

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, May 25, 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. **Approval of April 27, 2018, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mo Bur, STTC Vice Chair
Item Summary: Approval of the April 27, 2018, meeting minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:35 – 1:35
2. **Consent Agenda (There are no items on the Consent Agenda)**
 Action Possible Action Information Minutes: 0
- 1:35 – 1:50
3. **Approval of Mobility 2045 Recommendations and Associated Transportation Conformity Results**
 Action Possible Action Information Minutes: 15
Presenters: Kevin Feldt and Jenny Narvaez, NCTCOG
Item Summary: A recommendation for Regional Transportation Council (RTC) approval of Mobility 2045 and the corresponding 2018 Transportation Conformity results will be requested. Staff will present a brief overview of recent efforts and draft conformity analysis results. Staff will present information regarding:
- Public comments received affecting previous recommendations
 - Schedule for completion
 - The draft Mobility 2045 final document including:
 - Roadway recommendations
 - Arterial recommendations
 - Public transportation recommendations
 - Freight and aviation recommendations
 - Sustainable development recommendations
 - Non-motorized transportation recommendations
 - Transportation programs
 - Transportation policies
- Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued comprehensive and coordinated MTP development with a variety of efforts.
- The Clean Air Act (CAA) requires Metropolitan Planning Organizations to perform an air quality analysis when a new

Metropolitan Transportation Plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Per the CAA, staff has conducted a successful analysis for the required MVEB analysis year (2018), the MTP horizon year (2045), and interim years (2020, 2028, and 2037).

The RTC is expected to take final action on both documents in June 2018.

Performance Measure(s) Addressed:

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

1:50 – 2:00

4. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the regional application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program. The North Central Texas Council of Governments (NCTCOG) will request \$10 million in these competitive grant funds and over match the project with Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) funds and AirCheckTexas revenues. The project will include next generation arterial street operations architecture, including 6,500 traffic signals within the Dallas-Fort Worth region.

Background: In April 2018, the United States Department of Transportation (US DOT) issued the announcement for the Advanced Transportation and Congestion Management Technologies Deployment Initiative to develop model deployment sites for large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. [Electronic Item 4.1](#) is a copy of the Notice of Funding Opportunity that details the \$60 million grant program for fiscal year 2018, as well as the application requirements. Applications are due to the US DOT by June 18, 2018. [Electronic Item 4.2](#) contains additional details.

Performance Measure(s) Addressed:

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

2:00 – 2:10

5. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program (Round 2)**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Strategic Partnerships (Round 2) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has been working with agencies around the region to develop a list of high-priority projects that leverage non-RTC funds and advance project development. Staff proposes to bring a slate of projects in Round 2. In addition to this program, staff anticipates bringing a combined Strategic Partnerships Round 3 and Intersection Improvement Program later this year. [Electronic Item 5.1](#) contains the list of projects that staff proposes to fund. Details on the funding program can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

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

2:10 – 2:20

6. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation**

Action Possible Action Information Minutes: 10

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of funding recommendations for the first round of the Clean Fleets North Texas 2018 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award approximately \$1.5 million in grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. The first application deadline was April 27, 2018. Staff completed review and emissions quantification of applications received by this deadline and developed recommendations regarding projects to be funded. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State

Implementation Plan. [Electronic Item 6.1](#) provides an overview of the call for projects. [Electronic Item 6.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

2:20 – 2:30

7. **Traffic Signal Data Sharing and 511DFW/Waze Grant Programs (Round 2) Awards**

Action Possible Action Information Minutes: 10

Presenter: Clint Hail, NCTCOG

Item Summary: Staff will seek a recommendation for Regional Transportation Council (RTC) approval of Round 2 Traffic Signal Data Sharing and 511DFW/Waze Grant Programs awards.

Background: The RTC approved the use of the remaining grant funds (approximately \$125,000 in each) to encourage regional partners to make their traffic signal data and highway and traffic condition data accessible to connected vehicle developers, travel navigation services, and other public entities. The RTC also approved evaluation criteria for the programs, provided in [Electronic Item 7.1](#) and [Electronic Item 7.2](#). [Electronic Item 7.3](#) lists the applicants for the Traffic Signal Data Sharing Grant Program and the recommended awards. [Electronic Item 7.4](#) lists the applicants for the 511DFW/Waze Grant Program and the recommended awards.

Performance Measure(s) Addressed:

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

2:30 – 2:40

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

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Committee on 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 8.1](#) 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. Candidate projects will be discussed as part of this item, however a final list will be presented for action at the June 22,

2018, meeting. A list of recent North Central Texas Council of Governments projects submitted for previous US DOT discretionary grant programs, including TIGER, Infrastructure for Rebuilding America (INFRA), and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) are identified in [Electronic Item 8.2](#). 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.

Performance Measure(s) Addressed:

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

2:40 – 2:50

9. **Air Quality Update**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide updates on items pertaining to efforts in complying with the National Ambient Air Quality Standards (NAAQS) for ozone in addition to current ozone season trends.

Background: On April 30, 2018, the Environmental Protection Agency (EPA) classified nine counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise) as “Marginal” nonattainment for the recent 2015 8-hour NAAQS for ozone (≤ 70 ppb). Under this marginal classification, the region has until 2020 to reach attainment. EPA Administrator Scott Pruitt’s letter to Governor Greg Abbott is provided as [Electronic Item 9](#).

On February 16, 2018, the United States District Court of Appeals for the District of Columbia Circuit vacated the EPA's 2008 Ozone Implementation Rule which revoked the 1997 8-hour NAAQS for ozone. The EPA responded with a Petition for Panel Rehearing on April 23, 2018. If the court’s decision stands, potential impacts will include: reclassification to nonattainment under the 1-hour and 1997 8-hour NAAQS for ozone, State Implementation Plan requirements, and transportation conformity demonstrations.

Performance Measure(s) Addressed:

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

2:50 – 3:00

10. **Recent Transportation Project Progress**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provided an update on roadway projects within the region. Only one project needs additional action.

Background: There has been recent progress in advancing roadway projects within the region. Action is necessary on the last item. Progress includes:

- IH 35W 3C: Agreement
- DFW Connector at IH 635: Going to Construction
- SH 183 in Irving: Reprioritization to the Interchanges
- IH 635 East Phase 3: Advancement to Design/Build
- SH 360 South: Opening
- Fort Worth Bond Program: Approved
- Collin County Bond Program: Proposed
- SH 360/Trinity: Ramp/Intersection/Signal Improvements; \$7 Million Total (\$5.6 Million Regional Toll Revenue Funds, \$1.4 Million Local Funds)

Performance Measure(s) Addressed:

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

3:00 – 3:10

11. **Briefing on Automated Vehicle Deployment in the Region**

Action Possible Action Information Minutes: 10

Presenter: Thomas J. Bamonte, NCTCOG

Item Summary: Staff will present information regarding automated vehicle deployment within the region and the North Central Texas Council of Governments automated vehicle programs.

Background: One of the region's first major deployments of self-driving vehicles took place on May 7, 2018, in Frisco. A regional showcase event was held on May 10, 2018, that included demonstration rides, a panel discussion with the Frisco Transportation Management Association, and Drive.ai. Drive.ai is a business that develops artificial intelligence software for autonomous vehicles. An informal question and answer session was held at a reception afterwards. This event is the forerunner to the self-driving vehicle company's six-month pilot program beginning later this summer.

Performance Measure(s) Addressed:

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

3:10 – 3:20

12. **2019 Unified Transportation Program (UTP) and Updates 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 upcoming process for approving project changes to the region's 10-Year Plan in association with development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP).

Background: In December 2016, the Committee approved a set of projects for fiscal years 2017-2026 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 (i.e., inflationary) adjustments to project funding and coordinate with TxDOT Austin regarding the Category 12 projects of interest to the TTC. Staff will also coordinate with TxDOT Austin to assure inclusion of all the region's Category 2 and Category 4 projects in the UTP. North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with TxDOT 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 Regional 10-Year Plan are contained in [Electronic Item 12](#).

Performance Measure(s) Addressed:

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

3:20 – 3:35

13. **Fast Facts**

Action Possible Action Information Minutes: 15
 Item Summary: Brief presentations will be made on the following topics:

1. *Amy Hodges* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.1](#))
2. *Amy Hodges* – Dallas-Fort Worth Clean Cities Events ([Electronic Item 13.2](#))
3. *Lori Clark* – Volkswagen Settlement Update ([Electronic Item 13.3](#))
4. *Whitney Vandiver* – Clean Air Action Day (June 22, 2018) ([Electronic Item 13.4](#))
5. *Carli Baylor* – April Public Meeting Minutes ([Electronic Item 13.5](#))
6. *Victor Henderson* – Public Comments Report ([Electronic Item 13.6](#))
7. *Jenny Narvaez* – Naval Air Station Joint Reserve Base Recent Correspondence ([Electronic Item 13.7](#))
8. Written Progress Reports:
 - Local Motion ([Electronic Item 13.8](#))
 - Transportation Partners Progress Reports ([Electronic Item 13.9](#))

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

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****April 27, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 27, 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: Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, George Marshall (representing Ken Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Phil Dupler, Chad Edwards, Claude Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Laura Mitchell (representing Kristina Holcomb), Brian Waltenburg (representing Matthew Hotelling), Kirk Houser, Terry Hughes, Cherye Taylor (representing Jeremy Hutt), Paul Iwuchukwu, Paul Knippel, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, Lloyd Neal, Mark Nelson, Jonathan Browning (representing Corey Nesbit), Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Mohammed Howlader (representing Shawn Poe), John Polster, Tim Porter, Daniel Prendergast, Jacqueline Culton (representing Bryan G. Ramey II), William Riley, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, and Robert Woodbury.

Others present at the meeting were: Tara Bassler, Carli Baylor, Ron Brown, John Brunk, Ken Bunkley, Brian Crooks, Rama Dhanikonda, Kim Diederich, Daniel Edwards Sr., Kevin Feldt, Mike Galizio, Clint Hail, Rebekah Hernandez, Mark Hirsch, Chris Hoff, Tim James, Amy Johnson, Ken Kirkpatrick, Dan Lamers, Tracy LaPiene, April Leger, Kate Marshall, Mindy Mize, Michael Morris, Jenny Narvaez, Jeff Neal, Donald Parker, Greg Peters, Chris Reed, Russell Schaffner, Brian Shewski, Samuel Simmons, Mitzi Ward, Amanda Wilson, and Brian Wilson.

Michael Morris recognized Tim James for his years of service on the Surface Transportation Technical Committee.

1. **Approval of March 23, 2018, Minutes:** The minutes of the March 23, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2019-2022 Transportation Improvement Program Draft Listings:** Adam Beckom presented the draft 2019-2022 Transportation Improvement Program (TIP) project listings recommended for approval. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. Through the development process, existing projects are reviewed and information is gathered on additional locally funded projects. Any needed revisions or adjustments are made to the project listings, including project funding, schedule, and/or scope. The revised project listings are financially constrained based on estimated future revenues, and a Mobility Plan and air quality conformity review is conducted for project consistency. The draft 2019-2022 TIP listings are also provided for public review and comment. Following anticipated approval, the finalized project listings are submitted to TxDOT and the Federal Highway Administration. A high-level summary of the scope of programming was presented.

Moving forward in the 2019-2022 TIP are approximately \$6.2 billion in roadway and transit projects. This includes over 1,100 active and new projects. An overview of the TIP development process was provided in Electronic Item 3.1. The financially constrained draft project listings were provided at Electronic Item 3.2. Staff noted that only projects in fiscal years 2019-2022 will be included in the new TIP. Projects in fiscal years 2023 and later will be included in the Environmental Clearance section of the TIP referred to as Appendix D. The timeline for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the projects and project changes shown in the 2019-2022 Transportation Improvement Program roadway double entry project and transit listings, provided in Electronic Item 3.2. Action also included a recommendation for Regional Transportation Council approval to allow staff to amend the Unified Planning Work Program and other planning/administrative documents with these changes, as needed. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Metropolitan Planning Organization Memorandum of Understanding:** Ken Kirkpatrick presented a draft memorandum of understanding (MOU) that outlines public-sector responsibilities in carrying out the metropolitan transportation planning process and associated performance measures. Metropolitan transportation planning regulations, under 23 CFR 450.314, require the Metropolitan Planning Organizations (MPO), the State, and providers of public transportation to develop an agreement coordinating the MPO planning process. Historically, the one-page agreement provided in Electronic Item 4.1 has satisfied the first element. With the passage of the Fixing America's Surface Transportation (FAST) Act and implementing regulations, the Federal Highway Administration (FHWA) has requested that this agreement be updated and made more specific. The required agreement must address two areas: 1) mutual responsibilities in carrying out the metropolitan transportation planning process, and 2) the development, sharing, selection, reporting, and tracking of transportation performance measures and associated data. The current agreement addresses the first element. The second element is a new requirement of the FAST Act and must be in place by May 27, 2018. The proposed MOU was provided in Electronic Item 4.2. Major elements of the planning MOU were highlighted. Section 1 defines the purpose. Section 2 addresses the responsibilities of all parties, restating the requirements of the federal regulations. Section 3 addresses performance based planning and programming, development of performance data, selection of performance targets, and reporting of performance targets by the State, the MPO, and other required entities. Responsibilities of the MPO are addressed in Section 4 and essentially documents the existing process. Section 5 outlines the responsibilities of the public transportation operators and Section 6 outlines the responsibilities of the state Department of Transportation, both also documenting the existing process. Staff proposed that the Committee approve the draft MOU in substantial form because as it circulates amongst the parties there may be some nuances that need to be updated as long as the updates do not change the substance of the agreement. Chad Edwards noted in Section 4 there is a mention of transit authorities, and elsewhere in the document "public transportation operators" is used. Mr. Kirkpatrick noted that the language in the MOU will be updated. Mr. Edwards also noted that in Section 4 and Section 5 the responsibilities for the Metropolitan Transportation Plan and the Transportation Improvement Program are broken out, but in Section 6 those responsibilities are combined. Mr. Kirkpatrick noted that the responsibilities will be separated for consistency. In addition, Mr. Edwards noted Section 5.f. that references the public transportation operators will serve on the MPO technical committee and policy board, as applicable. He noted that "as applicable" was not referenced for other agencies such as Texas Department of transportation. Mr. Kirkpatrick noted the Regional Transportation Council Bylaws and Operating Procedures determine who sits on the RTC. This was

included to meet FHWA requirements but to also accommodate local conditions and requirements. A motion was made to recommend Regional Transportation Council approval of the Metropolitan Planning Organization Planning Memorandum of Understanding in substantial form as provided in Electronic Item 4.2. Bryan Beck (M); John Polster (S). The motion passed unanimously.

5. **SH 183 Scope in Irving (10-Year Plan):** Michael Morris presented staff recommendations to reprioritize transportation components on the SH 183 corridor. In December 2016, the Regional Transportation Council (RTC) approved funding for managed lanes on the next phase of the SH 183 project. The managed lanes would have provided lane balance with the Trinity Parkway project. Since the Trinity Parkway project is no longer proceeding, the current proposal to advance the managed lanes on SH 183 is problematic. The Texas Department of Transportation (TxDOT) Dallas District, City of Irving, and North Central Texas Council of Governments staffs have been working on a solution. Staffs propose to replace the continuation of tolled managed lanes with the construction of interchanges near the previous Texas Stadium site that include SH 183 at Loop 12, SH 114 at Loop 12, and SH 114 at SH 183 (listed incorrectly in the agenda). Approximately \$420 million in Category 2 funds were previously approved, and the interchanges are anticipated to cost approximately \$370 million. Staff proposed that the full \$420 million be approved for use on the interchanges leaving approximately \$50 million that could be used on other projects in the future. In addition, staff proposed that flexibility be provided to potentially trade funds between funding categories. Category 4 funds on IH 635 East may be better utilized on the interchanges and traded for Category 2 funds that would be better utilized on IH 635 East. This approval would allow additional flexibility for funding IH 635 East if needed. In addition, it was recently discussed that the Texas Transportation Commission may be interested in placing its Category 12 funds on the interchanges in exchange for the Category 2 funds to also allow flexibility on IH 635 East. A motion was made to recommend Regional Transportation Council approval to move \$420 million from the SH 183 managed lane project to interchanges to be constructed at Loop 12 and SH 183, Loop 12 and SH 114, and SH 183 and SH 114. Action also included a recommendation for Regional Transportation Council approval to give flexibility to exchange Category 4 or Category 12 funds with the current Category 2 funds on SH 183 if the Category 2 funds are better utilized on the IH 635 East project. Paul Luedtke (M); Jim O'Connor (S). The motion passed unanimously.
6. **Tire Recycling Program:** Jenny Narvaez presented a recommendation to help implement incorporation of recycled tires into new products within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the roadway system annually, of which approximately 100,000 come from trucks. Improperly discarded tires lead to a number of harmful effects such as overcrowded landfills, release of toxins into streams, fire risks, and collected water becoming a breeding ground for mosquitos. The goal of a tire recycling program is to remove the used tires out of the current waste stream for recycling into usable products. Mr. Narvaez discussed details of a visit to a facility that utilizes recycled tires and plastics for the production of railroad ties. Recycled tires can also be used to produce garden/playground mulch, highways, various types of tracks, as well as other products. The City of Dallas has expressed interest in the development of a regional tire recycling facility. This would help minimize the over-accumulation of tires in the region, improve the environment, improve health and safety resulting from improperly disposed of tires, and create jobs. Staff proposed that the Tire Recycling Program be added to Mobility 2045 under the Environmental Considerations chapter. Draft language for inclusion was detailed in Electronic Item 6. Staff also proposed that this program also be included in the Metropolitan Transportation Plan Policy Bundle. Members interested in becoming involved in discussions

on program implementation were encouraged to contact staff. A motion was made to recommend Regional Transportation Council approval to add the Tire Recycling Program language to Mobility 2045 and to incorporate the program into the Metropolitan Transportation Plan Policy Bundle. Action also included a recommendation for Regional Transportation Council approval to continue discussions with the Regional Transportation Council and local governments to advance implementation of a regional program. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

7. **Status Report on IH 635 East Phase 3:** Michael Morris provided an update on the IH 635 East Phase 3 project. He noted that the Regional Transportation Council (RTC) held a special meeting on April 19, 2018, to discuss IH 635 East Phase 3. The RTC took action to table the item to allow further efforts to reach a resolution. In addition, the RTC instructed the Chair to engage the Texas Department of Transportation and the North Texas Tollway Authority on a potential partnership to implement the project. He noted that he was asked in the previous week to meet with Texas Department of Transportation staff in Austin and believes that there has been progress. Staff remains hopeful that a draft position will be in place for the May 10, 2018, RTC meeting.
8. **Mobility 2045 Update and Associated Transportation Conformity Analysis:** Kevin Feldt provided an overview of progress to date on the development of Mobility 2045. Transit corridor and asset optimization corridor recommendations remain unchanged. For arterial capacity recommendations, the Princeton Road extension and Elm Grove Road widening in the City of Rowlett have been removed. Revisions have also been made to the non-regionally significant arterial section of the Mobility Plan. Priced facility recommendations have been unchanged since last presented, as have the freeway recommendations. In addition, roadway corridors for future evaluation were highlighted. The tolled managed lane system policy boundary has also remain unchanged since last presented. Mr. Feldt noted the Mobility 2045 draft document, project recommendation maps, and project recommendation tables were available for review at www.nctcog.org/mobility2045. Mr. Feldt noted the draft financial plan for Mobility 2045 remained at approximately \$135.4 billion. In addition, he highlighted comments received from through the public involvement process in October, January, and February. Most recently in April, public comments included completing IH 635 East including tolled managed lanes, completion of the Green Line extension, additional bicycle/pedestrian trails in southeast Dallas County, building more lanes during initial construction of a project versus adding later, the length of time it takes to build projects, and how ride sharing is accounted for in the Mobility Plan. He noted the official public comment period for Mobility 2045 ends June 7, 2018. Staff will revise recommendations based on the comments received by the deadline. Action will be requested on the final document at the May 25, 2018, Surface Transportation Technical Committee meeting and the June 14, 2018, Regional Transportation Council meeting.

Jenny Narvaez provided the draft air quality analysis results for Mobility 2045 required because the region has been designated in nonattainment for ozone. The analysis was conducted for the 10-county ozone nonattainment area for analysis years 2018, 2020, 2028, 2037, and 2045. Staff used the latest planning assumptions driven by the newly approved Motor Vehicle Emission Budgets (MVEB). Draft conformity results for nitrogen oxides emissions and volatile organic compounds show the budget for each emission category falls below the 2017 MVEB. These results include reductions from Regional Transportation Council initiatives to address ozone. Kevin Overton asked if staff have accounted for the rollback in the café standards when performing the analyses. Ms. Narvaez noted staff used the model as it was prior to the rollback in café standards, and that this was the reason for

the slight increase in emissions reflected in the horizon year of 2045. John Polster asked if the breakdown of the arterials by county were available to staff. Mr. Feldt noted the tables were available on the website at www.nctcog.org/mobility2045.

9. **Clean Air Action Day (June 22, 2018):** Whitney Vandiver presented information on Air North Texas Clean Air Action Day 2018. In 2018, Clean Air Action Day will be the same date as the June Surface Transportation Technical Committee (STTC) meeting, June 22, 2018. Air North Texas is a regional air quality awareness initiative to encourage residents of North Texas to make clean air choices and also aims to generate a consistent region-wide air quality message. Clean Air Action Day is an annual event coordinated through Air North Texas that encourages North Texans to do one thing to help improve air quality. Examples of actions for the June 22, 2018, Clean Air Action Day include carpooling, mass transit, biking, telecommuting, and others. Members were encouraged to participate by carpooling to the June 22, 2018, STTC meeting or joining the meeting remotely. Organizations interested in becoming Air North Texas partners were asked to sign the partner agreement provided in Electronic Item 9.2 and return the agreement to staff. Members were also encouraged to implement a Clean Air Action Day Challenge at their organizations. Details of how to implement a challenge were highlighted and include coordination with the organization's Air North Texas representative. Ms. Vandiver noted that a list of current Air North Texas partners and agency contacts would be provided to members by email following the meeting. Following the challenge, Air North Texas representatives will send an overview of the challenges to staff by June 29, 2018. As an incentive this year, 100,000 Transportation Development Credits will be available for up to three organizations with top participation in the challenge. Agencies must be Air North Texas partners to qualify. Additional information was provided in Electronic Item 9.1 and at www.airnorthtexas.org/cleanairactionday.
10. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnership Program (Round 2):** Adam Beckom presented information on the proposed projects to be funded under 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 status of the 11 CMAQ/STBG Funding Programs were highlighted. The purpose of the Strategic Partnerships Program is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage local and State funds, and advance project development. Selection criteria to be considered included: projects with local partners contributing more than the standards 20 percent match, projects with multiple non-Regional Transportation Council stakeholders/contributors, and projects of strategic importance within/to the region. The preliminary list of projects proposed for funding were highlighted: 1) East Bear Creek Rd. from IH 35E to Hampton Rd. in the City of Glenn Heights, 2) Merritt/Sachse Rd. from South of Creek Crossing Ln. to Pleasant Valley Rd. in the City of Sachse, 3) SH 66 at Dalrock in the City of Rowlett, 4) IH 635/LBJ at Belt Line in the Cities of Dallas, Irving, and Coppell, 5) Meandering Road from SH 183 to Gillham Rd. in the City of Fort Worth, and 6) ramp relocations on IH 20 from the Fort Worth and Western Railroad to Campus Drive with TxDOT Fort Worth. Additional details and project amounts were provided in Electronic Item 10. The timeline for the effort was reviewed.
11. **Regional Bicycle Opinion Survey:** Kevin Kokes presented an overview of the results from the 2017 Bicycle Opinion Survey conducted by the North Central Texas Council of Governments. Maps of the Regional Veloweb, community shared-use paths, and on-street bikeway network to be included in Mobility 2045 were highlighted. A random sample survey

of residents in the 12-county region was conducted by telephone in May 2017 with over 1,900 respondents and a 95 percent confidence interval. The survey was conducted in English and Spanish. Questions captured the general public's view on the frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort, and helmet use. The survey was intended to determine how many people use the transportation network when bicycling and the purpose of the trip. Regarding frequency, 36 percent of all respondents bicycled at least once during the previous 12 months and did so most of the year. Of all the respondents, 55 percent said they would like to travel more by bicycle than they did at the time of the survey. The top obstacles to bicycling more often included lack of secure bike parking, lack of connectivity, lack of bicycle facilities, lack of end of trip facilities with no place to freshen up, and others. Regarding proximity to a bicycle facility and the influence to bicycle use, 34 percent of those who lived more than one-half mile of a trail or bikeway bicycled in the past 12 months. However, approximately 45 percent of those who lived less than one-half mile of a trail or bikeway bicycled in the past 12 months. Percentages of people who bicycle were even higher if the respondents lived near a bicycle lane. When asked if there were too many, the right amount, or too few bicycle facilities in respondent's communities, all respondents rated the amount as too few regardless of the type of facility. Regarding level of comfort in various bicycle facility types, 85 percent indicated they would feel comfortable on a shared use path off the street. However, when asked about a major street, only 9 percent felt comfortable. When asked the question on the same street but with a striped lane or separated barrier, comfort levels increased significantly. Mr. Kokes indicated that a copy of the presented slides were provided in Electronic Item 11 and that additional information, including key findings, the Executive Summary, and the Final Report were available online at www.nctcoq.org/bikesurvey.

12. **High-Occupancy Vehicle Subsidy:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next few years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express Segments 1, 2W, and 3B and the LBJ Express. Texas Department of Transportation facilities for which the RTC is not responsible for the subsidy were also highlighted. As of February 2018, the current subsidy is approximately \$2.1 million. The RTC originally allocated approximately \$17 million to pay for the subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of February 2018, approximately \$4,400 in requests for reimbursement have been received. Based on the two subsidy totals, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount at this time. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented.

13. **Fast Facts:** Amy Hodges noted current air quality funding opportunities for vehicles. She noted that the Clean Fleets North Texas 2018 Call for Projects was open to local governments and private companies that contract with local governments for the replacement of heavy-duty diesel vehicles and equipment. All current available opportunities are online and provided in Electronic Item 13.1.

In addition, Amy Hodges highlighted upcoming Dallas-Fort Worth Clean Cities events. A Grant Funding and Fuel Cost Savings luncheon is scheduled for on May 15, 2018. On May 23, 2018, the Public Works Council will host the 19th annual Public Works Roundup at the Grapevine Convention Center. Additional details were provided in Electronic Item 13.2.

Jody Loza provided an ozone season update. As of April 27, 2018, the region has experienced one level orange exceedance day. The current design value is 70 parts per billion (ppb). At the same time in 2017, the design value was 74 ppb. Additional information was provided in Electronic Item 13.3.

Camille Fountain provided an announcement regarding the upcoming Traffic Incident Management Executive Level Course. The May 3, 2018, 2-hour course is an overview of topics discussed at the two-day First Responders Course. A flyer containing contact information for registration and attendance records for both courses was provided in Electronic Item 13.4

Evan Newton presented an update on the current east/west equity percentages in the region. As of March 2018, the percentages remain unchanged at 69.22 percent in the east and 30.78 percent in the west. Details were provided in Electronic Item 13.5.

Carli Baylor noted that public meeting minutes from the March 12- April 10 online public input opportunity for the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Funding Program: Safety, Innovative and Emergency Projects Funding Program were provided in Electronic Item 13.6.

In addition, Carli Baylor noted that a May public meeting notice was distributed at the meeting in Reference Item 13.11. Public meetings will be held May 8, May 15, and May 16. Staff will present information on Mobility 2045, Transportation Conformity, Round 2 of the Strategic Partnerships Program, and a school projects update.

Carli Baylor also noted the Public Comments Report was provided in Electronic Item 13.7. The report is a compilation of general public comments submitted by members of the public from February 20-March 19, 2018. The majority of comments received were regarding the Collin County Strategic Roadway Plan.

Lori Clark highlighted recent Buy America correspondence provided in Electronic Item 13.8. She noted that the correspondence may be of interest to organizations that either have received Federal Highway Administration (FHWA) funding or expressed an interest in receiving funding for clean vehicle projects. At this time, organizations cannot move forward with any projects that require Buy America vehicles because there is currently no vehicle on the market that meets FHWA's definition of Buy America compliance. Staff will continue to provide updates to members on this issue.

Clint Hail reminded members about the Waze/511DFW and Traffic Signal Data Sharing grant opportunities currently available. Applications are due May 4, 2018. Additional information is available at www.nctcog.org/trans/auto.

The current Local Motion was provided in Electronic 13.9, and transportation partner progress reports were provided in Electronic Item 13.10.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 25, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.

VIEW GRANT OPPORTUNITY



693JJ318NF00010
Advanced Transportation and Congestion Management
Technologies Deployment Initiative
Department of Transportation
DOT Federal Highway Administration

[« Back | Link](#)

SYNOPSIS

VERSION HISTORY

RELATED DOCUMENTS

PACKAGE

[Print Synopsis Details](#)

General Information

Document Type: Grants Notice	Version: Synopsis 3
Funding Opportunity Number: 693JJ318NF00010	Posted Date: Apr 18, 2018
Funding Opportunity Title: Advanced Transportation and Congestion Management Technologies Deployment Initiative	Last Updated Date: Apr 24, 2018
Opportunity Category: Discretionary	Original Closing Date for Applications: Jun 18, 2018
Opportunity Category Explanation:	Current Closing Date for Applications: Jun 18, 2018
Funding Instrument Type: Cooperative Agreement	Archive Date: Jul 18, 2018
Category of Funding Activity: Transportation	Estimated Total Program Funding: \$60,000,000
Category Explanation:	Award Ceiling: \$12,000,000
Expected Number of Awards:	Award Floor: \$0
CFDA Number(s): 20.200 -- Highway Research and Development Program	
Cost Sharing or Matching Requirement: Yes	

Eligibility

Eligible Applicants: Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility: To be selected for an ATCMTD award, an applicant must be an eligible applicant. Eligible applicants are State or local governments, transit agencies, metropolitan planning organizations (MPO) representing a population of over 200,000, or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions. Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, is encouraged. Typically, a consortium is a meaningful arrangement with all members involved in planning the overall direction of the group's activities and participating in most aspects of the group; the consortium is a long-term relationship intended to last the full life of the grant. Any application submitted by a sole research or academic institution and that is not part of a consortium will not be considered for selection.

Additional Information

Agency Name: DOT Federal Highway Administration

Description: Up to \$60 million in Federal Funding to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

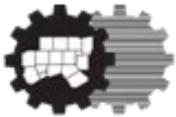
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U.S. Department of Transportation Funding for Advanced Transportation and Congestion Management Technologies Deployment Initiative

**Surface Transportation Technical Committee
May 2018**



North Central Texas
Council of Governments

Overview of Funding Opportunity

- **\$60 Million Total**; 5 to 10 awards up to \$12 million each
- **FY 2016 and 2020**; applications will be solicited annually for competitively selecting grant recipients for that funding year
- **Transportation Technologies** to improve safety, efficiency, system performance, and infrastructure return on investment
- Applications due **June 18, 2018**
- Minimum **50% non-federal cost share**

ATCMTD Use of Funds

- Advanced traveler information systems;
- Advanced transportation management technologies;
- Infrastructure maintenance, monitoring, and condition assessment;
- Advanced public transportation systems;
- Transportation system performance data collection, analysis, and dissemination systems;
- Advanced safety systems, including V2V and V2I communications, technologies associated with autonomous vehicles, and other collision avoidance technologies;
- Integration of ITS with the Smart Grid and other energy distribution and charging systems;
- Electronic pricing and payment systems; or
- Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals

ATCMTD Program Focus Areas

Proposals are not limited to these priorities but U.S. DOT is particularly interested in deployment programs and projects in the following areas:

- Multimodal Integrated Corridor Management
- Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations
- Unified Fare Collection and Payment Systems Across Transportation Modes and Jurisdictions
- Freight Community System
- Technologies to Support Connected Communities
- Infrastructure Maintenance, Monitoring, and Condition Assessment
- Rural Technology Deployments

Past Projects

2016 NCTCOG Submitted

- Crash Mitigation – Wrong Way Drivers
- Traffic Mitigation – Traffic Signals/Ramp Meters
- Route Warning and Mitigation – Low-Water Crossings
- ✓ TxDOT Houston Awarded – Shared-Use eBikes, Social Carpooling, Ridesharing, Unified Payment Across Transit

2017 – DART, City of Dallas, City of Arlington, and TxDOT

- ✓ TxDOT Awarded ~\$6 Million for Connected Freight Corridors

Next Generation Platform for Regional Multimodal Transportation Management

Project Modes and Data Elements

- **Arterials** (traffic signals, construction, low water crossings, grade crossings, 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)
- **Freight** (parking and routes)
- **Vehicle Emissions Monitoring** (OBD)
- **Connected/Autonomous Vehicles** (DSRC, C-V2X)

Next Generation Platform for Regional Multimodal Transportation Management

Project Budget

Funding Source	Funding Amount
Grant Application Request	\$10 Million
CMAQ/STBGP	\$20 Million
Local Initiative Projects (LIP) Funding from Clean Air Account No. 151	\$20 Million
Total	\$50 Million

**2017-2018 CMAQ/STBG Funding Program:
Strategic Partnerships (Round 2)
Draft Recommendations**

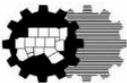
DRAFT

Partners	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Evaluation Criteria Addressed	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local	TDCs			
TxDOT Dallas, City of Glenn Heights, Dallas County	East Bear Creek Road	From IH 35E to Hampton Road	Reconstruct and widen from 2 lanes rural undivided to 4 lanes urban divided (ultimate 6) with bicycle/pedestrian accommodations and intersection improvements	2019	ENG	\$0	\$800,000	\$1,000,000	\$200,000	0	\$2,000,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	Local contribution for utility relocations to be provided by the City of Glenn Heights and franchise utility companies; Local contribution for construction to be provided by the City of Glenn Heights and Dallas County; CMAQ funding for bicycle/pedestrian and intersection improvements only
				2021	ROW	\$0	\$1,000,000	\$1,250,000	\$250,000	0	\$2,500,000		
				2021	UTIL	\$0	\$0	\$0	\$1,100,000	0	\$1,100,000		
				2022	CON	\$6,320,000	\$7,340,000	\$1,290,000	\$5,050,000	0	\$20,000,000		
City of Sachse, Collin County, Dallas County	Merritt/Sachse Road	From South of Creek Crossing Lane to Pleasant Valley Road	Reconstruct and widen 2 to 4 lane divided urban; Intersection, signal, and shared-use path improvements along Merritt Road	2020	CON	\$1,201,700	\$8,798,300	\$0	\$5,000,000	0	\$15,000,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	Funding for environmental (\$250,000 local), engineering (\$1,200,000 Federal, \$800,000 local), right-of-way (\$800,000 Federal, \$200,000 local), and utility (\$1,000,000 local) phases has already been approved; City of Sachse and Dallas County paying local funds for environmental and engineering phases; Local funding for construction to be contributed by City of Sachse and a potential partnership with Dallas County; \$5,000,000 in Category 2 funds from Collin County 10-Year Plan funding for North/South Arterials to be flexed to this project, then converted to Category 7, with the RTC contributing additional Category 7 and Category 5 funds
TxDOT Fort Worth	Veterans Administration (VA) Hospital Ramp Relocations - IH 20	From Fort Worth and Western Railroad to Campus Drive	Relocate existing westbound entrance ramp	2020	CON	\$1,120,000	\$0	\$280,000	\$0	0	\$1,400,000	Project is of strategic importance	
City of Fort Worth	Meandering Road	From SH 183 to Gillham Road and LTJG Barnett Road from Gillham Road to Military Parkway	Realign intersection, add traffic signal at Roberts Cutoff, construct roundabout at LTJG Barnett, reconstruct Meandering Road from 4 to 3 lanes, and add sidewalks and bicycle lanes	2019	CON	\$6,000,000	\$9,000,000	\$0	\$0	3,000,000	\$15,000,000	Project is of strategic importance	\$1,584,010 (\$500,000 CMAQ and \$1,084,010 STBG) already approved for engineering; Regional Transportation Development Credits (TDC) to be utilized in lieu of a local match
City of Rowlett	SH 66	At Dalrock Road	Intersection improvements	2018	ENG	\$0	\$0	\$0	\$600,000	0	\$600,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	City of Rowlett to pay for engineering, utility relocations, and a portion of the right-of-way acquisition; Rockwall County to pay for a portion of the right-of-way acquisition; Dallas County to provide the local funding for construction
				2018	ROW	\$0	\$0	\$737,100	\$81,900	0	\$819,000		
				2020	UTIL	\$0	\$0	\$0	\$300,000	0	\$300,000		
				2021	CON	\$2,148,000	\$0	\$537,000	\$515,000	0	\$3,200,000		
City of Coppell, City of Dallas, City of Irving, TxDOT Dallas	IH 635/LBJ	At Belt Line Road	Intersection improvements	2020	CON	\$0	\$2,904,000	\$726,000	\$2,370,000	0	\$6,000,000	Local partners overmatching the project, multiple non-RTC contributors, project is of strategic importance	Individual shares by agency to be determined
TxDOT Fort Worth	SH 121 (DFW Connector)	At Bass Pro Drive	Construct U-turn lanes	2019	CON	\$0	\$3,200,000	\$800,000	\$0	0	\$4,000,000	Project is of strategic importance	
Total						\$16,789,700	\$33,042,300	\$6,620,100	\$15,466,900	3,000,000	\$71,919,000		

2017-2018 CMAQ/STBG* FUNDING: STRATEGIC PARTNERSHIPS (ROUND 2)

Surface Transportation Technical Committee
May 25, 2018

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



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships**
 - Round 1
 - Round 2
 - Round 3/Intersection Improvements
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments**
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Program Partially Completed

= Pending STTC/RTC Approval

STRATEGIC PARTNERSHIPS (ROUND 2)

- Purpose
 - 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
- Selection criteria to be considered:
 - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.)
 - Project has multiple non-RTC stakeholders/contributors
 - Project is of strategic importance within/to the region

PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

DRAFT

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
East Bear Creek Road	TxDOT Dallas, City of Glenn Heights, Dallas County	\$15.46	\$10.14
Merritt/Sachse Road	City of Sachse, Collin County, Dallas County	\$10.00*	\$5.00*
SH 66 at Dalrock Road	City of Rowlett	\$2.15	\$2.77
IH 635/LBJ at Belt Line Road	City of Coppell, City of Dallas, City of Irving, TxDOT Dallas	\$2.90	\$3.10
Meandering Road	City of Fort Worth	\$15.00*	Transportation Development Credits (TDC)
Veterans Administration (VA) Hospital Ramp Relocations	TxDOT Fort Worth	\$1.12	\$0.28
SH 121 (DFW Connector) U-Turn Lane	TxDOT Fort Worth	\$3.20	\$0.80
	TOTAL	\$49.83	\$22.09

* Accounts for new funding on project only; Existing funding has already been approved in the Transportation Improvement Program (TIP) for early project phases

TIMELINE

MEETING/TASK	DATE
STTC Information	April 27, 2018
RTC Information	May 10, 2018
Public Meetings	May 2018
STTC Action	May 25, 2018
RTC Action	June 14, 2018

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships (Round 2) Program
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

Christie J. Gotti

Senior Program Manager

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Brian Dell

Transportation Planner III

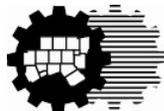
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Clean Fleets North Texas 2018 Call For Projects Funding Recommendations

**Surface Transportation Technical Committee
May 25, 2018**

**Amy Hodges
Air Quality Planner**



North Central Texas
Council of Governments

Available Funding

**Sources: EPA National Clean Diesel Funding Assistance Program
TCEQ Supplemental Environmental Project Funds**

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	\$47,861
Call For Projects Funds Available	\$2,047,894

**Environmental Protection Agency (EPA) Award Included \$90,709 for Staff Administration. Denton County Transportation Authority has Declined Award Approved by Regional Transportation Council (RTC) in November 2017.*

***Additional funds from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) will be Added to This Funding Initiative as They are Received.*

Project Eligibility

Eligible Entities:

Local Governments

Private Companies Who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards (Both Natural Gas and Propane Engines Currently Available)
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	25% Cost for All Others

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

CFP Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
RTC Approval to Open CFP	November 9, 2017
CFP Opened	March 2018
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning April 27, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from May 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

Summary of Applications

Refer to Electronic Item 6.2 for More Information

	Requested	Eligible	Recommended
Number of Applicants	5	5	5
Number of Activities	21	21	21
Funding Requested	\$1,133,123	\$1,133,123	\$1,133,123
Public Sector	\$1,133,123	\$1,133,123	\$1,133,123
Private Sector	\$0	\$0	\$0
Call For Projects Funds Available			\$2,047,894
Balance Remaining for Next Deadline			\$914,771

Next Steps

Accept Applications

Next Deadline: Today, May 25, 5 pm

**Pending Availability of Funds, Following
Deadline Will be June 29**

**Evaluate and Recommend Funding to Exhaust
Available Dollars**

**Submit Remaining Projects to EPA to Request
Additional Funding**

Action Requested

Recommend RTC Approval of Staff Funding Recommendations, Including:

Project Recommendations Detailed in Electronic Item 6.2

Award of any Additional TCEQ SEP Funds Received to Recommended School Bus Projects

Contact Information

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Lori Clark

Program Manager

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Clean Fleets North Texas 2018 Call For Projects Funding Recommendation

Project Recommendations from Applications Submitted by April 27, 2018 Deadline

Rank	Applicant	Activity	Old Vehicle Information							New Vehicle Information			NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*	Funding Level	Recommended Grant Amount	
			Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Idling Hours/Year	Model Year	Engine Fuel	Cost									
1	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	\$93,361	1.38	\$16,913	0.13	0.33	0.54	0.00	25%	\$23,340	
2	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	\$92,000	0.74	\$30,889	0.08	0.19	0.27	0.00	25%	\$23,000	
3	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	\$93,361	0.61	\$38,515	0.09	0.13	0.42	0.00	25%	\$23,340	
4	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	\$159,230	1.40	\$39,882	0.12	0.33	0.73	336.56	35%	\$55,731	
5	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	\$159,230	1.20	\$46,535	0.11	0.28	0.60	209.39	35%	\$55,731	
6	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	\$159,230	1.09	\$51,120	0.09	0.26	0.55	208.24	35%	\$55,731	
7	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	\$159,230	1.02	\$54,446	0.09	0.24	0.50	179.48	35%	\$55,731	
8	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	\$159,230	0.91	\$61,068	0.08	0.22	0.44	165.78	35%	\$55,731	
9	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	\$93,361	0.35	\$67,535	0.02	0.05	0.09	0.00	25%	\$23,340	
10	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	\$159,230	0.80	\$69,524	0.07	0.20	0.37	120.22	35%	\$55,731	
11	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	\$155,000	0.55	\$70,276	0.07	0.07	0.25	0.00	25%	\$38,750	
12	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	\$159,230	0.61	\$91,152	0.06	0.15	0.28	103.07	35%	\$55,731	
13	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	\$190,000	0.50	\$94,358	0.03	0.05	0.14	0.00	25%	\$47,500	
14	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	\$159,230	0.55	\$101,181	0.06	0.14	0.23	67.37	35%	\$55,731	
15	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	\$159,230	0.55	\$101,291	0.05	0.14	0.24	80.26	35%	\$55,731	
16	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	\$159,230	0.53	\$106,032	0.05	0.13	0.24	90.25	35%	\$55,731	
17	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	\$159,230	0.50	\$111,105	0.05	0.12	0.21	59.33	35%	\$55,731	
18	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	\$159,230	0.50	\$111,239	0.05	0.12	0.23	84.31	35%	\$55,731	
19	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	\$159,230	0.45	\$123,516	0.05	0.12	0.17	40.50	35%	\$55,731	
20	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	\$290,000	0.51	\$141,823	0.06	0.06	0.22	0.00	25%	\$72,500	
21	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	\$627,421	0.32	\$483,226	0.02	0.03	0.10	0.00	25%	\$156,855	
Totals													\$3,704,494	15.08	\$75,133	1.44	3.35	6.80	1,744.74		\$1,133,123

NO_x: Nitrogen Oxides
 PM2.5: Particulate Matter Less Than 2.5 Micrometers
 HC: Hydrocarbons
 CO: Carbon Monoxide
 CO2: Carbon Dioxide
 ULSD: Ultra-Low Sulfur Diesel
 CNG: Compressed Natural Gas

* Quantified Using EPA Diesel Emissions Quantifier (DEQ)

Waze/511DFW Data Sharing Program: Guide for Applicants

North Central Texas Council of Governments

March 23, 2018

Overview

Purpose: Provide grants to assist local partners in making their road closure and special event information accessible to support travel navigation applications without investment in new equipment or software platforms.

Schedule

Grant Opportunity	
Announcement	3/23/18
Application deadline	5/4/18
STTC Approval—Grants	5/25/18
RTC Approval—Grants	6/14/18
Executive Board Approval—Grants	6/28/18
Execute Agreements	July 2018
Project Implementation	August 1 – Oct 31, 2018

Possible Solutions

NCTCOG does not endorse any specific solution or vendor but is aware of some options for how local partners can supply road closure and special event information to travel navigation services—e.g.,

- Email to services such as Waze/Google Maps (Closures@Google.com); Inrix (Support@Inrix.com); HERE ([HERE Traffic Alerts@here.com](mailto:HERE_Traffic_Alerts@here.com))
- Participation in [Waze Connected Citizens Program](#)
- Use of .XML feeds

See STTC presentation for more information:

http://www.nctcog.org/trans/committees/sttc/documents/Item_3.sttc042817.pdf

Application

The application is a questionnaire on Survey Monkey that is accessible here:

https://www.surveymonkey.com/r/WazeDataSharing_2018

Eligibility Requirements

1. Public entity has jurisdiction over highways/streets or transit system
2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
 - A. Number/mileage of Routes of Significance ([List](#); [Map](#)) in the community
 - B. Traffic volumes in community
 - C. Population of the community
 - D. Connectivity with other jurisdictions sharing their highway and traffic or transit conditions data
 - E. Ability to share highway and traffic condition or transit conditions data with multiple parties as a result of proposed solution
3. Ability to implement proposed solution in a timely fashion [30%]

Contact Information

Clint Hail

**Transportation Planner
Automated Vehicle Program**

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Traffic Signal Data Sharing Program: Guide for Applicants

North Central Texas Council of Governments

March 23, 2018

Overview

Purpose: Provide grants to assist local partners in making their traffic signal data accessible to developer community to support connected vehicle, V2I and travel navigation applications without investment in new equipment or software platforms.

Schedule

Grant Opportunity	
Announcement	3/23/18
Application deadline	5/4/18
STTC Approval—Grants	5/25/18
RTC Approval—Grants	6/14/18
Executive Board Approval—Grants	6/28/18
Execute Agreements	July 2018
Project Implementation	August 1 – Oct 31, 2018

Possible Solutions

NCTCOG does not endorse any specific solution or vendor but is aware of some options for making a city's traffic signal data accessible:

- Connected Signals (<https://connectedsignals.com/> - mginsberg@connectedsignals.com)
- Traffic Technology Services (<http://www.traffictechservices.com/> - kiel.ova@traffictechservices.com)
- ATMS vendors with data-sharing modules—e.g., Trafficware's Connected Vehicle Module (<http://www.trafficware.com/trafficware-launches-connected-vehicle-application-in-atmsnow-central-traffic-management.html>)

There may be other solutions available to a city that are discoverable via consultation with ATMS vendors, consultants or industry experts.

Application

The application is a questionnaire on Survey Monkey that is accessible here:

https://www.surveymonkey.com/r/TrafficSignalDataSharing_2018

Eligibility Requirements

1. Public entity has jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
 - A. Number of traffic lights made accessible
 - i. Immediately
 - ii. Within one-year
 - iii. Within more than one year
 - B. Number of traffic signals on Routes of Significance ([List](#); [Map](#))
 - C. Traffic volumes served by accessible traffic signals
 - D. Connectivity with other jurisdictions sharing their traffic signal data
 - E. Ability to share traffic signal data with multiple parties
3. Ability to implement proposed solution in a timely fashion [30%]

Contact Information

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Traffic Signal Data Sharing Grant Applications

ELECTRONIC ITEM 7.3 PROPOSED GRANT AWARDS - TRAFFIC SIGNAL DATA SHARING			
Applicant	Amount Requested	Proposed Award	Technical Proposal
Plano	\$25,000	\$22,000	<p>What: Three options:</p> <ol style="list-style-type: none"> 1. Procure and deploy communication devices such as DSRC units for autonomous vehicle applications. 2. Our license for the data sharing module in our ATMS expires in October 2018. We would like to use the second round of the signal data sharing grant to purchase the module in full. 3. Develop a real time network wide traffic signals coordination system that helps traffic management center operators and engineers identify timing and progression issues, and also implement incident/construction related signal timing adjustments. <p>Why: Support a multi-phase effort including using the current grant to complete the first phase of the project--development of an application to integrate live data feeds from signal controllers (implemented in the first round of the signal data sharing grant) and display information on a map. May also include incorporating progression bands between signalized intersections citywide.</p>
Frisco	\$25,000	\$22,000	<p>What: Purchase and install DSRC radios for 10 to 12 traffic signals.</p> <p>Why: To support the autonomous vehicle (AV) pilot operating in south Frisco and to provide low-latency communication.</p>
Lewisville	\$25,000	\$21,000	<p>What: (1) Purchase and install add-on data sharing modules for the ATMS.now server in our Traffic Management Center in order to make the traffic signal data shareable; (2) conducting training for the traffic management staff on how to share the data and use the data.</p> <p>Why: To support the Vehicle-to-Infrastructure (V2I) communication and connected vehicles platform which will in turn improve mobility, enhance safety and reduce emissions.</p>
Arlington	\$25,000	\$20,000	<p>What: Use the second round of the grant to expand the ATSPM system to 10 additional intersections Focusing on collecting high-resolution data across all of our upgraded intersection data collection systems.</p> <p>Why: To expand Arlington's ATSPM system.</p>
Allen	\$25,000	\$20,000	<p>What: Purchase "CV Data Sharing Module" for the central system for center to center connection.</p> <p>Why: To share the traffic signal timing data with the subscribers and for communication improvement for school zone flashers system.</p>
McKinney	\$25,000	\$20,000	<p>What: Utilize this grant funding to supplement City funds for the procurement and implementation of the data sharing module of the KITS software system at select intersections.</p> <p>Why: Support City-funded signal controller and central system upgrade project that will improve traffic management.</p>

ELECTRONIC ITEM 7.4 APPLICANTS AND PROPOSED AWARDS - 511/WAZE DATA SHARING PROGRAM

Applicant	Amount Requested	CCP Member	Proposed Award	Proposed Solution
Frisco	\$25,000	Yes	\$25,000	<p>What: (1) Create GIS summary dashboard using Waze feed; (2) combining Waze crash info with Milestone video management system to assist 911 dispatchers in rapid first-responder deployment.</p> <p>Why: Improve regional mobility, emergency response, and public safety.</p>
Plano	\$25,000	Yes	\$25,000	<p>What: Six options:</p> <ol style="list-style-type: none"> 1. Procure ArcGIS GeoAnalytics Server to analyze patterns and aggregate Waze data saved via GeoEvent Server, in the context of both space and time. 2. Integrate Waze feeds with first responders mapping system for PD and Fire departments. 3. Create a system that automatically pulls up the surveillance camera that aims in the direction of the coordinates associated with a Waze input for a traffic crash and may be records for a set duration. Plano and Frisco use "Milestone" software for surveillance cameras so this application could have cross-jurisdictional benefits. 4. Implement system and application integrations, and develop notification system for crashes and other alerts. 5. Use Waze live alerts to produce work orders for Public Works and Animal Services related to potholes, signal faults, leaning poles, dead animals, and other such categories. 6. Procure iCone work zone equipment modification kits to directly report work zone information to Waze. <p>Why: Improve city mobility through integration of different TMS platforms.</p>

Applicant	Amount Requested	CCP Member	Proposed Award	Proposed Solution
Lewisville	\$25,000	Yes	\$20,000	<p>What: Purchase GIS data server module to integrate Waze and 511DFW data feed into 911 data center.</p> <p>Why: Improve mobility and safety throughout Lewisville and neighboring area.</p>
Denton	\$5,000	Yes	\$5,000	<p>What: (1) Provide JSON feed of construction and road closure data to Waze; (2) staff training.</p> <p>Why: Support improved situational awareness to users of Denton roadways.</p>
Arlington	\$25,000	Yes	\$20,000	<p>What: (1) Add iCone devices to TC contractors; (2) integrate City's maint fleet to Waze with new sensors</p> <p>Why: Enable broadcasting of work fleet info to Waze for safer work zones.</p>
McKinney	\$25,000	Yes	\$13,000	<p>What: Procure and implement third-party GIS extension software to ingest Waze data.</p> <p>Why: Allow data storage, real-time and historical analysis, and automated integration with other City software platforms.</p>
Cedar Hill	\$20,000	No	\$20,000	<p>What: Hire consultant to train staff regarding use of Waze and to assist in implementing agreements.</p> <p>Why: Expand ITS Master Plan to include participation in Waze CCP.</p>
Burleson	\$25,000	Yes	---	<p>What: Hire consultant to train staff regarding use of Waze and to assist in implementing agreements.</p> <p>Why: Expand ITS Master Plan to include participation in Waze CCP.</p>
NCTCOG	\$25,000	Yes	---	<p>What: Integrate the WAZE data into the 511DFW backend interface called EcoTrafix.</p> <p>Why: Facilitate integration of regional traffic data into 511DFW for use by partner agencies.</p>

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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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

**United States Department of Transportation (USDOT)
Discretionary Grant Programs – TIGER/INFRA/FASTLANE
Recent Project Submittals by NCTCOG**

TIGER (Transportation Investment Generating Economic Recovery)

<https://www.nctcog.org/trans/tip/TIGERApplications.asp>

Fiscal Year 2017 (October 2017):

1. Park Lane/Vickery Meadow Complete Streets Project –
<https://www.nctcog.org/trans/tip/TIGER/documents/PLVM17-Nar.pdf>
2. East Lancaster Complete Streets Project –
<https://www.nctcog.org/trans/tip/TIGER/documents/Narrative.pdf>
3. Regional Connection Through Technology and System Integration –
https://www.nctcog.org/trans/tip/TIGER/documents/RegionalConnectionThroughTechandSysIntegration_TIGERIX.pdf

INFRA (Infrastructure for Rebuilding America)

<https://www.nctcog.org/trans/tip/INFRA%20Grants/InfrastructureforRebuildingAmericaINFRAGrant.asp>

Fiscal Year 2017 (November 2017):

1. DFW Connector North Airport Interchange –
<https://www.nctcog.org/trans/tip/INFRA%20Grants/DFWConnectorNorthAirportInterchange.pdf>
2. Interstate Highway 20 Y-Connection Upgrade –
<https://www.nctcog.org/trans/tip/INFRA%20Grants/IH20-Y-ConnectionUpgrade.pdf>
3. Interstate Highway 635 LBJ East Project –
<https://www.nctcog.org/trans/tip/INFRA%20Grants/635EastProj.pdf>

FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies)

<https://www.nctcog.org/trans/tip/2016FASTLANEGrants.asp>

Fiscal Year 2016 (April 2016):

1. DFW Connector North Airport Interchange –
https://www.nctcog.org/trans/tip/documents/Narrative_000.pdf
2. Interstate Highway 35E/35W Merge Interchange –
https://www.nctcog.org/trans/tip/documents/Narrative_001.pdf



E. SCOTT PRUITT
ADMINISTRATOR

April 30, 2018

The Honorable Greg Abbott
Governor of Texas
Post Office Box 12428
Austin, Texas 78711

Dear Governor Abbott:

I am writing to inform you that the U.S. Environmental Protection Agency has completed additional area designations for the National Ambient Air Quality Standards for ground-level ozone established in 2015. The enclosed table summarizes the portions of Texas the agency is designating at this time. These designations are explained more fully in the accompanying technical support document available at: <https://www.epa.gov/ozone-designations/2015-ozone-standards-state-recommendations-epa-responses-and-technical-support>. This action completes area designations for your state, except for the San Antonio area. The EPA will designate the counties in the San Antonio, Texas area by July 17, 2018.

Improving air quality to protect public health is a shared goal. Through local, state, tribal and national programs, we have made considerable progress to improve ozone air quality throughout the country. Nationwide, monitored levels of ground-level ozone have dropped 31 percent since 1980. I appreciate the work you have done and the partnership we have developed to achieve this reduction.

If you have questions or concerns, please contact me or your staff may contact Troy Lyons, Associate Administrator for the Office of Congressional and Intergovernmental Relations, at lyons.troy@epa.gov, or at (202) 564-5200.

Respectfully yours,

A handwritten signature in black ink that reads "E. Scott Pruitt". The signature is written in a cursive style with a long horizontal stroke extending to the right.

E. Scott Pruitt

Enclosure



Enclosure

Texas: April 30, 2018 Area Designations for the 2015 Ozone Standards

State	Area Name	Counties (p) - partial	Designation	Classification
Texas	Dallas-Fort Worth, TX	Collin Dallas Denton Ellis Johnson Kaufman Parker Tarrant Wise	Nonattainment	Marginal
	Houston-Galveston-Brazoria, TX	Brazoria Chambers Fort Bend Galveston Harris Montgomery	Nonattainment	Marginal
	Remaining portions of Texas except eight counties in the San Antonio, TX area: <ol style="list-style-type: none"> 1. Atascosa 2. Bandera 3. Bexar 4. Comal 5. Guadalupe 6. Kendall 7. Medina 8. Wilson 	Attainment/Unclassifiable		

**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

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					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
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					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

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					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										

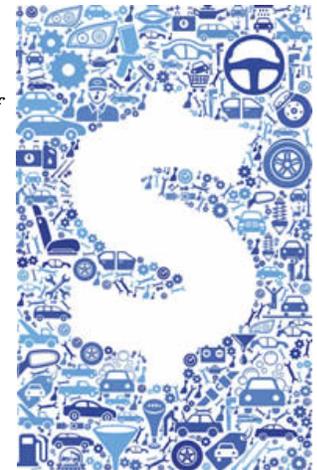
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- [Air Quality Committees](#)
- [Car Care Clinics](#)
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Select Language ▼

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

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) NEW! <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 NEW! <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	Next Interim Deadline: April 27, 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
Low or No Emission Grant Program NEW! <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	Light, Medium or Heavy-Duty	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded

Air Quality Funding Resources

<i>Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power</i>	Vehicles			
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 NEW! <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 NEW! <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
New Technology Implementation Grant (NTIG) Program <i>Funding for Electricity Storage Projects</i>	Energy Efficiency	Varies	Public Private General Public	May 1, 2018
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
Rural Energy for America Program (REAP) <i>Loan Financing to Purchase or Install Renewable Energy Systems or Energy Efficiency Improvements</i>	Energy Efficiency	Varies	Private	April 30, 2018
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

Already Received Grant Funding from NCTCOG?

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Agreements & Forms



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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



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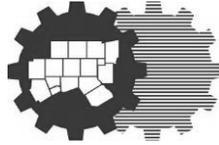
DFW Clean Cities Meetings

Upcoming

May 23, 2018	Vehicle/Equipment Demo at Public Works Round Up	11 am - 12:30 pm Grapevine Convention Center
May 31, 2018	Best Practices for EV Charging Infrastructure Webinar <i>hosted by Fleets for the Future</i>	Register Now
June 14, 2018	Fleet Funding Workshop Series: School Bus Webinar <i>hosted by Alamo Area Clean Cities</i>	Registration Coming Soon
Date: TBD	DFW Clean Cities Bi-Annual Meeting and Fleet Recognition Awards	Registration Coming Soon
July 31, 2018	NAFTC - Texas Propane Autogas Technician Training	Register Now

Past

March 27, 2018	Sustainable Landscaping Solutions Workshop	Meeting Presentations
April 5, 2018	Clean Fleets North Texas CFP Workshop	Meeting Presentations
April 24, 2018	National Drive Electric Week Planning Call	Agenda Presentations
May 15, 2018	Grant Funding and Fuel Cost Savings Luncheon	Presentations Coming Soon



North Central Texas Council of Governments

April 16, 2018

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section, MC-204
P.O. Box 13087
Austin, TX 78711-3087
ATTN: VW Settlement

Re: Input on Draft Mitigation Plan for the State of Texas

Dear Commissioner Niermann:

Congratulations to the Texas Commission on Environmental Quality (TCEQ) being named the Lead Agency for administration of Environmental Mitigation Trust (the Trust) funds for the State of Texas. The North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, submits the enclosed comments for the TCEQ to consider as it develops the Draft Mitigation Plan for the State of Texas. These comments are supplemental to input previously transmitted on behalf of the RTC and include elaboration on a few previous points, as well as additional feedback based upon staff recommendations.

Leveraging Regional Agencies as Third-Party Administrators of Mitigation Trust Funds

The NCTCOG reiterates the previous RTC recommendation that the TCEQ allow Council of Governments (COGs) or similar peer institutions be allowed to serve as third-party administrators of the Trust in their areas. Per previous comments, the most valuable use of funds varies across the state depending on local needs – both with regard to differences in the types of vehicles and equipment operating in a given area, as well as past access to other funding. For example, the Houston area has highlighted priority for marine and port drayage truck projects, which are less applicable in the DFW area. The Austin area has spoken extensively about interest in using VW funds for their transit fleets, whereas two of the three large transit agencies in DFW have already transitioned to natural gas and have few, if any, VW-eligible activities. This illustrates regional differences. The staffs of regional agencies serve as “boots on the ground” in each area and are in constant communication with local public and private fleets, and are familiar with the projects and priorities for which funds could be used. Thus, regional agencies are well-positioned to identify and fund projects which best meet region-specific needs and priorities.

Furthermore, three of the four Clean Cities Coalitions in Texas are housed within regional COGs; this includes the Clean Cities Coalitions serving the DFW, Houston/Galveston, and San Antonio areas (the Coalition serving the Austin area also works closely with their region’s COG). By serving as, or working with, the local Clean Cities Coalition, the COGs gain special staff expertise with regard to the latest available vehicle technologies on the market, as well as access to the national Clean Cities network of coordinators, national laboratories, and Department of Energy staff and contractors. This wealth of Clean Cities resources enables the COGs not only to be able to identify good projects at the outset of awarding funds, but also to troubleshoot any implementation challenges that arise.

By serving as third-party administrators, the COGs also serve as an extension of the TCEQ's resources, taking on tasks associated with processing reimbursements and monitoring project implementation. This is no less burdensome than awarding funds and is a great value-added service. Finally, it should be noted that NCTCOG possesses extensive financial and grant management resources to serve effectively as a third-party administrator of Mitigation Trust Funds. The NCTCOG has successfully served as a regional or third-party administrator to two major programs: the AirCheckTexas Drive a Clean Machine Program, and the Texas Emissions Reduction Plan (TERP). At the height of the AirCheckTexas Program, NCTCOG maintained administrative costs well below the 10 percent cap allowed at the time, indicating that NCTCOG would be able to administer Trust funds in an efficient manner. In addition, over the past few years, NCTCOG has returned to the TCEQ approximately \$1.8 million in third-party TERP funds which were recovered from under-performing projects. This underscores NCTCOG staff capability and commitment to proper stewardship of dollars intended for emissions-reduction projects.

Minimizing Unnecessary Grant-Style Requirements

The Trust presents a unique opportunity to fund worthy projects that may be ineligible for other funding due to grant constraints that are not present in the Consent Decree, or projects which are not submitted due to a perception that the grant program is "too hard". Thus, to ensure that the projects which are most effective at meeting the objectives of the Trust are funded, NCTCOG encourages the TCEQ to streamline implementation by providing a simplified online application opportunity, minimizing the amount of paperwork required, and avoiding addition of conventional grant-style requirements. These requirements, while well-intentioned, often drive away worthy projects. Examples include, but are not limited to, Buy America requirements, requirements regarding procurement process, ongoing reporting of vehicle/equipment use, or age limitations beyond those identified in the Consent Decree. If the TCEQ desires to monitor use of vehicles or equipment funded by the Trust, the NCTCOG recommends use of telematics or other GPS-based remote monitoring be paid for as part of the administrative cost, or that the TCEQ could utilize vehicle registration data to verify ongoing use and operation in Texas.

Maintaining Eligibility for all Project Types Identified in Consent Decree

In keeping with variations in regional priorities and best use of funds, NCTCOG encourages the TCEQ to structure the Draft Mitigation Plan to allow eligibility for all eligible mitigation actions identified in the Trust. For example, in the DFW region, NCTCOG and DFW Clean Cities staff have already identified fleet interest in the following eligible mitigation action categories:

- Class 8 Local Freight & Port Drayage Trucks
- Class 4-8 School Bus, Transit Bus, or Shuttle Bus
- Class 4-7 Local Freight Trucks
- Airport Ground Support Equipment
- Light-Duty Zero-Emission Vehicle Supply Equipment

Setting Aside Maximum Allocation for Electric Vehicle Supply Equipment

Beyond merely making electric vehicle supply equipment (EVSE) an eligible project category for Texas' plan, NCTCOG encourages the TCEQ to set aside the full 15 percent (15%) allocation allowed under the Trust. This particular project type is eligible under few grant programs, giving the Trust an opportunity to facilitate expedited deployment of EVs. The need for expanded infrastructure is great in Texas – increased use of EVs is critical to continuing to reduce mobile source emissions that contribute to ozone nonattainment, particularly in the DFW area. Various market projections suggest that the population of EVs will grow to comprise approximately 30 percent of new vehicle sales by the year 2030. NCTCOG staff evaluated various reports from the National Renewable Energy Laboratory and Electric Power Research Institute and determined that in order to facilitate this market growth, the 10-county DFW ozone nonattainment area needs anywhere from 400-900 additional DC fast-charge EVSE sites. Assuming each new location costs approximately \$100,000, the needs of the DFW region alone would be enough to utilize the entire 15 percent allocation for EVSE.

In addition, as many industry stakeholders have indicated that the funding approach through the TERP Alternative Fueling Facilities Program, in which eligibility was based on highway corridors, NCTCOG recommends that a similar corridor-style approach be taken for implementation of any EVSE funding set aside to ensure statewide connectivity between major metropolitan areas. The NCTCOG suggests that the TCEQ work with the Texas Clean Cities Coalitions to develop a statewide EVSE deployment plan, and that funds for this specific eligible mitigation action may best be administered from the state level rather than through regions.

Selecting Projects

After setting aside the 15 percent allocation for EVSE, NCTCOG recommends that the TCEQ or its third-party administrators select projects for funding based upon the following:

- Distribute funds geographically to allocate funds across the state. Please reference comments submitted by the RTC on December 7, 2017, for specific recommendations on geographic distribution.
- Consider cost per ton NO_x reduced as a primary consideration.
- Consider local/fleet goals or priorities (e.g. a master plan to transition an entire fleet to electric vehicles) as well as the priorities reflected in the Trust itself.

For example, the Trust has been structured to place emphasis on zero-emission all-electric technology, and allows EVSE to be eligible along with the cost of a heavy-duty EV project. Once costs for both infrastructure and vehicles are totaled, these projects are likely to be less cost-effective than other fuel types where infrastructure cannot be included. The cost of EVSE needed for heavy-duty EVs may be substantially higher than previous EVSE costs, especially if the EVSE will be expected to support a large number of heavy-duty EVs in the future. Such costs are likely to include needed upgrades in transmission and distribution infrastructure as well as the EV chargers themselves. Thus, a project that reflects a commitment to transition a fleet to EV technology may be quite expensive per ton, but may nevertheless be well-aligned with the goals of the Trust and of local fleets. NCTCOG encourages the TCEQ to ensure that there is adequate flexibility in awarding of funds to allow for a compelling project that meets these goals to receive funding.

NCTCOG also recommends that the TCEQ or its third-party administrators consider whether submitted projects are already well-suited to receive funding under the EPA Clean Diesel or TERP funding programs. Trust funds should be used to fill gaps in cost-effective projects, not duplicate funding already available through more conventional sources.

Leveraging Funding to Accomplish the Most Good

While the Consent Decree allows up to 100% funding for vehicle or equipment projects owned by governmental entities, NCTCOG recommends that the TCEQ set a nominal cost share requirement for government projects to help stretch these valuable Mitigation Trust dollars further and optimize the amount of projects that may be funded. For examples, the TCEQ may wish to consider the minimum cost share requirements of other major national funding programs:

- The Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program requires at least a 20 percent local contribution.
- The EPA National Clean Diesel Funding Assistance Program requirements vary across project types, but generally are at least 25 percent.

Structuring Funding Levels to Guide Interest Towards the Cleanest Available Technologies

The Mitigation Trust clearly prioritizes zero-emission vehicle technology by setting a higher Trust Funding Limit for all-electric technologies. It is recommended that regardless of whether the TCEQ imposes a stricter (lower) reimbursement threshold than that allowed by the Trust, the highest reimbursement levels continue to be reserved for zero-emission vehicle technology. However, the Consent Decree did not distinguish between other fuels when setting funding thresholds for non-electric technologies. As availability of engines certified to meet voluntary California Air Resources Board (CARB) optional low-NO_x emissions standards increases, it is recommended that the TCEQ set reimbursement thresholds in a way to also express prioritization for these technologies. Thus, there could be three different reimbursement rates for each Eligible Mitigation Action:

- Highest Funding Limit: All-Electric Technologies
- Middle Funding Limit: Technologies Powered by an Engine Certified to Meet CARB Low-NO_x Standards
- Lowest Funding Limit: All Other Engines

Estimating Comprehensive Air Quality Benefits

Building upon current TERP methodology, NCTCOG encourages the TCEQ to establish a quantification methodology for projects funded by the Trust that encompasses multi-pollutant air quality benefits so that the impact of these projects can be more comprehensively quantified. Estimated project benefits should be inclusive of reductions in emissions of NO_x, particulate matter, carbon monoxide, hydrocarbons, and greenhouse gases, as well as reductions in gallons of diesel fuel consumed. NCTCOG also recommends that the TCEQ use a quantification approach that is available and recognized on a national level to facilitate an apples-to-apples comparison of the impacts of Texas' Mitigation Plan with that of other states. The National Association of State Energy Officials' Volkswagen Beneficiary Mitigation Plan Toolkit identifies several major nationally-available tools that the TCEQ may wish to evaluate:

- Greenhouse gases, Regulated Emissions, and Energy use in Transportation Model (GREET)
- Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool
- Diesel Emissions Quantifier (DEQ)

The NCTCOG recommends that the TCEQ consider use of the AFLEET Tool for on-road vehicle projects as this tool enables total cost of ownership and lifecycle cost analysis, which is an important educational tool for helping stakeholders understand total impacts of various vehicle purchasing decisions such as multipollutant emissions impacts, long-term financial impacts, and fuel consumption. The TCEQ may wish to contact other state lead agencies to determine the most appropriate, commonly-used quantification methodology to inform a final decision.

Finally, NCTCOG stresses the importance of maintaining separate principles for Mitigation Trust funding, which is implementing projects to rectify Volkswagen's actions – versus those of TERP, which is implementing new projects to achieve emissions reductions above and beyond those already expected to have been accomplished through fleet turnover. Thus, the NCTCOG urges the TCEQ to continue seeking full appropriation of TERP during the legislative session, and not allow the one-time influx of Volkswagen funds to dilute the ongoing importance of TERP.

NCTCOG wishes to convey our commitment to partnership with regard to implementation of these funds. We look forward to collaborating with the TCEQ to maximize the opportunities that these funds bring to the State of Texas. We appreciate your consideration of these suggestions, and will be scheduling a meeting to discuss these points in the event you have any questions. In the meantime, feel free to contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Chris Klaus
Senior Program Manager

LPC:ch

cc: David Brymer, Director, Air Quality Division, TCEQ
Joe Walton, Manager, Implementation Grants Section
Steve Dayton, Technical Specialist, Implementation Grants Section

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

**Regional Transportation Council
PUBLIC MEETINGS**

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

Work Program Modifications

2019-2022 Transportation Improvement Program

Air Quality Update

Regional Bicycle Opinion Survey Results

Meeting Dates and Locations

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

1. Monday, April 9, 2018 – 6:00 pm – Garland Police Administration Building (Garland); attendance: 32; moderated by Michael Morris, Director of Transportation
2. Tuesday, April 10, 2018 – 6:00 pm – North Richland Hills Library (North Richland Hills); attendance: 9; moderated by Chris Klaus, Senior Program Manager
3. Wednesday, April 11, 2018 – 2:30 pm – (Arlington); attendance: 20; moderated by Dan Kessler, Assistant Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held 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. Staff presented information about:

1. Mobility 2045: The Long-Range Transportation Plan for North Central Texas – presented by Kevin Feldt
2. Work Program Modifications – presented by Vickie Alexander (Garland and North Richland Hills); Dan Kessler (Arlington)
3. 2019-2022 Transportation Improvement Program – presented by Adam Beckom (Garland); Brian Dell (North Richland Hills and Arlington)
4. Air Quality Update – presented by Bailey Muller (Garland); Chris Klaus (North Richland Hills); Jason Brown (Arlington)
5. Regional Bike Opinion Survey – presented by Kevin Kokes (Garland and North Richland Hills); Gabriel Ortiz (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 Long-Range Transportation Plan for North Central Texas presentation:
<http://www.nctcog.org/trans/outreach/meetings/2018/04/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 are 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 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.

Next steps include draft revisions and hosting public meetings in May. The RTC will take action on Mobility 2045 on June 14, 2018.

Summary of Work Program Modifications presentation:
<http://www.nctcog.org/trans/outreach/meetings/2018/04/UPWP.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning and Programming and Air Quality and Transit Operations, Metropolitan Transportation Plan, and Special Studies and System Operations.

Most of the modifications presented address budget adjustments related to high-speed rail and regional aviation planning and education. There is also a modification proposing approximately \$1.5 million in funding for the City of Dallas to develop a Strategic Mobility Plan.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in May. Final modifications will be submitted to the Texas Department of Transportation on May 25, 2018.

Summary of 2019-2022 Transportation Improvement Program:
<http://www.nctcog.org/trans/outreach/meetings/2018/04/2019-2022%20TIP.pdf>

The Transportation Improvement Program (TIP) is a funding document and inventory of transportation projects within the metropolitan planning organization (MPO) boundary. It is mandated by the federal and state governments and contains projects funded with federal, state and local sources. A new TIP is developed every two years and updated on a quarterly basis.

The development process includes reviewing existing projects and gathering information on additional locally funded projects, making needed revisions to existing project schedules, funding and scope, developing revised project listings and conducting mobility plan and air quality conformity review.

Focus areas of the 2019-2022 TIP are MPO milestone policy implementation, draft project information, Regional Toll Revenue (RTR) exchanges and closeouts, Mobility 2045 and 10-year plan projects.

Final project listings will be presented to the RTC for action in May 2018. Federal approval is anticipated in October/November 2018.

Air Quality Update presentation:

<http://www.nctcog.org/trans/outreach/meetings/2018/04/AQ%20Update.pdf>

Ten counties in North Texas violate federal standards for having high concentration of ground-level ozone, according to EPA designations. This is called nonattainment. Ground-level ozone is not emitted directly from any emissions sources but is produced through a chemical reaction with other emissions, including area sources, point sources, oil, gas, non-road engines, off-road engines, on-road vehicles and biogenic sources.

To meet the federal ozone standard, it is necessary to address major contributing factors to mobile emissions. NCTCOG staff administers air quality programs, makes policy recommendations, participates in partnerships, educates the region and supports other stakeholders in their own emission-reducing activities. To help better understand how different activities aid air quality, NCTCOG and the RTC developed Air Quality Emphasis Areas: high-emitting vehicles/equipment, idling, hard accelerations, low speeds, cold starts, vehicle miles of travel and energy and fuel use.

All NCTCOG air quality programs address one or more of the emphasis areas. These programs include Dallas-Fort Worth Clean Cities, Electric Vehicles North Texas, Engine Off North Texas, AirCheckTexas, SmartWay, Clean Fleet Policy, Regional Smoking Vehicle Program, Regional Emissions Enforcement Program, Car Care Clinics and Go Solar Texas.

Regional Bicycle Opinion Survey Results presentation:

<http://www.nctcog.org/trans/outreach/meetings/2018/04/AQ%20Update.pdf>

A statistically valid bicycle survey was conducted by telephone during the month of May in 2017. A total of 1,909 interviews were conducted with respondents over the age of 18. The survey questions captured the general public's view on frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort and helmet use.

About 36 percent of all respondents had bicycled at least once in the past 12 months. Fifty-five percent of all respondents would like to bike more. Spring was the most popular time of year for bicycling and winter was the least. The closer respondents lived to bicycle facilities, the more likely they were to report riding a bicycle. A majority of respondents indicated there are "too few" bicycle facilities in their communities and considered improvements to increase bicycle access to be "essential" or "very important" for their community. The type of bike facility design, location and traffic volumes were significant influences on respondents' level of comfort bicycling.

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

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

Frances Hiner, Citizen (Garland)

A. LBJ East

Comment: I live four doors from LBJ East. I was there when it opened. We have people who have nowhere to go on LBJ East. There is not a day we are not in red. There isn't a day without an accident. You have been telling us for 30 years we're the next project you're going to work on and now you're pushing us back again. You have been working on IH 635 since 1967. We want our road repaired.

Summary of response by Michael Morris: This Thursday, April 12, the Regional Transportation Council will be asked to take action on LBJ East.

Gail Belton, Citizen (Garland)

A. Southern Gateway and LBJ East

Comment: Is the Southern Gateway a public/private partnership? Is LBJ East an inactive project?

Summary of response by Michael Morris: The Southern Gateway is a Design-Build project. LBJ East will also hopefully be a Design-Build project. There is not currently a consensus between the RTC and Texas Transportation Commission (TTC) on LBJ East. We think there should be a toll component on LBJ East, and we have to stand up and represent what is needed in 2045. The Census Bureau estimates that Dallas-Fort Worth added 150,000 people in one year. And no, the LBJ East project is not inactive. Noise walls are under construction and all right of way is under procurement. We close the \$700 million gap in the recommendation to RTC on Thursday, April 12.

Kristy Myers, LBJ Now (Garland)

A. LBJ East

Comment: I work with a group called LBJ Now. We are trying to fight on your side to give it attention and support.

Summary of response by Michael Morris: We had several meetings in this room to go over options for LBJ East. I think your resolution is having significant impact.

Charlie Giddens, Citizen (Garland)

A. Expansion of DART services

Question: What are we doing to expand DART service to cities like Wylie?

Summary of response by Michael Morris: Rowlett is having conversations with DART. And we're seeing a desire to expand rail to places like McKinney and Frisco. These conversations are critical.

Camille White, Citizen (Garland)

A. Funding for LBJ East

Question: How much funding is being used for LBJ East?

Summary of response by Michael Morris: Approximately \$1.4 billion is going to LBJ East. Additionally, you can access the Transportation Improvement Program (TIP) online for more information.

B. High Five

Comment: When heading north on IH 635 and exiting the High Five, it is always congested. It is very confusing.

Summary of response by Michael Morris: The High Five looks a little funny because two of the legs are being replaced. You're seeing an interchange waiting to receive two other directions and witnessing an interim solution.

Howard Tubre, Citizen (North Richland Hills)

A. Transportation's impact on water resources

Comment: I live in Haltom City. With continued development in this area, how does transportation planning affect water resources?

Summary of response by Kevin Feldt: We don't have land-use control, but we try to work with local governments on that. We also don't have control over water resources. Through our plan, we try to keep things as compact as possible, which allows for multiple transportation choices.

Summary of response by Chris Klaus: All of our projects also have an environmental impact statement, which has to be approved by the federal government. I know there are water assessments included.

Bob Prejean, Citizen (North Richland Hills)

A. IH 30

Comment: Our infrastructure was built at a time when they didn't really care about impacts. One of the recommendations in CityMAP was to reroute IH 30. We'd like to see IH 30 rerouted to another location to help preserve water.

Summary of response by Kevin Feldt: We don't have realignment of IH 30 in the plan this time, but we do have it as an area of need. Our goal is to really focus on it during the next go around. We also don't know what technology will do for our transportation needs. We're focusing on providing people with transportation choices.

Councilwoman Nicole Raphiel, City of Desoto (North Richland Hills)

A. STAR Transit

Comment: We recently expanded STAR Transit service in our area. I didn't see that in the Mobility 2045 Plan.

Summary of response by Kevin Feldt: They are part of the local transit piece of the plan. If you go through the draft, you'll see transit services included in the document.

Thomas Hendricks, Citizen (Arlington)

A. DART Green Line

Comment: I represent the Cleburne neighborhood, and an item on our wish list is an extension of the DART Green Line. It's included in the plan, but 25 years is a long way out. We have near-term objectives in mind. I would like to meet with someone so we can address these initiatives and make sure we understand the impact an extension would have.

Summary of response by Kevin Feldt: Extension of the Green Line would be completed by 2045, but I'm not sure about the exact date. What we have in our plan is also in DART's 2030 Plan. Sarah Chadderdon would be the best staff member to contact for more information.

Summary of response by Dan Kessler: As you approach decisions regarding construction and design of a project, our staff has less of a role. Partners who implement the actual projects would be able to provide more accurate information. We're happy to facilitate those conversations though.

Kathryn Kososki, Citizen (Arlington)

A. Transit in Collin County

Question: Have any routes changed for the bus and DART system in Collin county?

Summary of response by Kevin Feldt: We've added high-intensity bus service along Spring Creek Parkway in the plan. We have a certain pot of money, and the transit agencies devise the bus planning. From a rail standpoint, this plan is similar to Mobility 2040. The Cotton Belt Corridor is still consistent.

Chad Edwards

A. Transportation Network Companies in Mobility 2045

Question: What programs or policies have been developed in Mobility 2045 to address the Transportation Network Companies (TNC)?

Summary of response by Kevin Feldt: I'm not familiar with every single technology policy, but I know we are encouraging ride and data sharing. I would suggest going to the website and looking at the draft plan.

Summary of response by Dan Kessler: With all of the technologies we're seeing, it's too soon to tell.

Air Quality Update

Councilwoman Nicole Raphiel, City of Desoto (North Richland Hills)

A. Clean Fleet Policy

Comment: I'm concerned about all the trucks running through the City of Desoto, and I am interested in learning more about the Clean Fleet Policy.

Summary of response by Chris Klaus: We can definitely sit down with you and discuss our program initiatives.

Nish Krishnamurthy, Florida State (Arlington)

Comment: The Environmental Protection Agency (EPA) has proposed rolling back fuel efficiency standards. How do you anticipate that affecting nonattainment issues? Does it make it more difficult to combat ozone issues?

Summary of response by Jason Brown: We're continuing to work on meeting the current ozone standards and focus on NOx emissions.

Summary of response by Dan Kessler: Lower fuel efficiency standards don't necessarily help us. We've made huge strides on the vehicle technology side, but I would say there would be a minimal impact on air quality.

Regional Bicycle Opinion Survey Results

Howard Maher, Bike Friendly Richardson (Garland)

A. Access to bicycle and pedestrian facilities

Comment: I noticed on one of your slides you said weather is a big factor related to bicycling. There aren't a lot of trees on our bike paths. There also aren't a lot of areas where we can connect from one place to another. I ask you come up with a website or some other means to report bicycle access issues.

Summary of response by Kevin Kokes: Our survey results said a lot about what you're saying in terms of connectivity—other people are frustrated as well. We are paying more and more attention to closing those connectivity gaps. We have pieces of bike trails all over the region and so we're focusing on getting people safely from one location to another. We're developing a phone app and working with local cities like Fort Worth.

B. Bike lane for Cotton Belt

Comment: The Cotton Belt Rail Line is supposed to have a bike lane included. Can you confirm this?

Summary of response by Kevin Kokes: Yes, we are working on the Cotton Belt. We expect additional conversations with cities and with DART. We know it is critical to address certain sections of the Corridor since it would be difficult to come in later once there is an active rail line.

John Ball, Citizen (Garland)

A. Cars and bicycles sharing the road

Comment: Bike lanes and car lanes don't mix. Cars win every time because there is no protection. Separation between cars and bicycles is important.

Summary of response by Kevin Kokes: Your thoughts on bicycle and automobile lanes are also reflected in our opinion survey.

Other

1. T.E. Sumner, Citizen (Garland)

A. Toll signs and data utilization

Comment: We need to improve signage on all the toll roads so drivers can see costs before they use them. I would also like to see what data you're using.

Summary of response by Michael Morris: We do all the traffic forecasting, and we can provide that information to you.

2. John Ball, Citizen (Garland)

A. Tolls

Comment: Motorcycles are personal vehicles, and you charge the same amount for motorcycles as you do for larger vehicles. NTTA takes advantage. It's real expensive for a motorcyclist.

Summary of response by Michael Morris: We don't set policies for the tollway, but I'm glad you brought up toll roads and NTTA. We've moved towards canceling future toll roads and want to make them toll managed or non-thoroughfare streets. LBJ East is being advanced as a toll managed lane to give everyone transportation choices.

3. Chad Edwards, DART (Arlington)

A. Transportation plans

Question: How are the different transportation plans interconnected?

Summary of response by Dan Kessler: The Unified Planning Work Program (UPWP) is an administrative document. The Metropolitan Transportation Plan (MTP) is a 20-year plan and because we are nonattainment for air quality, we have to declare at what point in time projects will happen. As projects move closer to being funded, they end up in the Transportation Improvement Program (TIP), where we assign specific dollars to specific projects. It is a continuum. There are a whole lot of things that have to happen in the planning process.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
John Ball	Citizen	Bicycle and pedestrian initiatives, NTTA	Attachment 1
Dhawal Kataria	City of Cedar Hill	Transit	Attachment 2
Kathy Stewart	Citizen	Construction on LBJ	Attachment 3
Howard T. Maher	Bike Friendly Richardson	Bicycle and pedestrian initiatives	Attachment 4
Charlie Giddens	Citizen	DART rail	Attachment 5
T.E. Sumner	Citizen	Data, toll roads and regional trail maps	Attachment 6
Ann Foss	City of Arlington	Mobility 2045	Attachment 7
Nish Krishnamurthy	Florida State	EPA fuel efficiency rollbacks	Attachment 8



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 John Ball
 Organization Sgt
 Date 9 April 2018
 Meeting Location Glenn PD Station

Please provide written comments below:

1. Safe Bike Lanes that are separate from Auto

2. Cost of NITA

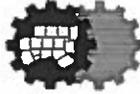
3. When will the NITA toll road be paid off No Toll

4. Spend so much money that they can't be paid

5. If cost paid 1k to 2k for a bike secured is a problem

6. Very comfortable between bike & car the car wears 100%

- ⑦ Lost to ride a Motorcycle
on NITA TOLL
- ⑧ More meeting in Garband
PD Bealdu.
- ⑨ Access from Centonella
to EAST Bound to 635



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Name DHAWAL KATARIA
 Organization CITY OF CEDAR HILL, TX
 Date APRIL-11-2018
 Meeting Location ARLINGTON, TX

Please provide written comments below:

Smaller communities & especially in the
southern region of DFW Metroplex are facing
public transportation issues. There are
small private agencies such as STAR Transit
is providing the service instead of the
local government.

Is there any resource available for the
smaller communities to encourage para-transit
agencies??

Can NCTCOG support these agencies to
provide the public transportation in DFW
Region??

Q.3. Is there anyway that the via service provided in Arlington can be provided to other smaller communities in the region.

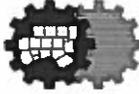
Q.4. The provision of light Rail service will still not provide end-to-end service. What supporting system is NCTCOG planned for the end mile services. (especially considering affordability)?

Q.5. What is the difference between mobility 2040 & mobility 2045 plan?

Q.6 Any plans for affordable transportation?

SUGGESTION:

1. The public meeting ~~was~~ had many technical jargons that are not easily understood by common public. Kindly, please keep that in mind next time.



Public Meeting Comment Form

Instructions:

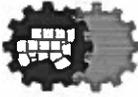
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 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Kathy Stewart
 Organization Lake Highlands resident
 Date 4-9-18
 Meeting Location Garland

Please provide written comments below:

~~Given~~ Given LBJ becoming a political focus, how can this room be best supporting the recommendations of optional tolled managed lanes? ... if not OTML, then what can RTC give to ensure a shortened (3-5 yrs) construction time?



Public Meeting Comment Form

Instructions:

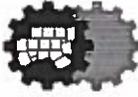
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 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name HOWARD T. MAHER
 Organization BIKE FRIENDLY RICHARDSON, BIKENFW, ETC
 Date 4/9/18
 Meeting Location CARLINA

Please provide written comments below:

- 1) WEATHER FOR CYCLING - PLANT TREES
 2) CANT GET FROM HERE TO THERE AREAS
- PERHAPS HAVE A WEBSITE TO REPORT THESE.



Public Meeting Comment Form

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- 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 T.E. SUMNER TS@SUMNER-REACTY.COM
 Organization _____
 Date 4/9/18
 Meeting Location GARLAND

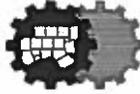
Please provide written comments below:

PLEASE MAKE PUBLIC DATA CONCERNING TRAFFIC ROUTES
I.E. WORK COMMUTE, SHOPPING, SCHOOL

EVERY TOLLED ROAD SHOULD HAVE SERVICE ROAD, LIKE SPT(121)
THAT IS FREE. I635 AND PG BT NEED SERVICE ROADS.

REGIONAL TRAILS MAP STOP BEFORE ROCKWALL. CAN YOU SHOW
URBAN COUNTIES ?

CAN YOU POST TOLL AMOUNTS FAR ENOUGH TO AVOID
SIGNAGE



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 Nish Krishnamurthy
 Organization _____
 Date 4/11/18
 Meeting Location NCTCOG Headquarters

Please provide written comments below:

How do you anticipate the ~~for~~ EPA fuel efficiency rollbacks will affect the ozone attainment goals? If the rollbacks do occur, do ~~you~~ you anticipate increased funding for the ^{various} initiatives you mentioned

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

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

Email

1. Dan Mingea

In reviewing past COG presentations, it was previously said by County Commish “no new taxes...**wink, wink.**” Of course, we knew this to be untrue. As I pointed out in one of your meetings, COG said we would need 18 cents in new taxes just to maintain status quo.



Now, I see COG proposes to enhance revenue by increased gas tax at the state and federal levels, as well as increases in registration “fees.”

<http://www.nctcog.org/trans/mtp/2045/documents/M2045RTC3.08.2018.pdf>

COG wants to put roads through my neighborhood, “acquire” my land, and raise my costs (not **taxes?**), let me pay the bill!

Just say NO!!

2. Michael Veale

Following the link, I was surprised to see only maps and lists of projects as the content of Mobility 2045. The red text (below) from the graphic you included in your email manages expectations that the plan “defines a long-term vision”

Mobility 2045: Metropolitan Transportation Plan for North Central Texas

Mobility 2045 will define a long-term vision for the region’s transportation system ...

Will and when with NCTCOG be pushing all the appropriate and necessary context that creates the rationale for the “recommended maps and projects”? Without that, how that the recommendations be judged/evaluated by the public? All I found where a number of presentations

I checked numerous other COG sites and discovered all have significant documentation that drove their recommendations.

Summary of response by Carli Baylor, NCTCOG

Mr. Veale

Thank you for your input regarding Mobility 2045. The full document draft will be available on the Mobility 2045 website beginning April 9: www.nctcog.org/mobility2045.

If you have further comments or questions please don't hesitate to contact us.

Other

Email

1. Paul McManus

Hello,

I watched the video archive of the transportation public meeting held at the NCTCOG headquarters last Wednesday (April 11). I thought the information was very well thought out and presented, and I wanted to make a few comments and suggestions regarding the information presented.

I live in the master-planned community of Lantana in Denton County and have lived here in the Dallas-Fort Worth Metroplex nearly all of my life, so I've seen how much the DFW area has grown over the years and continues to grow. I've also seen and have personally experienced how effective mass transit options, particularly the train and bus services that DART, Trinity Metro and DCTA provide, help reduce car traffic, road congestion, and the stress of having to drive. I also serve on DCTA's Citizens Advisory Team, and I'm also involved with the new Tarrant Transit Alliance (TTA), so I've seen the great work done by the transit agencies along with seeing how many people in DFW want mass transit improvements and expansion. As a result, I'd like to suggest that NCTCOG do everything possible to help these three transit agencies with promotion and logistics in order to move as many people as possible from driving cars to using mass transit options whenever feasible. Even though I think emphasis on road improvements and expansion is important as the DFW area continues to increase in population, I believe that emphasis on mass transit improvements and expansion is equally as important, if not more so. Additionally, I think if NCTCOG can help the three transit agencies attract large and rapidly growing cities in the DFW area to become member cities or contract for services with the transit agencies that are currently being underserved with mass transit options, including Arlington, Grand Prairie, Mansfield, Keller, Southlake, Cedar Hill, Mesquite, Rockwall, Frisco, Allen, McKinney and Flower Mound among others, that would be a terrific step towards improving regional mobility and relieving traffic congestion.

I was impressed while watching the video archive with NCTCOG's commitment to not only advancing mass transit options throughout DFW, but also bicycles and other non-motorized methods of transportation as well.

Since there are many places in DFW that are easily accessible by bicycles, along with the fact that bicycles can be transported on all area trains and buses, bicycles can also be an effective method of transportation for many people and can help improve regional mobility.

I have one question. Regarding the air quality portion of the public meeting, I believe that mass transit and non-motorized transportation options are also critical to helping improve air quality as well as regional mobility. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized transportation options to improve air quality?

Thank you very much for considering my comments and suggestions. Please let me know if you have any questions or need any additional information, and keep up the great work that the NCTCOG transportation dept. is doing!

2. Larry McFarland

Questions for the board:

1. Why is the 360 /I30 interchange being built when both roads are so massively congested already?
2. Don't you see the problem is the roadways have too few lanes to handle the existing traffic load, even without consideration for future DFW growth?
3. Why is I30 being re-constructed again for the gazillionth time with only three lanes at 360?
4. Why was the interchange at I30 and George Bush created with only three lanes when it should have had six?
5. Why was 820 in North Richland Hills built with the same number of main lanes as when it was originally conceived about 50 years ago?
6. Why are we spending millions of dollars to replace roads with the same number of lanes as when they were created decades ago?
7. Why was the George Bush toll road constructed with two lanes instead of the reasonable number of 5 between I-20 and I-30?
8. Why does government road construction look like a death march in slow motion with projects requiring triple the amount of days to complete as should be required under professional management?

Comments for the board:

1. If you think spending millions of dollars of someone else's money to replicate the exact same traffic capacity as exists today, it might be time to step aside and let someone with better ideas do your job.
2. Its sad to see such big dollars being spent so poorly without significant measurable success.
3. Spin it any way you want, the time-in-traffic numbers speak for themselves.

Response by Dan Kessler, NCTCOG

The IH 30/SH 360 interchange is one of the last remaining intersecting freeways without direction connections. By the time the project was warranted, we didn't have the money to build it. The interchange allows us to load traffic on and off the system.

We're always trying to balance resources. Our tax revenues have not kept up with our growth. The last gas tax increase was in 1991. Gasoline is also paid on a per gallon basis. The cost of building roads has also grown.

It would cost a lot of money to widen IH 820 in North Richland Hills. The North Tarrant Express has added express lanes, which have a dramatic impact in reducing congestion. We've redesigned that corridor to add additional capacity.

It takes a long time to build roads because you have a lot of steps to go through. They've come a long way in using incentives for contractors. It speaks to the complexity of the projects we're trying to build.

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

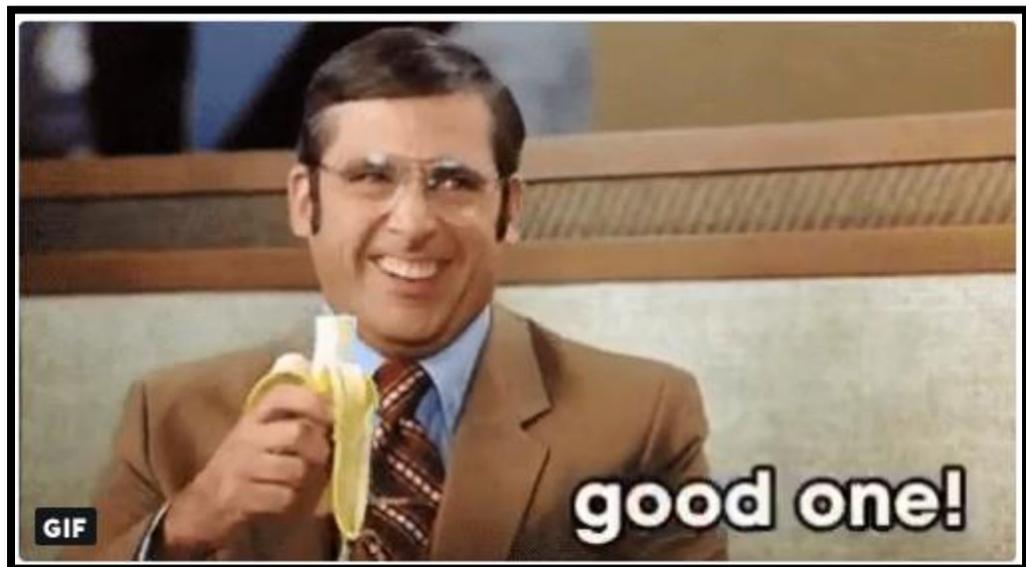
Twitter

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)

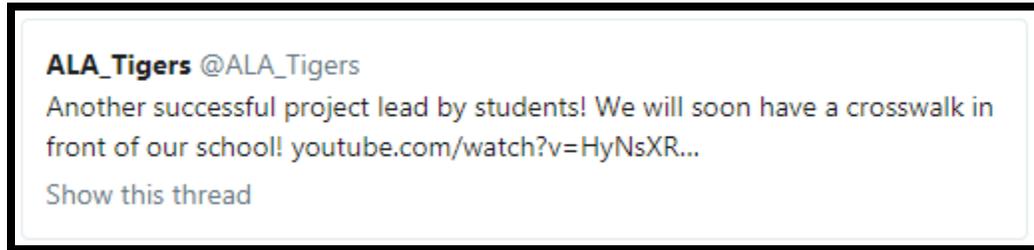


NCTCOGTransportation @NCTCOGtrans
 We're at the DFW Clean Cities meeting at the Plano Environmental Education Center. Granbury ISD just gave a presentation on their switch from gas to propane mowers. Too cool!
[Show this thread](#)

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

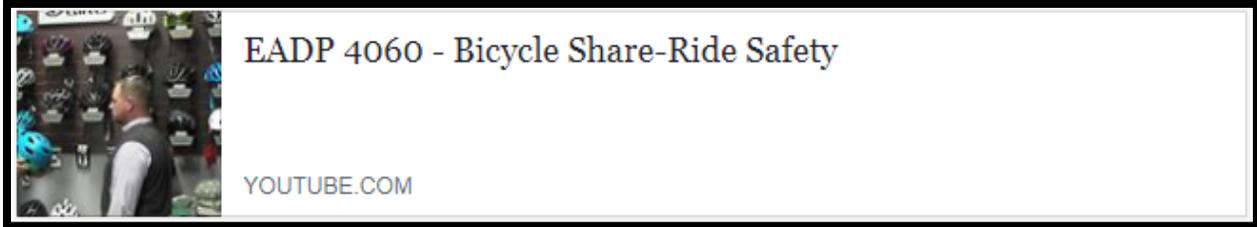
Chris & Trista UNT Transportation Services

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

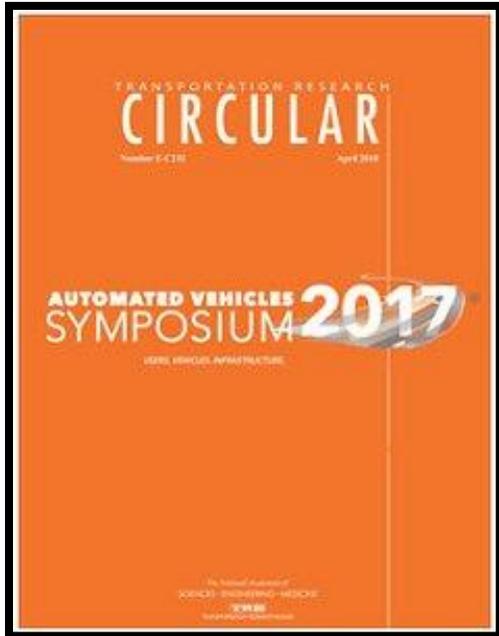
1. Fort Worth and @NCTCOGtrans suggest HSR stop in Tarrant County at the Intermodal Transportation Center, the heart of Tarrant County and with dozens of bus connections and 2 commuter rail connections. This is the ideal location for HSR in Tarrant County. – Tarrant Transit Alliance (@TarrantTransit)



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

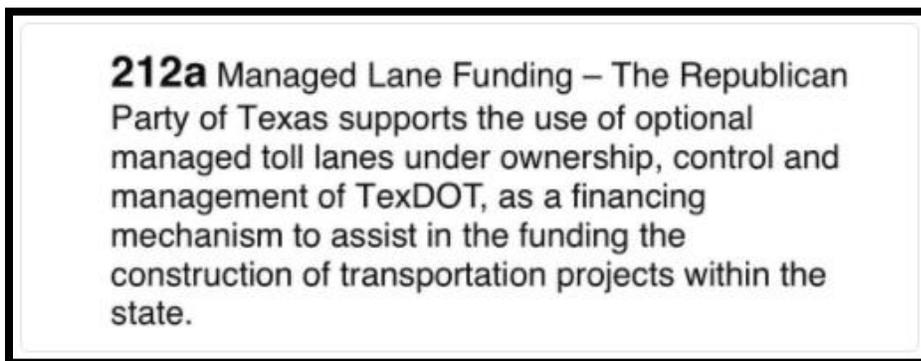
Regarding the South Shady Shores Bridges project. I am writing in support of this project When the Lewisville Lake conservation pool level was raised in 1987 when Lake Roberts was completed nothing was done at the time to address the effect that would have on South Shady Shores Rd. So this project is 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

ID 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 circular icons representing different locations. The main text of the post is on the right, written in a bold, black font. The background of the post is white with a thin black 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)



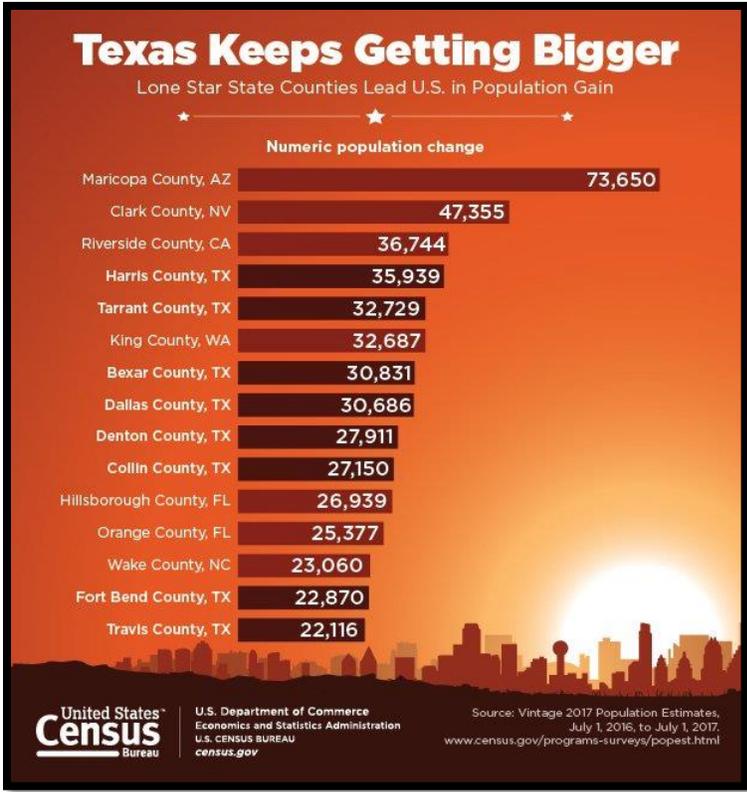
NCTCOGTransportation @NCTCOGtrans
 New Census Bureau population estimates show Dallas-Fort Worth-Arlington has the largest growth in the United States: bit.ly/2G10DTM

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**

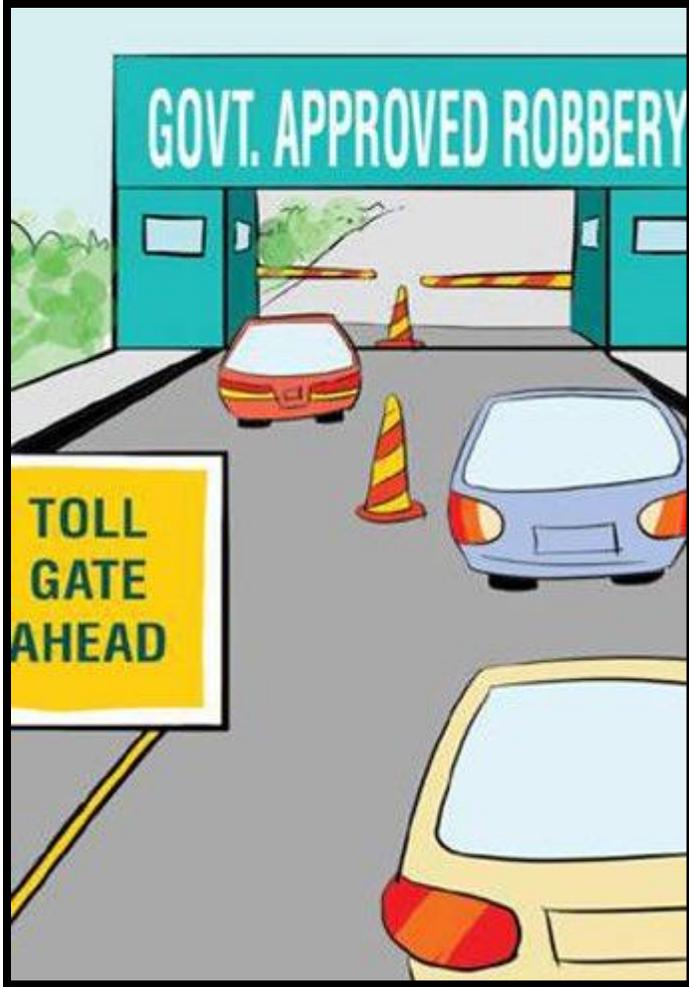


NO MORE TOLLS Let's tell lawmakers
The game is over

WWW.TEXASTOLLAWSUIT.COM

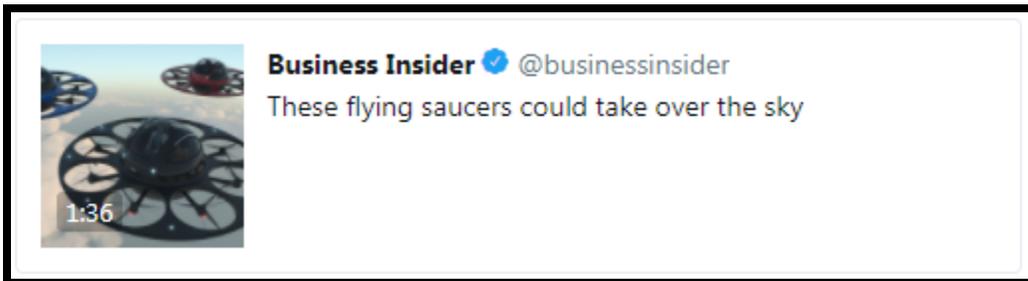


- J_C.Alexander (@JYakburger)



– J_C.Alexander (@JYakburger)

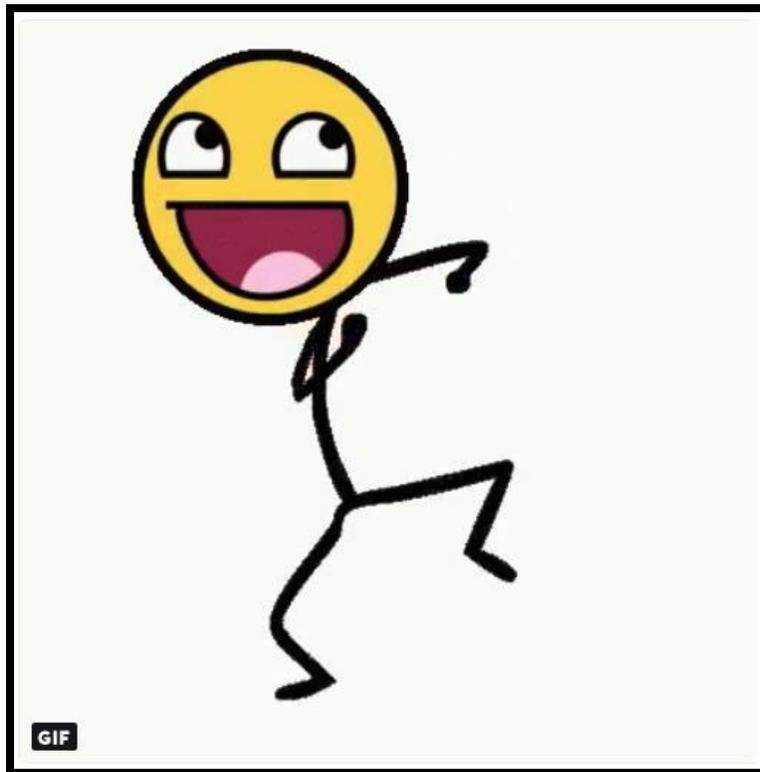
8. Traffic in North Texas is going to get REALLY complicated in the near future 😬
@NBCDFWWeather @SDaviesNBC5 @NCTCOGtrans – Andrew A. Yeager (@aayeager)



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

May 11, 2018

Mr. Hamid Kamalpour
U.S. Air Force
AFCEC/CZN
2261 Hughes Ave. Ste. 155
JBSA-Lackland AFB, Texas 78236-9853

Dear Mr. Kamalpour:

The North Central Texas Council of Governments (NCTCOG), serving as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, conducts air quality-related analysis, including transportation conformity, and is responsible for carrying out regional emission inventories for the Texas Commission on Environmental Quality. On behalf of the RTC, thank you for the opportunity to provide comments on the *Notice of Intent to Prepare an Environmental Impact Statement for the Air Force Reserve Command F-35A Operational Beddown*, including the operation of 24 Primary Aerospace Vehicles Authorized (PAA) F-35A aircraft with two Backup Aircraft Inventory (BAI), and infrastructure development at the Naval Air Station Fort Worth Joint Reserve Base (NAS Fort Worth JRB).

NAS Fort Worth JRB is a major contributor to the region's economic foundation by providing direct jobs to military personnel, contractors, civilians, and support staff. The F-35A Operational Beddown is an integral part of our national security and will further NAS Fort Worth JRB's vital role to the economies of Texas and the DFW area. Additionally, we appreciate the Air Force's sensitivity to air quality challenges facing the 10-county ozone nonattainment region.

Currently, 10 counties in the DFW area are designated nonattainment for the national eight-hour ozone standard. This nonattainment designation necessitates identification, implementation, and tracking of emission reduction control strategies, not only to limit formation of ozone but also to ensure successful transportation conformity analyses. NCTCOG is tracking developments and recognizes the Operational Beddown may have impacts on general conformity and the development of future state implementation plans for our region. If results of the Environmental Impact Statement require the need for additional emissions offsets due to replacement of F-16 with F-35A aircraft, NCTCOG commits assistance to NAS Fort Worth JRB to ensure needed emissions offsets will be met allowing continuation of flight operations at NAS Fort Worth JRB and its role to national defense and homeland security.

Additionally, NCTCOG has various resources that are available to the Air Force. This data may be helpful during the preparation of the Environmental Impact Statement for the F-35A Operational Beddown. Examples include enhanced information pertaining to land use, soils, water quality and infrastructure, and closed landfill inventories.

Mr. Hamid Kamalpour
Page Two

May 11, 2018

NCTCOG looks forward to a continued partnership between our agencies. Should you have any questions about the available environmental resources or require emissions offsets, please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is fluid and cursive, with a large initial "R" and "F".

Mayor Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JPL:ch

cc: Kay Granger, Congresswoman, U.S. House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG



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

May 2018

Calendar

May 2, 8:30 am

TRTC

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

May 4, 11 am

DRMC

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

May 8, 6 pm

Public Meeting

Fort Worth Central Library
500 W. Third St.
Fort Worth, TX 76102

May 10, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

May 15, 2:30 pm

Public Meeting

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

May 16, 6 pm

Public Meeting

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

May 25, 1:30 pm

**Surface Transportation
Technical Committee**

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Challenge yourself to bicycle more in May

May is a good time to turn our attention to being more active. The weather is pleasant. The flowers are blooming. Outdoor festivals are (still) plentiful. And it's Bike Month.

Throughout May, the North Central Texas Council of Governments is hosting the Try Parking It Bike Everywhere Challenge, open to all residents of North Texas. Through www.tryparkingit.com, the regional ride-matching and commute-tracking website, NCTCOG is asking commuters to choose their bikes for work, running errands and recreation. Awards will be presented in two separate categories: Most Bike Trips and Most Bike Miles Traveled. Three prizes will be awarded in each category:

First place – \$125 Amazon e-gift card and Try Parking It swag

Second place – \$100 Amazon e-gift card and TPI swag

Third place – \$75 Amazon e-gift card and TPI swag

Participation in the challenge is easy. Residents must simply register for the Bike Challenge at www.tryparkingit.com, ride and record their trips on the website.

Pedaling to the office is one way to participate in Bike Month. The region will celebrate Bike to Work Week from May 14-18, an annual event sponsored by the League of American Bicyclists that culminates with Bike to Work Day on May 18. NCTCOG is partnering with Dallas Area Rapid Transit to provide assistance – and motivation – for North Texans riding their bikes to work May 18. DART will set up energizer stations at select locations along its transit network, offering refreshments, encouragement and bike safety checks. NCTCOG staff members will be there to visit with participants and inform them about active-transportation opportunities. For a full list of energizer stations,

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



North Central Texas
Council of Governments

SH 360 extension to Mansfield opens May 11



A ribbon cutting is scheduled for May 11 to celebrate the opening of a 9.7-mile extension of State Highway 360.

The roadway, which will be operated by the North Texas Tollway Authority as a toll road, runs through Arlington, Grand Prairie and Mansfield.

® The Texas Department of Transportation is building the \$340 million road from Green Oaks Boulevard to US Highway 287. Construction on the project, which will include four toll lanes, began in November 2015. Ultimately, one additional lane in each direction is planned north of Debbie Lane, while the stretch south of Debbie Lane would have two more lanes in each direction, according to NTTA.

The existing portion of SH 360 will remain toll-free. To the north of the new stretch of highway, crews continue work on the interchange that will directly link SH 360 and IH 30 for the first time. Motorists must currently exit either freeway and connect to the other via access roads.

The new interchange is expected to be completed in 2020. The existing cloverleaf ramps to and from IH 30 are being removed and replaced with modern structures. For updates on the new 360 Tollway, visit www.drive360south.com.

Waze Carpool launches pilot program offering \$2 trips in DFW



Waze Carpool has introduced a pilot program to the Dallas-Fort Worth area allowing commuters to utilize Waze Carpool for a flat rate of \$2. Waze will pay for the three-month pilot or up to \$50,000 in monetary incentives – whichever comes first.

NCTCOG and Try Parking It, the region's ride-matching and commute-tracking website, have partnered with Waze to allow carpoolers to log commutes to earn points that can be used to enter additional contests, purchase rewards and earn milestone prizes.

Through the pilot program, passengers who wish to carpool with a Waze driver will be able to download the Waze Carpool App and request a ride. The carpool app is separate from the Waze Navigation app. Riders chip in to cover the cost of gas. The result is that passengers get an affordable and convenient ride, while drivers get gas money and enough passengers to use carpool lanes.

As an example, assuming that the average trip for commuters is 20 miles, or \$10, Waze would subsidize an average of \$8 per trip. With \$50,000 in available budget, Waze Carpool would be subsidizing more than 6,000 rides. Waze may be able to subsidize more or less, depending on the average price.

Waze Carpool is available for Apple and Android devices. For more on the Try Parking It Program, visit www.tryparkingit.com, or download the TryParkingIt app in the App Store or on Google Play.

ENERGY EFFICENCY

N. Texas Energy Forum scheduled for May 8

Join NCTCOG on May 8 for its Energy Efficiency Forum to learn more about regional partnerships, financing mechanisms and resources that local governments can use to reduce energy consumption at facilities and throughout their communities.

Presenters will cover topics such as the Fort Worth Better Buildings Challenge, Tax-Exempt Equipment Lease Purchase financing, Property Assessed Clean Energy, Energy Star Building Portfolio Manager and more.

Attendees will also hear about State Energy Conservation Office reporting resources to assist with Senate Bill 898 requirements. Under this legislation, local governments in nonattainment areas must report data about energy consumption.

The Energy Efficiency Forum is free — there is a charge for lunch — and is a great opportunity to discuss best practices with peer organizations and some of the region's energy efficiency leaders.

Register today at www.nctcog.org/envir/events

Funding available for cleaner fleets

NCTCOG is offering approximately \$1.5 million in grant funding for the replacement of heavy-duty diesel vehicles or equipment. Local governments and private companies that contract with local governments are eligible to apply.

Eligible vehicles or equipment must operate in the 10-county ozone nonattainment area, which includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

Grant funding will pay up to 45 percent of the new vehicle or equipment cost, depending on the emissions rate of the new engine. For more information, go to www.nctcog.org/aqfunding or email aqgrants@nctcog.org.

PACE financing now available in Tarrant County

Property Assessed Clean Energy (PACE) financing is now available in Tarrant County, which has joined a dozen other Texas counties and cities in offering this financial tool.

PACE offers economic and environmental benefits for private industrial, commercial and multi-family buildings by enabling property owners to access low-cost, long-term loans to pay for water conservation, energy-efficiency improvements and renewable-energy retrofits.

PACE financing has been found to increase property values, encourage business retention and expansion, update aging buildings, and increase the environmental efficiency of facilities.

Examples of qualified projects are HVAC systems, efficient lighting, water management and high efficiency irrigation systems. More information about eligible improvements and Texas case studies can be found at www.texaspaceauthority.org.

Additionally, the Texas PACE Authority and Houston Advanced Research Center have developed an Energy & Emissions Tracker to help track environmental benefits (energy, water and emission reductions) associated with each project.

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

Trinity Metro
FWTA.org

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

\$340 million

The cost of the New 360 Tollway, the 9.7-mile extension of State Highway 360 expected to open May 11.

PUBLIC *Involvement*

Staff requests public input on Mobility 2045

Mobility 2045 is expected to be considered by the Regional Transportation Council in June. Before this blueprint for transportation is approved, residents have another chance to provide input.

Public meetings on the \$135 billion proposal are scheduled to begin May 8 in Fort Worth. They will continue May 15 (Arlington) and May 16 (Richardson).

The Metropolitan Transportation Plan will define the long-term vision for the region's transportation system and guide spending of federal and State funds. Mobility 2045 will include funding for highways, transit and bicycle-pedestrian facilities that help reduce congestion and improve air quality. Additionally, staff will present information regarding 2018 Transportation Conformity.

Transportation Conformity is a federal requirement in Dallas-Fort Worth and other nonattainment areas to conduct air quality analysis on transportation projects, programs and policies. Conformity determinations must demonstrate consistency between ozone-causing emissions expected from implementation of transportation plans and programs, and State requirements.

Details on projects being proposed to receive funding through the Strategic Partnerships Program will also be presented. This program awards federal funding to high-priority projects that leverage funds from local partners or provide a strategic value to the region.

Finally, staff will discuss a new school-siting guidebook and Safe Routes to School plans. NCTCOG's Community Schools and Transportation Program seeks to advance coordination between cities and school districts, promote sustainable school-siting decisions and improve transportation safety and alternative transportation options to schools.

For more information on the public meetings, visit www.nctcog.org/input. Watch the Arlington session live at www.nctcog.org/video.

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

A BRIDGE THROUGH HISTORY GETS A NEW CHANCE AT LIFE

Historic Warren Through Truss Bridge In Lancaster Gets A Facelift



Lancaster, Texas — Built almost 100 years ago to span Ten Mile Creek, this historic Warren Through Truss Bridge was quickly reaching the end of its structural integrity and it needed to be replaced. It consists of three spans including the 80-foot Warren Through Truss main span. It was designed from the 1920 Texas Highway Department specifications book.

Coordination can certainly be considered one of the key components in the reconstruction of this bridge over Ten Mile Creek in Lancaster in the Dallas District. Ten Mile Creek is located in a FEMA flood plain. But that's not where this project gets complicated. So many details had to be considered for the safe and accurate removal of antique parts of the bridge, and replacement of those special

elements with parts that were up to standard for the volume and weight using the bridge.

At one point, TxDOT tried to give the truss span to one interested group so that it could be preserved as is. No groups stepped forward to adopt such a unique structure. So plans moved forward to delicately replace it.

Lancaster, originally a frontier post, was one of Dallas County's earliest settlements. In the 1920s, about 1,190 residents lived in the town, compared to today's modern suburb with more than 36,000 residents.

In the years since it was built in 1923, the bridge has taken a beating. It was built to sustain a 15-ton truck, and when the study was done to replace it, it was load zoned



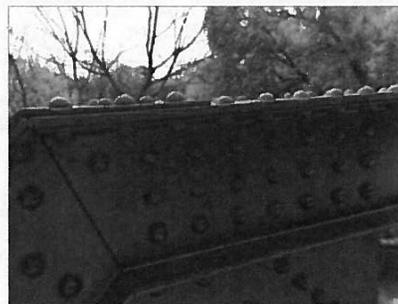
TxDOT image

The original bridge after years of overlay and retrofitting to serve the specifications of the time.

at 14,000 lbs. gross and 5,000 pounds axle. No one questioned the need to replace the bridge, but it was a delicate dance from the beginning.

Challenges and Coordination

Because of the unique structure of the bridge, parts of it had to be either preserved or duplicated. It was hoped that under the paint, the truss would be mostly intact. There were parts that couldn't be seen under the deck until the deck could be removed. The abutment wall was pushing the bridge forward and made the rocker slant. And when workers removed the deck, they were worried that the bridge would collapse. During construction, the deck had to be removed in 50 pieces -- all in a critical sequence -- to keep this from happening.



TxDOT image

Newly-repainted truss beams with clean steel.

As work began, more challenges emerged. The paint on the truss contained lead. The paint had to be confined and removed before anything else could be done. The channel below couldn't be contaminated. They couldn't assess the truss until it was uncovered. TxDOT project manager Kevin Mathis worked closely with the contractor's project manager, Jose Gonzalez to see over the crews and the operation. A remediation expert was subcontracted and the site was properly tarped and new paint applied without contaminating the channel.

See **LANCASTER** on Back Page

APRIL 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ^o	CONTRACTOR
1	0009-11-244	I-30	W of Gus Thomasson Rd. to east of N Galloway Ave.	\$2.61	\$2.07	-20.63	\$2.37	Ed Bell Construction Company
2	0009-12-211	I-30	0.1 mile west end of Ray Hubbard Br. to Hunt County Line	\$3.56	\$3.41	-4.28	\$3.87	Oldcastle Materials Texas, Inc.
3	1290-01-012	FM 1141	SH 66 to FM 552	\$2.68	\$2.75	2.48	\$3.12	D. L. Lennon Inc. - Contractor
4	1290-02-017*	SH 276	SH 205 to FM 549	\$15.94	\$17.68	10.93	\$25.15	Ed Bell Construction Company
	1950-01-039*	VA	Various locations in Denton County	\$0.81	\$0.85	5.11	\$1.02	Central North Construction, LLC
	2980-01-013*	VA	Various locations in Denton County	\$2.52	\$2.20	-12.50	\$2.52	O. Trevino Construction, LLC
	0196-07-033*	VA	Various locations in Dallas, Collin, Kaufman and Rockwall Counties	\$0.88	\$0.87	-1.66	\$1.00	Mica Corporation
	0918-47-128*	VA	Various intersections in Dallas	\$1.28	\$1.34	4.95	\$1.68	Durable Specialties, Inc.
ESTIMATED APRIL 2018 TOTALS				\$30.28	\$31.17	2.95	\$40.73	
DISTRICT FY ACCUMULATIVE LETTINGS				\$176.17	\$171.61	-2.59		
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).

*Project is an A+B bidding project.

^oEstimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

MAY 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0918-47-176	CS	On Beltline Rd., from Dry Branch to Bear Creek	\$3.52
2	0997-03-007	FM 667	Ellis County Line to SH 31	\$24.33
3	1015-01-023	FM 3549	I-30 to north of SH 66	\$9.39
4	1051-01-037	FM 664	Westmoreland Rd. to I-35E in city of Red Oak	\$31.77
5	1394-02-026	FM 1387	1.542 mi NE Bus 287 to 2.51 mi NE of Bus 287	\$1.10
6	2374-02-143	I-635	At Quail Drive	\$0.35
	0091-03-027*	VA	Various intersections in Celina, Prosper, and Rockwall	\$1.37
	0095-13-040*	VA	Various locations in Dallas/Kaufman/Rockwall Counties	\$3.41
ESTIMATED TOTAL				\$75.24

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM APRIL 1 - 30, 2018)

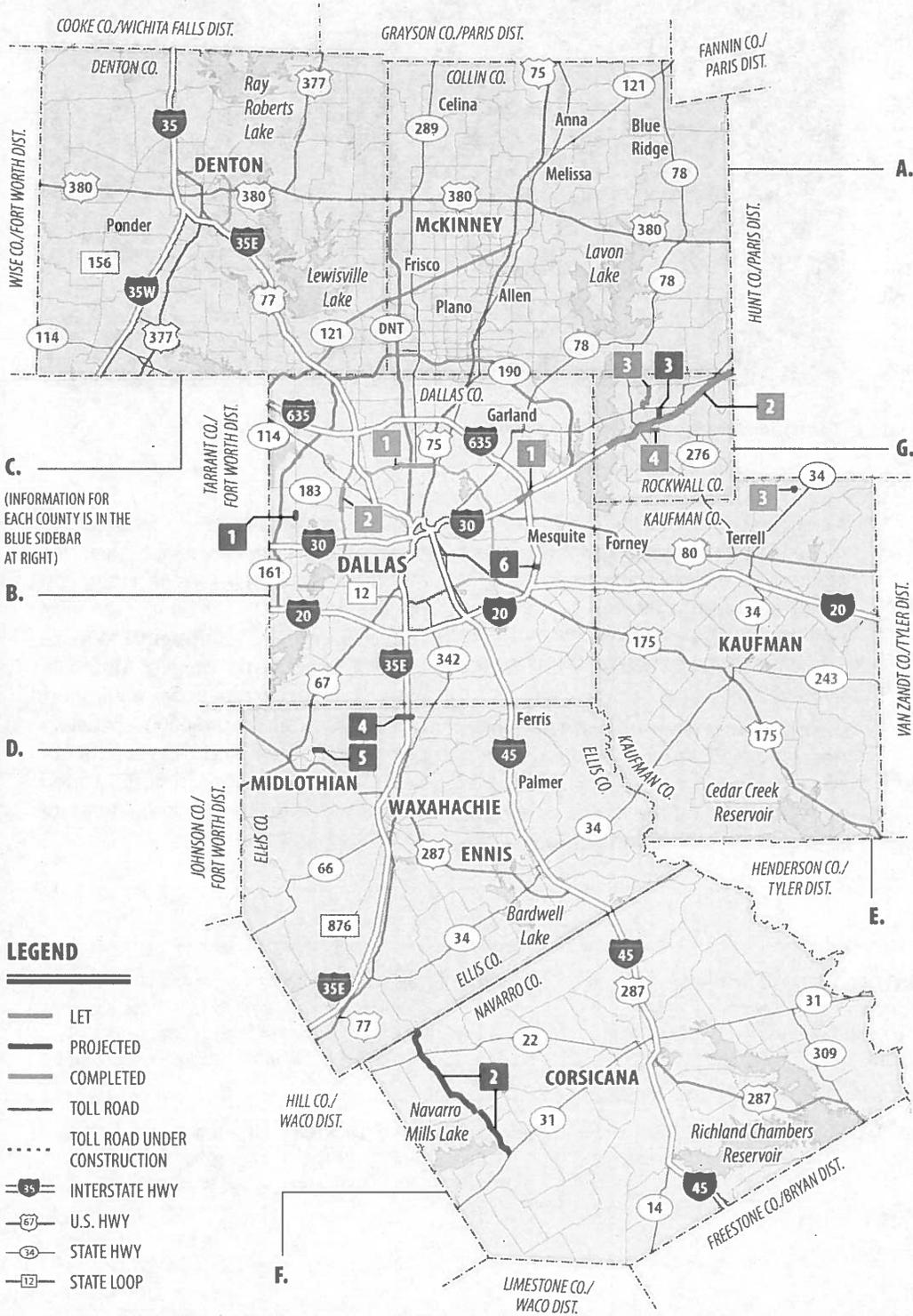
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0353-05-088	SL 12	West of Midway to US 75	\$7.65	04/10/18
2	0581-02-145	SL 12	Shady Grove Rd to SH 183	\$1.46	04/09/18
3	0918-11-091	CR	CR 324 @ Greasy Creek Tributary	\$0.70	04/02/18
ESTIMATED TOTAL				\$9.81	

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

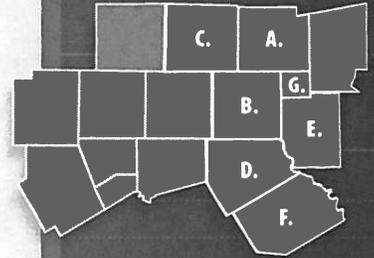
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in April, are projected to let in May, or have recently been completed.



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.



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493,628

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 932,530
LANE MILES: 1,373,829

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,502,270
LANE MILES: 3,366,158

C. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 814,560
LANE MILES: 1,488,733

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 173,410
LANE MILES: 1,523,910

E. | KAUFMAN COUNTY

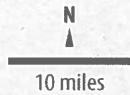
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201,810

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 49,170
LANE MILES: 1,192,820

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346,368



LANCASTER BRIDGE CONNECTS RICH HISTORY TO FUTURE OPPORTUNITY

Continued from **COVER STORY**

Other restrictions and complications included "Buy America" legislation restricting steel vendors. Project managers also had frequent discussions and negotiations with the Texas Historical Commission. Mathis fielded the inspectors while Gonzalez managed the crews. Construction equipment was strictly monitored so that the weight limits were not exceeded.

Other Issues

Because of the unique nature of the project, TxDOT developed three separate plans for construction contingencies. All contingencies were developed because the conditions of some of the substructure elements simply couldn't be seen until the deck came off. Contractors had no way of knowing what exactly they would build when the project started construction. The design consultant had to reprofile the bridge after deck removal to see if they were going to choose plan set number one, number two or number three.

Another historical detail was the bridge rail. The rail was unique and it touched the truss. It was replaced with a specially made, crash-worthy rail. Mathis and Gonzalez had to carefully compare the rail to the old one and inspect the installation vigorously.

Luckily, 90% of the truss was able to be salvaged.

It seems impossible that with challenges



TxDOT image

The finished Warren Through Truss Bridge, restored and repainted with new rail.

facing the project that it could come in on time and under budget, but it did. The project reached substantial completion status a month early and the total cost of the bridge came in \$100,000 less than budgeted. There was one change order, and it was for the amount of \$0.00.

Great pains were taken to see that this project not only got off the ground, but to preserve this piece of history for future generations while maintaining the bridge as a viable part of the transportation network for this

area. This project stands as a testament to TxDOT's designers, who developed three sets of contingency plans to ensure a thorough project, and also to the contractor, who teamed with TxDOT consistently to make the project a success. None of this could have happened without communication, perseverance and coordination between project managers. And the residents of Lancaster now have an historic Warren Through Truss Bridge that should last for generations to come. ■



JANICE F. OF DENTON, TX: "Now that I-35E is about finished, please start on I-35W between Denton and Fort Worth. We need the express and at least three lanes each way. Thank you, y'all are doing a good job trying to keep up with all the growth in North Texas."

KRISTE H. OF DENTON, TX: "I love the new I-35 expansion from I-635 to US 380! What a welcome change."

TAMMYE C. OF DALLAS, TX: "As a person who can't afford to miss any work I wanted to take time to let you know that I appreciate all of the pretreatment of the roads. Keep up the good work. I appreciate all that you do."

MS. CAROL P. OF DENTON, TX: "Thanks for such a great job cleaning up FM 2164. Makes for a much nicer drive to and from work. Looks so nice."

SOURCE: Texas Department of Transportation.

TxDOT graphic

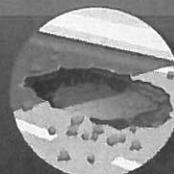
DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
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Mesquite, TX
75150-6643

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dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/foia/html/foia-report-a-pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>