS
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2017 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor hazardous material spills on regional limited access facilities using data from the National Response Center. This analysis helps identify roadway segments and routes that may be impacted by hazardous materials carriers. Currently, IH 20 and the regional loops IH 820 and IH 635 are designated as HazMat routes. In 2017, there were 18 significant HazMat spills within the DFW region.



County	2014	2015	2016	2017	Total
Collin	1	0	0	3	4
Dallas	10	9	4	10	33
Denton	1	2	2	1	6
Ellis	1	1	0	0	2
Erath	0	0	0	0	0
Hood	0	0	0	0	0
Hunt	0	1	0	0	1
Johnson	0	0	0	1	1
Kaufman	2	0	0	0	2
Navarro	0	0	0	0	0
Parker	1	0	0	0	1
Palo Pinto	1	1	0	0	2
Rockwall	2	0	1	0	3
Somervell	0	0	0	0	0
Tarrant	1	6	4	3	14
Wise	0	0	0	0	0
Total	20	20	11	18	69

Mobility Assistance Patrol Program

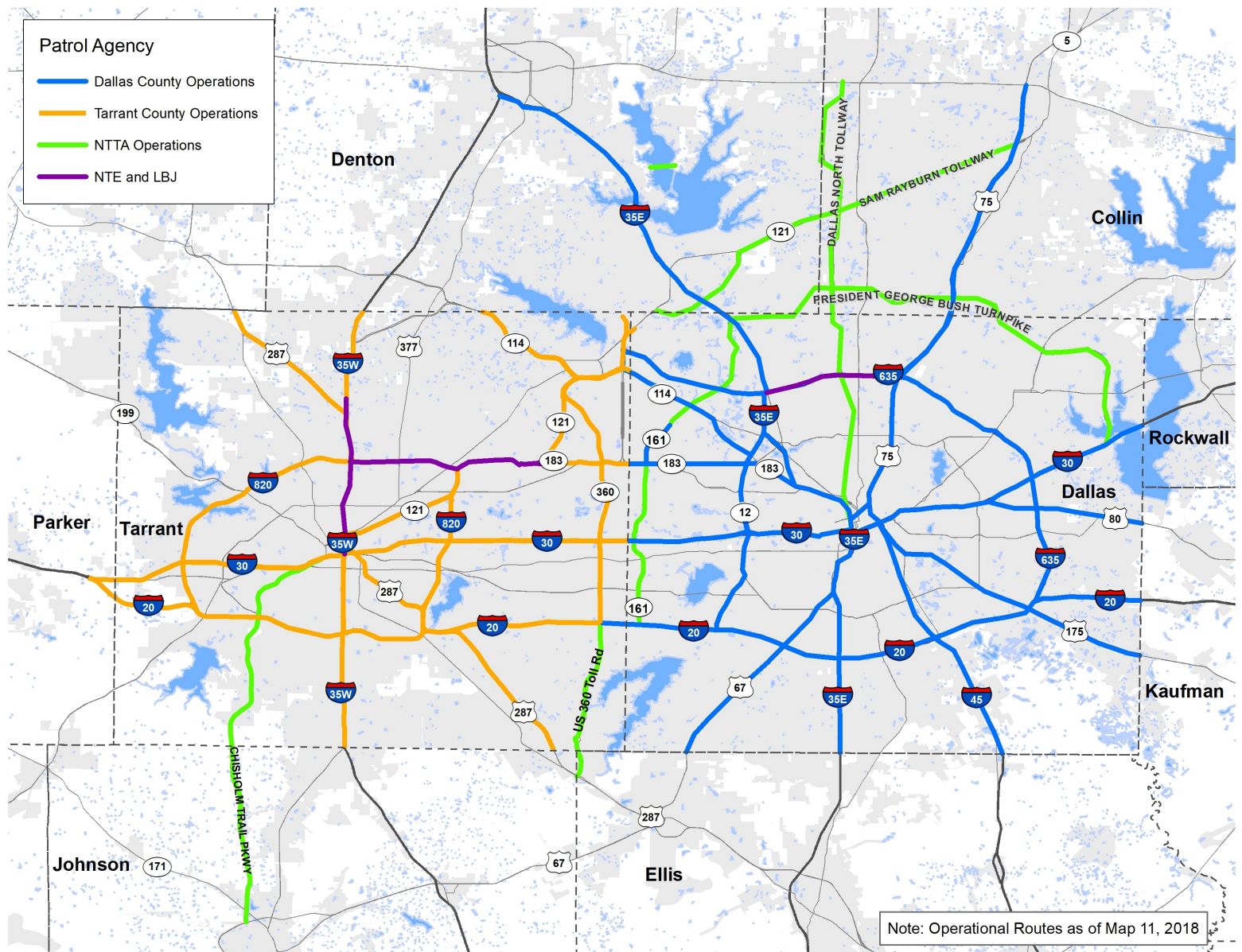
The Mobility Assistance Patrol Program (MAPP) is vital to the region's Traffic Incident Management operations. MAPP coverage is focused on congested roadway systems in Dallas and Tarrant Counties and extends into portions of Collin, Denton, and Johnson Counties. The regional MAPP helps alleviate congestion on area highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by assisting with flat tires, stalled vehicles, and minor accidents and ultimately getting the vehicles operating or off the facility completely. Traffic control assistance is also provided to law enforcement when deemed necessary or when requested by law enforcement.

The MAPP is currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, and the North Texas Tollway Authority (NTTA). Portions of Dallas and Tarrant County Operations are currently being patrolled by private sector partner agencies on the LBJ TEXpress and NTE TEXpress corridors. Each agency's coverage area is shown in the map below.

Mobility Assistance Patrol Program Performance Measures

Agency	2016 Assists	2017 Assists
Dallas County Operations	63,686	66,166
Tarrant County Operations	28,493	26,687
NTE	4,394	4,436
LBJ	6,681	7,055
NTTA	22,942	26,138

Patrol Routes



In 2017, Dallas and Tarrant County Mobility Assistance Patrols

provided:



••• 38,031

Driver Assistance /
Stalled Vehicle



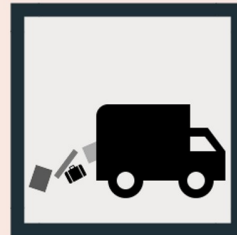
••• 28,170

Courtesy Check /
Directions



••• 3,559

Crash Assistance



••• 5,578

Debris Removal



••• 8,314

Protection to First
Responders



••• 6,130

Abandoned Vehicle
Check

Total Combined Assists: 92,853
Combined Highway Miles Patrolled: 464

*3,071 assists were either not
found or cancelled before a
patrol vehicle could arrive*

Hours of Operation

Phone Number

Dallas County



Mon - Fri 5 AM - 9:30 PM
Sat - Sun 11 AM - 7:30 PM



(214) 320-4444

Tarrant County



Mon - Sun 6 AM - 10 PM



(817) 884-1213

NTTA



Mon - Sun 24 Hours a Day



(214) 224-2203

NTE and
LBJ TEXpress



Mon - Sun 24 Hours a Day



(972) 661-8693



Wrong-Way Driving Mitigation Pilot Programs - Dallas and Tarrant Counties

NCTCOG and our regional partners continue efforts to prevent wrong-way driving incidents and crashes. Through the Wrong-Way Driving (WWD) Mitigation Pilot Program, NCTCOG continues to work with the Dallas and Fort Worth TxDOT district offices to implement intersection, roadway, and technology improvements that will reduce the frequency with which these crashes occur.

The first phase of the WWD Mitigation Pilot program began in Dallas County in 2014 and incorporated strategies to replace conflicting lane and arrow markings, signal enhancements, and other intersection-related improvements. This project has since expanded to several additional cities listed in the table below.

City/Agency	Total Number of Intersections	City/Agency	Total Number of Intersections
Allen	5	Lewisville	4
Carrollton	15	McKinney	8
Dallas	194	Mesquite	16
Farmers Branch	2	Plano	12
Garland	15	Richardson	7
Grand Prairie	25	Rowlett	4
Irving	38	TxDOT	37
		Total	382

Phase II of the WWD project was initiated in 2015 and focused on 54.2 miles of seven freeway corridors in Tarrant County. To date work has concentrated along the IH 30 corridor.

Priority	Corridor-Area	From	To	Miles
1	IH 30 West Freeway	University Drive	Bridgewood Drive	6.2
2	North Downtown Fort Worth	Spur 280	Yucca Avenue/Northside Drive	2.4
3	SH 360	Spur 303/Pioneer Parkway	Trinity Blvd.	7.9
4	SH 199/Jacksboro Highway	IH 820	FM 730	11.0
5	IH 820 West Loop	Old Decatur Road	Winscott Road	14.0
6	IH 820 East Loop	Trinity Blvd.	IH 20/Business 287/Mansfield Highway	8.2
7	IH 30 Entertainment District	Fielder Road	SH 360	4.5

NTTA is also working to combat wrong way driving by implementing similar countermeasures including ITS technologies. A pilot program which uses traffic cameras and specialized software that can detect a vehicle moving in the wrong direction has been implemented in Dallas County.

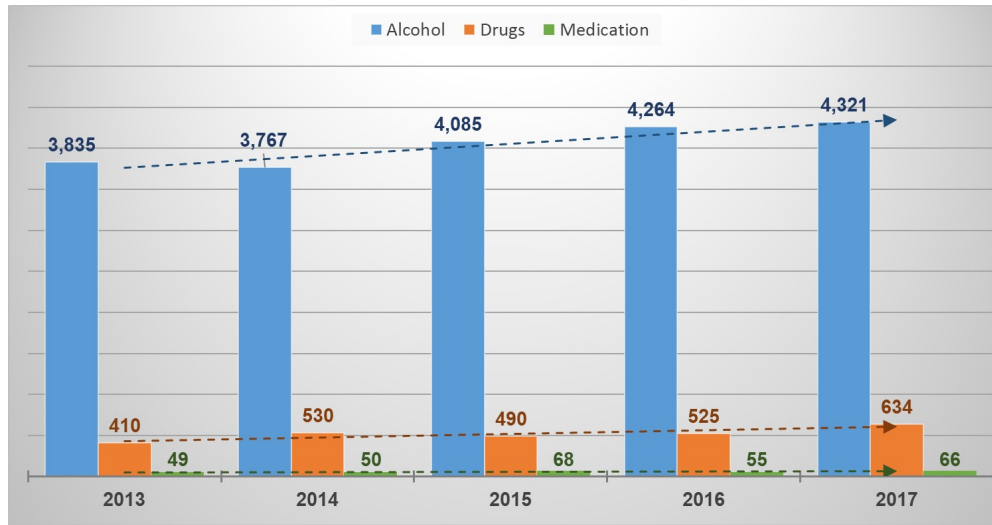
12-County MPA - Wrong Way Driving Crashes: 2013-2017

Crashes caused by wrong-way driving, while less frequent than other crash types, are especially dangerous and often fatal. From 2013 to 2017, the number of crashes caused by a wrong way driver increased 11.2 percent within the 12-county NCTCOG region. In 2017 alone, there were 526 such incidents, 43 of which resulted in at least one serious injury, and 16 of which included at least one fatality.

Year	2013	2014	2015	2016	2017	TOTAL
County	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	Wrong-Way Driving Crashes	2013 - 2017
Collin	25	28	30	36	33	152
Dallas	238	253	231	240	249	1211
Denton	33	45	52	53	46	229
Ellis	10	17	12	12	18	69
Hood	4	9	10	12	7	42
Hunt	11	7	12	11	15	56
Johnson	16	10	28	23	26	103
Kaufman	7	20	16	19	11	73
Parker	16	16	5	10	14	61
Rockwall	2	4	4	2	2	14
Tarrant	105	116	106	112	97	536
Wise	6	7	12	12	8	45
Totals	473	532	518	542	526	2591

Crashes Involving Impaired Drivers: 2013-2017

Research studies by the Federal Highway Administration, the National Transportation Safety Board, the Texas A&M Transportation Institute, and various state agencies have found that impaired driving is a primary contributing factor in WWD crashes on limited access facilities. Also important to note is that crashes that involve impaired drivers can and do occur on all roadways. The table below highlights crashes that involved alcohol, drugs, or medication as a contributing factor between 2013 and 2017 in the North Central Texas region. During this time period, the number of crashes involving an impaired driver has increased 17 percent overall and the number of crashes specifically involving the use of illegal drugs has increased 54 percent.



Note: The Impaired Driving Analysis includes TxDOT crash records where the use of alcohol, illegal drugs, or medication were found to have contributed to a motor vehicle crash within the NCTCOG 16-County area.

Takata Airbag Recall

Nearly 70 million Takata airbag inflators present on 19 vehicle manufacturers are or will be under recall by 2019. More than a half-million of these defective airbags are estimated to be in North Texas alone. For North Texas residents, the situation is particularly urgent.

Prolonged exposure to high heat and humidity over time degrades the chemical propellant in a defective airbag inflator, which makes it more explosive and increases risk of serious injury or death. Even a minor fender-bender can cause the defective airbag inflators to rupture, spraying metal shrapnel into drivers and passengers. To date there have been 15 deaths in the U.S. due to this issue, two of which occurred in Texas.

NCTCOG has joined with the National Highway Traffic Safety Administration and several local partners to spread the word about the recall by passing out information at outreach events, posting to social media, attending and hosting informational presentations, and through a targeted mail out in May 2018, where owners of the vehicles most at risk were notified of the dangers.



NCTCOG encourages North Texas drivers to go to www.airbagrecall.com/ to check if their car's airbags are under recall. If your airbag is under recall, you can set up an appointment with a dealership to have the airbag replaced free of charge. It is important to note that, even if your vehicle is not currently under a recall, it could be affected in the future. To be notified of future recalls, you can sign up for e-mail alerts at nhtsa.gov.

Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program (SHSP). The 2017 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 31 projects for a total of \$25,208,101.
- The Fort Worth District received approval on 15 projects for a total of \$4,042,584.

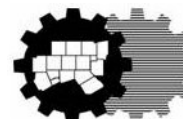
The 2018 TxDOT HSIP CFP opened on June 4, 2018 and project submissions are due on August 15, 2018. Project selections will be made in December 2018. More information on the 2018 HSIP CFP can be found at: <http://www.nctcog.org/trans/safety/HSIPCFP.asp>.

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North Central Texas
Council of Governments
Transportation Department

MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Mobility 2045: The Metropolitan Transportation Plan for North Central Texas******2018 Transportation Conformity******Strategic Partnerships (Round 2)******School Projects Update*****Meeting Dates and Locations**

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Tuesday, May 8, 2018 – 6:00 pm – Central Library (Fort Worth); attendance: 10; moderated by Christie Gotti, Senior Program Manager
2. Tuesday, May 15, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 10; moderated by Dan Lamers, Senior Program Manager
3. Wednesday, May 16, 2018 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 23; moderated by Dan Lamers, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – presented by Kevin Feldt
2. 2018 Transportation Conformity – presented by Jenny Narvaez
3. Strategic Partnerships (Round 2) – presented by Christie Gotti (Fort Worth); Brian Dell (Arlington and Richardson)
4. School Projects Update – presented by Kathryn Rush (Fort Worth and Richardson); Shawn Conrad (Arlington)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the Arlington public meeting was posted at www.nctcog.org/video.

Each person who attended one of the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations***Mobility 2045: The Metropolitan Transportation Plan for North Central Texas presentation:***

<https://www.nctcog.org/trans/outreach/meetings/2018/05/Mobility%202045.pdf>

The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and State funds, identifies policies, programs and projects for continued development and represents a blueprint for the region's multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance; management and operations; and growth, development and land-use strategies. Strategic infrastructure investments include transit; HOV and managed lanes; and freeways, tollways and arterials.

NCTCOG staff is working on the latest version of the MTP, Mobility 2045. A prospering region, corporate relocations and congestion maintenance are some of the key foundations for this current long-term plan. Staff will incorporate the latest project developments and planning initiatives into the document, including IH 35W Segment 3C, IH 635 Phase 3 (LBJ East), high-speed rail, modern people movers and emerging technologies.

The Regional Transportation Council (RTC) will take action on Mobility 2045 on June 14, 2018.

2018 Transportation Conformity presentation:

<https://www.nctcog.org/trans/outreach/meetings/2018/05/Conformity.pdf>

Ground-level ozone, commonly referred to as "bad ozone," forms when emissions from transportation, industrial and commercial operations and natural sources emit nitrogen oxides (NOx) and volatile organic compounds (VOC).

According to the latest Environmental Protection Agency (EPA) designations, ten counties in North Texas violate federal standards for having high concentration of ground-level ozone. This designation is known as nonattainment. These counties are currently designated nonattainment under the 2008 ozone standard. Additionally, nine out of the ten counties are also designated nonattainment under the 2015 ozone standard. (Rockwall County is in attainment under the 2015 standard.)

An air quality Conformity analysis demonstrates projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). The analysis also ensures federal funding and approval are applied to transportation projects that are consistent with air quality planning goals.

The RTC will take action on the 2018 Transportation Air Quality Conformity Analysis on June 14, 2018. The Federal Highway Administration (FHWA) is expected to approve Conformity no later than November 23, 2018.

Strategic Partnerships (Round 2) presentation:

<https://www.nctcog.org/trans/outreach/meetings/2018/05/Partnerships%20Round%202.pdf>

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection is occurring in stages throughout 2017 and into 2018.

The purpose of the Strategic Partnerships (Round 2) Program is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds and advance project development.

Staff is proposing to allocate more than \$20 million in non-RTC funding to various projects, including East Bear Creek Road, Merritt/Sachse Road, SH 66 at Dalrock, IH 635/LBJ at Belt Line Road, Meandering Road from SH 183 to Gillham Road, the Veterans Administration (VA) Hospital and the DFW Connector.

All partnership details will be finalized before the RTC takes action on the Strategic Partnerships (Round 2) Program in June 2018.

School Projects Update presentation:

<https://www.nctcog.org/trans/outreach/meetings/2018/05/School%20Projects.pdf>

According to the 2009 National Household Travel Survey, 72 percent of children in the Dallas-Fort Worth region are driven to school in a personal vehicle. Potential factors behind the decline in walking and biking to school include lack of sidewalks and crosswalks, distance, traffic safety concerns and personal security concerns.

The Community Schools and Transportation Program encourages coordination between school districts and local governments, advances long-term planning for school sitings, advocates for transportation safety improvements near schools and promotes alternative transportation options to schools. NCTCOG staff created several materials to help advance the program's initiatives, including a school siting guidebook, school zone safety flyer and a pamphlet for the Safe Routes to School Program, which helps identify measures to improve safety and encourage students to walk and bike to school.

Results of the program to date include over \$400,000 in funding for improvements around Applied Learning Academy as well the striping of new and faded crosswalks in Dallas. Upcoming projects include a State Farm grant to prepare more Safe Routes to School plans, development of a guide on coordinating school transportation and public transit and the study of impacts of school locations on traffic congestion and safety.

**ORAL COMMENTS RECEIVED AT MEETING
(Meeting location in parenthesis)**

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Charles Edmonds, Trinity Metro Board of Directors (Fort Worth)

A. Strategy to encourage transit use

Question: Do you all have a specific strategy to encourage people to utilize public transit?

Summary of response by Kevin Feldt: There isn't a specific plan or project at this point, but we try to encourage last-mile connections for transit.

Comment: We just started an initiative with the Tarrant County College (TCC) campuses. Students will be able to go from campus to campus using a public transportation pass. There might also be something we can do to help raise awareness.

James Watson, Citizen (Fort Worth)

A. Light rail

Question: Is anyone advocating the use of rail?

Summary of response by Kevin Feldt: We're trying to utilize some of the rail built for the TEX Rail project. We're also hoping to add an extension on the Trinity Railway Express (TRE). However, everything depends on funding.

Andre McEwing, Tarrant Transit Alliance (Fort Worth)

A. Technology's impact on transit funding

Question: Would transit funding be impacted by innovative technology?

Summary of response by Kevin Feldt: At this point, our plan does not account for technological advancements because we don't know what those will be. By the time we get to the next plan, we'll have a better understanding.

Summary of response by Christie Gotti: While the technology might change, I don't think the funding would stop being used for subsidized transportation sources. The source would still be available.

Mary German, Arlington Convention and Visitors Bureau (Arlington)

A. Advancement of technology

Question : How does the advancement of technology impact planning both today and in the future?

Summary of response by Dan Lamers: You can't turn on the TV today without seeing something about the advancement of technology. We can't predict the future, but we can plan for a system that can accommodate potential technology. We've hired a team of people who work on this initiative every day.

Sarah Depew, Citizen (Richardson)

A. Technology's impact on the plan

Question: How does innovative technology impact the plan?

Summary of response by Kevin Feldt: One of the things we're doing for the new plan is writing a whole technology section. We don't have data right now that tells us how the technology will impact transportation. However, we have policies that help with emerging technologies.

Summary of response by Dan Lamers: We also have a team of people who were hired to work on emerging technologies every day.

Nancy Jakowitsch, Citizen (Fort Worth)

Question: How are multimodal and land-use initiatives being factored into the plan?

Summary of response by Kevin Feldt: We forecasted what population and employment patterns will be by 2045 and used that information to cite land uses. We also take travel behavior and put it into the model to determine modes. We have a lot of policies that are geared towards getting people to use the system to its full extent, and we're looking at a lot of technological advances that might be last-mile connections between residential locations and bus stops or rail stations. Since we don't have land-use authority, we have to coordinate with the local governments.

Question: Do you factor in current behavior?

Summary of response by Kevin Feldt: Yes, that's correct.

Question: If we're basing the plan on current behavior, will we be able to make progress?

Summary of response by Kevin Feldt: Yes, the projects themselves are one thing. The strategies and policies lead programs to create some of the changes, including things like telecommuting to work or incentivizing strategies. There are things, however, we can do better on, including parking. We keep making progress, but there are challenges.

Summary of response by Christie Gotti: Our model looks at historical behavior and programs and projects we're implementing to see how they affect decisions. It tries to capture how it's changing behavior. We try to incentivize things too. We don't have direct land-use authority, but we can fund projects that help steer land-use authority. We work with cities to help change their programs to align with regional initiatives. We're also encouraging improvement of sidewalks.

Debbie Fisher, Lucas City Council (Richardson)

A. Transportation impacts on City of Lucas

Comment: I am a councilmember for the City of Lucas. We are a low-density population and yet all of the plans have created a congestion bottleneck our citizens are paying for, and it's a big concern. We're not a wealthy city, and the arterial plans are impossible to attain. We aren't the ones adding to the congestion.

Summary of response by Dan Lamers: You're in an unfortunate situation. You're in a small city surrounded by larger cities growing very quickly. People are cutting through your city to get to their jobs because there are a lack of options available to them. We've looked at many solutions, and we're continuing to work with Collin County. Within the next 40 years, Collin County will be as big as Dallas County is today, and we're going to have to figure out how to

provide as much roadway capacity as we can. We update this plan every two or three years, which gives us an opportunity to include whatever comes out of our continued work in the next plan.

Alex Gonzalez, Creekside at Lake Highlands Homeowners Association (Richardson)

A. Status of LBJ East project

Question: What is the latest news on the LBJ East project?

Summary of response by Dan Lamers: The plan recommends a tolled managed lane in the LBJ East Corridor along with an addition to the general purpose lanes. We want to move ahead with the construction of the corridor but right now the authorization would only allow us to reopen one of the managed lanes in each direction. We hope to work with the state government to ultimately have two tolled managed lanes in each direction. The RTC has already voted to move ahead with staged construction, widening the road to five non-tolled lanes and one tolled managed lane in each direction.

2018 Transportation Conformity

Chris Guldi, Sierra Club (Richardson)

A. Attainment in Rockwall County

Question: How did Rockwall County manage to be in attainment?

Summary of response by Jenny Narvaez: We don't have an answer for that yet. We've asked the Environmental Protection Agency (EPA), and they have to have scientific documentation to back up the decision. This documentation hasn't been published yet in the Federal Register, but it should will be available hopefully in the next week or so.

B. Source of ozone formation

Comment: I noticed in your presentation you only addressed the on-road vehicle emission source.

Summary of response by Jenny Narvaez: Our main contribution to the air quality issue is cars. That doesn't mean the other sources aren't addressed, but they are addressed by the Texas Commission on Environmental Quality (TCEQ).

C. Emission budget

Question: Who sets your emission budget?

Summary of response by Jenny Narvaez: We contract with TCEQ, tell them the estimated emissions and they set the budget. We have to meet the budget in order to pass Conformity.

School Projects Update

Charles Edmonds, Trinity Metro Board of Directors (Fort Worth)

Question: Can you provide more information on the development of coordination between schools and public transportation systems.

Summary of response by Kathryn Rush: We are in the very beginning stages. It will involve a peer review of what others are doing across the county. We then plan to conduct interviews with major school districts and transit agencies in the region to come up with example strategies.

Stephanie Morris, My Ride Tarrant (Fort Worth)

A. Bicycle and pedestrian safety

Question: What is the plan to address safety while walking and biking to school?

Summary of response by Kathryn Rush: Traffic and crime are two key factors related to safety, and they require different strategies. We can combat crime by creating walking school buses and patrolling in communities. We're also looking into regional walking-and-biking-to-school days, and we provide funding for the traffic side through calls for projects.

Other

Andre McEwing, Tarrant Transit Alliance (Fort Worth)

A. Coordination between local governments and NCTCOG

Comment: The Tarrant County Mayors' Council developed a resolution related to a study in the City of Lakeside. How would NCTCOG work with Tarrant County cities like Lakeside to address projects and programs?

Summary of response by Kevin Feldt: I don't know parameters of that study, but we're always looking for better ways to coordinate with local governments.

Summary of response by Christie Gotti: We will pull the resolution and get you a more formal answer.

B. Federal funding

Question: Is NCTCOG the steward of federal dollars?

Summary of response by Kevin Feldt: We are the steward of some smaller federal dollars for transit agencies. For larger projects, funding goes directly to the agencies.

Summary of response by Christie Gotti: Congress establishes a transportation funding bill every so often. They only give the federal agencies the authority to spend a portion, and we plan around our expenditures knowing that. It rarely impacts our specific budgets.

Dustin Germany, Citizen (Richardson)

A. Funding process

Comment: You mentioned you funded public transit efforts in Arlington. Did Arlington approach you about it? Do you research organizations and projects before providing funds?

Summary of response by Dan Lamers: Our goal is to try and provide funding everywhere in the region. We work with cities to make sure folks are served. Arlington many years ago recognized the need to provide transportation services to the elderly, low-income individuals, etc. The process involves both us looking for gaps and cities approaching us for funding opportunities.

There are also always very specific requirements for funding. We must make sure entities are following the rules and implementing the service they told us they were going to implement.

Barbara Tunstall, Bubbl (Richardson)

A. Funding for Bubbl

Comment: I am here today on behalf of Bubbl, which provides transportation services to young children, the elderly and peoples with disabilities. We're looking for federal funding opportunities for the program.

Summary of response by Dan Lamers: We need to put you in touch with the right people at our organization. Every year we do a call for projects.

John Stafford, Citizen (Richardson)

A. Vehicle occupany detection on tolled managed lanes

Comment: There is a sensor on roads in Washington DC that checks the number of people in the car yet here in Dallas, we have to call ahead if we have more than two people in our car to take managed lanes. Can we put sensors on LBJ East?

Summary of response by Dan Lamers: We actually have a program we're working on to use technology to do what you're saying. It's not perfect, but it's better than the current system. I agree it's cumbersome.

B. Grade separation initiative

Question: Have we given up on the idea of grade separation on Preston Road?

Summary of response by Dan Lamers: We have been requested by local governments to take them out of our transportation plan. Whenever you have grade separation, it limits development in corners and intersections. Folks don't want to lose access to their transportation systems.

Dr. Elaine Edmonds, Citizen (Fort Worth)

A. Traffic circles

Question: Do you encourage the use of traffic circles?

Summary of response by Christie Gotti: We don't encourage one recommendation over another. We have funded a traffic circle in Frisco and one in Colleyville, but they don't work in all situations.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Debbie Fisher	Lucas City Council	Mobility 2045 draft	Attachment 1
Alex Gonzalez	Creekside at Lake Highlands HOA	LBJ East	Attachment 2
Chris Guldi	Sierra Club	Conformity analysis	Attachment 3
Sarah Depew	Citizen	Mobility 2045 draft; technological innovation	Attachment 4
Reza Sardari	C&M Associates	Transportation planning; ozone forecasts	Attachment 5
Barbara Tunstall	Bubbl	Federal funding	Attachment 6



Public Meeting Comment Form

Instructions:

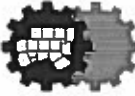
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Debbie Fisher
 Organization City of Lucas
 Date 5.16.2018
 Meeting Location Richardson Civic Center

Please provide written comments below:

The City Council of Lucas does not support this draft plan. You have created a bottle neck in our city rather than solving the congestion problem. The upgrades submitted by our city were contingent on the LAR crossing the peninsula to go south. Without that, ~~we~~ I cannot support the arterial upgrades you are recommending for Lucas in this document.



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 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Alex Gonzalez
 Organization Crookside at Lake Highlands HOA
 Date 5-16-18
 Meeting Location Richardson Civic Center

Please provide written comments below:

What is the latest regarding the LBJ EAST project?
 What will the vote request be at the upcoming RTC meeting?



Public Meeting Comment Form

Instructions:

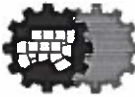
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
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Name Chris Guldi
 Organization Sierra Club (Dallas Group)
 Date 5/16
 Meeting Location Richardson

Please provide written comments below:

Questions: What are pages 14-16 in the mobility 2045 document?
 Re Air Quality Conformity Analysis
 Why is NCTCOG restricted to on-road vehicle concerns?
 Who sets the NOx & VOC budgets?
 How do we get to attainment after 30 years of failure?
 How is NCTCOG improving transit availability -
 efficiency of buses? avail. to low-income?
 What did Rockwall do to achieve attainment?



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Name Sarah Dapew

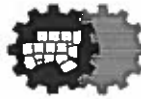
Organization _____

Date 5/16/18

Meeting Location Richardson

Please provide written comments below:

I'm overall supportive of the plan. I'd like to hear more about transportation innovations that will ~~be~~ get more commuters off the roads. I've heard that automated vehicles will be a daily reality in 10 years.



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Name Reza Sardari

Organization C&M Associates - UT Arlington

Date 5/16/2018

Meeting Location _____

Please provide written comments below:

The total expenditures for mixed use and land use strategies are ~ 1/17 of HOV and tollways. Considering induced travel demand, these highway developments with low density affects ~~both~~ VMT and encourage suburbanization.

secondly, in your OZON forecast, did you considered AV and connected or electric cars in your model?

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Email

1. Jim Bookhout

My comment is **NO MORE TOLLS**. I am opposed to any further tolling of our Texas roadways.

2. Dan Mingea

4/30/2018 DMN has an article, "Cars are ruining our cities," which needs to be read and digested by COG, Commish, and City Councils. More roads is not the answer, it's time to think outside the old weary and worn box. What's wrong with being a small city??? Where's the bad in that? No urban sprawl needed, JUST SAY NO!!

Smog in Dallas? Build some new roads into the 'burbs, spread the smog around! Bring it on!!

3. Jon Donhy

Dear NCTCG,

1. Why are toll roads still being discussed?

I thought the public had made it clear that no more toll roads were to be constructed.

2. Why is it necessary for TxDot to duplicate your extensive studies? (They are presenting their study for Hwy. 380 tonight in Princeton.)

4. Erik Smith

A few months ago, the curious decision was made to seemingly worsen traffic flow on the 121 to 35 south ramp in the morning. What used to be 3 lanes of traffic merging into 2 lanes on the 'weave segment' leading to the Bush Turnpike is now 3 lanes of 121 being merged into 1 lane - seemingly for the benefit of the single lane exiting 35 and onramp from the 35 south service road. I feel this should be reversed given the immensely greater traffic flow on 121 relative to the 35 exit and 35 service road onramp - traffic on 121 now seems no better than it was prior to the installation of the 'weave segment'.

5. John Koonz

Car-First transportation policies have failed us. The death toll on our roads is unacceptable. The financial stain of car ownership on struggling families is overwhelming. Traffic is at a standstill, but we cannot pave enough lanes to get out of it. Our climate is affected by car pollution. We must shift transportation modes, but we are going to meet a lot of NIMBY resistance. Americans are lazy and addicted to the convenience of personal car ownership. Our leaders must have the courage to stand up to the push-back from the people who think the status quo is ok - even though they are harmed by it too.

6. Matt Daigle

Hi, I was wondering which people that put forward this plan are elected officials in Dallas? Or, is any of this plan subject to approval by any elected officials in Dallas?

What I'm getting at, is this is the dumbest plan I have ever heard in terms of use of money, and none of the podunk communities like Cleburne would ever make financial sense to run a DART rail line to them.

I hate this plan, I hate this committee, and I want to complain to the correct people, so kindly direct me to whom I may speak.

Response by Kevin Feldt, NCTCOG

Mr. Daigle,

Thank you for your comments regarding the Mobility 2045 Plan. I am attaching the current Regional Transportation Council roster which identifies members representing Dallas. Hopefully this information is helpful. Thank you for your interest in transportation planning in North Central Texas.

7. Karl Woods

Subject: Royse City, TX, Immediate Transportation I-30 Improvements projects

Dear Madam or Sir:

I am selling my farm property located in Royse City, Texas, just 31-miles east of downtown Dallas on Interstate-30 East.

My attorney has asked me to contact your transportation experts to determine whether or not any **current-in progress transportation/construction projects** are happening **NOW** for the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas.

Also, are there any **immediate** transportation/construction improvement plans that are proposed where construction will begin soon that will improve the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas.

Specifically, are there any "just-completed" projects now open that will improve the Interstate-30 transportation corridor from Dallas through Rockwall and Royse City to Commerce, Texas and beyond?

For example, is there a eight-lane (that is four lanes in each direction) proposed construction and expansion projects for a Super-Interstate-Highway from Dallas, along I-30, to Commerce, TX, through Rockwall, Royse City, and Greenville?

Response by Mitzi Ward, NCTCOG

Mr. Woods,

The North Central Texas Council of Governments (NCTCOG) Transportation Department is currently finalizing the recommendations for the region's long-range transportation plan, Mobility 2045. We have coordinated extensively with our transportation partners in the development of the plan. A Metropolitan Transportation Plan (MTP) typically recommends projects out to a 20-year horizon, with this plan extending out to 2045. Federal requirements state that the recommendations must be staged at least 10-years apart, therefore; the lane recommendations will be reported in this plan for the years 2018, 2020, 2028, 2037 & 2045. Due to the years of staging, a project may be open to traffic in the year 2021 but it will not show reported until 2028. You may find the recommendations here; https://www.nctcog.org/trans/mtp/2045/documents/9MAY2018PACKET_002.pdf.

You may also find more near-term improvements in NCTCOG's programming document, the recently approved 2019-2022 Transportation Improvement Program. You can query 'IH 30' in the project listing to review the various funded projects and determine the status based on the estimated completion date. <https://www.nctcog.org/trans/tip/19-22/FinalTIPListings.pdf>

The Texas Department of Transportation (TxDOT) would have a better source of information regarding ongoing and completed projects. They have an excellent project tracking tool on their website. http://apps.dot.state.tx.us/apps-cq/project_tracker/ The interactive map is color-coded by; construction underway or begins soon, construction begins within 4 years, constructions begins in 5-10 years, and corridor studies/constructions in 10+ years. This database also contains a contact person for each project.

I hope that you find this information helpful. Please feel free to contact me if you have questions or need further information.

8. Dave Carter, City of Richardson

Mitzi –

Here are some comments:

1. RSA 2.305.275 - is shown on map as located on Campbell Road between Greenville and Glenville Road. However, the table lists it as on Campbell between Jupiter and Shiloh which would over lap with RSA 2.305.325. I believe the RSA 2.305.275 location on the map is correct - however, Campbell is not planned to be widened to 8 lanes wide in this section between Greenville and Glenville. I suspect it is a hold over from the Campbell Road Tunnel project which was eliminated around 15 years ago. I think you can eliminate this project.
2. RSA 2.330.425 - Main Street from US75 to Sherman Street is already at least 6 lanes (3 Eastbound, and 5 Westbound when you include left turn and right turn lanes). It won't be getting any wider in that segment so I think you can remove this project as well.
3. RSA 2.330.475 - Belt Line Road from Abrams to Frances Way- This project shows widening Belt Line from 4 lanes to 6 lanes which is never going to happen. Main Street / Belt Line in downtown Richardson is constrained to only 4 lanes. Widening Belt Line Road to 6 lanes east of Abrams would not remove the downtown bottleneck and would require acquisition

of land from approximately 50 single family homes, 2 apartment buildings, 3 churches, and a shopping center. We could use some isolated widening to add a westbound left turn bay at Abrams and at Walton, however, the full widening to 6 lanes can be removed from the Mobility Plan.

Response by Mitzi Ward, NCTCOG

Dave,

Thanks for your review and comments. These projects must have been left over from previous MTPs. We will remove the overlapping project and the recommendations for widenings.

9. Patrick Kennedy, DART Board

Chair Bauman/Mr. Thomas,

I'm responding to chair Bauman's request for feedback and/or questions related to the NCTCOG's 2045 Mobility Plan. I have three:

First, I was of the understanding that Dallas city councilwoman Sandy Greyson (cc'd) requested the inclusion of targets for mode share would be included so that there are performance metrics applied to the taxpayer dollars that the RTC and NCTCOG are appropriating. However, after reviewing the 2045 plan I have not seen any such targets. Is there a reason target metrics have not been included? Without those policy targets, the long-range regional performance metrics are projecting current commuting patterns/modes to 27 years in the future and assume the market would not in any way adapt to changing conditions. Thus not including target metrics as guides makes long-range planning inherently directionless.

Second, after reviewing the Revenue and Expenditure Summary and subsequently reviewing the project-related parameters for the traditional sources of funding (categories 2, 5, 7, and 12), it seems that at the very least Category 7 (Surface Transportation Block Grants) and Category 5 (Congestion Mitigation and Air Quality grants) can be used for public transit capital projects. The funding sources account for \$8,277,500,000 by 2045. However, only \$84,500,000 or 1% of these funds are currently earmarked for transit. I would like to know why so little of these kind of multi-modal discretionary funds are being utilized in a truly multi-modal fashion and what specific projects are these funds going towards instead.

Lastly, why are the population projections largely outside of currently populated cities within the region while nationwide trends are reversing course and instead favoring infill locations? It would seem a better use of taxpayer dollars to be investing and reinvesting in areas where taxpayers currently live and/or in areas needing greater density in order to better support transit and modal-shift away from single-occupant vehicle travel. Furthermore, on the population projection heatmaps, why is 10,000 per square mile, a number lower than needed baseline for transit-supportive density, the highest color category? There are many census tracts within the region that are already over 20-, 30-, and even 40-thousand residents per square mile.

10. Paul McManus

Hello,

I enjoyed watching the replay of NCTCOG's transportation public meeting held in Arlington last Tuesday (May 15), and I wanted to comment on a portion of the meeting and also ask a couple of questions. I was very impressed with and pleased to hear about NCTCOG's plans to work with school districts and local governments throughout DFW to help encourage and promote kids walking or riding bicycles to and from school in order to help reduce car traffic and road congestion, and also to promote physical activity and the enjoyment of walking and bicycle riding.

I live in the master planned community of Lantana (pop. 12,000) in Denton County, which has three elementary schools and one middle school. One of the elementary schools is about a block or two off of Lantana Trail, the main thoroughfare, and another elementary school is adjacent to the middle school. While there are a fair number of kids here in Lantana who walk or ride bikes to and from school, there are many who don't, which creates much car traffic, the potential for either illegal or unsafe parking, and it also increases the potential for accidents with pedestrians. In the seven years I've lived in Lantana, there have been at least two incidents of cars hitting kids walking to or from school, and also at least three near misses. I think it would be wonderful if Denton ISD, the schools here in Lantana, the Lantana Community Association, and Denton County Fresh Water Supply Districts 6 and 7 could encourage and promote kids walking or bicycling to and from school. Has NCTCOG contacted or worked with the aforementioned groups here in Lantana and Denton County to help promote walking and bicycling to and from school?

I also wanted to follow up regarding a question I had after watching the replay of the previous transportation public meeting in April. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized options to improve air quality?

Please let me know if you have any questions or need any additional information. Thank you very much!

Response by Carli Baylor, NCTCOG

Hi, Paul

Thank you for contacting the NCTCOG Transportation Department. You'll find answers to your questions enclosed below.

Has NCTCOG contacted or worked with the aforementioned groups here in Lantana and Denton County to help promote walking and bicycling to and from school?

We are glad to hear of your support for our collaboration with school districts. We are currently working with Denton ISD and Denton County on the siting of new schools in ways that encourage walking and biking and the alleviation of traffic congestion. At this point in time, our focus with Denton ISD and Denton County is not on the promotion of walking and bicycling to existing schools. Additionally, we have not had the opportunity to work with Lantana on our school initiatives.

More information on Safe Routes to School can be found [here](#). We will pass these resources along to the local governments you mentioned, make them aware of your concern and look for ways to work with them in the future.

Please let us know if you have concerns about particular routes or streets related to walking and biking to school.

I also wanted to follow up regarding a question I had after watching the replay of the previous transportation public meeting in April. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized options to improve air quality?

Air Quality Initiatives

NCTCOG supports the use of transit and non-motorized options for improving air quality, as many strategies are needed to reach ground level ozone attainment. For more information, visit our travel demand management (TDM) website: <https://www.nctcog.org/trans/cmp/tdm/index.asp>

Many collaborations exist between the NCTCOG and public transportation providers. We work together to find opportunities for increased service in the region, establish transit service in locations where it currently does not exist and improve the efficiency and effectiveness of current systems: <https://www.nctcog.org/trans/transit/planning/index.asp>

The Regional Transportation Council is finalizing the region's long-range transportation plan. Chapter 6.4 outlines opportunities to effectively expand and modernize public transportation service throughout the region. This information can be found on page 27: <https://www.nctcog.org/trans/mtp/2045/documents/6.0MobilityOptions.pdf>

Lastly, many NCTCOG transportation initiatives benefit air quality while keeping other primary goals in mind. Some of these initiatives include retiming traffic signals, adding turn lanes to intersections and implementing strategies to improve traffic flow and reduce emissions. Additionally, we implement strategies specific to improving air quality directly. (Many are focused on identifying high-polluting vehicles and either replacing them with newer, cleaner vehicles or repairing them to run properly.) A full discussion of regional air quality, including a sampling of programs, is available in the [Air Quality Handbook](#).

Travel Demand Management (TDM) Program

NCTCOG's Travel Demand Management Program manages and implements multiple programs and projects to promote and encourage the use of alternatives to driving alone. These programs include the Regional Employer Trip Reduction Program, TryParkingIt.com and the Regional Vanpool Program. A brief summary of each program is enclosed below.

Employer Trip Reduction (ETR) Program

An educational program designed to reduce work-related drive alone commute trips through the marketing and implementation of Travel Demand Management strategies such as rideshare programs (carpooling and vanpooling), telecommuting, flexible work-hour programs, transit, bicycling and walking. Through the ETR Program, employers are

assisted with the formation of company-specific Trip Reduction Programs, which may include program education and recruitment, program setup and maintenance, data collection and reporting of results.

TryParkingIt.com

The region's ride-matching and commute tracking website. It assists users in locating traditional carpool and vanpool matches as well as matches commuters with biking, walking or transit buddies. The site also enables commuters to track their alternative commute activities and receive an estimate of miles saved, trips reduced, harmful emissions reduced, calories burned and money saved as a result of the chosen alternative commute option. With every logged alternative commute, website users earn points that can be used to enter contests or purchase rewards on the site.

Regional Vanpool Program

A TDM strategy implemented in the Dallas-Fort Worth region to reduce drive alone travel from the roads and help improve air quality in our region. The Regional Vanpool Program is operated by three transit agencies, Dallas Area Rapid Transit (DART), Trinity Metro (previously known as The T), and Denton County Transportation Authority (DCTA). The vans used in the program are available at a low monthly cost to riders and can seat as many as 15 people.

11. J. David Chilcott

In Collin County (City of Murphy), Please connect the North End of North Murphy Road to the Southern End of Angel Parkway. Having the 1 light at an intersection would alleviate a ton of traffic instead of having 2 right next to each other. Also the areas of Murphy, Wylie, Parker, Lucas are in need of better access to get to freeways. People are using Park, Parker, 544, Renner and Bethany like freeways at freeway speeds, just to get to 75 or George Bush. This area is and has developed too fast with no real freeway access.

12. Sam Gutierrez

To whom it may concern;

I just viewed a story from NBC5 on your plans for expansion into Collin county. Many of my co-workers are frustrated with the fact that there is no community transportation/DART rail for us in southern Dallas! Duncanville, Cedar Hill, DeSoto, Lancaster, Red Oak, Ovilla are just a few cities that are still in Dallas county but yet DART continues to move further North and ignore the southern portion of Dallas.

I have to drive south to Glenn Heights to get a DART shuttle that will take me to downtown where I take the DART train to work. I no longer take that route because of the waste of 30 minutes coming from and to the Glenn Heights station which makes my total commute time 75 minutes, one way, which is more time as me driving to work.

Also recognizing that DART has no interest in providing reasonable transportation for our southern Dallas cities, I choose not to support DART by stopping to use their services, even though we get a discount from TI. Why should I financially support DART if it doesn't benefit me, but only residence in North, far North and now even farther North Dallas. Please create a DART rail to these southern parts of DALLAS county instead of another county. Your company is D(Dallas)ART not C(Collin)ART.

DeSoto is currently using a private transportation contractor to provide buses for us to get from place to place because of growing demand and DART's lack of concern for southern Dallas county. Lancaster, Cedar Hill along with other cities will soon be starting their own community transportation. Please start a dialog with our southern cities for opportunities to provide transportation solutions and services for us instead and before expanding to another county.

13. Tim Glass

Hello –

Can NCTCOG provide the 2045 plan's GIS data, specifically the passenger rail, high-speed rail, and new major surface transportation corridors (freeways and major roadways)? Thank you.

Facebook

1. Shenita Cleveland

The Mobility 2045 presentation is very thought provoking. Great information. Many questions.

Response by NCTCOG Transportation Department

Hi, Shenita! If you have any thoughts you'd like to share or questions you'd like answered, feel free to email us at transinfo@nctcog.org. Have a great day!

Carli Baylor

From: mobilityplan
Sent: Tuesday, May 15, 2018 3:56 PM
To: Carli Baylor
Subject: FW: Rowlett Comments
Attachments: Pages from Rowlett 2045 Comments-3.pdf; Pages from Rowlett 2045 Comments-2.pdf; Pages from Rowlett 2045 Comments.pdf

From: Shawn Poe <spoe@rowlett.com>
Sent: Tuesday, May 15, 2018 12:19 PM
To: mobilityplan <m3@nctcog.org>
Subject: Rowlett Comments

Hello,

Attached are comments related to the 2045 Mobility Plan for consideration to be included in the proposed plan. I apologize for the late response but had to gather input from staff and the process took longer than expected. Sarah Chadderdon at the NCTCOG already informed me the DART rail extension in Dalrock would not be considered for this draft but I was directed to submit the comments anyhow. Let me know if you have any questions.

Kindest regards,

Shawn Poe, P.E., CFM | Director of Public Works
City of Rowlett | 4310 Industrial St. | Rowlett, TX 75088
o 972.412.6196 | m 469.745.9214 | spoe@rowlett.com
Visit our Citizen Action Center at www.rowlett.com for questions or requests.

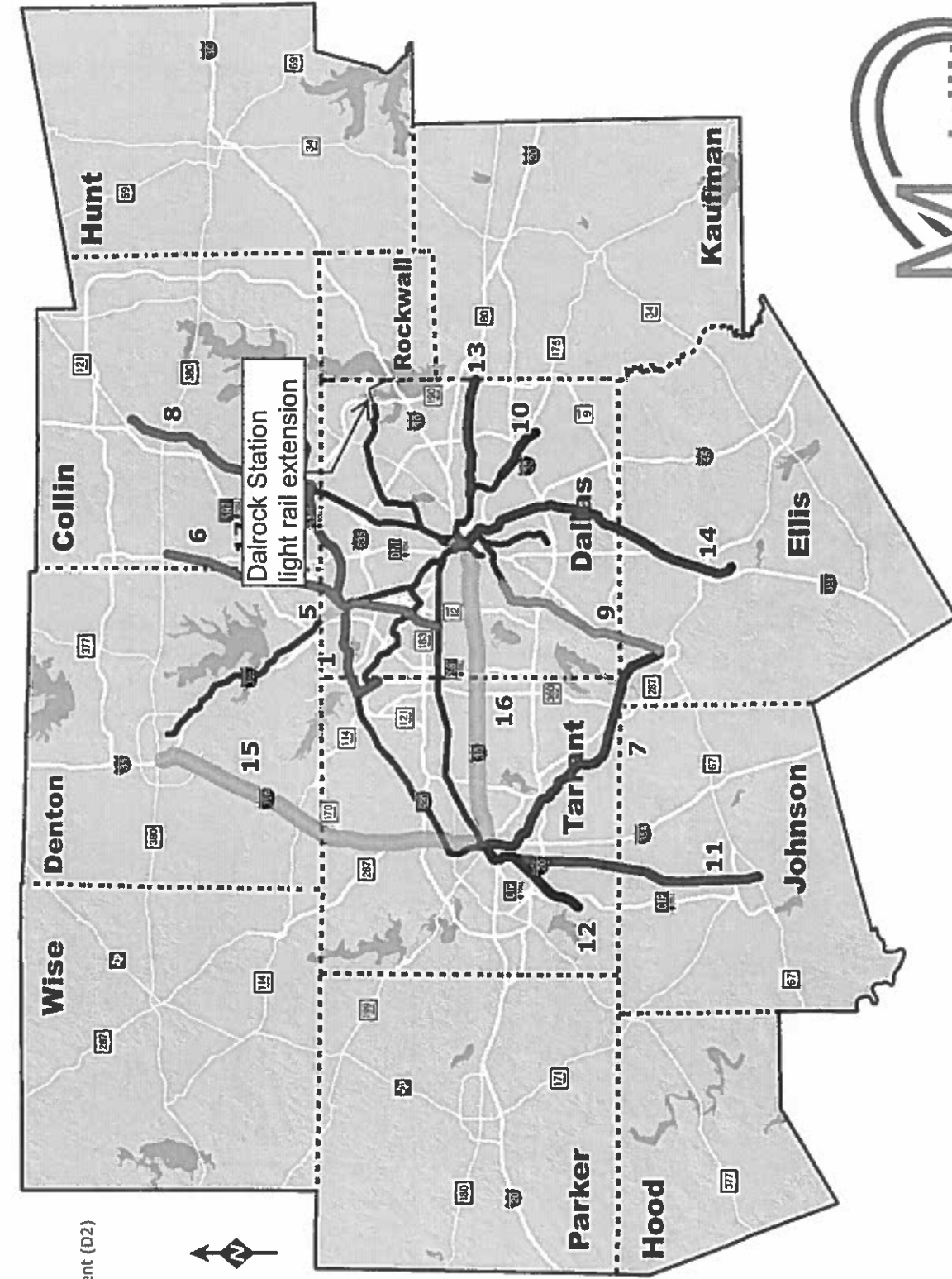
Rowlett
TEXAS

*A unique community
where families enjoy
life and feel at home.*

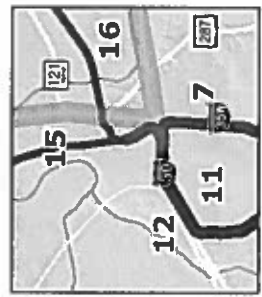


OUR PURPOSE IS TO SERVE. IT'S THE ROWLETT WAY!

Transit Corridor Projects



- Rail**
- 1 - Cotton Belt
 - 2 - Cotton Belt East Extension
 - 3 - Downtown Dallas Second Alignment (D2)
 - 4 - Dallas Streetcar
 - 5 - A-train Extension
 - 6 - Frisco Line
 - 7 - Mansfield Line
 - 8 - McKinney Line
 - 9 - Midlothian Line
 - 10 - Green Line Extension
 - 11 - Cleburne Line
 - 12 - Southwest TEX Rail
 - 13 - Scyene Line
 - 14 - Waxahachie Line
- High-Intensity Bus**
- 15 - IH 35W Express
 - 16 - IH 30 Express
 - 17 - Spring Creek Parkway Express
- Existing Rail



DRAFT






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

Transit Projects Listing

Corridor ID	MTP ID	Corridor	From	To	Estimated Length (miles)	Region	Agency	Mode	Status	Conformity Network Year *				Recommendation	Project Type	Capital Cost (\$M) (YOE)
										2018	2020	2028	2037 - 2045			
1	TRL-10314.0	Cotton Belt	DFWIA Terminal A/B	Shiloh	26	East	DART	Regional Rail	Programmed	N	N	Y	Y	DART	New Corridor	\$1,100
2		Cotton Belt East Extension	Shiloh	Wylie	9	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$908
3	TRL-10333.0	Downtown Dallas 2nd Alignment (D2)	Victory Station	Deep Ellum	2.4	East	DART	Light Rail	Programmed	N	N	Y	Y	DART	New Corridor	\$1,300
4	TRL-10351.2	Dallas Streetcar (Central Link)	Urban Circulator/McKinney Avenue Trolley	Union Station	1.5	East	East-Other	Streetcar	Programmed	N	N	Y	Y	DART	New Corridor	\$92
5	TRL-10306.2	A-train	Trinity Mills	Belt Line (Carrollton)	2	East	DCTA	Regional Rail	Future	N	N	Y	Y	DCTA	Extension of Line	\$125
6	TRL-10318.0	Frisco Line	South Irving Transit Center	Frisco	29	East	East-Other	Regional Rail	Future	N	N	Y	Y	RRCS	New Corridor	\$1,271
7	TRL-10328.0	Mansfield Line	Midlothian	Fort Worth ITC	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$1,730
8	TRL-10300.2	McKinney Line	Parker Road Station (Plano)	McKinney North	18	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
9	TRL-10336.0	Midlothian Line	Westmoreland	Midlothian Central	18	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
10	TRL-10302.2	Green Line - Southeast Extension	Buckner Blvd.	South Belt Line Road	6	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	Extension of Line	\$606
11		Cleburne Line	Fort Worth ITC	Cleburne Intermodal Transportation Depot	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$1,730

Add the Dalrock Station to serve the Bayside development per the DART draft 2040 plan

Arterial Improvements - Dallas (Northeast)

-  RSA Recommendations
-  Non-RSA
-  Other Study Roadways

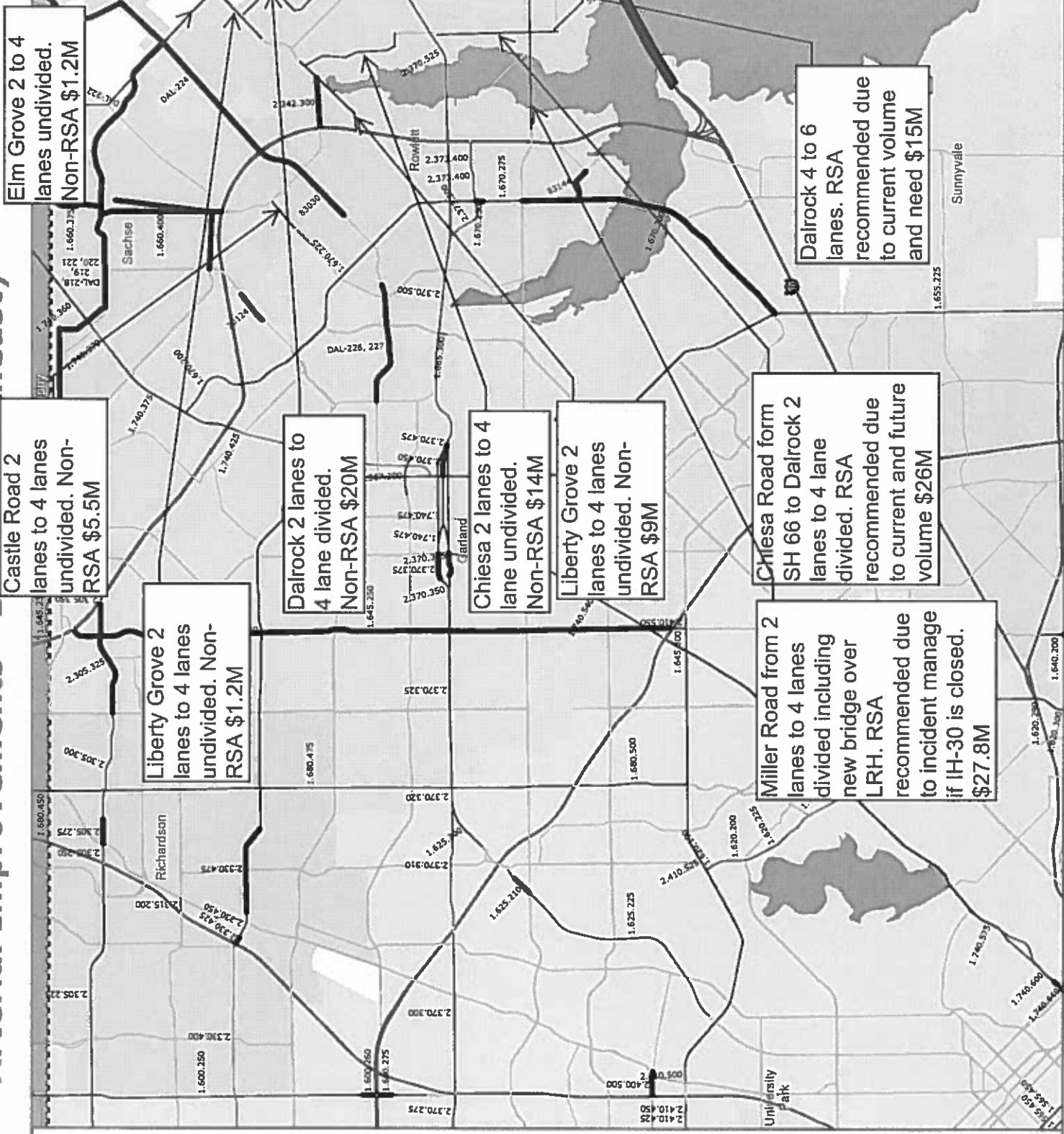


May 2018



North Central Texas
Council of Governments

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



PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Tuesday, March 20, 2018, through Thursday, April 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Summary

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were non-project specific and included multimodal transportation in Dallas, regional population growth, toll road sentiments, highway repurposing trends, Car Care Clinics, outreach events and bluebonnet sightings.

Alternative Fuels

Twitter

1. Rep. Tony Dale, representing the Propane Education and Research Council and Propane Council of Texas, talking about propane benefits, resources and incentives. – NCTCOGTransportation (@NCTCOGtrans)





– Loren S. (@txbornviking)

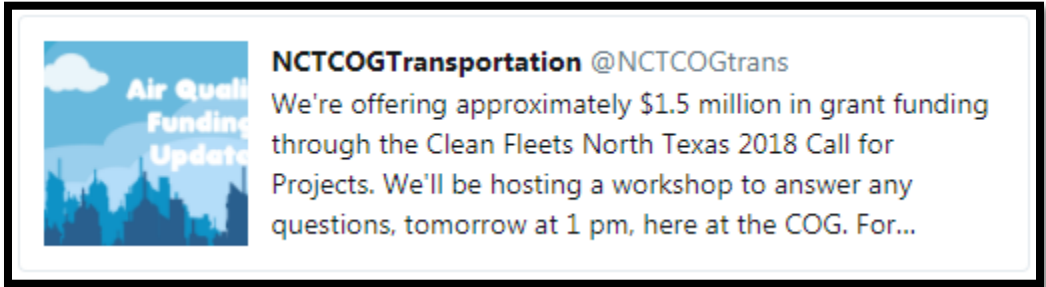


– NCTCOGTransportation (@NCTCOGtrans)

2. NCTCOG Clean Fleets North Texas 2018 Call for Projects - Workshop & Webinar
<https://conta.cc/2uRn2IB> More info on the program can be found here:
<http://www.nctcog.org/trans/air/programs/schoolbus/index.asp> ... @TCEQNews
@NCTCOGtrans @NCTCOGenv #regionalism – TARC (txregionalism)



3. RT @NCTCOGtrans Grants, Funding for projects that address air quality, such as clean vehicle projects, are available from a number of federal, state, local, and non-profit entities. – Marko Sakal (@markosakal)



Facebook

1. March is Texas #SmartScape Month! In honor of this, NCTCOG Transportation Department (DFW Clean Cities Coalition's) quarterly meeting on March 27th at the Plano Environmental Education Center will focus on sustainability in landscaping.

Stakeholders, city parks and landscapers can attend to learn more about going green in their landscaping operations including using #propane commercial mowers. Learn more at <https://www.dfwcleancities.org/.../march-dfw-clean-cities-mee...> – Propane Autogas: Fueling Texas

Aviation

Twitter

1. RT @NCTCOGtrans #Plano Mayor envisions #UAS traffic between #DFW and Legacy East and West

Clean Cites – Marko Sakal (@markosakal)

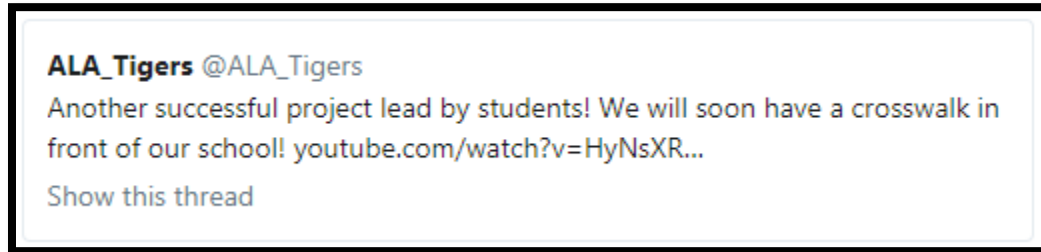


NCTCOGTransportation @NCTCOGtrans
 We're at the DFW Clean Cities meeting at the Plano Environmental Education Center. Granbury ISD just gave a presentation on their switch from gas to propane mowers. Too cool!
[Show this thread](#)

Bike & Pedestrian

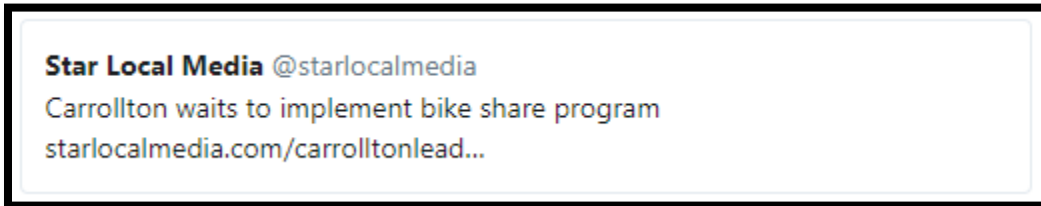
Twitter

1. A group of my kiddos lobbied successfully for a crosswalk in front of our school. I'm so proud! HUGE thank you to the good folks at @NCTCOGtrans – plainy (@plainy)



ALA_Tigers @ALA_Tigers
 Another successful project lead by students! We will soon have a crosswalk in front of our school! [youtube.com/watch?v=HyNsXR...](https://www.youtube.com/watch?v=HyNsXR...)
[Show this thread](#)

2. @RedTexasyall @Danwhite7912Dan @NCTCOGtrans @BikeDFW @BikeTexas – Shawn Eric Gray (@ShawnEricGray)



Star Local Media @starlocalmedia
 Carrollton waits to implement bike share program
starlocalmedia.com/carrolltonlead...

3. .@NCTCOGtrans great picture. The woman who is almost across the street is being blocked by the truck apparently making a right hand turn. How about working on traffic law enforcement and pedestrian right of way. It would be nice to safely cross the street in Plano – at Parker Road Station (DART Rail) – Evil_Cyclist (@evil_cyclist)



Facebook

1. Walk Bike Safe Texas is focused road user safety in #DFW area - invite us to one of your community events! <http://ow.ly/M95u30jyxsk>

Bike East Dallas

Bike Friendly South Dallas

Dallas Regional Chamber

NCTCOG NCTCOG Transportation Department

BikeDFW – Walk Bike Safe Texas



2. Did you know?

From 2012 through 2016

Collin, Dallas, Denton, and Tarrant Counties have reported the following, combined, Bicycle statistics:

- Non-Fatal Bicycle vs Car Crash (2,340)

- Fatal Bicycle vs Car Crash (37)

David Oates and I are looking for your concerns and questions.

We are working to bring Tips for Bicycle Safety & Enjoyment to the Eagle tribe, as well as the citizens and visitors of the Denton community.

Below is our "first cut" of providing basic information.

As we are a little concerned about the walk-ability and ride-ability of our local community; especially with the Bicycle Ride-Shares moving in.

Key note of the above dates, Bicycle Share-Rides did not begin in Dallas until August 2017. These are statistics that would be reported on bicycle owners...

The main concern is the increase of non-commuter, non-proficient, riders renting these Ride-Shares without proper head protection. And that the Cities, Counties, States... may not be separating, identifying, them in the coming data/statistics (I.e. whether the rider is a owner or renter).

Please, help use by sending your correspondence via direct message, or leaving comments below.

Let us know how we can improve these videos to provide you, and others, with valuable information to minimize hazards as they pertain to our means of travel in our Uniquely City of Denton, TX - City Hall community.

Thank you to all who have contributed to this effort:

Gabe Velo Republic

Ivan University of North Texas

Cpl. Crawford University of North Texas Police Department

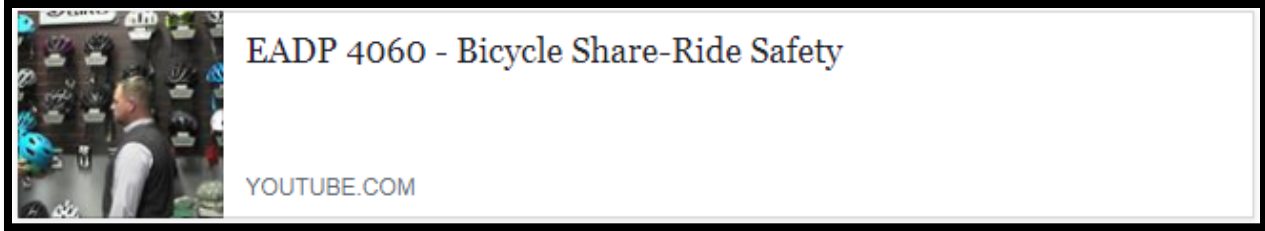
Chris & Trista UNT Transportation Services

Adam UNT New Media

Justin UNT Emergency Management

Daniel NCTCOG Transportation Department

Prof. Tapia UNT College of Health and Public Service UNT EADP – Nathan Robert



Today, a cyclist was hit by a vehicle on campus...

<https://www.facebook.com/NorthTexasDaily/posts/10156107472512349>

Please help us address interests and concerns buy DM or commenting below.

Thank you, – Nathan Robert

Collin County Strategic Roadway Plan

1. Chad Watson

Thank you for asking for input. I am opposed to the John King/Alanis connector including the bridge over Lake Ray Hubbard. This is an environmentally sensitive area that should be left in its current state. I feel like the newly improved HWY 78 to the North and HWY 66 to the South fills the travel needs adequately and into the future.

2. Krystle Jackson

This wig is on Troy Rd do not want the proposed bridge to go over Ray Hubbard. We do not want the traffic, air pollution, and noise pollution. I did not pay premium prices for lake front property and to live in the country to then have major traffic end up down the street. It is bringing Rockwall traffic to us and dumping and bypassing Wylie businesses. Wylie shouldn't be saddled with the cost to help maintain it either. We already have 3 bridges over the lake and with the improvements on 78, it is a breeze to travel any time of day now. Would be great if the traffic survey for 78 could be a focus as proposed months ago.

High-speed Rail

Twitter

1. Fort Worth and @NCTCOGtrans suggest HSR stop in Tarrant County at the Intermodal Transportation Center, the heart of Tarrant County and with dozens of bus connections and 2 commuter rail connections. This is the ideal location for HSR in Tarrant County. – Tarrant Transit Alliance (@TarrantTransit)



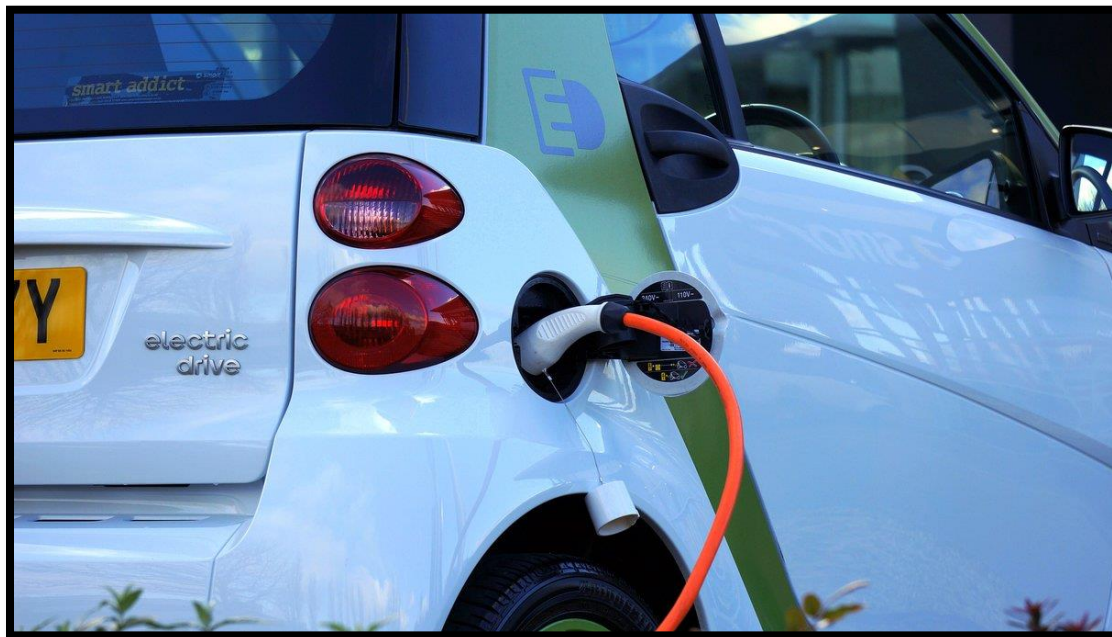
Innovative Vehicles & Technology

Twitter

1. New @NASEMTRB E-Circular 232 now online: Automated Vehicles Symposium 2017 from San Francisco <http://www.trb.org/main/blurbs/177488.aspx> Featuring breakout sessions and panel discussions by researchers at @CTRUTAustin @TTI @TexasSouthern @SwRI @NCTCOGtrans @utarlington – CTR Library (@ctrlib)



2. REMINDER! Free Webinar Today! Incorporating #ElectricVehicles Into Your Fleet | Join F4F @ 2PM ET to learn about current opportunities, how to assess suitability for your #fleet, and more | <http://bit.ly/2E2hiEF> – FleetsForTheFuture (@Fleets4future)



Project Planning

Email

1. Tanah Martin

You need to repair Finley Ct. It is in terrible condition.

2. Martin Kralik

Ten counties in the Dallas-Fort Worth area are designated as nonattainment for the pollutant ozone, and the transportation sector is a major pollution source.

I recently contacted the City of Dallas (311) about 3 troublesome traffic signals that appeared to not be sensing traffic correctly and are severely impeding major traffic flows:

- 2 signals are on Hillcrest just south of LBJ
- 1 signal is on Preston Rd just north of LBJ by the closed Valley View center

Traffic at all of these locations are needlessly stopped and idling traffic produces much more pollutants besides causing more traffic congestion and driver irritation.

After months of multiple complaints and calls to 311, I received a call back explaining that the signals at all of these locations AND 70% OF ALL OTHER SIGNALS IN DALLAS WERE NOT WORKING PROPERLY!!! And the current sensing equipment is slowly being replaced by new radar equipment. Meanwhile we have needless pollution and traffic congestion.

This is unacceptable. Dallas should expedite fixing all signals immediately.

Response by Natalie Bettger, NCTCOG

Mr. Kralik,

Thank you for your comments and we appreciate your interest in transportation in the Dallas-Fort Worth Region. Through the Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program, NCTCOG will work with the City of Dallas to retime 106 traffic signals in Dallas and also provide \$860,000 to the City to address detection issues in some of the intersections. These projects are anticipated to start sometime this year after NCTCOG executes an agreement with TxDOT.

NCTCOG will also reach out to the City of Dallas regarding your feedback to continue working to improve traffic signal coordination within the region.

Thank you again for your comments and have a nice day.

3. Councilman Oscar Pearson, City of Aubrey

It seems that anything above Hwy 380 is stalled. We have bypass plans in place for Aubrey and it looks like it will be years before it is even looked at. We have north and south streets that are already overcrowded due to the influx of housing and little is being addressed in a timely manner from McKinney all the way to Denton. When is the North Texas Tollway north of Hwy 380 going to be completed? We have a serious safety issue in Aubrey that has never been addressed to my knowledge. Emergency vehicles have to wait on trains which delays them to respond in a timely manner. We have schools that are a mess in the morning and after school is out due to lack of streets and different choices to go to and leave from each school. FM 1385 and FM 2931 are both in dire need of widening today, not tomorrow. So much more could be discussed and shared. It is called being proactive and instead of reactive.

Response by Carli Baylor, NCTCOG

Councilman Pearson,

Thank you for contacting the NCTCOG Transportation Department. Please find enclosed below and attached answers related to your comments/questions.

When is the North Texas Tollway north of Hwy 380 going to be completed?

We have two related TIP projects along DNT at/north of US 380. The project profiles for both projects are attached and both fully funded. The section of DNT from FM 428 to CR 60 (the Collin/Grayson County Line) is not funded.

There is also an NTTA fact sheet about this project, which can be found here:
https://www.ntta.org/newsresources/reports/projectprogressreports/Documents/current_cpr/CPR_DNT4_secure.pdf

We have a serious safety issue in Aubrey that has never been addressed to my knowledge. Emergency vehicles have to wait on trains, which delays them to respond in a timely manner. We have schools that are a mess in the morning and after school is out due to lack of streets and different choices to go to and leave from each school.

The goods movement team was not aware of any rail crossing issues in Aubrey. We do understand there are three crossings located in the city, one at Main Street/FM 428, Elm Street and Plum Street. There are approximately 20 trains that pass through the town a day.

If there are safety concerns with emergency vehicles being able to respond in a timely manner, we would be happy to work with local officials to find some possible solutions for their concerns. If this is the case, please contact Jeff Hathcock at jhathcock@nctcog.org or 817-608-2354. He would be happy to reach out to councilmembers to initiate the process.

4. Tom Spencer

I am writing to request that the RTC vote to fund the \$10,000,000 Shady Shores Bridges Project, a joint project between the NCTCOG, Denton County, the City of Lake Dallas, and the Town of Shady Shores on April 12, 2018. The flooding of South Shady shores Road frequently causes severe impairment in, out, and through the area and creates enhanced safety concerns for the citizens of the area. S. Shady Shores Rd. also provides some relief for traffic stoppages by accidents on I 35. We really are dealing with the effect of the 2018 population growth on 1960's infrastructure. Funding this project will help improve safety and mobility for the region. Thank you for your service to the Region.

5. Glenda Rufer

I am in favor of a bridge on Shady Shores Rd to eliminate road closures due to high water.

6. Paul Brown

Shady Shores has limited access into town during flooding events due to the elevation of South Shady Shores Road. It is imperative to address this elevation deficiency as soon as possible in our growing community. The long term benefit to our community cannot be emphasized enough. The engineers have outlined the problem, let's fix it.

7. Edward A. Sassone

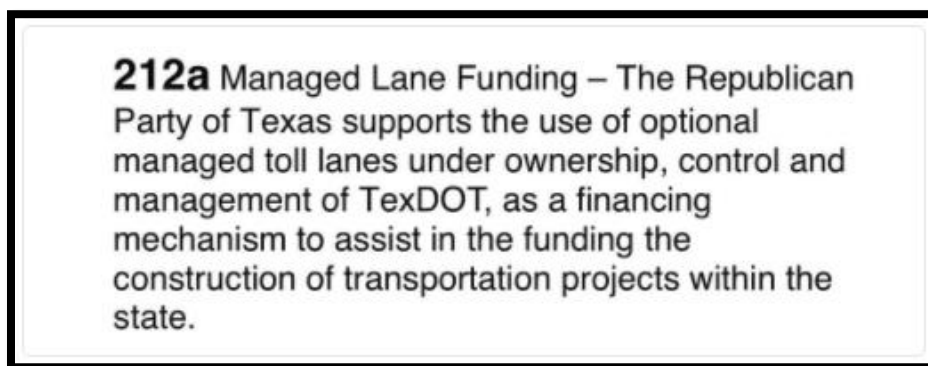
Regarding the South Shady Shores Bridges project. I am writing in support of this project When the Lewisville Lake conservation pool level was raised in 1987 when Lake Roberts was completed nothing was done at the time to address the effect that would have on South Shady Shores Rd. So this project is righting that oversight. When the road has flooded is has stayed in that state for matter of months. Alternate routes add to travel time and can impact neighborhood streets. Thank you.

Twitter

1. Very important for @dartmedia D2 and @DtownDallasInc . Thank you @PeteSessions @RepEBJ @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



2. Language passed through BOTH #republican and #democrat Conventions today supporting option managed toll LANES! Now can we move?? @GovAbbott @DanPatrick @DonHuffines @SenatorBobHall #putinontheagenda @TxDOT @NCTCOGtrans @TxDOTCommission – LBJNow (@LBJ_Now)



3. Participating in the SD16 Republican Convention, it was exciting to see all the support for passing resolution 212a. Optional toll managed express lanes are key to @GovAbbott 's congestion relief initiative. @DanPatrick @TxDOTCommission @DonHuffines @LBJ_Now @NCTCOGtrans – Susan Morgan (@heysmorgan)

212a Managed Lane Funding – The Republican Party of Texas supports the use of optional managed toll lanes under ownership, control and management of TexDOT, as a financing mechanism to assist in the funding the construction of transportation projects within the state.

4. Thank you @PeteSessions for listening to your constituents. A little help from @GovAbbott @DanPatrick @DonHuffines @SenatorBobHall would be nice. @LBJ_Now @NCTCOGtrans @CityOfDallas @TxDOTCommission @AdamMcGoughD10
<http://www.quorumreport.com/Subscribers/Article.cfm?IID=27927> ... – Lee M. Kleinman (@LeeforDallas)

Sure would. This seems so easy. – LBJNow (@LBJ_Now)

Which begs the question, why won't they? – Susan Morgan (@heysmorgan)

 – LBJNow (@LBJ_Now)

Text of @quorumreport @LBJ_Now – Lee M. Kleinman (@LeeforDallas)

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April 11, 2018 6:12 PM

GOP Rep. Sessions pleads with Abbott to reverse course on managed toll lanes in Dallas County

Sessions puts pressure on Abbott after grassroots Republicans in Senate District 16, represented by Sen. Huffines, took the position that managed lanes should be an option for the area

DALLAS – In a rare plea to state Republican leadership to rethink a position, Rep. **Pete Sessions**, R-Dallas, is asking Gov. **Greg Abbott** to reverse course on his opposition to managed toll lanes in North Texas.

Abbott, following the lead of Lt. Gov. **Dan Patrick**, has taken a hard stance against new tolled lanes, even in the case of **Interstate 635 East** where local support for the lanes is robust. It's an area of the state where local leaders and grassroots activists from both political parties have said drivers should have a choice on whether to pay tolls to speed up their commutes.

"I understand your general opposition to toll roads. However, in this case I fear Texas transportation officials are missing the mark," Sessions wrote in a letter to Abbott dated April 10.

"The key in this case is choice; based on current plans, no one will be forced to pay a toll to drive on this corridor," Sessions said.

"The IH-635 East Project will add both new non-tolled lanes and new managed toll lanes to this notoriously congested highway, improving mobility and safety for all users whether they choose to drive on managed toll lanes or on free lanes," Sessions said.

Rep. Sessions, a member of GOP leadership in Washington who faces political headwinds in this part of Texas which is trending more reliably Democratic, also noted that the project is environmentally cleared, has available funding, and enjoys the "strong, almost unanimous support of elected officials from all three corridor cities, adjacent cities, and of local residents."

"I urge you to reconsider your opposition to this critical project," Sessions concluded.

There was no immediate comment from Abbott's office.

As *Quorum Report's* **Kimberly Reeves** reported earlier this month, there is "simmering pushback" at the **Texas Department of Transportation** to the idea that voters have said no new toll lanes should ever be built.

And as of now, Abbott and Patrick are at odds with grassroots Republican activists in the area dealing with the traffic caused by inaction along the 635 corridor.

Republican and Democratic activists in **Senate District 16** in Dallas County, represented by Sen. **Don Huffines**, have said that managed lanes should be a tool in the toolbox.

A plank adopted by both Republican and Democratic senate conventions in that area on "managed lane funding" says the parties support "the use of optional managed toll lanes under ownership, control and management of TexDOT, as a financing mechanism to assist in the funding the construction of transportation projects within the state."

By Scott Braddock

IID 27927

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Public Meetings & Forums

Twitter

1. Featured at #GT18: "A Taste of Future #Transportation Technologies in the Real World". Join panelists from @DowntownATXinfo @AustinEnergy @CapitalMetroATX @NCTCOGtrans as they discuss #AutonomousVehicles, #electricvehicles, & innovative transit solutions. – IEEE GreenTech 2018 (@ieeegreentech18)



2. DFW: Make your voice heard to @NCTCOGtrans as they craft a 2045 Transportation Plan!

Meetings will be held in April and online to help shape the DFW of tomorrow. Public engagement in this process is critical to achieving a sustainable, equitable future.

<http://campaign.r20.constantcontact.com/render?m=1102365104652&ca=16c3c3a9-6175-4598-8b9a-bd63337a5ba5> ... – FarmAndCity (@FarmAndCity)

3. .@NCTCOGtrans is seeking public input on transportation in our region. This week, they are holding meetings in Garland, North Richland Hills & Arlington. – Senator Jane Nelson (@SenJaneNelson)



PRESENTATIONS

Mobility 2045: Metropolitan Transportation Plan for North Central Texas
 Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that can reduce congestion and improve air quality. Draft recommendations will be presented. More information, www.nctcoq.org/mobility2045.

Work Program Modifications

The Unified Planning Work Program for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY 2018 and FY 2019 UPWP will be presented.

2019-2022 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a federally and state-mandated list of projects with committed funding for construction or implementation within a four-year period. Staff will present the draft list of projects to be funded between 2019 and 2022.

Air Quality Update

Ten counties in the Dallas-Fort Worth area are designated as nonattainment for the pollutant ozone, and the transportation sector is a major pollution source. Staff will present an overview of air quality improvements, recent ozone standard changes and a summary of local programs anyone can join to help improve air quality.

Regional Bicycle Opinion Survey Results

The 2017 bicycle opinion survey captures the general public's views on bicycling, including frequency of bicycling, perceived barriers to bicycling, access to bicycle facilities and helmet use. Staff will present an overview of the survey results.

RESOURCES AND INFORMATION

- ACT Now! You could be eligible for up to \$3,500 for your older vehicle! AirCheckTexas: www.airchecktexas.org
- Clean Air Action Day—June 22, 2018: www.airnorthtexas.org/cleanairactionday
- April Car Care Clinics: www.ntxcarcare.org
- Spring Outreach Events: www.airnorthtexas.org

The Arlington meeting will be live streamed at www.nctcoq.org/video (click on the "live" tab). A video recording of this meeting will also be posted online at www.nctcoq.org/input.



MONDAY, APRIL 9, 2018

6:00 PM

Garland Police Administration Building
 1891 Forest Lane
 Garland, TX 75042

TUESDAY, APRIL 10, 2018

6:00 PM

North Richland Hills Library
 9015 Grand Ave
 NRH, TX 76180

WEDNESDAY, APRIL 11, 2018

2:30 PM

North Central Texas Council of Governments
 616 Six Flags Drive
 Arlington, TX 76011

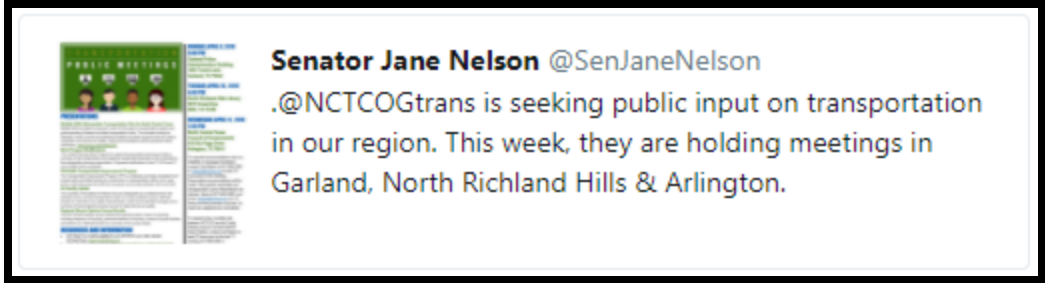
For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcoq.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcoq.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the April 11 meeting: 817-608-2365 or cbaylor@nctcoq.org.

TRE CentrePort/DFW Airport Station
 Arrival Options April 11

Eastbound Train	1:49 pm
Westbound Train	1:31 pm

4. We can't do this alone. We need YOUR help. Speak up and let @NCTCOGtrans know that improving Tarrant CCounty transportation INCLUDES improving public #transit! – Tarrant Transit Alliance (@TarrantTransit)



Senator Jane Nelson @SenJaneNelson
@NCTCOGtrans is seeking public input on transportation in our region. This week, they are holding meetings in Garland, North Richland Hills & Arlington.

The image shows a screenshot of a social media post. On the left, there is a small graphic titled 'PUBLIC MEETINGS' with three icons of people. The main text of the post is in bold black font, followed by a line of text in a smaller font. The entire post is enclosed in a black rectangular border.

5. Huge crowd honoring @TxDOTCommission Former Commissioner Victor Vandergriff and his advocacy for our region @NCTCOGtrans @LBJ_Now @AdamMcGoughD10 – at North Central Texas Council of Governments – Lee M. Kleinman (@LeeforDallas)



6. Michael Morris from @NCTCOGtrans showing the different roles of officials at today's RTC meeting. We're still waiting for a financing mechanism for 635E – at North Central Texas Council of Governments – Philip Hiatt Haigh (@philip_inRL)



7. @AdamMcGoughD10 informs RTC members at @NCTCOGtrans of the 2nd fatality in the 635E area since Texas Transportation Commission denied funding mechanisms #LBJNow – Philip Hiatt Haigh (@philip_inRL)

8. At the @NCTCOGtrans meeting @AdamMcGoughD10 said “My ten year old knows the difference between toll roads and optional tolled managed lanes”

Why don't our representatives? @GregAbbott_TX @DanPatrick #txlege – Lynn Davenport (@lynnsdavenport)

#truth – LBJNow (@LBJ_Now)

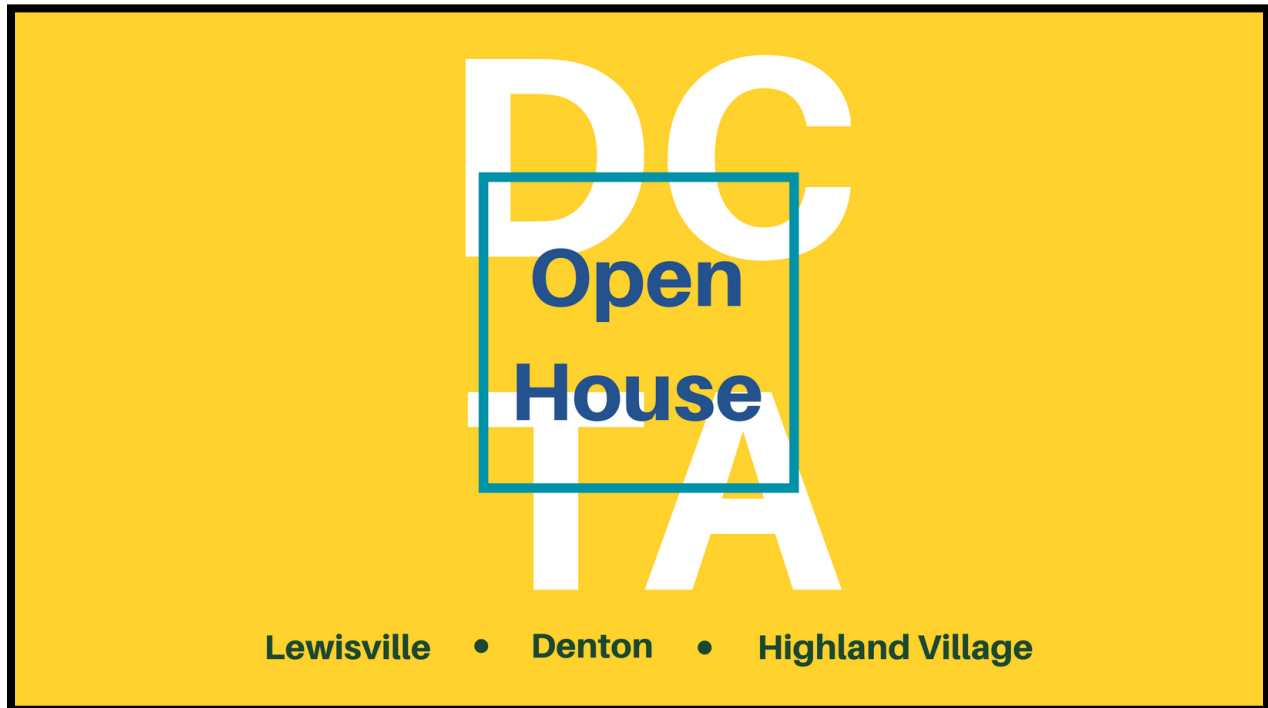
9. The tone at the @NCTCOGtrans today was one of unity and collaboration in support of #LBJNow. Constituent and local leader support spans the DFW metroplex. The politics is petty and Texans are over it. @LBJ_Now #getmoving #txlege – Brad McCutcheon (@BMcCutcheon)

RayDMN @RayLeszcynski

With Sessions' support, regional transit officials lean toward Plan A: including tolled lanes on LBJ East dallasnews.com/news/transport...

10. DCTA will host a series of open house meetings this month and they want your feedback! Check here for times, topics and locations: <http://bit.ly/2qAl6Jj> – NCTCOGTransportation

(@NCTCOGtrans)



Thanks for sharing info on our upcoming open house meetings! – DCTA (@RideDCTA)

Facebook

1. DCTA will host a series of open house meetings this month and they want your feedback! Check here for times, topics and locations: <http://bit.ly/2qAl6Jj> – NCTCOG Transportation Department

Thanks for spreading the word about our April open house meetings! – Denton County Transportation Authority (DCTA)

Of course! 😊 – NCTCOG Transportation Department

Transit

Twitter

1. Tomorrow morning @dartmedia opens route 84, connecting patients to #healthcare at @HealingHandsDal. Join us at 8am to celebrate... @KenKalthoffNBC5 @cbs11jack @CBSDFW @DMNOpinion @wfaa @NBCDFW @NCTCOGtrans <https://www.facebook.com/AdamMcGoughD10/posts/995801487238420> ... – Serve Dallas (@AdamMcGoughD10)

Facebook

1. Words cannot express how excited I am to celebrate the opening of Dallas Area Rapid Transit (Official DART page) route 84! Over the last three years we have been working with Healing Hands Ministries to provide transit service to their patients. A decade in the making and

tomorrow the ribbon will officially be cut! Stop by the corner of Royal and Greenville, tomorrow morning, as we celebrate the access this grants thousands of people every single year!

#ALLinD10 #loveyourneighbor


NBC DFW, WFAA, The Dallas Morning News, Lake Highlands Advocate, Lake Highlands Residents, Pamper Lake Highlands, Lake Highlands Public Improvement District, Richland College, Lee M. Kleinman, NCTCOG Transportation Department, City of Dallas - City Hall, CBS DFW, KERA – Adam McGough, Dallas City Council, District 10



Other

Twitter

1. @UrbanFortWorth @TrinityMetro @RideDCTA @Wylie_H_Dallas @WalkableDFW @Wylie_H_Dallas @txbornviking @Uber_DFW @NCTCOGtrans @TexasCentral @Amtrak @McKinneyAveTX @limebike @ofobicycle @Zipcar @FluidMarket @BikeDFW @BikeTexas @VBikesTech – Shawn Eric Gray (@ShawnEricGray)



COMMUNITIESxDESIGN @AIADallasCxD
 We often talk about the benefits of multi-modal transportation, but how many of us have actually navigated Dallas without our own vehicles as the primary source of transportation? Join us on Thursday for ...

2. This is happening in spite of, not because of, @NCTCOGtrans

@BudKennedy @VoteGiovanni @KonniBurton – Jim Carson (@liberalsaremean)



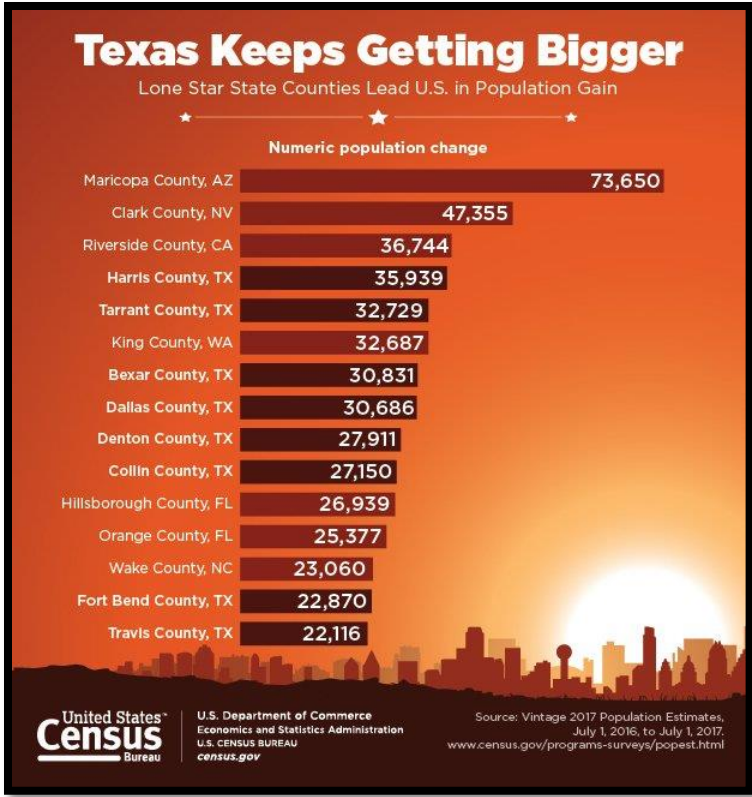
NCTCOGTransportation @NCTCOGtrans
 New Census Bureau population estimates show Dallas-Fort Worth-Arlington has the largest growth in the United States: bit.ly/2G10DTM

3. Thanks @NCTCOGtrans for being a great partner and for giving @DallasCountyTx two vehicles for the @Dallas_Sheriff to use to keep the roads safe and catch polluters! – Judge Clay Jenkins (@JudgeClayJ)



Wow that is most generous. And those SUVs look bad a** (in a good way) to keep the roads safe. That is what supporting our people in uniform looks like! 🚓 – JBDallas (@JBDal)

4. New Census Bureau population estimates show Dallas-Fort Worth-Arlington has the largest growth in the United States: <http://bit.ly/2G10DTM> – NCTCOG Transportation (@NCTCOGtrans)



My commute from Northeast Tarrant to Fort Worth has doubled in the past two years: It takes nearly an hour to drive 22 miles. Please, everyone stop moving here. – Tracy Bristol (@TheTracyShow)

5. More Cities Are Banishing Highways Underground—And Building Parks on Top
<http://www.routeifty.com/infrastructure/2018/04/more-cities-are-banishing-highways-underground-and-building-parks-top/147124/> ... via @routeifty @DallasParkRec @BobbyAbtahi @NCTCOGtrans @TxDOTCommission @TxDOTDallasPIO @DallasParkRec @scottgriggsdal @DwayneForDallas @DallasCityMgr @Mike_Rawlings – Lee M. Kleinman (@LeeforDallas)



6. Free Car Care Clinics for Air Safety <http://www.nadallas.com/DAL/April-2018/Free-Car-Care-Clinics-for-Air-Safety/#.WsVHwUQGHdl.twitter> ... @NCTCOGtrans – Natural Awakenings (@NaturalDallas)



7. ICYMI: New TEXpress Lanes have opened on I-35W! Payment for driving on #TEXpress is easy. Pay electronically with a TollTag or pay-by-mail. <http://www.TEXpressLanes.com> – NCTCOGTransportation (@NCTCOGtrans)

PAYMENT IS *Easy.* 

TOLLTAG **PAY BY MAIL**



NO MORE TOLLS Let's tell lawmakers
The game is over

WWW.TEXASTOLLAWSUIT.COM

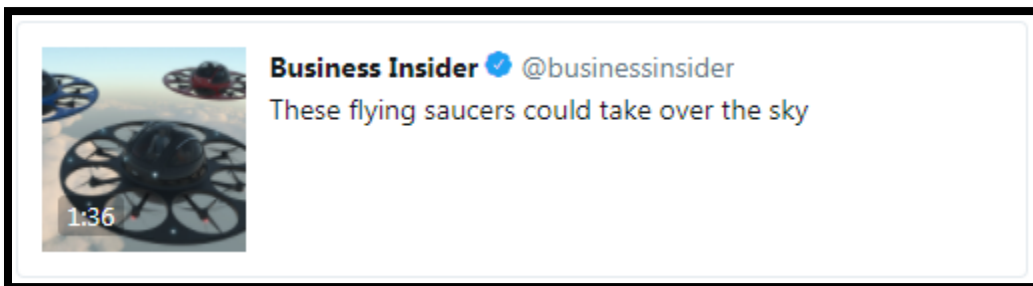


- J_C.Alexander (@JYakburger)



– J_C.Alexander (@JYakburger)

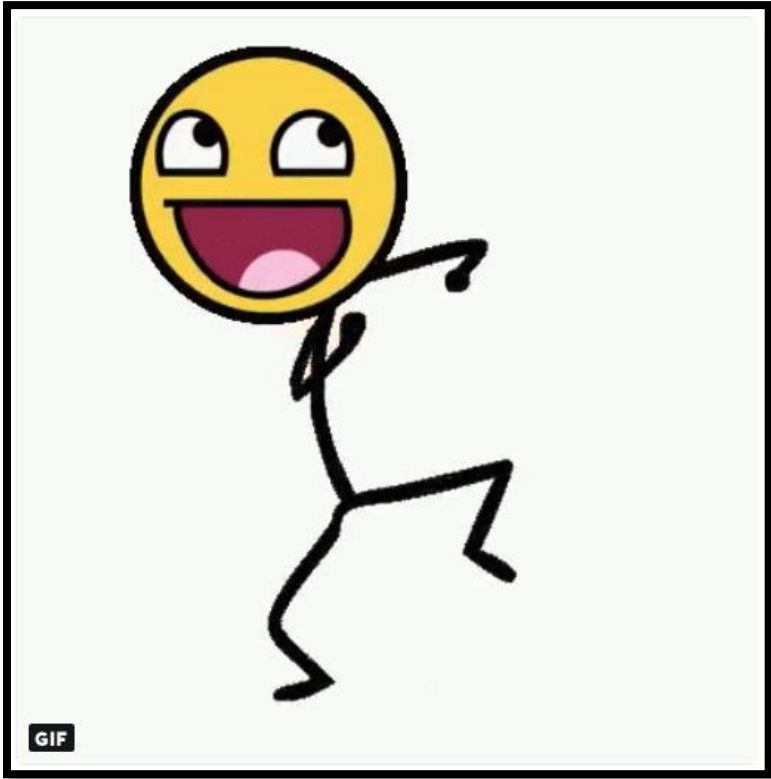
8. Traffic in North Texas is going to get REALLY complicated in the near future 😬
@NBCDFWWeather @SDaviesNBC5 @NCTCOGtrans – Andrew A. Yeager (@aayeager)



9. We can't wait to celebrate UNT with all of you at University Day! Come check out our booth and learn about what we're doing to improve transportation and air quality in our region! #UNTUday18 – NCTCOGTransportation (@NCTCOGtrans)



Look for @UNT_EM , @NCTCOGtrans We'll be tabling close to yall, I believe!!
#GoMeanGreen #UNTUday18 – UNT Emergency Mgmt (@UNT_EM)



– NCTCOGTransportation (@NCTCOGtrans)

Facebook

- 1. Bluebonnets have begun to bloom here in Arlington, TX!



#Protip: For everyone's safety, avoid taking photos of bluebonnets on highways and busy roads. – NCTCOG Transportation Department

Bluebonnet patches can be found in some Arlington parks. – Susan Schrock

Yes! A park is a great place to go! – NCTCOG Transportation Department

Does anyone know any parks that have the bluebonnets here in Arlington or Grand Prairie – Diana Munoz Montoya

How lovely! – Susan Schrock

Yay! Beautiful day!! – Julia M. Ballard

2. ICYMI: New TEXpress Lanes have opened on I-35W! Payment for driving on #TEXpress is easy. Pay electronically with a TollTag or pay-by-mail. www.TEXpressLanes.com – NCTCOG Transportation Department

PAYMENT IS *Easy.* 

TOLLTAG **PAY BY MAIL**

Toll Roads are unethical and evil. – Phil Neil

3. Free Car Care Clinics in April – Natural Awakenings Dallas Metroplex Magazine

	<p>Free Car Care Clinics for Air Safety</p> <p>The North Central Texas Council of Governments (NCTCOG) is partnering with local automotive repair shops to sponsor free Car Care Clinics in April to help North Texas drivers with vehicles that have the check engine light illuminated.</p> <p>NADALLAS.COM</p>
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Transportation Conformity

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Air Quality and Transportation Funding & Resources



Funding for projects that address air quality, such as clean vehicle projects, are available from a number of federal, state, local, and non-profit entities.

FEATURED:

**Clean Fleets North Texas
2018 Call for Projects**



Select Language ▼

Funding for Vehicle Projects

Program / Incentive Description	Eligible Vehicles	Funding Amount	Eligible Applicants	Deadline
AirCheckTexas Drive a Clean Machine Program <i>Financial Assistance for Light-Duty Vehicles that Fail Emissions Testing or are over 10 Years Old</i>	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until All Funds are Awarded
Clean Diesel Funding Assistance Program FY 2018 (DERA) <i>Grants for Diesel Emissions Reduction Projects: Replacements, Engine Repower, Upgrade, or Conversion, Cleaner Fuels and Additives, Idle Reduction, Retrofits, Aerodynamic Technologies, Exhaust Controls</i>	Heavy-Duty Diesel Vehicles, Marine Engines, Locomotives and Nonroad Equipment	Varies by Project Type	Regional, State, or Local Agencies, Nonprofit Organizations * NCTCOG may apply on behalf of fleets in the region; if interested in applying through NCTCOG, contact aqgrants@nctcog.org	June 12, 2018
Clean Fleets North Texas 2018 Call for Projects <i>Grants for Replacement of Heavy-Duty Diesel Vehicles and Equipment</i>	Heavy-Duty Diesel Vehicles and Equipment	45% for Electric 35% CARB Low NOx Engines 25% for All Others	Local Governments Private Entities that Contract with Local Governments	Last Friday of each Month until All Funds Exhausted
Emissions Reduction Incentive Grants (ERIG) Program <i>Grants for New Purchase or Lease, Replacement, Repower, Retrofit or Add-On of Emission-Reduction Technology for On-Road Heavy-Duty Vehicles, Non-Road Equipment, Marine Vessels, Locomotives or Stationary Engines</i>	Medium or Heavy-Duty Vehicles (GVWR > 8,500)	Up to 80% of the Eligible Cost, not to exceed \$12,500 per ton NO _x reduced for locomotive or marine projects, or \$17,500 per ton NO _x reduced for all other projects	Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity	August 15, 2018
Federal Electric Vehicle Tax Credit <i>Tax Credit for Purchase of Electric Vehicle (EV)</i>	EV Passenger Vehicles and Light Trucks	\$2,500 to \$7,500 per New EV Purchased	Varies	Phases Out Based on Market Sales
Fleets for the Future <i>Discounted Prices through Cooperative Procurement to Purchase Alternative Fueled Vehicles and Related Infrastructure</i>	Light, Medium and Heavy Duty Vehicles	Varies	Public Fleets	Varies
IC Bus Grant Program <i>Grants for New Purchases of Propane-Powered CE Series School Buses</i>	School Buses	\$5,000 per Purchase	School Districts	Until All Funds are Awarded
Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP)	Light-Duty Vehicles	Up to \$5,000 for CNG or LPG	Only Vehicles Purchased or Leased in Texas are	May 31, 2019

Air Quality Funding Resources

Grants for Replacement or Repower of Diesel or Gasoline Vehicles with Natural Gas or Propane		Up to \$2,500 for Electric or Hydrogen	Eligible for the Incentive	
Low or No Emission Grant Program <i>Grants for the purchase or lease of zero-emission and low-emission transit buses, including required supporting facilities such as recharging, refueling, and maintenance facilities.</i>	Transit Vehicles and Related Equipment or Facilities	Varies	State and Local Governments	June 18, 2018
Propane Council of Texas Incentives <i>Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power</i>	Light, Medium or Heavy-Duty Vehicles	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded
Texas Clean School Bus Program <i>Grants for the Replacement or Retrofit Older Diesel School Buses</i>	School Buses	Up to 100% Retrofit Purchase and Installation Costs Up to 75% Incremental Replacement Costs	Public Schools, Charter Schools and School Transportation Providers	April 26, 2019
Texas Natural Gas Vehicle Grant Program <i>Grants for Replacement or Repower of Diesel or Gasoline Vehicles with Natural Gas or Propane</i>	Medium or Heavy-Duty Vehicles	Determined by Maximum Grant Amount Tables	Individuals, Corporations, Organizations, Governments School Districts, or Any Other Legal Entity	May 31, 2019

Funding for Other Strategies that Improve Air Quality

Program / Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
Advanced Vehicle Technologies Research <i>Funding for Research Projects to Advance Technology and Efficiency</i>	Technology and Energy Efficiency	Varies	Unrestricted	Concept: 5/29/2018 Application: 7/13/2018
The Climate Trust Programs <i>Funding for New Innovative Projects that Offset Greenhouse Gas Emissions</i>	Energy Efficiency	Varies	Public Private General Public	No Deadline
Database of State Incentives for Renewable and Efficiency (DSIRE) <i>Comprehensive Listing of Incentives and Policies</i>	Energy Efficiency	Varies	Varies	No Deadline
Federal and State Incentive and Laws (Including Tax Credits) <i>Comprehensive listing of Federal and State Incentives related to Clean Vehicles and Fuels</i>	Alternative Fueled Vehicles	Varies	Varies	No Deadline
North Texas Airport Emissions Reduction 2017 Call for Projects <i>Replace or Repower Diesel Ground Support Equipment</i>	Airport Ground Support Equipment	25 - 40% of Incremental Costs	Public Private	Final Deadline September 29, 2018
Propane Council of Texas Incentives <i>Incentives to Purchase Commercialized Propane Mowers, both Dedicated and Dual Fuel</i>	Lawn Equipment	\$1,000 per Propane Mower/ or Propane Conversion	Public Private	Until All Funds are Awarded
Take a Load Off, Texas Incentive Programs <i>Incentives for Energy-Related Retrofit Projects Provided by Oncor</i>	Energy Efficiency	Varies	Public Private General Public	No Deadline
Texas Loan STAR Revolving Loan Program <i>Low-Interest Loans to Finance Energy-Related, Cost-Reduction Retrofit Projects</i>	Energy Efficiency	Up to a \$8 Million Loan	Public	August 31, 2018
Biofuel Infrastructure Partnership Grant via Protec NEW! <i>Grants for purchase and installation of new fueling equipment</i>	Infrastructure to support higher ethanol blend utilization	Up to 85%	State and local governments; businesses	August 31, 2018 Contact Andrew Greenberg at andy@protecfuel.com

Already Received Grant Funding from NCTCOG?

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Agreements & Forms



Usage Reporting

See what NCTCOG Has Already Funded and Sign Up for Email Updates!



**Funding Opportunity
Archive**



**Sign-Up for Email
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5/30/2018 %Trans

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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



DFW Clean Cities Meetings

Upcoming

7/31/2018	NAFTC - Texas Propane Autogas Technician Training	Register Now
8/21/2018	DFW Clean Cities Bi-Annual Meeting and Fleet Recognition Awards	Register Now
9/8/2018	Drive Electric Week	Register Now

Past

3/27/2018	Sustainable Landscaping Solutions Workshop	Presentations
4/5/2018	Clean Fleets North Texas CFP Workshop	Presentations

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EVENTS

MEETINGS

GET INVOLVED

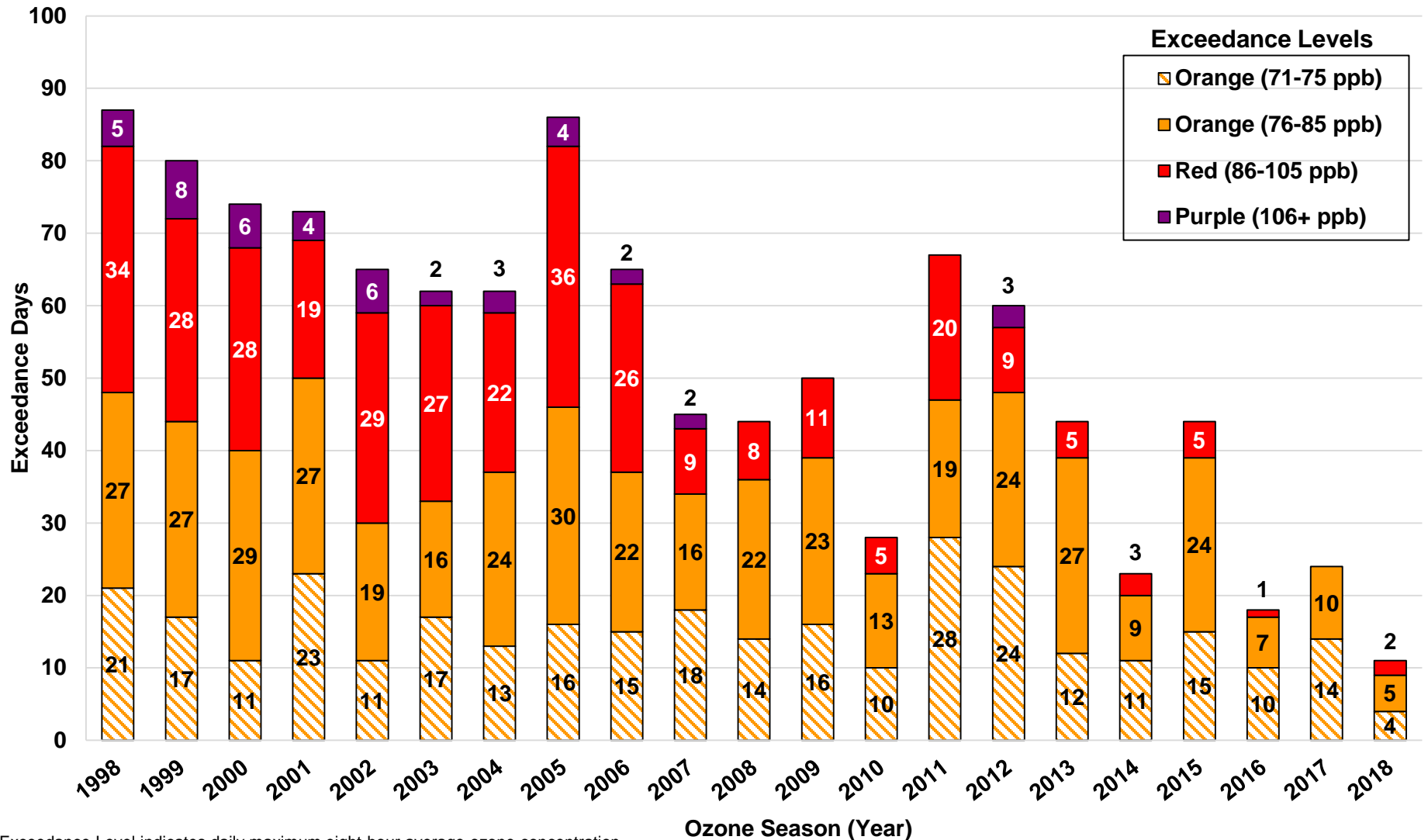
5/15/2018

Grant Funding and Fuel Cost Savings Luncheon

Presentations


8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 10, 2018)



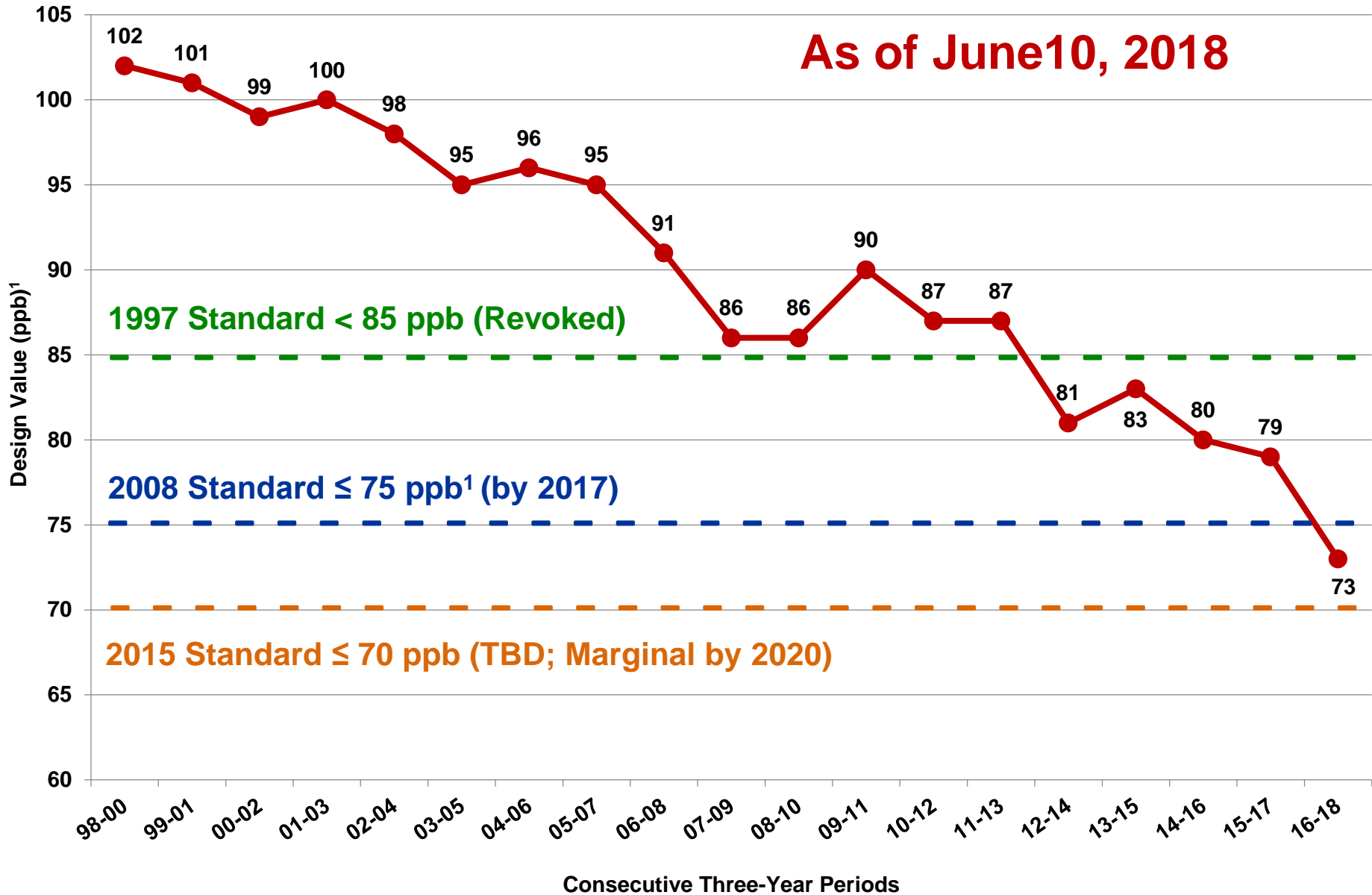
ELECTRONIC ITEM 12.5

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)

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

8-HOUR OZONE NAAQS 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).

CONTACTS

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Jody Loza
Senior Air Quality Planner
(817) 704-5609
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Outreach:

Whitney Vandiver
Communications Coordinator
(817) 704-5639
wvandiver@nctcog.org



<http://www.nctcog.org/trans/air/ozone/index.asp>


<https://www.airnorthtexas.org/>

Certain browser plug-ins or extensions, such as Grammarly, may interfere with submitting comments on the comment form. If you have issues, please disable browser plugins and extensions and try submitting your comment again. If you need additional assistance, please contact the Help Desk at 1-877-378-5457.



Texas: Dallas/Fort Worth and Houston-Galveston-Brazoria Nonattainment Areas Final Area Designations for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) Technical Support Document (TSD)

This Supporting & Related Material document was issued by the **Environmental Protection Agency (EPA)**

For related information, [Open Docket Folder](#) 

Content

View document:



Comments Not Accepted

ID: EPA-HQ-OAR-2017-0548-0403

Document Information

Date Posted:

Jun 4, 2018

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Docket Information

This document is contained in
[EPA-HQ-OAR-2017-0548](#)

Related Dockets:

[EPA-HQ-OAR-2017-0223](#)

Related RINs:

None

Related Documents:

[Additional Air Quality Designations for the 2015 Ozone... Response to the Designation Recommendation from Texas for... Responses to Certain State Designation Recommendations for...](#)



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

June 2018

Inside

The Progress North Texas 2018 art contest winner was recently recognized at a meeting of the Cedar Hill ISD school board. Find out who won and read about his submission on page 2.

Calendar

June 1, 10:30 am

DRMC

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

June 6, 8:30 am

TRTC

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

June 14, 1 pm

**Regional Transportation Council
NCTCOG**

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 22, 1:30 pm

**Surface Transportation
Technical Committee**

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

LBJ East project moving toward construction

The long-pursued LBJ East expansion project is moving forward. The Regional Transportation Council approved a resolution last month asking the Texas Transportation Commission to proceed to procurement of the 11-mile project, which runs from US Highway 75 to Interstate Highway 30.

The commission voted May 24 to authorize the Texas Department of Transportation to issue a request for qualifications seeking firms interested in the project.

The RTC and the State worked cooperatively over the past several weeks to close a \$1 billion funding gap with a transparent process that relies on existing tax dollars to fund the project.

State officials have agreed to grandfather LBJ East's two existing tolled managed lanes, paving the way for a corridor expansion that will include additional tax-supported lanes and continuous frontage roads and the same number of tolled managed lanes that currently exist. There are no Proposition 1 or 7 funds in the project.

High-occupancy vehicle lanes were added to the corridor in 2008 and expanded to tolled managed lanes in 2016 to allow single-occupant vehicles to pay a toll to use them. Both improvements were made to enhance mobility in the corridor and boost air quality in a region that is in nonattainment for ozone pollution. These improvements were paid for using federal funds from the Congestion Mitigation and Air Quality Improvement Program.

The corridor runs through Dallas, Garland and Mesquite. The project also includes the intersection of Skillman Street and Audelia Road, which would be transformed into a safer, more modern interchange. Additionally, the IH 30 interchange would be rebuilt as part of the project.

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.



Cedar Hill ISD 6th-grader named winner of NCTCOG art contest

Anthony Luna, a sixth-grader at Cedar Hill's Permenter Middle School, was recently named the winner of the 2018 Progress North Texas art contest for his expression of the Healthy Communities: Transportation and the Natural Environment theme.

Anthony chose to draw bicycles on a road leading to downtown Dallas, with trees and benches along the route. His artwork is on the cover of Progress North Texas 2018, which is due to be published this month.

The top four pieces were recognized during a Cedar Hill Independent School District board meeting in May. The other top finishers were:

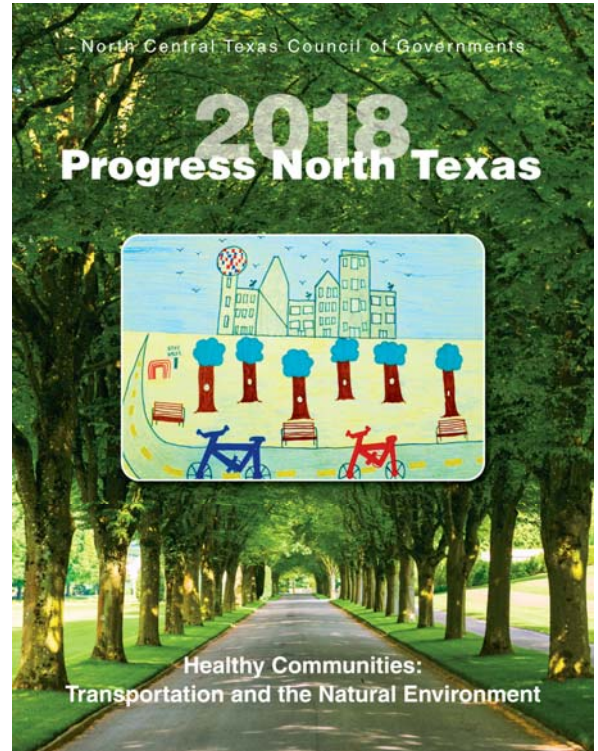
- Vladimir Munoz, Permenter, second place
- Laila Zoubi, Permenter, third place
- Isaiah Edwards, Coleman Middle School, honorable mention

For each of the past seven years, NCTCOG has partnered with a school district in the 12-county Dallas-Fort Worth area to showcase its students' artistic abilities. Cedar Hill ISD was chosen his year because Rob Franke, the city's mayor, is chair of the Regional Transportation Council. The goal is to reach out to students to encourage them to think about transportation issues today because they will be the decision-makers of tomorrow. More than 10,000 copies of Progress North Texas will be mailed to transportation partners, employers and residents throughout the region. To request a copy and see the artwork, visit www.nctcog.org/ourregion.

Automated vehicles coming to Frisco this summer

Self-driving vehicles are coming to Frisco. Drive.ai has announced it will launch a program offering on-demand, self-driving car service beginning in July. Working in cooperation with the Frisco Transportation Management Association, Drive.ai will offer rides to up to 10,000 people in self-driving vehicles within an area containing retail, entertainment and office space. The initial pilot will run for six months, beginning with fixed pickup and drop-off locations around HALL Park and The Star, with planned expansion into Frisco Station.

This program is a milestone for Texas, marking the first time members of the public will have access to an on-demand self-driving car service on public roads. This pilot program is a model for the deployment of self-driving vehicles in a public setting, one of the first of its kind in the nation and a major step forward for the industry, Drive.ai said in a press release announcing the launch. — Drive.ai



Anthony Luna, a sixth-grader at Cedar Hill ISD's Permenter Middle School, was named the winner of the annual Progress North Texas art contest.

ENERGY

Conserve N. Texas website launches

The North Central Texas Council of Governments has launched the Conserve North Texas website, a regional clearinghouse of energy efficiency, water conservation, and transportation programs.

More than 7 million people live in the Dallas-Fort Worth area, and the population is expected to eclipse 11 million by 2045.

Conservation and resource efficiency will be critical to accommodate this growth while also preserving existing regional resources.

The Conserve North Texas website was developed to provide local governments and other users a "one-stop shop" for a comprehensive inventory of programs, tools, case studies and other resources that address water, energy and transportation topics.

For example, visitors can use various tools to calculate their carbon footprint, energy savings, fuel economy, etc.

Additional topics are planned for the future.

Explore this resource at www.conservenorthtexas.org today.

REGIONALNews

Region can help improve air quality June 22



Across the region June 22, North Texans will do something extra to reduce ozone-causing pollution, as part of the ninth annual Clean Air Action Day.

With more than 20 possible clean air choices, there are several actions they can take to do their part. The full list is available at www.airnorthtexas.org/cleanairactionday.

Air North Texas, the regional clean air campaign, is sponsoring a social media contest in the days leading up to June 22 to encourage residents to share their clean air action.

Residents simply post about their clean air actions on June 22 or earlier with the hashtag #CAAD2018 to be entered into a drawing for prizes.

Additionally, partners around the region have planned clean air contests, social media campaigns and events for their employees, residents and businesses for June 22.

Partners with Surface Transportation Technical Committee representation will have the opportunity to earn Transportation Development Credits for participating in Clean Air Action Day. To learn how to help improve air quality, visit www.airnorthtexas.org.

Save the date: National Drive Electric Week

Dallas-Fort Worth's 2018 National Drive Electric Week event will be held at Grapevine Mills Mall from 10 am to 1 pm Saturday, September 8. Register at the official North Texas NDEW website, www.driveelectricdfw.org, where you will also find event details.

In case you are new to NDEW or want a reminder of what a celebration of all things electric looks like, check out the 2017 North Texas NDEW recap video on the website, which illustrates the excitement and feel of the day. Hope to see you on September 8.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
FWTA.org

By the Numbers

\$1.6 billion

The projected cost of LBJ East, which was moved forward by the RTC and Texas Transportation Commission in May.

PUBLIC *Involvement*

RTC approves signal-retiming projects

The RTC recently approved \$2 million in recommendations to retime traffic signals in various cities throughout the region as part of the Regional Traffic Signal Retiming Program. Projects were required to be along routes of significance with no construction planned within two years.

Signals along major roadways such as LBJ Freeway, State Highway 78 and Farm to Market Road 544 were among the recipients in the eastern portion of the region selected. In the west, recipients included Pioneer Parkway, South Cooper Street, South Collins Street, Southlake Boulevard and State Highway 174.

The signal retiming program seeks to maximize the capacity of the existing roadway system by improving the efficiency of traffic lights. The full list of signal retiming projects can be found at www.nctcog.org/trans/tsm/RTSRP/RTSRP_Selected_0418.pdf.

Additionally, projects worth \$2.9 million were approved as part of the Minor Improvement Program. These projects cost less than \$50,000. The program boosts the capacity of the existing roadway system through low-cost operational improvements.

The list of projects selected for funding under the Minor Improvement Program is available at the following site: www.nctcog.org/trans/tsm/RTSRP/Minor_Selected_0418.pdf.

Clean diesel funding assistance available

The Environmental Protection Agency anticipates awarding approximately \$40 million for diesel emissions reduction projects such as replacement, engine repower, upgrade, or conversion, idle reduction and more.

Regional, State, and local agencies, including school districts, are eligible to apply for the funding, offered through the Clean Diesel Funding Assistance Program. The deadline for proposals is June 12. To learn more, visit

www.epa.gov/cleandiesel/clean-diesel-national-grants.

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.

MOTORCYCLE SAFETY PROGRAM HITS A HOME RUN

Interactive Motorcycle Safety Campaign Event Educates and Entertains

Frisco, Texas — TxDOT's statewide "Share the Road: Look Twice for Motorcycles" motorcycle safety and public awareness campaign made a stop in the Dallas District this month, urging motorists to look twice for motorcycles especially at intersections and when changing lanes.

The annual safety campaign staff interacted with more than 4,000 visitors outside the gates of Dr. Pepper Ballpark, just before a Frisco Rough Riders baseball game.

"The 'Look Twice' virtual reality game was a huge draw with a non-stop line of folks waiting to put on the headset and take their pictures inside the convertible Camaro," said Adrienne Dealy, a spokesperson for TxDOT's marketing contractor for the campaign.

On average, a motorcyclist dies in a crash on Texas roads every day. In 2017, 501 riders lost their lives and 2,101 were seriously injured in motorcycle crashes. About half of fatal motorcycle crashes result from a car or truck colliding with it, often because drivers simply don't see it or misjudge how close it is and how fast it is traveling.

The small size of motorcycles compared to other vehicles on the road means they can appear to be farther away than they



TxDOT image

The Frisco Outreach Event held on May 18th at the Dr. Pepper Ballpark welcomed 4,427 visitors to view the exhibit and 10,018 baseball fans had the opportunity to hear the promotional announcement and view the display across the field.

are, and it is easy to misjudge their speed. The combination of congested roadways, distracted driving, and the difficulty of seeing motorcycles in traffic has led to far too many preventable fatalities each year.

In 2017, the number of motorcycle traffic crashes in the Dallas District totaled 1,349. These crashes resulted in 94 motorcyclist (operators and passengers) deaths and 343 motorcyclists being seriously injured.

SAFETY CHECKLIST: HOW YOU CAN HELP "SHARE THE ROAD"

- 📍 LOOK TWICE FOR MOTORCYCLES, ESPECIALLY AT INTERSECTIONS.
- 📍 USE YOUR TURN SIGNALS AND CHECK YOUR BLIND SPOT BEFORE CHANGING LANES.
- 📍 DON'T FOLLOW A MOTORCYCLE TOO CLOSELY
- 📍 GIVE MOTORCYCLISTS A FULL LANE
- 📍 OBEY POSTED SPEED LIMITS

SOURCE: TxDOT

TxDOT graphic

MAY 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
1	0918-47-176	CS	Dry Branch to Bear Creek	Drainage improvements	\$3.32	\$2.95	-11.15	\$3.40	T Kwest Group LLC
2	0997-03-007	FM 667	Ellis County Line to SH 31	Repair and resurface highway	\$19.00	\$12.77	-32.77	\$14.48	Big Creek Constr., Ltd.
3	1015-01-023	FM 3549	I-30 to north of SH 66	Widen 2-In rural to 4-In urban div.	\$9.75	\$9.25	-5.09	\$17.30	Tiseo Paving Co.
4	1051-01-037	FM 664	Westmoreland Rd. to I-35E in city of Red Oak	Widen 2 to 6 lanes urban div.	\$29.87	\$28.25	-5.43	\$41.65	Sterling Delaware Holding Co., Inc.
5	1394-02-026	FM 1387	1.542 mi NE Bus 287 to 2.51 mi NE of Bus 287	Safety treat fixed objects, construct paved shoulders	\$1.03	\$1.00	-2.64	\$1.13	West Texas Rebar Placers Inc.
6	2374-02-143	I-635	At Quail Drive	Pedestrian improvements	\$0.34	\$0.35	2.50	\$0.40	New World Contr., LLC
	0091-03-027*	VA	Ints. in Celina, Prosper, Rockwall	Installation of traffic signals	\$1.22	\$1.29	5.62	\$1.48	Durable Specialties, Inc.
	0095-13-040*	VA	Dallas/Kaufman/Rockwall Co's.	Landscape treatment of ROW/medians	\$3.37	\$3.19	-5.35	\$3.82	Central North Constr., LLC
				ESTIMATED MAY 2018 TOTALS	\$67.90	\$59.05	-13.03	\$83.66	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$244.06	\$230.66	-5.49		
				DALLAS DISTRICT FY LETTING VOLUME CAP	\$287.84**				

*Not mapped. **District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565 million); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million). ***Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

JUNE 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0092-14-093	I-345	At Ross Avenue	Bridge deck repair and abutment & bent work	\$0.95
2	0095-03-093	US 80	Dallas County Line to SS 557	Base repair and overlay	\$9.29
3	0197-02-121	US 175	I-20 to Kaufman County Line	Repairs for slope failure/mill/FD pvmt. & overlay	\$9.92
4	1068-04-119	I-30	SH 161 to Beltline Road	Construct 4-In frontage roads and ramp mods	\$40.97
5	1068-04-174	I-30	Fort Worth Avenue to east of Sylvan Avenue	Mill and place permeable friction course	\$1.71
6	1317-01-015	FM 1183	SH 34 in Ennis to I-45	Reconstr. existing pavement and add shoulders	\$10.92
7	2679-02-008	FM 2514	FM 2551 to west of FM 1378	Reconstr. 2 lane rural to 4 lane (Ult. 6-In) urban div.	\$19.73
8	2964-01-048	SH 161	South of SH 183 to north of Belt Line Road	Widen/reconstr. 4 (6 Ins peak travel) to 8 GPL	\$20.39
	0081-03-061*	VA	Ints. in Roanoke, Ennis, Waxahachie, Rockwall and Lucas	Traffic signal rehabilitation	\$1.26
	0092-03-050*	VA	From CR 83 to Carter Ranch Rd.; I-45 at S of Matt Rd.; US 287 at St. Paul Rd.	Slope failure repair	\$3.02
	0092-13-023*	VA	From S of Phife Rd. to I-45 N; FM 637 from US 287 S of Corsicana to FM 2859	Minor drainage pavement overlay and reconstruction of existing roadway and add shoulders	\$10.02
	0918-18-135*	VA	At various locations	Replace turndowns and guardrails	\$4.56
	0918-22-157*	VA	At various locations	Replace turndowns and guardrails	\$4.75
				ESTIMATED TOTAL	\$137.49

*Not mapped.

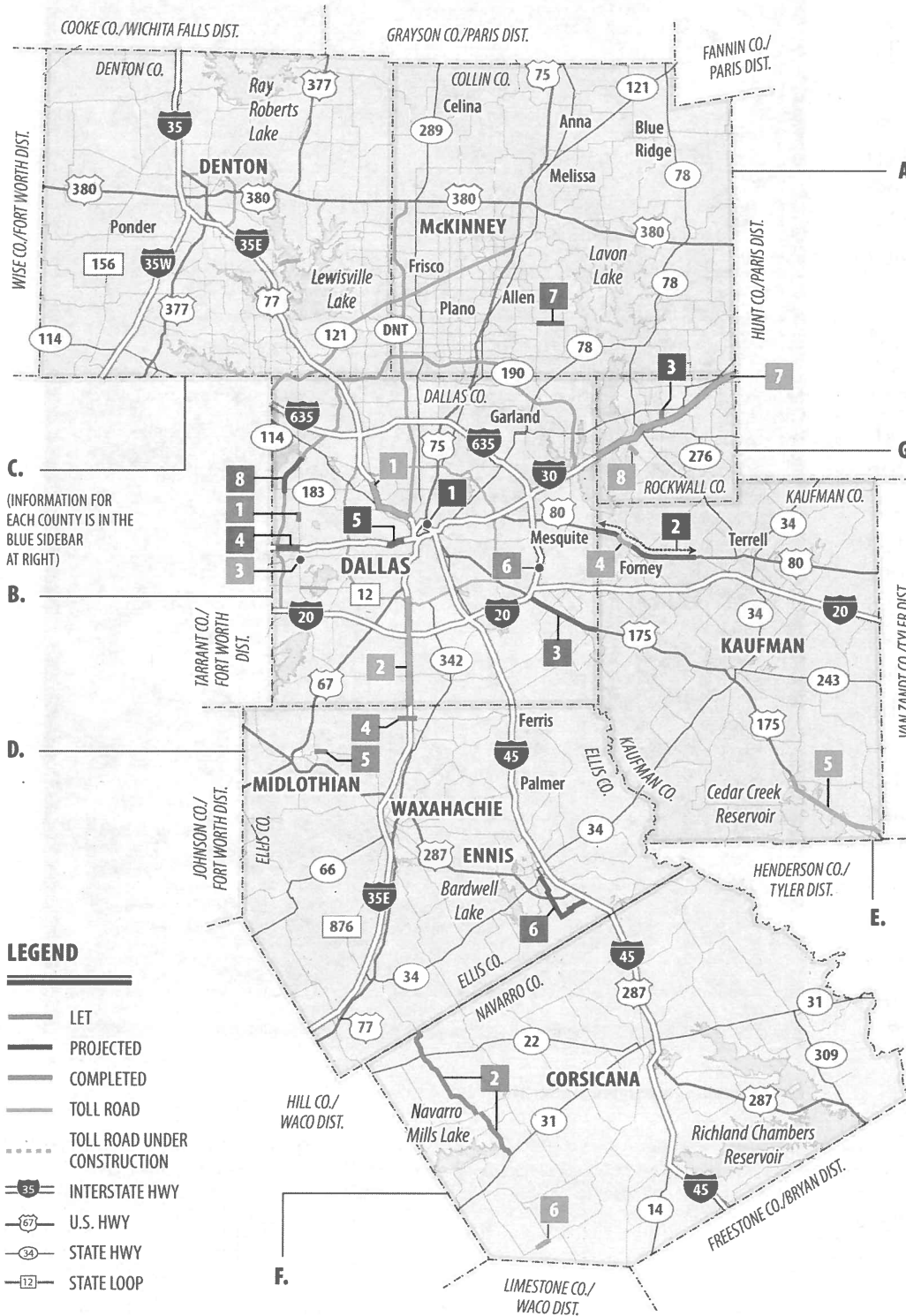
COMPLETED CONSTRUCTION PROJECTS (FROM MAY 1 - 31, 2018)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE	
1	0196-03-272	I-35E	Oak Lawn to Harry Hines Blvd.	Mill, full depth repair & overlay on frontage road	\$3.35	05/09/18
2	0442-02-160	I-35E	Ellis/Dallas County Line to Ann Arbor Ave.	Install guide signs	\$0.50	05/07/18
3	1047-03-072	FM 1382	East Grand Prairie Rd. to North of SH 180	Retaining wall and bridge abutment repairs	\$1.68	05/23/18
4	0095-03-087	US 80	FM 460 to FM 740	Relocate Exit & Entrance Ramps	\$5.05	05/24/18
5	0197-05-054	US 175	FM 1895 to 0.5 Miles East of SH 198	Pvmt. Repair, Level Up, Sealcoat & Pvmt. Markers on FRs	\$1.42	05/01/18
6	0997-02-039	FM 1838	0.9 MI N of CR 4270 to FM 638	Construct paved shoulders and safety treat fixed objects	\$3.88	05/25/18
7	0009-12-212	I-30	Dallas County Line to Hunt County Line	Full depth concrete pavement repair	\$2.32	05/17/18
8	3148-01-006	FM 3097	FM 740 to East of Tubbs Road	Reconstruct & widen to 4 lane divided	\$9.35	05/29/18
	0135-10-055*	US 377	Various locations in Denton County	Full depth concrete repair and paving markings	\$5.17	05/15/18
				ESTIMATED TOTAL	\$32.72	

*Not mapped.

DALLAS DISTRICT PROJECTS MAP

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



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

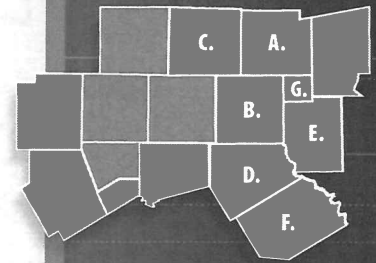
B.

D.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333
*POPULATION ESTIMATE | 4,793,900
LANE MILES | 10,624.968

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 783,712
*POPULATION ESTIMATE: 969,730
LANE MILES: 1,445.857

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,141,401
*POPULATION ESTIMATE: 2,529,150
LANE MILES: 3,359.795

C. | DENTON COUNTY

VEHICLE REGISTRATION: 655,273
*POPULATION ESTIMATE: 844,260
LANE MILES: 1,548.110

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 174,366
*POPULATION ESTIMATE: 183,360
LANE MILES: 1,526.164

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 119,998
*POPULATION ESTIMATE: 119,670
LANE MILES: 1,205.854

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,268
*POPULATION ESTIMATE: 49,740
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 89,315
*POPULATION ESTIMATE: 97,990
LANE MILES: 346.368

KELLY SELMAN RETIRES FROM TxDOT

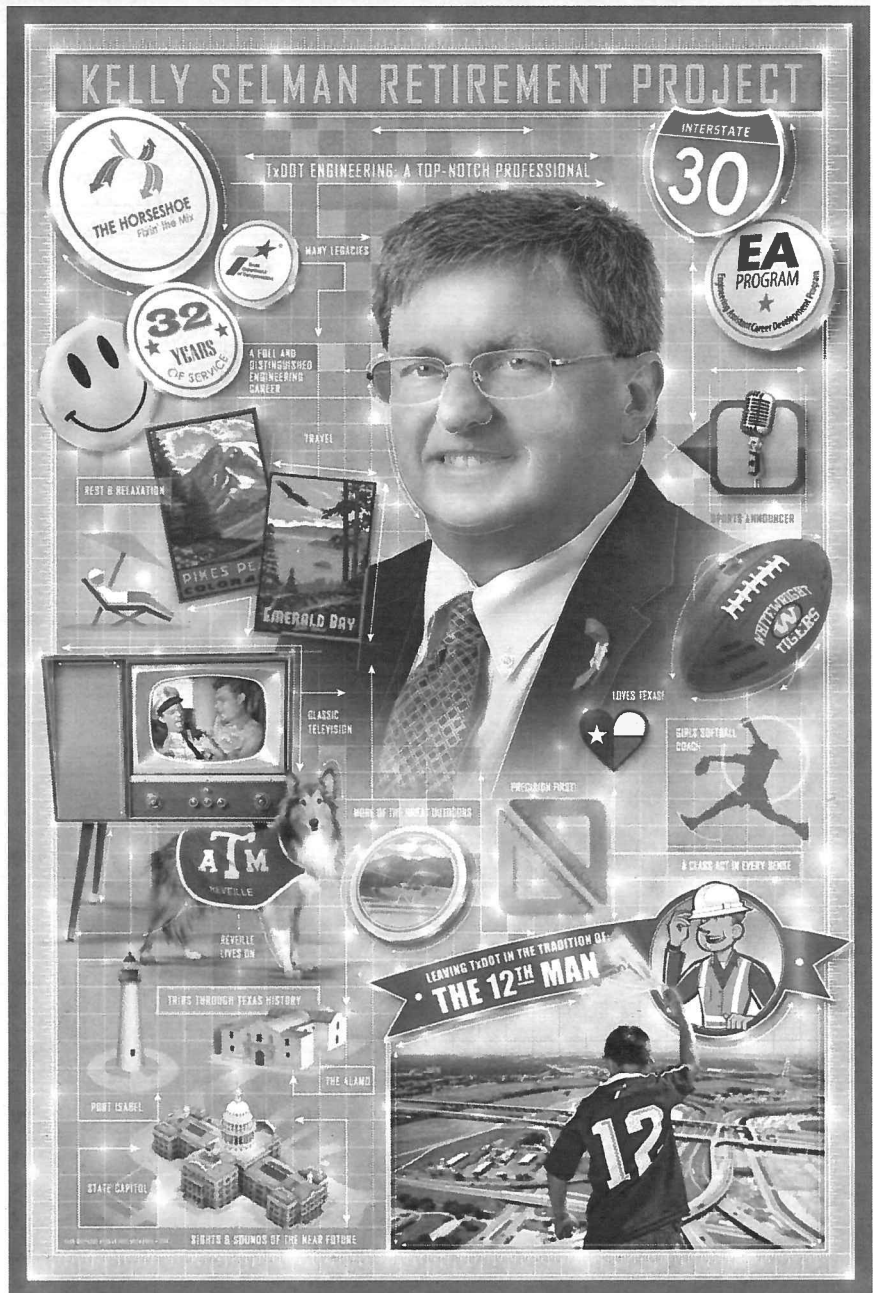


DALLAS — After 32 years of service to TxDOT, Dallas District Engineer James K. (Kelly) Selman, P.E., retired effective May

31. Selman's poise, leadership and engineering acumen have served the Dallas District and TxDOT well, and he will be greatly missed.

Kelly was named Dallas District Engineer in December 2014. Since then, he has led the District to many successes, including the completion of both the \$798 million Horseshoe project and the \$1.4 billion 35Express project, along with the recent procurement of the \$666 million Southern Gateway design-build contract, a Texas Clear Lanes project. He also guided the District as its planning program expanded to its current level of \$24 billion, an effort that helps ensure the next generation of North Texas' mobility needs will continue to be addressed.

Current and former employees gathered for a retirement reception on May 31 at DalTrans. ■



TxDOT graphic by Dean Hollingsworth

Kelly Selman's retirement poster art created for his reception on May 31st.



KEVIN B. OF TERRELL, TEXAS: "I wanted to say thank you. I have emailed you folks a few times over the past two months (pothole on 175 and concrete drop by the Galleria) about road issues, and your team/staff have been VERY fast to correct the situation. Very impressive and well done! Thank you so much!" — K.B.

SOURCE: Texas Department of Transportation.

TxDOT graphic

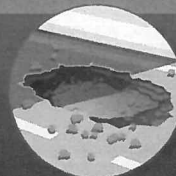
DALLAS DISTRICT | PROGRESS



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](http://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



PROMOTE safety

TxDOT is committed to its goal of reducing fatalities.

In 2017, there were **3,722** deaths on Texas roads. Of those fatalities:

12 percent were related to distracted driving

25 percent were related to no seat belt use

28 percent were related to DUI-Alcohol

TxDOT remains focused on reducing highway fatalities in 2018.

Bussell Named District Engineer

Loyl Bussell, P.E., has been selected as the TxDOT Fort Worth District Engineer. Bussell will oversee planning, designing, building, operation and maintenance for the Fort Worth District in his new role. He has served as the Fort Worth District's deputy district engineer since 2014. As deputy district engineer, Bussell provided joint oversight of over \$3 billion in projects including the DFW Connector, I-35W and the I-30/SH 360 interchange.

SH 121/360 Ribbon Cutting

On May 1, city and state officials celebrated the completion of the SH 121/360 interchange project. The \$61 million project added new direct connectors for SH 114, SH 121 and SH 360. It was the first Texas Clear Lanes project in the state to both start and finish. This project is part of an overall \$3.8 billion congestion relief initiative of Gov. Greg Abbott and the Texas Legislature to reduce gridlock in the state's most congested areas.

texasclearlanes.com

FM 156 Public Hearing

A public hearing for FM 156 (Blue Mound Road) from US 81/287 to McLeroy Boulevard was held on May 29. The proposed four-mile

project would widen FM 156 from two to four lanes with a raised curbed median and sidewalks. The \$55 million project is estimated to be awarded to a contractor this fall.

SH 360 in Arlington

Construction begins in June to widen SH 360 from Abram Street to south of I-20 from six to eight lanes. The five-mile project will include bridge widenings and ramp improvements. The \$53 million project is estimated for completion in 2021.

keep30360moving.org

123 Safe Days of Summer

Summer is the most demanding time for TxDOT. The workdays are longer and the temperatures are warmer. This is the time of year when vehicle incidents and injuries tend to increase. TxDOT's annual 123 Safe Days of Summer campaign brings attention and a heightened consideration to working safely during this busy work time. TxDOT asks drivers to do their part by eliminating all distractions and focusing on their No. 1 task – driving.

PARTNERS *in construction*

AWARDED PROJECTS

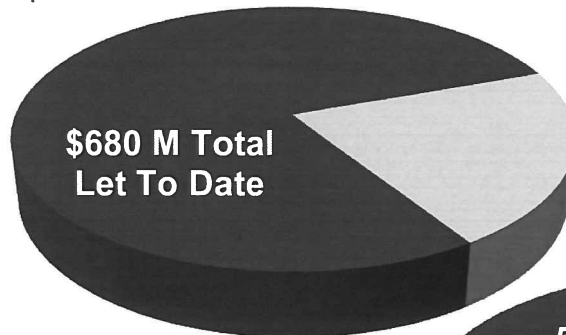
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAY	FM 3136	FM 4 to County Rd 316, Johnson County	Add shoulders	\$5.8	\$5.8	-0.4
	I-35W	At FM 917, Johnson County	Safety lighting	\$0.5	\$0.5	-13.1
	FM 3391	I-35W to east of Burleson, Johnson County	Pavement overlay & repairs	\$2.2	\$2.1	-3.5
	I-35W	County Rd 604 to the Tarrant County Line Johnson County	Pavement overlay & repairs	\$10.3	\$10.3	-0.2
	FM 1884	At B B Fielder Rd, Parker County	Traffic signal	\$0.1	\$0.1	-3.1
	FM 5	I-20 to FM 1187, Parker County	Pavement overlay & repairs	\$5.5	\$5.0	-9.5
	Burleson Retta Rd	At Village Creek	Bridge replacement	\$2.5	\$2.4	-4.6
	SH 26	I-820 to Bedford Euless Rd	Landscaping	\$3.0	\$3.0	-2.4
	SH 180	Tierney Rd to Louise St	Pavement overlay & repairs	\$7.2	\$5.8	-19.3

PROJECTED PROJECTS

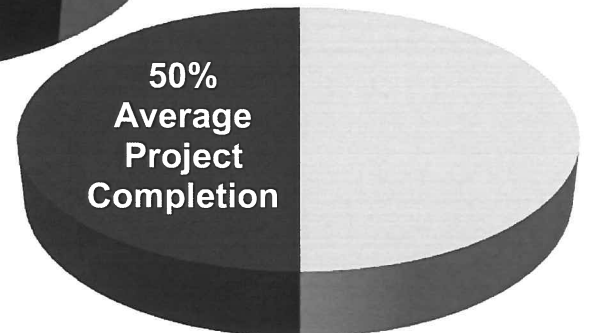
	Hwy	Limits	Type of Work	Estimate (millions)
JUN	FM 1709	Stonebridge Ln to US 377	Pavement overlay & repairs	\$3.7
	FM 920 & SH 114	Various locations, Wise County	Pavement overlay & repairs	\$8.3



\$867 M PROPOSED LETTING



FY 2018 CONSTRUCTION*



TOTAL CONTRACTS \$4.4 B

**includes CDAs*

PROJECT *update*

On May 22, TxDOT held a public meeting in Euless for a \$28 million project to ease congestion on SH 121 between the North Tarrant Express and the DFW Connector.

The new shoulder-widening project will better accommodate periods of heavy traffic on SH 121 from SH 183 to Glade Road. Widened inside shoulders for both north and southbound SH 121 will be designed to act as additional lanes during peak-use periods.

The new peak-use lanes will be managed by TxDOT's TransVISION Center similar to the system in use on SH 161. The peak-use lanes were added on SH 161 to connect with the President George Bush Turnpike (PGBT) to improve mobility on that corridor.

The SH 121 peak-use lanes will relieve mainlane congestion and enhance safety and mobility by relieving the

bottleneck between the DFW Connector and North Tarrant Express.

Overhead dynamic message signs will alert drivers when they can use the peak-use lanes. The lanes would continue to act as a shoulder during non-peak hours.

The proposed three-mile project would include widening overpass bridges at Harwood Road, Cummings Drive, Cheek-Sparger Road, and Farm to Market Road 157.

Construction activities associated with the proposed project will occur within the existing right of way and no new right-of-way easements will be required.

The project is estimated to be awarded to a contractor this fall.



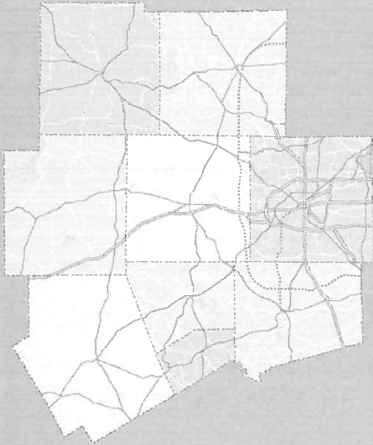
Future SH 121 Widening



Peak-Use Lanes on SH 161

PARTNERS


June 2018



Tarrant . Johnson
Parker . Wise . Hood
Erath . Palo Pinto
Jack . Somervell



Fort Worth District Office
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Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth



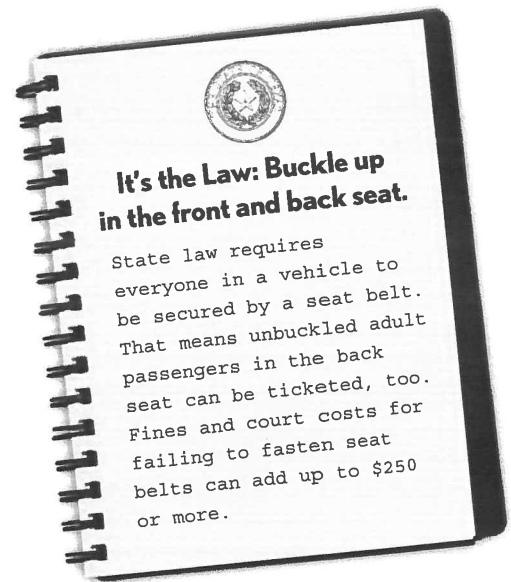
Click It OR Ticket

TxDOT

17th Annual Seat Belt Campaign

TxDOT continues to join forces with local and state law enforcement to save lives on Texas roads by working together to increase seat belt use. Statewide seat belt use has reached nearly 92 percent, yet too many unbuckled Texans are still dying.

As part of the Click It or Ticket campaign, TxDOT displayed 929 "ghost shoes" in several cities around the state to symbolize the lives lost last year of those who did not wear a seat belt. Drivers and passengers were reminded that wearing a seat belt is the most effective step to protect them in a crash.



929 UNBELTED FATALITIES IN 2017

Click It or Ticket.
Day and Night. TM



texasclickitorticket.com