

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, June 28, 2019

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 May 24, 2019, Minutes and Recognition of Members**

Action Possible Action Information Minutes: 5

Presenter: Kristina Holcomb, STTC Chair

Item Summary: Approval of the May 24, 2019, meeting minutes contained in [Reference Item 1](#) will be requested, and members concluding their service on the Surface Transportation Technical Committee will be recognized.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action Possible Action Information Minutes: 0

2.1. **Transportation Improvement Program Modifications**

Presenter: Rylea Roderick, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: August 2019 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

1:35 – 1:45

3. **Funding Substitution for Buy America Compliance: City of Fort Worth**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: The Committee will be requested to approve a funding substitution of federal for local funds in the amount of \$113,373 for City of Fort Worth projects awarded under the 2014 Incident Management Equipment Call for Projects.

Background: On January 8, 2015, the Regional Transportation Council (RTC) awarded \$160,036 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the City of Fort Worth for incident management equipment. The City of

Fort Worth purchased \$113,373 in equipment (Ford F350 Super Duty, Robotic Forensic Mapping System, and Portable Dynamic Message Signs) for which Buy America compliance cannot be documented. The Federal Highway Administration (FHWA) requires 100 percent of all iron and steel on federal-aid projects to be of domestic origin. At the time of the award to the City of Fort Worth, FHWA was processing quarterly Buy America waivers for purchase of vehicles and similar items as no vehicles in the United States met the FHWA Buy America requirements. FHWA discontinued issuing Buy America waivers shortly after 2017 as a result of Executive Order 13788. Staff is requesting to switch out \$113,373 in CMAQ funds with RTC Local funds to eliminate any Buy America compliance issues. Additional information is included in [Reference Item 3](#).

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **FY2020 and FY2021 Unified Planning Work Program**

Action Possible Action Information Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested, including the UPWP policies contained in Exhibit I-8 of the Work Program. A recommendation for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program will also be sought.

Background: The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the draft FY2020 and FY2021 UPWP. The Work Program is a federal requirement for NCTCOG, as the Metropolitan Planning Organization, in order to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2019, and September 30, 2021. [Reference Item 4.1](#) contains the Work Program policies that guide the allocation of these federal Transportation Planning Funds.

The draft FY2020 and FY2021 UPWP has been submitted to the Texas Department of Transportation for review and comment, and information was presented at a public meeting held on May 13, 2019. A copy of the draft document has been available online for review by Regional Transportation Council and Surface Transportation Technical Committee members, as well as the general public. [Electronic Item 4.2](#) contains

additional information on the draft FY2020 and FY2021 UPWP. An updated draft of the document for Surface Transportation Technical Committee consideration is available at www.nctcog.org/trans/study/unified-planning-work-program. This update reflects changes as a result of further staff review since provision of the initial document. Copies of the draft document will be available for members upon request.

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of projects to be submitted for consideration of funding through the Fiscal Year (FY) 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program.

Background: In April 2019, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2019 BUILD Discretionary Grant Program for capital investments in surface transportation infrastructure expected to have a significant mobility and economic benefits at the local or regional level. Applications are due to the US DOT by July 15, 2019. An overview of the FY2019 BUILD Grant Program request is available in [Reference Item 5](#).

For agencies in the region expecting to submit projects, please be aware that you must complete the www.grants.gov registration process before submitting an application, and that this process usually takes two-to-four weeks to complete. In addition, if an agency would like to receive a letter of support from the Regional Transportation Council, requests must be submitted to Rebekah Hernandez by Friday, June 28, 2019, at rhernandez@nctcog.org.

Performance Measure(s) Addressed:

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

2:05 – 2:15

6. **2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of the regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant

Program. The project is similar to the 2018 proposal, less comprehensive, and with a smaller request.

Background: In May 2019, 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 technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Staff will propose the creation of a cloud-based regional hub to be used for multiple disciplines. Such a foundation will be critical to utilize advanced techniques and evolving technologies.

[Electronic Item 6.1](#) and [Electronic Item 6.2](#) is a copy of the Notice of Funding Opportunity and Amendment, respectively, that details the \$60 million grant program for Fiscal Year 2019, as well as the application requirements. Applications are due to the US DOT by July 19, 2019. [Electronic Item 6.3](#) provides additional details on the proposed project.

Performance Measure(s) Addressed:

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

2:15 – 2:25

7. **Metropolitan Transportation Plan Policy Bundle**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will brief the Committee on results from the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDC). The Committee will be asked to recommend Regional Transportation Council approval of a TDC distribution for successful policy bundle participants.

Background: The MTP Policy Bundle Program was created to encourage entities like local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in Mobility 2045. By voluntarily adopting these policies, participating entities will receive TDCs to offset local funds for federal transportation projects.

Recommendations in Mobility 2045 consist of policies, programs, and projects reflecting the region's priorities and supporting Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2045, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies are slated to receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been completed and reviewed, and staff will present a

recommendation for distributing TDCs to successful entities. [Reference Item 7](#) includes a recommendation for TDC distribution for successful policy bundle participants.

Performance Measure(s) Addressed:

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

2:25 – 2:35

8. **Legislative Update**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Nicholas Allen, NCTCOG

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

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 116th US Congress convened on January 3, 2019. The 86th Texas Legislature convened on January 8, 2019. The 86th Texas Legislature adjourned Sine Die on May 27, 2019. The Governor vetoed HB 3082 that would have restricted unmanned aircrafts over military installations.

Performance Measure(s) Addressed:

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

2:35 – 2:45

9. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide a summary of the current Disadvantaged Business Enterprise (DBE) Program and schedule for updating the DBE Participation Goal for FY2016-FY2019.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2019. Staff has developed a schedule to meet this deadline that also encourages and provides opportunity for public participation and comment. The updated DBE goals are anticipated to be presented to the Regional Transportation Council and NCTCOG Executive Board for approval in September 2019. [Electronic Item 9](#) includes additional details.

Performance Measure(s) Addressed:

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

2:45 – 2:55

10. **Technical Tools for Environmental Justice, Transit, and Environmental Planning**

Action Possible Action Information Minutes: 10

Presenters: Kate Zielke and Amanda Long-Rodriguez, NCTCOG

Item Summary: Staff will brief the Committee on several interactive and online environmental justice, transit, and natural environmental planning tools that have been developed.

Background: Staff has developed four web-based and interactive environmental justice, transit, and natural environmental planning tools. These tools require no specialized software and may assist agencies in planning for transportation projects throughout the region. Two of these tools, the Environmental Justice Index (EJI) and the Transit Accessibility Improvement Tool (TAIT) may assist agencies in meeting federal requirements for Title VI and environmental justice. The remaining two tools, Economic & Environmental Benefits of Stewardship and the Permittee Responsible Mitigation (PRM) Database, may assist in planning for environmental mitigation and stewardship, including mitigation required under the Clean Water Act. These tools were developed in partnership with the Environment and Development department. [Electronic Item 10](#) contains a presentation with links to and information on each tool.

Performance Measure(s) Addressed:

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

2:55 – 3:00

11. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers**

Action Possible Action Information Minutes: 5

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will brief the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2019-2020 term.

Background: According to the RTC Bylaws and Operating Procedures, the Executive Board of the North Central Texas Council of Governments annually designates a Chair, Vice Chair, and Secretary for STTC. STTC officers are being recommended for approval by the North Central Texas Council of Governments Executive Board at its June 27, 2019, meeting and will be presented at the meeting. In addition, new RTC officers are Andy Eads, Chair, County Judge, Denton County; Roger Harmon, Vice Chair, County Judge, Johnson County; and Theresa Daniel, Ph.D., Commissioner, Dallas County.

Performance Measure(s) Addressed:

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

3:00 – 3:15

12. **Fast Facts**

Action Possible Action Information Minutes: 15

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

1. *April Leger* – Upcoming Surface Transportation Technical Committee Meeting Schedule
2. *Travis Liska* – Parking Management Symposium ([Electronic Item 12.1](#))
3. *Jing Xu* – Federal Highway Administration Shared Mobility Webinar (<https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2076>) and Publication Featuring the North Central Texas Council of Governments www.planning.dot.gov/documents/regional_shared_mobility_planning_caseStudies.pdf)
4. *Trey Pope* – Status Report on Ozone ([Electronic Item 12.2](#))
5. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
6. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
7. *Carli Baylor* – May Public Meeting Minutes ([Electronic Item 12.3](#))
8. *Carli Baylor* – July Online Input Opportunity Notice (Handout)
9. *Victor Henderson* – Public Comments Report ([Electronic Item 12.4](#))
10. *Brian Wilson* – Progress North Texas (Handout)
11. Written Progress Report:
 - Local Motion ([Electronic Item 12.5](#))
 - Transportation Partner Progress Reports ([Electronic Item 12.6](#))

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

14. **Next Meeting:** The **July 26, 2019**, Surface Transportation Technical Committee meeting **has been cancelled**. The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on August 23, 2019, at the AT&T Stadium**.

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
May 24, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 24, 2019, 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: David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Pritam Deshmukh, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Tom Hammons, Brian McNulty (representing Ron Hartline), Ann Boulden (representing Kristina Holcomb), Matthew Hotelling, Kirk Houser, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Clay Lipscomb, Wayne Wolverton (representing Paul Luedtke), Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Jessica Shutt (representing Mark Nelson), Jim O'Connor, Kevin Overton, Than Nguyen (representing Dipak Patel), Todd Plesko, John Polster, Tim Porter, Jacqueline Culton (representing Bryan G. Ramey II), Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Chelsea St. Louis, Cheryl Taylor, Caleb Thornhill, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: James Adkins, Angela Alcedo, Nick Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Abiel Carrillo, Lori Clark, Michael Copeland, Nick Dayal, Cody Derrick, Jory Dille, Ryan Dufour, Jackson Enberg, Matt Fall, Kevin Feldt, Mike Galizio, David Garcia, Kimberley Garduno, Christie Gotti, Jeff Hathcock, Victor Henderson, Rebekah Hernandez, Chris Hoff, Bethany Hyatt, Amy Johnson, Dan Kessler, Gus Khankarli, Chris Klaus, Dan Lamers, Sonya Landrum, April Leger, Travis Liska, Nancy Luong, Michael Morris, Jenny Narvaez, Trey Pope, Chris Reed, Kyle Roy, Caryn Sanders, Jessica Scott, Daniel Snyder, David Sutton, Mitzi Ward, Amanda Wilson, and Kate Zielke.

1. **Approval of April 26, 2019, Minutes:** The minutes of the April 26, 2019, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **FY2018 and FY2019 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) was requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was also included in the action. The proposed amendments were provided in Electronic Item 2.1.1, and additional information was provided in Electronic Item 2.1.2.

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

3. **Transportation Alternatives Set-Aside Program Project Selection:** Daniel Snyder presented projects proposed for funding through the 2019 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects. Evaluation and scoring criteria requirements for applications were highlighted. For Fiscal Year (FY) 2020, the region was apportioned approximately \$7.94 million in funding for bicycle and pedestrian infrastructure projects selected through a competitive process. Based on the region's equitable distribution

percentages, approximately \$2.7 million was available in the western subregion and approximately \$5.24 million in the eastern subregion. Agencies that qualified were eligible to use Metropolitan Transportation Plan Policy Bundle Transportation Development Credits (TDC) in lieu of a local cash match. Since the call for projects closed on March 1, 2019, staff evaluated project applications using the scoring criteria detailed in Electronic Item 3.1. A total of 29 project applications requesting over \$33 million in federal funding were received. In the western subregion, the two highest scoring projects were recommended for funding award: 1) City of Grapevine, Cotton Belt Trail Segment 2 for \$1,923,024; and 2) City of Grapevine, Cotton Belt Trail Segment 1 for \$777,936. In the eastern subregion, the top five projects were recommended for funding award: 1) City of Plano, Cotton Belt Trail Segment 26 for \$1,700,718; 2) City of Richardson, Cotton Belt Segment 21 for \$460,851; 3) City of Dallas, Cotton Belt Trail Segments 18 and 20 for \$2,419,157; 4) City of Coppell, Cotton Belt Trail Segment 3 for \$662,314 in TA Set Aside funds and \$1,567,454 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (TDCs awarded to project for local match); and 5) Dallas County, Harry Hines Multimodal Connection, \$2,399,747 CMAQ funds. Mr. Snyder noted that with limited TA funding available and several high scoring projects in the eastern subregion, staff recommended supplementing TA funds with CMAQ funds in order to fully fund the City of Coppell project and entirely fund the Dallas County project. In summary, staff recommended over \$11.9 million in federal funds with local agencies contributing over \$3.1 million for a total of over \$15 million for active transportation infrastructure. The timeline for the effort was reviewed. Pending approval by the Committee and the Regional Transportation Council, staff will work with agencies to program the approved projects in the Transportation Improvement Program in order to obligate funding in a timely manner. Staff recommendations were provided in Reference Item 3.2 and included details of the scoring and evaluation for each project. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2019 Transportation Alternatives Set-Aside Program Call for Projects as provided in Reference Item 3.2. Action also included a recommendation to the Regional Transportation Council for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

4. **Clean Fleets North Texas 2019 Call for Projects:** Nancy Luong provided an overview of the proposed Clean Fleets North Texas 2019 Call for Projects. In June 2018, the North Central Texas Council of Governments submitted a grant proposal to the Environmental Protection Agency under the National Clean Diesel Funding Assistance Program and was awarded approximately \$1.1 million. Staff proposed to add the remaining \$122,727 from the 2017 award to the new funds for a total of approximately \$1.2 million. The award includes approximately \$40,000 for staff administration of the call for projects. Air quality benefits from projects implemented with this funding are anticipated at 30.5 tons of nitrogen oxides (NO_x) and 2.7 tons of particulate matter (PM) reduced. Eligible applicants include local governments and private companies who contract with local governments. Eligible activities include the replacement of model year 1996-2006 on-road diesel vehicles 16,001 pounds and over (other model years eligible on a case-by-case basis) and non-road diesel equipment that is operated over 500 hours per year. All old vehicles/equipment must be scrapped. Costs are funded at 45 percent if the replacement is electric, 35 percent if an engine is certified to California Air Resources Board (CARB) optional low-NO_x standards, and at 25 percent for all other replacement types. Ms. Luong also reviewed the proposed eligibility and selection criteria, detailed in Reference Item 4. Entities must have adopted the Clean Fleet Policy. To reduce risk and administrative burden, a minimum subaward of \$100,000 was proposed. Applications will be scored based on the cost per ton of NO_x reduced, as well as on risk and oversight criteria. The timeline for this effort was highlighted. Of note, the call for projects is anticipated to open on June 14, 2019, and close on

September 6, 2019. If needed, staff proposed to reopen the call for projects on a rolling, quarterly basis to fully award funds. A motion was made to recommend Regional Transportation Council approval of the Clean Fleets North Texas 2019 Call for Projects details, integrating funds from previous call for projects, eligibility screens, and selection criteria. Action also included a recommendation for approval of the proposed timeline, flexibility to reopen the timeline if needed to fully award funds, and the option to relax the minimum subaward requirement, if needed. Daniel Vedral (M); John Polster (S). The motion passed unanimously.

5. **United States Army Corps of Engineers Stormwater Project:** Michael Morris presented an overview of a partnership approach to incorporate stormwater infrastructure planning as a component of regional transportation planning. The goal of the partnership is to prevent flooding resulting from stormwater runoff in rural parts of region, as well as downstream flooding on the Trinity River. It is estimated that for riverine flooding, communities save \$5-7 for every \$1 invested in mitigation strategies and higher standards versus recovery from flooding actions. He noted that Congresswoman Eddie Bernice Johnson and Congresswoman Kay Granger have asked that a presentation be given to the entire Congressional Delegation to determine feasibility of a national protocol for stormwater prevention. A working group of partners and stakeholders will be created to carry out a comprehensive planning effort in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties. This will include federal, State, and local agencies outlined in Electronic Item 5, as well as the Texas General Land Office. Proposed efforts include transportation infrastructure such as bridge structure elevation, culvert diameters, modeling of the results of future growth, the use of green parkways for water detention, and others. Related to safety, partners will discuss the use of technology to route away from low-water crossings. In addition, is important to prioritize the mitigation of known low-lying facilities over time and implement project updates. For stormwater, efforts will be focused on minimizing runoff, reducing downstream flooding, and creating detention areas. In addition, rural areas have requested tools, data, and experts to assist with stormwater flood prevention. Environmental features to address stormwater runoff may include tree farms that could be intentionally saturated or options to filter stormwater for use in recharging aquifers. Mr. Morris also noted that within transportation, wetland and stream bed mitigation is needed and that there may be an opportunity to integrate mitigation banking into this effort. There may also be an opportunity to use environmental stewardship as a revenue element such as encouraging the private sector to participate in mitigation banking. Regarding funding, Mr. Morris noted that Congress currently provides funding to federal agencies with flexibility to be used for this purpose, and this effort will give an opportunity to use a portion of the funds for prevention. Approximately \$10 million has been established as the project funding goal and it was proposed that the Regional Transportation Council pay no more than \$3 million. Details were provided in Electronic Item 5, and members were asked to provide comments or concerns to staff for inclusion in future presentations. John Polster discussed the fact that Denton County is one of the few counties that has three USACE-controlled lakes within its boundaries, with Lake Lewisville receiving the most impact from flooding. He noted there is already a lot of trauma in Denton County associated with the retention of stormwater and added that anything that would help mitigate the flooding from stormwater would be helpful. He added that he believes there should be some recognition for agencies that implement projects with specifications to minimize downstream impacts, that the increased costs associated with the projects not be held against those projects in the cost effectiveness due to increased costs. Chad Edwards noted that on the north side of the region he would like to see the study follow the flood plains or water sheds more closely. It is currently marked at county boundaries, and he noted there may be an opportunity to work with the metropolitan planning organizations in Sherman-Denison and counties to the west and north. Mr. Morris noted that these and many other details will be part of the discussion as the partnership is developed.

6. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. He discussed infrastructure investment identified by President Trump as a priority for his presidency. In April, President Trump and Democratic Congressional leaders met and agreed to work toward a bipartisan bill with \$2 trillion in spending. Many expected a proposed bill that would contain support for public-private partnerships. A recent follow up meeting to discuss funding or financing mechanisms ended with accusation of politicking and negotiations have stalled. Transportation analysts agree that an infrastructure bill before the 2020 elections is unlikely. Regarding Fiscal Year 2020 appropriations, the House Appropriations Committee has released a draft Transportation-Housing and Urban Development bill that allocates \$75.8 billion, of which \$25.3 billion goes to the United States Department of Transportation. There was also an increase to the Federal Aviation Administration's safety funding, but most programs stay at the 2019 funding levels. Mr. Allen also provided an update on the Texas Legislature. Related to air quality, SB 1070 would have funded a local initiatives project and was the region's top air quality legislative priority this session. The House budget originally included funding for this bill, but it was dropped and any efforts to pass this bill were rendered futile. HB 3745, related to the Texas Emissions Reduction Plan (TERP), would allow for the comptroller to administer the fund and would also authorize the Texas Commission on Environmental Quality to fund programs that reduce emissions. The bill was sent to conference committee. No high-speed rail bills made it to the House or Senate floor, and the harmful rider in the budget was not included. For tolling and tolled projects, SB 198 related to the payment for the use of a highway toll project was filed to authorize automatic payments from toll collection entities and authorized entities to send a notice of payment before penalties begin accruing. The bill would also compel toll project entities to replace transponders if detected to malfunction multiple times. HB 1951, related to the development, construction and operation of toll projects was pronounced dead by procedural action. HB 1631 was related to prohibiting the use of photographic traffic signal enforcement systems. A substitute version of the bill may allow some entities to be grandfathered in and allow for them to continue to use the cameras until the contracts expire. However, due to language in the bill, some of the contracts will be rendered unenforceable on day one. Mr. Allen also highlighted other miscellaneous bills including SB 282 related to the allocation of money associated with delays of transportation projects and SB 962 that would extend the Proposition 1 sunset date. HB 3082, relating to investigating and prosecuting the criminal offense of operating an unmanned aircraft over or near certain facility, provides that a person commits criminal negligence if they operate a drone over or near correctional facility. An amendment to the bill would also allow for military installations to be added to the list of critical infrastructures. In conclusion, he noted that the legislature is expected to work through the weekend, with the session ending on May 27, 2019. John Polster discussed SB 282 related to the delay transportation projects. He asked how liquidated damages would be charged on projects. Rebekah Hernandez noted that for contractors that do not meet deadlines, a fine must be paid with the funds allocated to the Texas Department of Transportation who would then allocate the funds to the district in which the project was located.

7. **Congestion Management Process Update:** Mike Galizio presented information on the Congestion Management Process (CMP) document update. Federal requirements specify that Metropolitan Planning Organizations (MPO) in urbanized areas with a population exceeding 200,000 must prepare, maintain, and implement a CMP. In addition, regulations require that MPOs in air quality nonattainment areas for ozone must demonstrate that CMP strategies are being incorporated into roadway capacity expansion projects. Staff is working with the Texas Department of Transportation to revisit its existing CMP compliance and tracking process, and additional information will be provided to members in the future. Mr. Galizio noted that the CMP looks at strategies to address recurring congestion related to commuter traffic, as well as non-recurring congestion related to traffic incidents and construction activities. Types of strategies to be included in the CMP were highlighted,

including travel demand management, transportation system management and operations, intelligent transportation systems technologies, traffic incident management, constructions management and coordination, and asset optimization improvements. Examples of each strategy type were provided, and it was noted that the North Central Texas Council of Governments is moving forward with the creation of a new Regional Construction Coordinator position to further address nonrecurrent congestion associated with construction activities. In addition, key questions or topics to be covered in the next update were highlighted. He noted that staff is currently collecting and analyzing internal and external data, as well as feedback on performance measures and strategies. Congestion levels throughout the region are also being reevaluated to determine if expansion to the designated CMP network should be included in the update, and staff is also meeting internally to promote consistency between the roadway corridor limits identified in the CMP and the Metropolitan Transportation Plan (Mobility 2045). The schedule for this effort was highlighted, which will include a public meeting and both Surface Transportation Technical Committee and Regional Transportation Council workshops. Additional information about the CMP document is available at www.nctcog.org/cmp.

8. **Draft FY2020 and FY2021 Unified Planning Work Program:** Dan Kessler presented a summary on the development of the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP). He noted the UPWP is one of the documents required by the Fixing American's Surface Transportation Act in order to receive federal funds. The UPWP summarizes all activities to be carried out by the Metropolitan Planning Organization (MPO) utilizing federal transportation formula funds over the specified timeframe and allocates available funds to specific tasks. The North Central Texas Council of Governments also includes in the document all work activities carried out by the MPO through other funding sources such as Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and Regional Transportation Council Local funds. Mr. Kessler reviewed the format of the UPWP document that includes five major tasks: 1) Administration and Management, 2) Transportation Data Development and Maintenance, 3) Short-Range Planning and Programming and Air Quality and Transit Operations, 4) Metropolitan Transportation Plan, and 5) Special Studies and System Operation. For the draft FY2020 and FY2021 UPWP, a total of 41 project submittals were received from 16 agencies. Of the 41 projects, 30 projects were recommended for inclusion in the document and 11 projects were not recommended. A summary of the submittals received and staff recommendations were distributed at the meeting in Reference Item 8. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, the 2021-2024 Transportation Improvement Program, automated vehicle technology, high-speed rail, bicycle/pedestrian plans, the Dallas Fort Worth Airport Freight/Regional People Mover Technology Access Study, the Harry Hines Boulevard Corridor Study, the McKinney Avenue Trolley extension, and others. The development schedule was reviewed, and it was noted that the draft FY2020 and FY2021 UPWP was due to the Texas Department of Transportation (TxDOT) in early June 1 for review and comment, with the final document due to TxDOT by August 1. Once provided to TxDOT, a copy of the draft document will also be provided to members.
9. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Hathcock briefed the Committee on the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program recently announced by the United States Department of Transportation (US DOT). A total of \$900 million is available nationwide for FY2019. No more than \$90 million may be awarded to a single state. The maximum grant award is \$25 million, with a minimum of \$5 million for urban areas and \$1 million in rural areas. The maximum federal cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Applications are

due July 15, 2019, and project awards are anticipated to be announced by November 12, 2019. The Notice of Funding Opportunity that details the discretionary grant program is available at www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf. Mr. Hathcock highlighted the merit criteria to be used for the selection of projects proposed for the application. These include safety, state of good repair, innovation, partnership projects, project readiness, benefit-cost analysis, and others. In addition, the methodology for regional project selection was highlighted. Efforts will focus on projects in both the eastern and western subregions, projects with potential partnership opportunities, consideration of recent project submittals, existing project commitments, and those with significant economic development opportunities or that address transportation performance targets. Previous discretionary grant program project application submittals were highlighted. Potential rail project candidates include one project in the east and west from the North Texas MOVES Program: 1) Double Track Medical Market Center to Stemmons Freeway and 2) Double Track TRE near new Trinity Lakes Station, and ClearPath Technology. Potential roadway project candidates include US 80 Reconstruction in Mesquite (IH 635 Belt Line Road) or US 75 /Ridgeview Dr. Interchange in Fairview and US 75 Technology Lanes Extension to SRT/SH 121 in the east, and SH 114 Frontage Roads in Southlake/Trophy Club/Westlake (FM 1938 – Dove Road) in the west. Mr. Hathcock noted project funding sources, amounts and grant requests were yet to be determined. A timeline for the effort was highlighted, with Committee action to be requested on June 28, 2019.

10. **Travel Demand Management Performance Report:** Caryn Sanders provided an overview of items included in the 2018 Travel Demand Management (TDM) Performance Report. The report included Try Parking It commute modes, the Regional Vanpool Program, Try Parking It Commuter Challenge results, Try Parking It 2019 news, and the Try Parking It GREEN Rewards Partners. Try Parking It is a ride match and trip logging program available for commuters in North Central Texas. Active participation aids in improving air quality and decreasing traffic congestion, and also allows commuters to earn points to use towards rewards by tracking their alternative commutes. Commute modes were highlighted, with carpooling being the preferred mode with over 20,000 trips logged followed by walking, telecommuting, and biking. Emissions and health savings for each commute mode were highlighted. Total calories burned for commuters in 2018 was approximately 2.2 million, with the highest by those that chose to bike. Overall, logged commutes saved over 950,000 pounds (lbs) of greenhouse gas emissions, over 720 lbs of nitrogen oxides (NO_x), approximately 9,400 lbs of carbon monoxide, 119 lbs of particulate matter, and over 3,100 lbs of volatile organic compounds (VOC). Next, Ms. Sanders highlighted the Regional Vanpool Program data. Vanpool operators include Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and Trinity Metro. Information is also received from private providers. The vans are available at a low monthly cost to riders and can seat as many as 15 people. During 2018, over 40 million vehicle miles traveled were reduced through the Regional Vanpool Program averaging 2,000 participants monthly. At the end of 2018, approximately 378 vanpools were operating resulting in reduced NO_x and VOC emissions. Ms. Sanders also highlighted the Try Parking It Bike Everywhere Challenge held in May 2018. Commuters were encouraged to bike everywhere instead of driving. As a result, over 1,000 trips were logged. Winning categories for the challenge included the most bike trips logged, total distance of bike trips, total calories burned, fuel saved, and greenhouse gas saved. Next, Ms. Sanders presented information on the Employee Transportation Champion Awards Luncheon held June 29, 2018. The luncheon recognized individuals that best demonstrated a commitment to promoting and advancing workplace commuter transportation options. Awards were given in the public sector, private sector, and education sector categories. Winners for each category were highlighted. A Try Parking It GREEN Rewards Partners update was provided. As of May 2019, 226 local business have signed on to be GREEN reward partners. Nearly \$418,000 has been donated in goods and

services as a part of the program. Partners were highlighted. In closing, Ms. Sanders announced the relaunch of the Try Parking It website, anticipated on August 1, 2019. The website and app will include all current features, with new features such as the ability to track alternative commutes by synchronizing accounts with third party applications, instant redemption of rewards, and automatic import of vans managed by commute with Enterprise Vanpools (DART, DCTA, and Trinity Metro vans). Details were provided in the 2018 NCTCOG Travel Demand Management Performance Report included in Electronic Item 10.

11. **Fast Facts:** Jackson Enberg provided a status report on the 2019 ozone season. As of the date of the meeting, the region had experienced four exceedance days. The current design value was 74 parts per billion. Details were provided in Electronic Item 11.1.

Nancy Luong provided a status report on the Volkswagen Settlement. She noted a funding opportunity for buses is open, with \$11.7 million available to the Dallas- Fort Worth area. Details were made available at www.nctcog.org/trans/quality/air/funding-and-resources/volkswagen-settlement.

In addition, Nancy Luong highlighted current air quality funding opportunities for vehicles. She noted that the Propane Council of Texas incentive, that provides \$7,500 per new propane vehicle purchase or repower, remained opened. Additionally, funding remained available for rural communities to replace emergency vehicles and equipment through the Fire, Ambulance, and Services Truck fund through June 13. Details were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Nancy Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events, noting the upcoming annual National Drive Electric Week. Details were provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Jessica Scott noted the Governor's Highway Safety Association released its preliminary report on pedestrian traffic fatalities earlier this year, available at www.ghsa.org/sites/default/files/2019-02/FINAL_Pedestrians19.pdf. Regionally, there was a 21.6 percent increase in pedestrian crashes and fatalities last year. Due to the high rate of pedestrian fatalities, Dallas and Fort Worth are named pedestrian focus cities by the Federal Highway Administration. Because of this and other factors, the Regional Transportation Council took action in February stating that even one death on the transportation system is unacceptable.

Jessica Scott also discussed the Regional Pedestrian Safety Action Plan (PSAP), www.nctcog.org/pedsafetyplan and Opinion Survey <https://dfctest2.metroquest.com/>. A PSAP provides the framework for focusing communities' attention on improving conditions for walking by laying out a vision for improving safety, examining existing conditions, and using a data driven approach to match safety programs and improvements to demonstrated problems. Members were asked to complete the survey, as well as provide the link to others, in order that the North Central Texas Council of Governments gain information to develop goals and action items for the PSAP.

David Garcia provided information on a series of stakeholder meetings being held to define the scope of work for several transit studies that will be developed for areas in Collin, Dallas, and Tarrant counties. Meetings are scheduled on May 31 at Allen City Hall, June 24 at the Duncanville Library, and July 18 at Arlington City Hall. Additional information is available at www.nctcog.org/transitstudies.

Kimberlin To reminded members of the upcoming Clean Air Action Day, June 21, 2019. A save-the-date postcard was distributed at the meeting, and additional details are available at www.airnorthtexas.org.

Carli Baylor noted that Electronic Item 11.2 was a summary of public input received for the April 8, 2019, public meeting. Discussions included the Regional 10-Year Plan, the Congestion Management Process update, 511DFW, and a Mobility 2045 status report.

Carli Baylor referenced the June public meeting announcement, distributed at the meeting in Reference Item 11.6. The June 10, 2019, public meeting will be held at the North Central Texas Council of Governments and include presentations on the Regional Pedestrian Safety Action Plan and Disadvantaged Business Enterprise goals.

Victor Henderson noted that the current Public Comments Report, provided in Electronic Item 11.3, contained general comments received from the public from March 20 through April 19. Air quality comments were in the majority.

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

12. **Other Business (Old and New):** Michael Morris discussed proposed safety improvements in the historic Joppa neighborhood, located in southeast Dallas. The proposed project would provide a grade-separated pedestrian crossing needed as a result of a bypass track being constructed by Union Pacific Railroad. Meetings have been held with citizens in the neighborhood who have agreed to closing the at-grade crossing at Linfield Road. Union Pacific Railroad has committed to paying \$1 million towards the grade-separated pedestrian crossing if it is completed in time for Union Pacific to initiate its engineering and construction of the rail bypass track. Union Pacific Railroad is constructing the rail bypass track on the western side of the rail yard for approximately \$20 million. Staff proposed that the Regional Transportation Council (RTC) fund the pedestrian bridge, anticipated to cost approximately \$4-8 million, conditional that the at-grade crossing is closed to both cars and pedestrians. Staff also proposed improvements to increase vehicle and pedestrian safety at Loop 12 for approximately \$1.2 million, which will be coordinated with the Texas Department of Transportation and the City of Dallas. The railroad will fund landscaping along the yard at \$500,000. As noted, Union Pacific Railroad will contribute \$1 million towards the pedestrian bridge. The North Central Texas Council of Governments will negotiate with the City of Dallas to receive the \$1 million and will also work with Dallas Area Rapid Transit to determine its willingness to place a transit shelter in the area creating a multimodal component for transit in the neighborhood and at Loop 12. Mr. Morris noted that this item will be presented to the Regional Transportation Council for action at its June 13 meeting in order to meet the Union Pacific's timeframe. Committee endorsement will be requested at a future meeting. Brian Moen asked if staff was aware of the pedestrian counts for the rail crossing. Mr. Morris noted that he was not aware of an official traffic count being conducted and that the project was safety-driven. He added that the grade of the recent bridge is not American with Disabilities Act-compliant and cannot be used for pedestrian movement. Access is limited in the area. The addition of faster moving trains on the bypass track will pose a substantial safety risk to pedestrians trying to cross the tracks at grade.

Dan Kessler introduced new North Central Texas Council of Governments staff in attendance at the meeting: Jade Lieu and Bethany Hyatt. In addition, he noted that a public meeting was scheduled on June 4 at the River Oaks Community Center to discuss the final design of Meandering Road. Members were welcomed to attend.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 28, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004
Implementing Agency: PLANO
County: COLLIN **CSJ:** 0091-05-053
City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED
Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11688 **Facility:** VA **Location/Limits From:** NORTH TEXAS AIRPORT EMISSIONS REDUCTIONS PROJECT **Modification #:** 2019-0180
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** ADMINISTER A FUNDING OPPORTUNITY TO REPLACE OR REPOWER AIRPORT GROUND SUPPORT EQUIPMENT IN THE OZONE NON-ATTAINMENT AREA
Request: ADD NEW PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: LOCAL MATCH FOR DERA FUNDING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$14,084	\$0	\$0	\$14,084
Grand Total:				\$0	\$0	\$14,084	\$0	\$0	\$14,084

TIP Code: 14070 **Facility:** SS 366 **Location/Limits From:** WEST OF AKARD ST **Modification #:** 2019-0285
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SAINT PAUL ST
County: DALLAS **CSJ:** 0196-07-034
City: DALLAS **Desc:** CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY
Request: INCREASE LOCAL MATCH FOR CONSTRUCTION PHASE TO 20% MATCH SINCE RTC APPROVAL; ADD ENGINEERING PHASE TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROJECT (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP) AS APPROVED BY THE RTC ON DECEMBER 13, 2018; INCREASE FUNDING FOR ENGINEERING PHASE BY \$2,365,000 FOR A TOTAL OF \$12,240,000
Comment: LOCAL CONTRIBUTION PAID BY CITY OF DALLAS, PRIVATE SECTOR, AND DALLAS COUNTY; RTC FUNDS TO PAY FOR DECK STRUCTURE ONLY; CITY AND PRIVATE SECTOR PAYING ADDITIONAL FUNDS FOR NON-TRANSPORTATION IMPROVEMENTS; 2017-2018 CMAQ/STBG FUNDING PROGRAM: STRATEGIC PARTNERSHIPS ROUND 3/INTERSECTION IMPROVEMENTS/MTP POLICY BUNDLE TDCS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,240,000	\$10,240,000
2019	ENG	0196-07-034	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$0	\$2,000,000	\$0	\$0	\$10,240,000	\$12,240,000
2021	UTIL	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,850,000	\$3,850,000
2023	CON	0196-07-034	STBG:	\$20,000,000	\$0	\$0	\$5,000,000	\$0	\$25,000,000
2024	CON	0196-07-034	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
Grand Total:				\$30,000,000	\$2,000,000	\$0	\$7,500,000	\$14,090,000	\$53,590,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11913 **Facility:** VA **Location/Limits From:** DIGITAL VIDEO PROJECT **Modification #:** 2019-0313
Impementing Agency: TXDOT-DALLAS
County: VARIOUS **CSJ:** 0918-00-353
City: VARIOUS **Desc:** PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 50/50 PARTNERSHIP WITH TXDOT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-353	Cat 1:	\$0	\$2,625,000	\$0	\$0	\$0	\$2,625,000
2020	IMP	0918-00-353	Cat 5:	\$3,500,000	\$875,000	\$0	\$0	\$0	\$4,375,000
Phase Subtotal:				\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$7,000,000
Grand Total:				\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$7,000,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20277.1 **Facility:** CS **Location/Limits From:** LEBANON RD, ON DALLAS PARKWAY **Modification #:** 2019-0389
Impementing Agency: FRISCO **Location/Limits To:** ELDORADO PKWY
County: COLLIN **CSJ:** 0918-24-207
City: FRISCO **Desc:** WIDEN NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY FROM 2 LANES IN EACH DIRECTION TO 3 LANES IN EACH DIRECTION
Request: DELAY CONSTRUCTION TO FY2020 THEREBY ADDING PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2020
Comment: LOCAL CONTRIBUTION PAID BY CITY OF FRISCO; ASSOCIATED WITH TIP 20277.2 AND TIP 11723; OVERRUNS ARE CITY'S RESPONSIBILITY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$67,000	\$67,000
2016	ENG	0918-24-207	Cat 3 - RTR 161 - CC2:	\$0	\$0	\$786,400	\$196,600	\$0	\$983,000
Phase Subtotal:				\$0	\$0	\$786,400	\$196,600	\$67,000	\$1,050,000
2018	CON	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,198,000	\$2,198,000
2018	CON	0918-24-207	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,041,600	\$260,400	\$0	\$1,302,000
Phase Subtotal:				\$0	\$0	\$1,041,600	\$260,400	\$2,198,000	\$3,500,000
Grand Total:				\$0	\$0	\$1,828,000	\$457,000	\$2,265,000	\$4,550,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$67,000	\$67,000
2016	ENG	0918-24-207	Cat 3 - RTR 161 - CC2:	\$0	\$0	\$786,400	\$196,600	\$0	\$983,000
Phase Subtotal:				\$0	\$0	\$786,400	\$196,600	\$67,000	\$1,050,000
2020	CON	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,198,000	\$3,198,000
2020	CON	0918-24-207	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,041,600	\$260,400	\$0	\$1,302,000
Phase Subtotal:				\$0	\$0	\$1,041,600	\$260,400	\$3,198,000	\$4,500,000
Grand Total:				\$0	\$0	\$1,828,000	\$457,000	\$3,265,000	\$5,550,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20279 **Facility:** CS **Location/Limits From:** ON ROCKHILL ROAD FROM CR 26 **Modification #:** 2019-0397
Impementing Agency: FRISCO **Location/Limits To:** PRESTON ROAD
County: COLLIN **CSJ:** 0918-24-195
City: FRISCO **Desc:** CONSTRUCT NEW SIX-LANE DIVIDED ROADWAY INCLUDING BRIDGES OVER PARVIN BRANCH AND THE BNSF RAILROAD
Request: APPLY \$2,430 IN RTR 121-CC1 INTEREST EARNINGS (\$1,944 REGIONAL AND \$486 LOCAL) TO PROJECT DUE TO CONSTRUCTION COST OVERRUN; ADD LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2013 TO REFLECT TOTAL CONSTRUCTION COST; ADD ENGINEERING AND ROW PHASES WITH LOCAL CONTRIBUTION FUNDING IN FY2013
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF FRISCO

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	CON	0918-24-195	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,952,000	\$738,000	\$0	\$3,690,000
Grand Total:				\$0	\$0	\$2,952,000	\$738,000	\$0	\$3,690,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,226,400	\$2,226,400
2013	ROW	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$416,967	\$416,967
2013	CON	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$19,536,632	\$19,536,632
2013	CON	0918-24-195	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,953,944	\$738,486	\$0	\$3,692,430
Phase Subtotal:				\$0	\$0	\$2,953,944	\$738,486	\$19,536,632	\$23,229,062
Grand Total:				\$0	\$0	\$2,953,944	\$738,486	\$22,179,999	\$25,872,429

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14080 **Facility:** VA **Location/Limits From:** REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS **Modification #:** 2019-0401
Impementing Agency: GRAND PRAIRIE **Location/Limits To:** MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD
County: VARIOUS **CSJ:** 0902-90-163
City: GRAND PRAIRIE **Desc:** CONSTRUCT SHARED-USE PATH
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON OCTOBER 11, 2018; REVISE PREVIOUSLY APPROVED FUNDING BY MOVING \$1,014,235 TOTAL (\$811,388 FEDERAL AND \$202,847 LOCAL) OF CONSTRUCTION FUNDING TO ENVIRONMENTAL, ENGINEERING, ROW, AND UTILITY PHASES; REVISE PREVIOUSLY APPROVED LIMITS TO REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS TO MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENV	0902-90-163	Cat 5:	\$22,000	\$0	\$0	\$5,500	\$0	\$27,500
2020	ENG	0902-90-163	Cat 5:	\$220,508	\$0	\$0	\$55,127	\$0	\$275,635
2021	ROW	0902-90-163	Cat 5:	\$508,880	\$0	\$0	\$127,220	\$0	\$636,100
2021	UTIL	0902-90-163	Cat 5:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2022	CON	0902-90-163	Cat 5:	\$2,868,612	\$0	\$0	\$717,153	\$0	\$3,585,765
Grand Total:				\$3,680,000	\$0	\$0	\$920,000	\$0	\$4,600,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11651.4 **Facility:** VA **Location/Limits From:** ALONG US 377 FROM DESERT RIDGE DR TO EAST OF FLOYD DR, ALONG FLOYD DR FROM US 377 TO W CLAYTON RD **Modification #:** 2019-0402

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** ALONG CAMP BOWIE W BLVD FROM ALTA MERE DR TO LACKLAND RD, ALONG LACKLAND RD FROM CAMP BOWIE W BLVD TO Z BOAZ PL

County: TARRANT **CSJ:** 0902-90-126

City: FORT WORTH **Desc:** SAFE ROUTES TO SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS IN PROXIMITY TO THE APPLIED LEARNING ACADEMY

Request: REVISE CONSTRUCTION FUNDING IN FY2020; REVISE ENGINEERING FUNDING IN FY2019; CHANGE CSJ FROM 0902-90-941 TO 0902-90-126; RETURN UNNEEDED CMAQ FUNDS TO THE BICYCLE/PEDESTRIAN SAFETY POOL (TIP 11651/CSJ 0902-00-173)

Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-941	Cat 5:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2020	CON	0902-90-941	Cat 5:	\$328,406	\$0	\$0	\$82,102	\$0	\$410,508
Grand Total:				\$488,406	\$0	\$0	\$122,102	\$0	\$610,508

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-126	SBPE:	\$0	\$313,610	\$0	\$0	\$0	\$313,610
2020	CON	0902-90-126	Cat 1:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2020	CON	0902-90-126	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,500	\$37,500
2020	CON	0902-90-126	Cat 5:	\$410,000	\$0	\$0	\$102,500	\$0	\$512,500
Phase Subtotal:				\$530,000	\$30,000	\$0	\$102,500	\$37,500	\$700,000
Grand Total:				\$530,000	\$343,610	\$0	\$102,500	\$37,500	\$1,013,610

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11666 **Facility:** VA **Location/Limits From:** DOWNTOWN DALLAS CENTRAL BUSINESS DISTRICT **Modification #:** 2019-0409
Impementing Agency: NCTCOG
County: DALLAS **CSJ:** 0918-00-282
City: DALLAS **Desc:** CONDUCT A PILOT STUDY ON PARKING DEMAND AND INNOVATIVE PARKING TECHNOLOGIES FOR DOWNTOWN DALLAS
Request: CANCEL PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-00-282	Cat 7:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
Grand Total:				\$400,000	\$0	\$0	\$100,000	\$0	\$500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-00-282	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

TIP Code: 55253 **Facility:** IH 30 **Location/Limits From:** AT BASS PRO DRIVE **Modification #:** 2019-0410
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0009-11-248
City: DALLAS **Desc:** RECONSTRUCT INTERCHANGE
Request: ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-248	SBPE:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000
2045	ROW	0009-11-248	S102:	\$6,120,000	\$680,000	\$0	\$0	\$0	\$6,800,000
Grand Total:				\$6,120,000	\$2,346,000	\$0	\$0	\$0	\$8,466,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55254 **Facility:** SH 5 **Location/Limits From:** NORTH OF SH 121 **Modification #:** 2019-0411
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF MELISSA ROAD
County: COLLIN **CSJ:** 0047-04-029
City: MELISSA **Desc:** RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4/6 LANE DIVIDED URBAN ROADWAY
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0047-04-029	SBPE:	\$0	\$245,000	\$0	\$0	\$0	\$245,000
2020	ROW	0047-04-029	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
Grand Total:				\$800,000	\$345,000	\$0	\$100,000	\$0	\$1,245,000

TIP Code: 55256 **Facility:** FM 1641 **Location/Limits From:** FM 548 **Modification #:** 2019-0415
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 148
County: KAUFMAN **CSJ:** 1217-01-019
City: FORNEY **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE URBAN DIVIDED
Request: ADD TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1217-01-019	SBPE:	\$0	\$735,000	\$0	\$0	\$0	\$735,000
2045	ROW	1217-01-019	S102:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
Grand Total:				\$2,400,000	\$1,035,000	\$0	\$300,000	\$0	\$3,735,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55237 **Facility:** FM 1461 **Location/Limits From:** SH 289 **Modification #:** 2019-0416
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF COUNTY ROAD 166
County: COLLIN **CSJ:** 1973-01-015
City: VARIOUS **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN (ULTIMATE 6 LANES)
Request: ADVANCE ENGINEERING AND ROW PHASES FROM APPENDIX D TO FY2020 AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE ROW FUNDING IN FY2020

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1973-01-015	SBPE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2045	ROW	1973-01-015	S102:	\$12,000,000	\$1,500,000	\$0	\$1,500,000	\$0	\$15,000,000
Grand Total:				\$12,000,000	\$5,000,000	\$0	\$1,500,000	\$0	\$18,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1973-01-015	SBPE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2020	ROW	1973-01-015	S102:	\$14,234,497	\$1,779,312	\$0	\$1,779,312	\$0	\$17,793,121
Grand Total:				\$14,234,497	\$5,279,312	\$0	\$1,779,312	\$0	\$21,293,121

TIP Code: 25056 **Facility:** VA **Location/Limits From:** DOWNTOWN FORT WORTH **Modification #:** 2019-0417
Impementing Agency: NCTCOG **Location/Limits To:** DOWNTOWN DALLAS
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** DEVELOP A REGIONAL TRAIL BRANDING AND WAYFINDING PLAN FOR THE FORT WORTH TO DALLAS REGIONAL VELOWEB TRAIL
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: LOCAL CONTRIBUTION PAID BY CITIES OF FORT WORTH, ARLINGTON, GRAND PRAIRIE, IRVING, AND DALLAS; RTC/LOCAL PHASE 1 FUNDS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,000	\$125,000
2020	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$125,000	\$0	\$0	\$125,000
Phase Subtotal:				\$0	\$0	\$125,000	\$0	\$125,000	\$250,000
Grand Total:				\$0	\$0	\$125,000	\$0	\$125,000	\$250,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55257 **Facility:** SH 121 **Location/Limits From:** SH 5 SOUTH **Modification #:** 2019-0418
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF SH 5 NORTH
County: COLLIN **CSJ:** 0549-03-031
City: MELISSA **Desc:** INTERCHANGE IMPROVEMENT INCLUDING GRADE SEPARATION AND RAMPS
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0549-03-031	SBPE:	\$0	\$490,000	\$0	\$0	\$0	\$490,000
2020	ROW	0549-03-031	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$690,000	\$0	\$200,000	\$0	\$2,490,000

TIP Code: 25036 **Facility:** IH 30 **Location/Limits From:** MACARTHUR **Modification #:** 2019-0419
Impementing Agency: GRAND PRAIRIE **Location/Limits To:** SH 161
County: DALLAS **CSJ:** 1068-04-176
City: GRAND PRAIRIE **Desc:** INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS
Request: DELAY ENGINEERING PHASE TO FY2020 AND CONSTRUCTION PHASE TO FY2021; REMOVE SBPE FUNDING AND ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2020; REMOVE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2021; INCREASE FUNDING FOR CONSTRUCTION; CHANGE CSJ FROM 1068-04-905 TO 1068-04-176
Comment: LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1068-04-905	SBPE:	\$0	\$75,000	\$0	\$0	\$0	\$75,000
2019	CON	1068-04-905	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,600	\$12,600
2019	CON	1068-04-905	Cat 5:	\$330,400	\$82,600	\$0	\$0	\$0	\$413,000
Phase Subtotal:				\$330,400	\$82,600	\$0	\$0	\$12,600	\$425,600
Grand Total:				\$330,400	\$157,600	\$0	\$0	\$12,600	\$500,600

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1068-04-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$75,000	\$75,000
2021	CON	1068-04-176	Cat 5:	\$400,480	\$100,120	\$0	\$0	\$0	\$500,600
Grand Total:				\$400,480	\$100,120	\$0	\$0	\$75,000	\$575,600

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14038 **Facility:** VA **Location/Limits From:** REGIONAL SAFETY PROGRAM FUNDING POOL **Modification #:** 2019-0425
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0000-02-021
City: VARIOUS **Desc:** REGIONAL POOL OF FUNDS TO IMPLEMENT IMPROVEMENTS WITHIN THE REGION THAT ADDRESS AND MITIGATE SAFETY ISSUES (E.G. WRONG-WAY DRIVING, DANGEROUS INTERSECTIONS, ETC.) AND WORK TOWARD ACHIEVING THE RTC'S RECENTLY APPROVED SAFETY TARGETS/GOALS
Request: DECREASE STBG FUNDING IN FY2023; DECREASE OFFSETS AN INCREASE ON TIP 14038.1

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	IMP	0000-02-021	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2023	IMP	0000-02-021	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2023	IMP	0000-02-021	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
Phase Subtotal:				\$5,000,000	\$0	\$0	\$1,250,000	\$3,750,000	\$10,000,000
2024	IMP	0000-02-021	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2024	IMP	0000-02-021	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2024	IMP	0000-02-021	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
Phase Subtotal:				\$5,000,000	\$0	\$0	\$1,250,000	\$3,750,000	\$10,000,000
2025	IMP	0000-02-021	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2025	IMP	0000-02-021	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2025	IMP	0000-02-021	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
Phase Subtotal:				\$5,000,000	\$0	\$0	\$1,250,000	\$3,750,000	\$10,000,000
Grand Total:				\$15,000,000	\$0	\$0	\$3,750,000	\$11,250,000	\$30,000,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2023	IMP	N/A	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2023	IMP	N/A	STBG:	\$1,500,000	\$0	\$0	\$375,000	\$0	\$1,875,000
Phase Subtotal:				\$4,000,000	\$0	\$0	\$1,000,000	\$3,750,000	\$8,750,000
2024	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2024	IMP	N/A	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2024	IMP	N/A	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
Phase Subtotal:				\$5,000,000	\$0	\$0	\$1,250,000	\$3,750,000	\$10,000,000
2025	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2025	IMP	N/A	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2025	IMP	N/A	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
Phase Subtotal:				\$5,000,000	\$0	\$0	\$1,250,000	\$3,750,000	\$10,000,000
Grand Total:				\$14,000,000	\$0	\$0	\$3,500,000	\$11,250,000	\$28,750,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11263.2 **Facility:** CS **Location/Limits From:** HALTOM CITY RR CROSSINGS **Modification #:** 2019-0427
Impementing Agency: HALTOM CITY **Location/Limits To:** HALTOM RD & MCLEAN ST AT UPRR AND GLENVIEW DR, JANADA, & HALTOM RD AT DART LINE
County: TARRANT **CSJ:** 0902-48-645
City: HALTOM CITY **Desc:** INSTALL GATES AT HALTOM RD & DART, UPGRADE ELECTRONICS AT ALL OTHER LOCATIONS IN PREPARATION FOR A QUIET ZONE
Request: REVISE LIMITS TO UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE; REVISE SCOPE TO INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM ROAD AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR.; INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION PHASE
Comment: LOCAL CONTRIBUTION PAID BY HALTOM CITY; FEDERAL FUNDING PREVIOUSLY OBLIGATED IN FY2015

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-645	Cat 7:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2012	ENG	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2015	CON	0902-48-645	Cat 12(S):	\$140,000	\$0	\$0	\$35,000	\$0	\$175,000
2015	CON	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$107,173	\$107,173
Phase Subtotal:				\$140,000	\$0	\$0	\$35,000	\$107,173	\$282,173
Grand Total:				\$200,000	\$0	\$0	\$50,000	\$157,173	\$407,173

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-645	Cat 7:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2012	ENG	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2015	CON	0902-48-645	Cat 12(S):	\$140,000	\$0	\$0	\$35,000	\$0	\$175,000
2015	CON	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Phase Subtotal:				\$140,000	\$0	\$0	\$35,000	\$250,000	\$425,000
Grand Total:				\$200,000	\$0	\$0	\$50,000	\$300,000	\$550,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11914 **Facility:** IH 20 **Location/Limits From:** AT TRANSVISION TRAFFIC MANAGEMENT CENTER **Modification #:** 2019-0428
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** ON IH 20 AT MCCART
County: TARRANT **CSJ:** 0008-12-095
City: FORT WORTH **Desc:** PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER (TMC) TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND TO ENABLE SHARING WITH PARTNER AGENCIES
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-12-095	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2020	CON	0008-12-095	Cat 1:	\$1,350,000	\$337,500	\$0	\$0	\$0	\$1,687,500
2020	CON	0008-12-095	Cat 5:	\$2,250,000	\$562,500	\$0	\$0	\$0	\$2,812,500
Phase Subtotal:				\$3,600,000	\$900,000	\$0	\$0	\$0	\$4,500,000
Grand Total:				\$3,600,000	\$950,000	\$0	\$0	\$0	\$4,550,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40038 **Facility:** VA **Location/Limits From:** SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL **Modification #:** 2019-0429
Impementing Agency: CEDAR HILL **Location/Limits To:** NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS
County: DALLAS **CSJ:** 0918-47-209
City: CEDAR HILL **Desc:** SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS
Request: DELAY ENGINEERING PHASE TO FY2020 AND CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2021 THUS ADDING ENGINEERING PHASE TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 2017 TA SET-ASIDE CALL FOR PROJECTS; COMBINES GROUPS 1-4 APPROVED BY RTC

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-209	Cat 9 TA Set Aside:	\$222,837	\$0	\$0	\$55,709	\$0	\$278,546
2019	CON	0918-47-209	Cat 9 TA Set Aside:	\$1,266,120	\$0	\$0	\$316,530	\$0	\$1,582,650
2019	CONENG	0918-47-209	Cat 9 TA Set Aside:	\$70,903	\$0	\$0	\$17,725	\$0	\$88,628
Grand Total:				\$1,559,860	\$0	\$0	\$389,964	\$0	\$1,949,824

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-209	Cat 9 TA Set Aside:	\$222,837	\$0	\$0	\$55,709	\$0	\$278,546
2021	CON	0918-47-209	Cat 9 TA Set Aside:	\$1,266,120	\$0	\$0	\$316,530	\$0	\$1,582,650
2021	CONENG	0918-47-209	Cat 9 TA Set Aside:	\$70,903	\$0	\$0	\$17,725	\$0	\$88,628
Grand Total:				\$1,559,860	\$0	\$0	\$389,964	\$0	\$1,949,824

TIP Code: 11419 **Facility:** FM 1938 **Location/Limits From:** FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD **Modification #:** 2019-0430
Impementing Agency: NORTH RICHLAND HILLS
County: TARRANT **CSJ:** 0902-48-576
City: NORTH RICHLAND HILLS **Desc:** ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS
Request: INCREASE CONSTRUCTION FUNDING IN FY2020 FOR COST OVERRUNS
Comment: LOCAL CONTRIBUTION PAID BY NRH; MILESTONE POLICY PROJECT (LET IN FY2017)

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2006	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
Phase Subtotal:				\$75,000	\$0	\$0	\$18,750	\$65,393	\$159,143
2009	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
2010	ENG	0902-48-576	Cat 5:	\$21,000	\$0	\$0	\$5,250	\$0	\$26,250
2013	ENG	0902-48-576	Cat 5:	\$74,000	\$0	\$0	\$18,500	\$0	\$92,500
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2016	ENG	0902-48-576	Cat 5:	\$183,000	\$0	\$0	\$45,750	\$0	\$228,750
2017	ENG	0902-48-576	Cat 5:	\$193,065	\$0	\$0	\$48,266	\$0	\$241,331
2017	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2017	CON	0902-48-576	Cat 5:	\$2,614,191	\$0	\$0	\$653,548	\$0	\$3,267,739
Phase Subtotal:				\$2,614,191	\$0	\$0	\$653,548	\$1,400,715	\$4,668,454
Grand Total:				\$3,555,256	\$0	\$0	\$888,814	\$1,466,108	\$5,910,178

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2006	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
Phase Subtotal:				\$75,000	\$0	\$0	\$18,750	\$65,393	\$159,143
2009	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
2010	ENG	0902-48-576	Cat 5:	\$21,000	\$0	\$0	\$5,250	\$0	\$26,250
2013	ENG	0902-48-576	Cat 5:	\$74,000	\$0	\$0	\$18,500	\$0	\$92,500
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2016	ENG	0902-48-576	Cat 5:	\$183,000	\$0	\$0	\$45,750	\$0	\$228,750
2017	ENG	0902-48-576	Cat 5:	\$193,065	\$0	\$0	\$48,266	\$0	\$241,331
2017	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2017	CON	0902-48-576	Cat 5:	\$2,614,191	\$0	\$0	\$653,548	\$0	\$3,267,739
Phase Subtotal:				\$2,614,191	\$0	\$0	\$653,548	\$1,400,715	\$4,668,454
2020	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$454,321	\$454,321
2020	CON	0902-48-576	Cat 5:	\$883,068	\$0	\$0	\$220,767	\$0	\$1,103,835
Phase Subtotal:				\$883,068	\$0	\$0	\$220,767	\$454,321	\$1,558,156
Grand Total:				\$4,438,324	\$0	\$0	\$1,109,581	\$1,920,429	\$7,468,334

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25058 **Facility:** VA **Location/Limits From:** REGIONAL ENERGY MANAGER PROGRAM **Modification #:** 2019-0432
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** WORK WITH REGIONAL PARTNERS AND LOCAL GOVERNMENTS TO IMPLEMENT INITIATIVES TO IMPROVE RESOURCE EFFICIENCY AND INCREASE ENERGY CONSERVATION IN AREAS OF JOINT FOCUS, WITH SPECIFIC FOCUS ON DEVELOPING AN ENERGY MANAGEMENT PROGRAM; INCLUDES NCTCOG STAFF TIME
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: USE RTC/LOCAL FUNDS IF IN-KIND CONTRIBUTIONS TO SECO DOE GRANT DO NOT MEET THE MATCH REQUIREMENT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$12,500	\$0	\$0	\$12,500
Grand Total:				\$0	\$0	\$12,500	\$0	\$0	\$12,500

TIP Code: 55219 **Facility:** IH 20 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2019-0433
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SP 557
County: KAUFMAN **CSJ:** 0095-14-027
City: VARIOUS **Desc:** ADD 0 TO 4 CONTINUOUS FRONTAGE ROADS
Request: ADVANCE ENGINEERING AND ROW PHASES TO FY2020 THEREBY ADDING PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DECREASE ROW FUNDING AND INCREASE ENGINEERING FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0095-14-027	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2045	ROW	0095-14-027	S102:	\$58,500,000	\$6,500,000	\$0	\$0	\$0	\$65,000,000
Grand Total:				\$58,500,000	\$16,500,000	\$0	\$0	\$0	\$75,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0095-14-027	SBPE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2020	ROW	0095-14-027	S102:	\$11,700,000	\$1,300,000	\$0	\$0	\$0	\$13,000,000
Grand Total:				\$11,700,000	\$16,300,000	\$0	\$0	\$0	\$28,000,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55252 **Facility:** SH 121 **Location/Limits From:** AT FM 2862 **Modification #:** 2019-0434
Impementing Agency: TXDOT-DALLAS
County: COLLIN **CSJ:** 0549-03-034
City: ANNA **Desc:** CONVERT 2 LANE FACILITY TO 4 LANE DIVIDED
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0549-03-034	SBPE:	\$0	\$43,209	\$0	\$0	\$0	\$43,209
2021	CON	0549-03-034	Cat 8:	\$793,645	\$88,183	\$0	\$0	\$0	\$881,828
Grand Total:				<u>\$793,645</u>	<u>\$131,392</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$925,037</u>

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40061 **Facility:** VA **Location/Limits From:** WJ TURNER ELEM, DIAMOND HILL ELEM, AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N, N BEACH ST TO THE E **Modification #:** 2019-0437
Impementing Agency: FORT WORTH **Location/Limits To:** BRENNAN AVE TO THE S, TITUS ST TO THE W
County: TARRANT **CSJ:** 0902-90-082
City: FORT WORTH **Desc:** CONSTRUCT AND RECONSTRUCT SIDEWALKS, CROSSWALKS, SIGNAGE, BICYCLE/PEDESTRIAN SIGNALS, AND BIKEWAYS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN THE NORTH DISTRICT)
Request: REVISE SCOPE TO CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT); MOVE FEDERAL FUNDS TO CONSTRUCTION PHASE IN FY2020; ADD LOCAL FUND FOR ENGINEERING PHASE IN FY2018, ROW PHASE IN FY2020, AND CONSTRUCTION PHASE IN FY2020
Comment: 2017 TA SET-ASIDE CFP; LOCAL CONTRIBUTION PAID BY CITY OF FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-082	Cat 9 TA Set Aside:	\$99,484	\$0	\$0	\$24,871	\$0	\$124,355
2020	CON	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$277,612	\$277,612
2020	CON	0902-90-082	Cat 5:	\$764,577	\$0	\$0	\$191,144	\$0	\$955,721
2020	CON	0902-90-082	Cat 9 TA Set Aside:	\$595,870	\$0	\$0	\$148,967	\$0	\$744,837
Phase Subtotal:				\$1,360,447	\$0	\$0	\$340,111	\$277,612	\$1,978,170
2020	CONENG	0902-90-082	Cat 9 TA Set Aside:	\$69,224	\$0	\$0	\$17,305	\$0	\$86,529
Grand Total:				\$1,529,155	\$0	\$0	\$382,287	\$277,612	\$2,189,054

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$650,000	\$650,000
2019	ROW	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2020	CON	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,607,192	\$2,607,192
2020	CON	0902-90-082	Cat 5:	\$764,577	\$0	\$0	\$191,144	\$0	\$955,721
2020	CON	0902-90-082	Cat 9 TA Set Aside:	\$695,354	\$0	\$0	\$173,838	\$0	\$869,192
Phase Subtotal:				\$1,459,931	\$0	\$0	\$364,982	\$2,607,192	\$4,432,105
2020	CONENG	0902-90-082	Cat 9 TA Set Aside:	\$69,224	\$0	\$0	\$17,305	\$0	\$86,529
Grand Total:				\$1,529,155	\$0	\$0	\$382,287	\$3,357,192	\$5,268,634

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40062 **Facility:** VA **Location/Limits From:** CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N **Modification #:** 2019-0438

Impementing Agency: FORT WORTH **Location/Limits To:** ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE; WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W

County: TARRANT **CSJ:** 0902-90-084

City: FORT WORTH **Desc:** CONSTRUCT AND RECONSTRUCT SIDEWALKS, CROSSWALKS, SIGNAGE, BICYCLE/PEDESTRIAN SIGNALS, AND BIKEWAYS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN THE SOUTH DISTRICT)

Request: REVISE SCOPE TO CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT); MOVE FEDERAL FUNDS FROM ENGINEERING TO CONSTRUCTION PHASE; ADD LOCAL CONTRIBUTION FUNDING FOR ENGINEERING IN FY2018, ROW IN FY2019, AND CONSTRUCTION IN FY2020

Comment: 2017 TA SET-ASIDE CFP; LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-084	Cat 9 TA Set Aside:	\$39,189	\$0	\$0	\$9,797	\$0	\$48,986
2020	CON	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,466	\$299,466
2020	CON	0902-90-084	Cat 5:	\$431,070	\$0	\$0	\$107,768	\$0	\$538,838
2020	CON	0902-90-084	Cat 9 TA Set Aside:	\$352,693	\$0	\$0	\$88,173	\$0	\$440,866
Phase Subtotal:				\$783,763	\$0	\$0	\$195,941	\$299,466	\$1,279,170
2020	CONENG	0902-90-084	Cat 9 TA Set Aside:	\$39,189	\$0	\$0	\$9,797	\$0	\$48,986
Grand Total:				\$862,141	\$0	\$0	\$215,535	\$299,466	\$1,377,142

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$325,000	\$325,000
2019	ROW	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2020	CON	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,002,477	\$2,002,477
2020	CON	0902-90-084	Cat 5:	\$431,070	\$0	\$0	\$107,768	\$0	\$538,838
2020	CON	0902-90-084	Cat 9 TA Set Aside:	\$391,882	\$0	\$0	\$97,970	\$0	\$489,852
Phase Subtotal:				\$822,952	\$0	\$0	\$205,738	\$2,002,477	\$3,031,167
2020	CONENG	0902-90-084	Cat 9 TA Set Aside:	\$39,189	\$0	\$0	\$9,797	\$0	\$48,986
Grand Total:				\$862,141	\$0	\$0	\$215,535	\$2,377,477	\$3,455,153

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40063 **Facility:** VA **Location/Limits From:** D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM **Modification #:** 2019-0439

Impementing Agency: FORT WORTH **Location/Limits To:** BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S

County: TARRANT **CSJ:** 0902-90-083

City: FORT WORTH **Desc:** CONSTRUCT AND RECONSTRUCT SIDEWALKS, CROSSWALKS, SIGNAGE, BICYCLE/PEDESTRIAN SIGNALS, AND BIKEWAYS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN THE SOUTH DISTRICT)

Request: REVISE SCOPE TO CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, AND ASSOCIATED ITEMS, CROSSWALKS, SIGNS AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT); MOVE FEDERAL FUNDS TO CONSTRUCTION PHASE IN FY2020; ADD LOCAL FUNDS FOR ENGINEERING PHASE IN FY2018, ROW PHASE IN FY2019, AND CONSTRUCTION PHASE IN FY2020

Comment: 2017 TA SET-ASIDE CFP; LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-083	Cat 9 TA Set Aside:	\$115,855	\$0	\$0	\$28,964	\$0	\$144,819
2020	CON	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$692,569	\$692,569
2020	CON	0902-90-083	Cat 5:	\$406,255	\$0	\$0	\$101,564	\$0	\$507,819
2020	CON	0902-90-083	Cat 9 TA Set Aside:	\$253,685	\$0	\$0	\$63,421	\$0	\$317,106
Phase Subtotal:				\$659,940	\$0	\$0	\$164,985	\$692,569	\$1,517,494
2020	CONENG	0902-90-083	Cat 9 TA Set Aside:	\$36,714	\$0	\$0	\$9,179	\$0	\$45,893
Grand Total:				\$812,509	\$0	\$0	\$203,128	\$692,569	\$1,708,206

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$325,000	\$325,000
2019	ROW	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2020	CON	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,040,663	\$2,040,663
2020	CON	0902-90-083	Cat 5:	\$406,255	\$0	\$0	\$101,564	\$0	\$507,819
2020	CON	0902-90-083	Cat 9 TA Set Aside:	\$369,540	\$0	\$0	\$92,385	\$0	\$461,925
Phase Subtotal:				\$775,795	\$0	\$0	\$193,949	\$2,040,663	\$3,010,407
2020	CONENG	0902-90-083	Cat 9 TA Set Aside:	\$36,714	\$0	\$0	\$9,179	\$0	\$45,893
Grand Total:				\$812,509	\$0	\$0	\$203,128	\$2,415,663	\$3,431,300

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11683 **Facility:** VA **Location/Limits From:** TRANSIT PLANNING AND IMPLEMENTATION STUDY TO IDENTIFY TRANSIT SERVICES **Modification #:** 2019-0442
Impementing Agency: NCTCOG **Location/Limits To:** OUTSIDE TRANSPORTATION AUTHORITY SERVICE AREAS IN COLLIN, DALLAS, AND TARRANT COUNTIES
County: VARIOUS **CSJ:** 0918-00-298
City: VARIOUS **Desc:** INCLUDING INTERNAL & REGIONAL CONNECTIONS, STRATEGIC IMPLEMENTATION, INCREASED TRANSPORTATION & FUNDING OPTIONS, & GOODS MOVEMENT; INCLUDES FUNDING FOR CONSULTANT
Request: INCREASE IMPLEMENTATION FUNDING AND DELAY TO FY2020; REVISE SCOPE TO TRANSIT PLANNING AND IMPLEMENTATION STUDY TO IDENTIFY TRANSIT SERVICES OUTSIDE TRANSPORTATION AUTHORITY SERVICE AREAS IN COLLIN, DALLAS, TARRANT, KAUFMAN, AND ROCKWALL COUNTIES INCLUDING LOCAL & REGIONAL CONNECTIONS, STRATEGIC IMPLEMENTATION, INCREASED TRANSPORTATION & FUNDING OPTIONS, & GOODS MOVEMENT; INCLUDES FUNDING FOR CONSULTANT
Comment: 280,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-00-906	Cat 3 - TDC (MPO):	\$0	\$0	\$230,000	\$0	\$0	\$0
2019	IMP	0918-00-906	STBG:	\$1,150,000	\$0	\$0	\$0	\$0	\$1,150,000
Phase Subtotal:				\$1,150,000	\$0	\$230,000	\$0	\$0	\$1,150,000
Grand Total:				\$1,150,000	\$0	\$0	\$0	\$0	\$1,150,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-298	Cat 3 - TDC (MPO):	\$0	\$0	\$280,000	\$0	\$0	\$0
2020	IMP	0918-00-298	STBG:	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
Phase Subtotal:				\$1,400,000	\$0	\$280,000	\$0	\$0	\$1,400,000
Grand Total:				\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11698 **Facility:** VA **Location/Limits From:** INTERMODAL TRANSPORTATION HUB PLANNING STUDY **Modification #:** 2019-0443
Impementing Agency: NCTCOG **Location/Limits To:** IN DENTON COUNTY
County: DENTON **CSJ:** 0918-46-317
City: DENTON **Desc:** INCLUDING TRANSIT HUB FEASIBILITY, TRAFFIC PATTERN IMPACT ANALYSIS, & UNIVERSITY TRANSPORTATION OPTIONS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-46-317	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2020	IMP	0918-46-317	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
Grand Total:				\$500,000	\$0	\$0	\$0	\$0	\$500,000

TIP Code: 14038.1 **Facility:** VA **Location/Limits From:** DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL
Impementing Agency: NCTCOG **Location/Limits To:** TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY
County: VARIOUS **CSJ:** 0902-00-248, 0902-00-249, 0902-00-250
City: VARIOUS **Desc:** PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES
Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING FOR PROJECT OFFSET BY A DECREASE ON TIP 14038/CSJ 0000-02-021
Comment: 200,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-248	Cat 3 - TDC (MPO):	\$0	\$0	\$127,600	\$0	\$0	\$0
2020	IMP	0902-00-248	STBG:	\$638,000	\$0	\$0	\$0	\$0	\$638,000
Phase Subtotal:				\$638,000	\$0	\$127,600	\$0	\$0	\$638,000
2022	IMP	0902-00-250	Cat 3 - TDC (MPO):	\$0	\$0	\$72,400	\$0	\$0	\$0
2022	IMP	0902-00-250	STBG:	\$362,000	\$0	\$0	\$0	\$0	\$362,000
Phase Subtotal:				\$362,000	\$0	\$72,400	\$0	\$0	\$362,000
Grand Total:				\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53086	Facility: US 80	Location/Limits From: LAWSON ROAD (DALLAS/KAUFMAN C/L)	Modification #: 2019-0464
Impementing Agency: TXDOT-DALLAS		Location/Limits To: FM 460	
County: KAUFMAN	CSJ: 0095-03-080		
City: DALLAS	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 4 LANE DISCONTINUOUS FRONTAGE RDS TO 4 LANE CONTINUOUS FRONTAGE RDS	
	Request:	CLARIFY PROJECT DESCRIPTION AS RECONSTRUCT 2/4 TO 4/6 LANE FRONTAGE ROADS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SBPE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
2021	UTIL	0095-03-080	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
Grand Total:				\$116,000,000	\$34,800,000	\$0	\$1,200,000	\$0	\$152,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SBPE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
2021	UTIL	0095-03-080	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
Grand Total:				\$116,000,000	\$34,800,000	\$0	\$1,200,000	\$0	\$152,000,000

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:		FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
FY:	Identifies the fiscal years in which the project occurs.
PROJECT TYPE:	Identifies if the project is a capital, operating, or planning project.
FUNDING TABLE:	Provides funding breakdown for funds associated with that program of projects.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.

Sample

PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2019-0447

Request: REDUCE LOCAL SHARE BY \$164,408 FOR A REVISED FUNDING OF \$524,000 SECTION 5310 (\$262,000 FEDERAL, \$190,430 STATE, AND \$71,570 LOCAL) IN FY2018

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.17	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$190,430	\$0	\$235,978	0	\$688,408	
TOTAL:				\$262,000	\$190,430	\$0	\$235,978	0	\$688,408	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12650.17	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$190,430	\$0	\$71,570	0	\$524,000	DECREASE LOCAL SHARE
TOTAL:				\$262,000	\$190,430	\$0	\$71,570	0	\$524,000	

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0448

Request: INCREASE STATE SHARE BY \$153,000 AND DECREASE LOCAL SHARE BY \$153,000 FOR A REVISED FUNDING AMOUNT OF \$524,000 SECTION 5310 (\$262,000 FEDERAL, \$170,584 STATE, AND \$91,416 LOCAL) IN FY2020 WITH NO CHANGE TO THE OVERALL FUNDED AMOUNT; DELAY PROJECT TO FY2020 AND ADD TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.18	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$17,584	\$0	\$244,416	0	\$524,000	
TOTAL:				\$262,000	\$17,584	\$0	\$244,416	0	\$524,000	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12650.18	OPERATING ASSISTANCE	2020	OPERATING	\$262,000	\$170,584	\$0	\$91,416	0	\$524,000	INCREASE STATE SHARE & DECREASE LOCAL SHARE
TOTAL:				\$262,000	\$170,584	\$0	\$91,416	0	\$524,000	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0449

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12853.19	PURCHASE EXPANSION VEHICLES	2020	CAPITAL	\$4,639,783	\$0	\$0	\$818,786	0	\$5,458,569	ADD PROJECT
TOTAL:				\$4,639,783	\$0	\$0	\$818,786	0	\$5,458,569	

PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0450

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12154.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$84,372	\$0	\$0	\$84,372	0	\$168,744	ADD PROJECT	
TOTAL:				\$84,372	\$0	\$0	\$84,372	0	\$168,744		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0451

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12471.19	RAIL PREVENTIVE MAINTENANCE	2020	CAPITAL	\$27,755,172	\$0	\$0	\$6,938,793	0	\$34,693,965	ADD PROJECT	
TOTAL:				\$27,755,172	\$0	\$0	\$6,938,793	0	\$34,693,965		

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0452

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12150.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$289,111	\$0	\$0	\$289,111	0	\$578,222	ADD PROJECT	
TOTAL:				\$289,111	\$0	\$0	\$289,111	0	\$578,222		

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0453

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12827.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$57,017	\$57,017	\$0	\$0	0	\$114,034	ADD PROJECT	
TOTAL:				\$57,017	\$57,017	\$0	\$0	0	\$114,034		

PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0454

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12704.19	PURCHASE OF SERVICE	2020	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT	
TOTAL:				\$485,072	\$0	\$0	\$121,268	0	\$606,340		

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0455

Request: ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 66,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	ADD PROJECT	
12627.19	BUS PREVENTIVE MAINTENANCE	2020	CAPITAL	\$330,000	\$0	\$0	\$0	66,000	\$330,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$1,335,944	\$0	\$0	\$1,005,944	66,000	\$2,341,888		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0456

Request: ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12028.19	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	ADD PROJECT	
12515.19	ACQUISITION OF SECURITY EQUIPMENT	2020	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	ADD PROJECT	
TOTAL:				\$48,916,289	\$0	\$0	\$12,229,073	0	\$61,145,362		

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0457

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12246.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$83,079	\$0	\$0	\$83,079	0	\$166,158	ADD PROJECT	
TOTAL:				\$83,079	\$0	\$0	\$83,079	0	\$166,158		

PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2015 PROGRAM OF PROJECTS

Modification #: 2019-0458

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12903.15	PURCHASE REPLACEMENT VEHICLES (TRE SERVICE)	2020	CAPITAL	\$886,789	\$0	\$0	\$156,493	0	\$1,043,282	ADD PROJECT	
TOTAL:				\$886,789	\$0	\$0	\$156,493	0	\$1,043,282		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2014 PROGRAM OF PROJECTS

Modification #: 2019-0459

Request: REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12872.14	OPERATING ASSISTANCE - JARC (TRE)	2019	OPERATING	\$650,000	\$0	\$0	\$650,000	0	\$1,300,000		
TOTAL:				\$650,000	\$0	\$0	\$650,000	0	\$1,300,000		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12872.14	OPERATING ASSISTANCE - JARC (TRE SERVICE)	2019	OPERATING	\$615,734	\$0	\$0	\$615,734	0	\$1,231,468	DECREASE FUNDING AND CLARIFY PROJECT DESCRIPTION	
12903.14	PURCHASE REPLACEMENT VEHICLES (TRE SERVICE)	2020	CAPITAL	\$160,624	\$0	\$0	\$28,346	0	\$188,970	ADD PROJECT	
TOTAL:				\$776,358	\$0	\$0	\$644,080	0	\$1,420,438		

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0460

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12904.18	CAPITAL COST OF CONTRACTING-VIA	2020	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$500,000	\$0	\$0	\$0	100,000	\$500,000		

PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2019-0465

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12905.17	ADA ACCESSIBILITY IMPROVEMENTS	2020	CAPITAL	\$522,998	\$0	\$0	\$130,750	0	\$653,748	ADD PROJECT
TOTAL:				\$522,998	\$0	\$0	\$130,750	0	\$653,748	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2019-0466

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 189,414 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

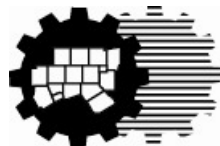
Currently Approved:			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12644.17	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$1,126,301	\$0	\$0	\$281,576	0	\$1,407,877
12678.17	PROGRAM ADMINISTRATION	2018	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766
TOTAL:				\$1,470,067	\$0	\$0	\$281,576	0	\$1,751,643

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12644.17	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12678.17	PROGRAM ADMINISTRATION	2018	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766	INCREASE FUNDING
12752.17	MOBILITY MANAGEMENT	2020	CAPITAL	\$947,069	\$0	\$0	\$0	189,414	\$947,069	ADD PROJECT (MPO TDCs)
TOTAL:				\$1,290,835	\$0	\$0	\$0	189,414	\$1,290,835	

Funding Substitution for Buy America Compliance: City of Fort Worth

**Surface Transportation Technical Committee
June 28, 2019**

**Ken Kirkpatrick
Counsel for Transportation**



North Central Texas
Council of Governments

Previous RTC Action

2014 Incident Management Call for Projects

Congestion Mitigation and Air Quality Improvement
Program Funds (CMAQ)

Matched with Transportation Development Credits

City of Fort Worth Awarded \$160,036
Incident Management Equipment
Safety-Related Items

City Implementation of Grant

NCTCOG/City of Fort Worth Interlocal Agreement

City Procured Items through City Process

Items Purchased with Buy America Implications

Heavy Duty Response Truck (Ford Super Duty F-350)

Robotic Forensic Mapping System

Portable Message Signs

Total Cost: \$113,373

Buy America Compliance Cannot Be Documented

FHWA Buy America Requirements

23 United States Code §313, 23 CFR 635.410

100% of steel, iron and manufactured products permanently included in federal-aid highway projects must be produced in the U.S.

Exceptions:

Public Interest Waiver (General Waiver)

Such materials and products are not produced in the U.S. (specific waiver)

Inclusion of domestic material increases overall cost by 25%

Minimal use of non-domestic steel and iron (greater of 0.1% or \$2,500 of project cost)

Note: FTA requirement (65% domestic content; final assembly in the U.S.)

Changing Buy America Landscape

Application to “Manufactured Products”

December 21, 2012, FHWA Guidance

Miscellaneous products exception (e.g., nuts, bolts, washers, fittings, etc.)

Applies to a manufactured product if it consists of at least 90% steel or iron content

December 22, 2015: FHWA guidance invalidated by U.S. District Court (District of Columbia)

2014-2016: FHWA Quarterly Waiver Process

Applicable for “non-traditional” federal-aid highway projects (e.g., vehicles funded with CMAQ funds)

No vehicles meet FHWA Buy America requirements

Mid-2017: Waivers Discontinued (Executive Order 13788)

Action Requested

Substitute \$113,373 in RTC Local Funds for 2014 City of Fort Worth Incident Management Equipment Award

Reduces Risk Related to Buy America Compliance

Direct staff to amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate the approved substitute

EXHIBIT I-8**UNIFIED PLANNING WORK PROGRAM POLICIES**

- The emphasis of the Unified Planning Work Program is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Sub-regions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high occupancy vehicle lane studies.
- The North Texas Tollway Authority will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the Unified Planning Work Program. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and RTC Local funds may be used by NCTCOG to augment Unified Planning Work Program funds.



FY2020 and FY2021 *Unified Planning Work Program for Regional Transportation Planning*

**Surface Transportation Technical Committee
June 28, 2019**

Unified Planning Work Program

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

Implemented through:

- 28 Subtasks
- 150-200 Programs and Projects

Funded through:

- 17 Revenue Sources
- 140+ Grants

FY2020 and FY2021 Major Planning Initiatives

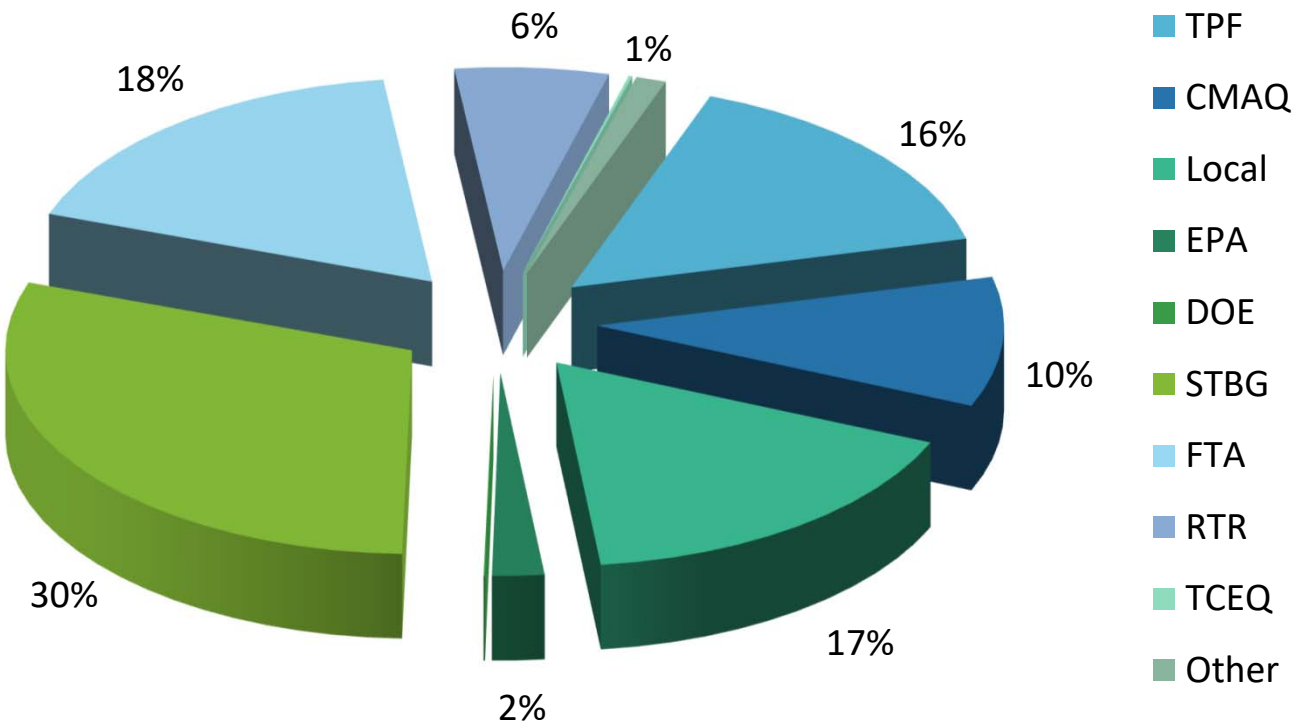
- **Monitoring of Mobility 2045**
- **2021-2024 Transportation Improvement Program**
- **Data Collection/Travel Model Enhancement**
- **Automated Vehicle Technology**
- **Freight Planning**
- **High-Speed Rail**
- **Bicycle/Pedestrian Plans**
- **Regional Transit Planning Assistance**
- **DFW Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the TRE and Hyperloop**
- **Harry Hines Boulevard Corridor Study**
- **MATA M-line Extension**

FY2020 and FY2021 TPF Funding Summary

FY2020 and FY2021 US FTA (5303)	\$ 5,773,584
FY2020 and FY2021 US FHWA (Estimated PL)	\$14,910,150
FY2019 US FHWA (Estimated PL-Carryover)	<u>\$ 4,529,838</u>
Total Transportation Planning Funds	\$25,213,572
Anticipated Expenditures	\$22,770,600
PL Balance to Carry Over to FY2022	\$ 2,442,972

Summary of Total Funding

Estimated Total Funding (all sources): \$146,000,314



Development Schedule

DATE	UPWP DEVELOPMENT
February 22	Initiation of Requests for NCTCOG Assistance
February 22	STTC Notification of UPWP Development
March 14	RTC Notification of UPWP Development
March 22	Project Submittals for NCTCOG Assistance Due
May 13	Public Meeting on Draft Recommendations
May 24	Draft Recommendations to STTC for Information
June 1	Draft Due to TxDOT and Concurrently Provided to STTC
June 13	Draft Provided to RTC for Information
June 28	STTC Action on Recommended UPWP
July 11	RTC Action on Recommended UPWP
August 1	Final Document Due to TxDOT
August 22	Executive Board Endorsement of Recommended UPWP

Requested STTC Action

Recommend RTC approval of the FY2020 and FY2021 Unified Planning Work Program (UPWP), including the UPWP Policies contained in Exhibit I-8 of the Work Program.

And

Recommend that the RTC direct staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects.

Unified Planning Work Program

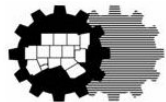
Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
vpruitt-jenkins@nctcog.org

Tara Bassler
Transportation Program Assistant
817-704-2505
tbassler@nctcog.org



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

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

BUILD Discretionary Grant Program

Proposed Project Candidates and Funding Details

1

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

Project	Non-Federal Funds ¹			Federal Funds ¹		Total Project Cost ¹
	Local	State	Private	Other Federal	Proposed BUILD Request	
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$15.0 ²	\$0.0	\$2.0 ³	\$4.5	\$25.0	\$46.5
	37%			63%		
SH 114 Frontage Roads – FM 1938 to Dove Road (Southlake/Trophy Club/Westlake)	\$3.5 ⁴	\$7.3	\$0.0	\$10.3	\$25.0	\$46.1
	23%			77%		
US 80 Reconstruction – IH 635 to Belt Line Road (Mesquite)	\$1.2 ⁵	\$56.0	\$0.0	\$174.8	\$25.0	\$257.0
	22%			78%		

- All funding and cost values indicated in millions
- Trinity Metro and DART funding commitments
- BNSF Railway funding commitment
- City of Southlake commitment (ROW and construction)
- City of Mesquite commitment (ROW)



U.S. Department of Transportation

Notice of Funding Opportunity Number

*“Advanced Transportation and Congestion Management Technologies
Deployment Initiative”*

Issue Date: June 6, 2019

Application Due Date: July 19, 2019

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The FHWA is using www.Grants.gov for issuance of this Notice of Funding Opportunity (NOFO). Applicants must register at Grants.gov under NOFO Number to receive notifications of updates/amendments to this NOFO. It is the Applicant's responsibility to monitor the Grants.gov site for any updates/amendments to this NOFO.

Summary Information

Funding Opportunity Summary:	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.
Federal Agency Name:	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) Office of Operations 1200 New Jersey Avenue, SE Mail Drop: E86-205 Washington DC 20590 Attn: David Harris
Funding Opportunity Title:	Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative
Announcement Type:	This is the initial announcement of this funding opportunity. This is not a follow-on notice.
Funding Opportunity Number:	
Type of Award:	Cooperative Agreements or Allocations to State Departments of Transportation
Catalog of Federal Domestic Assistance (CFDA) Number:	20.200 Highway Research & Development
Application Due Date:	Submission Deadline: Applications Due by July 19, 2019 at 11:59 PM Eastern Time through www.Grants.gov
Questions:	Submit Questions to: ATCMTD@dot.gov

Funding Opportunity Informational Webinar

The U.S. Department of Transportation (DOT) will host an Informational Session regarding this funding opportunity focused on the ATCMTD Initiative. This session will be conducted as a virtual forum and will focus on specific topics to help potential applicants gather additional information and ask specific questions.

Participation in this session is not mandatory to submit an application under this Notice of Funding Opportunity (NOFO). However, we encourage potential applicants to take advantage of this opportunity to gather information regarding this specific funding opportunity.

INFORMATIONAL SESSION: ATCMTD INITIATIVE

SESSION: Virtual Webcast: Background and Application Information for the ATCMTD Initiative

DATE: June 27, 2019

TIME: 1:00 pm Eastern Time

INFORMATION AND REGISTRATION: To Be Determined

Note: The DOT will also consider conducting additional virtual and/or in person workshops regarding the ATCMTD Initiative Funding Opportunity.

Substantive Changes from Fiscal Year 2019 NOFO

Note: Applicants are responsible for familiarizing themselves with the entire NOFO. This page is only guidance to identify significant changes and does not identify all changes.

The “Installation of connected vehicle technologies at intersections and pedestrian crossings” Focus Area on page 11 has been revised.

A reference to encouraging proposals that include a commitment to make relevant data available to DOT and the public has been added on page 13.

Additional deliverables were added to the deliverable table on pages 13–15. More information on Standard From 424B has been added to pages 23–24.

SECTION A – PROGRAM DESCRIPTION

Section 503(c)(4) of Title 23 of the United States Code (23 U.S.C. 503(c)(4)) directs the DOT to establish an Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative 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. The DOT intends for these model technology deployments to help demonstrate how emerging transportation technologies, data, and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. This also includes efforts to increase connectivity to employment, education, services and other opportunities; support workforce development; or contribute to increased mobility, particularly for persons with visible and hidden disabilities and elderly individuals.

The DOT will make no fewer than 5 and no more than 10 awards of up to \$12 million individually.

1. STATEMENT OF PURPOSE

The DOT hereby requests applications to result in awards 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. These model deployments are expected to provide benefits in the form of:

- reduced traffic-related fatalities and injuries;

- reduced traffic congestion and improved travel time reliability;
- reduced transportation-related emissions;
- optimized multimodal system performance;
- improved access to transportation alternatives, including for underserved populations;
- public access to real time integrated traffic, transit, and multimodal transportation information to make informed travel decisions;
- cost savings to transportation agencies, businesses, and the traveling public; or
- other benefits to transportation users and the general public.

This competitive ATCMTD Grant Program will promote the use of innovative transportation solutions. The deployment of these technologies will provide Congress and DOT with valuable real-life data and feedback to inform future decision making.

2. LEGISLATIVE AUTHORITY

Specific statutory authority for conducting this effort is found in 23 U.S.C. § 503(c)(4), which authorizes the Secretary of Transportation to “...establish an advanced transportation and congestion management technologies deployment initiative 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.”

Per 23 U.S.C. §503(c)(4)(l)(i), funding for this effort is available from amounts authorized under 23 U.S.C. §§ 512 through 518, as well as § 503(b).

The authority to enter into a cooperative agreement for this effort is found under 23 U.S.C. §502 - Surface Transportation Research, Development, and Technology, paragraph (b)(3) which states:

“(3) cooperation, grants, and contracts. — The Secretary may carry out research, development, and technology transfer activities related to transportation—

(A) independently;

(B) in cooperation with other Federal departments, agencies, and instrumentalities and Federal laboratories; or

(C) by making grants to, or entering into contracts and cooperative agreements with one or more of the following: the National Academy of Sciences, the American Association of State Highway and Transportation Officials, any Federal laboratory, Federal Agency, State agency, authority,

association, institution, for-profit or nonprofit corporation, organization, foreign country, or any other person.”

3. BACKGROUND

Projects funded under this initiative will deploy advanced transportation and congestion management technologies, which could include:

- i. **Advanced traveler information systems** – Systems that provide real time, predicted, and individualized information about travel choices, based on data from sensors (traffic, weather), mobile sources (personal portable devices, connected vehicles), and other information systems (public transportation, shared-use mobility, traffic incident management, construction, parking, congestion pricing/tolls or other costs) to allow travelers and shippers to make informed decisions regarding destinations, when to travel, routes, or modes. This information should be publicly accessible and not limited to users with smart phones.
- ii. **Advanced transportation management technologies** – Technologies that assist transportation system operators in managing and controlling the performance of their systems to provide optimal services or respond to dynamic conditions, including interjurisdictional and intermodal coordination; technologies may include traffic signal equipment, advanced data collection and processing (from sensors, connected vehicles and other mobile sources, other information systems), dynamic lane controls/configurations, and cooperative transportation management algorithms including pricing strategies across jurisdictions/agencies/facilities/modes.
- iii. **Infrastructure maintenance, monitoring, and condition assessment** – Technologies and systems that monitor the behavior or assess the condition of transportation infrastructure to allow agencies to better manage their transportation assets through optimizing resource allocation, preventative maintenance processes, and responses to critical conditions.
- iv. **Advanced public transportation systems** – Technologies that assist public transportation system operators or other shared mobility entities in managing and optimizing the provision of public transportation and mobility services; technologies may include remote fleet monitoring systems, coordinated communication systems, algorithms, and applications to enable better transit connections for users, advanced data collection and processing (from sensors, mobile/connected sources, other information systems) to provide dynamic responsive transit services, and communication and data systems that enable shared mobility services.

- v. **Transportation system performance data collection, analysis, and dissemination systems** – Technologies and systems that actively monitor the performance of and interactions between transportation systems and permit agencies and other interested entities to conduct analyses and research, and explore innovative, value-added products and services.
- vi. **Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology** – Deployment of technology-based safety systems such as described at Safer Car (<http://www.safercar.gov/>) or at the Intelligent Transportation Systems (ITS) Program (<http://www.its.dot.gov/landing/safety.htm>), or other applicable safety technologies.
- vii. **Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems** – Technologies that link information from ITS and other transportation systems with information from Smart Grid and other energy distribution and charging systems to provide users with better information related to opportunities for recharging electric vehicles, and to provide energy distribution agencies with better information related to potential transportation-user demand.
- viii. **Electronic pricing and payment systems** – Technologies that permit users to electronically conduct financial transactions for mobility services across jurisdictions and agencies, such as unified fare collection, payment, and tolling systems across transportation modes; or
- ix. **Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals** – Technologies and systems that leverage data and communications systems to allow public agencies and human service organizations to provide improved mobility services to at-risk users such as elderly, disabled, or other individuals that require transportation assistance.

4. VISION, GOALS, FOCUS AREAS, AND OBJECTIVES

The DOT recognizes that each location has unique attributes, and each location's proposed deployment will be tailored to their vision and goals. Applications may be submitted for deploying any eligible technology. However, this section provides a framework for applicants to consider in the development of a proposed deployment by presenting DOT's vision, goals, and focus areas.

The DOT's vision for the ATCMTD initiative is the deployment of advanced technologies and related strategies to address issues and challenges in safety, mobility, sustainability, economic vitality, and air quality that are confronted by transportation systems owners and operators. The advanced technologies are integrated into the routine functions of the location or jurisdiction, and play a critical role in helping agencies and the public address their challenges. Management systems within transportation and across other sectors (e.g., human services, energy, and logistics) share information and data to communicate between agencies and with the public. These management systems provide benefits by maximizing efficiencies based on the intelligent management of assets and the sharing of information using integrated technology solutions. The advanced technology solutions and the lessons learned from their deployment are used in other locations, scaled in scope and size, to increase successful deployments and provide widespread benefits to the public and agencies.

Goals for the ATCMTD initiative include:

- Reduced costs and improved return on investments, including through the enhanced use of existing transportation capacity;
- Delivery of environmental benefits that alleviate congestion and streamline traffic flow;
- Measurement and improvement of the operational performance of the applicable transportation networks;
- Reduction in the number and severity of traffic crashes and an increase in driver, passenger, and pedestrian safety;
- Collection, dissemination, and use of real time transportation related information to improve mobility, reduce congestion, and provide for more efficient and accessible transportation, including access to safe, reliable, and affordable connections to employment, education, healthcare, freight facilities, and other services;
- Monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;
- Delivery of economic benefits by reducing delays, improving system performance and throughput, and providing for the efficient and reliable movement of people, goods, and services;
- Accelerated deployment of vehicle-to-vehicle, vehicle-to-infrastructure, and automated vehicle applications, and autonomous vehicles and other advanced technologies;
- Integration of advanced technologies into transportation system management and operations;

- Demonstration, quantification, and evaluation of the impact of these advanced technologies, strategies, and applications towards improved safety, efficiency, and sustainable movement of people and goods; and
- Reproducibility of successful systems and services for technology and knowledge transfer to other locations facing similar challenges.

Although proposals are not limited to DOT priorities, the Department is particularly interested in deployment programs and projects in the following seven “Focus” areas:

- ***Multimodal Integrated Corridor Management (ICM)***: ICM is the coordination of individual transportation network operations of adjacent facilities across all government or other operations agencies that creates a unified, interconnected, and multimodal system capable of sharing cross-network travel management to safely and efficiently improve the movement of people and goods. All corridor transportation assets and information services (i.e., local, county, regional, State) are brought to bear when prevailing or predicted transportation conditions trigger alerts. Through an ICM approach, transportation agencies manage the corridor as a multimodal system and make operational and safety decisions for the benefit of the corridor as a whole. The DOT is interested in increasing deployment of ICM.
- ***Installation of connected vehicle technologies at intersections, pedestrian crossing locations, and other conflict areas***: Deployment of connected vehicle wireless communications technologies at intersections and at areas with potential for significant conflict (such as toll plazas, bridges, and interchanges) to enhance motorized and non-motorized traveler safety, or actively improve the management, operation, and maintenance of traffic signal systems through real-time data collection and signal control. Example technologies include vehicle-to-infrastructure (V2I) and vehicle-to-pedestrian (V2P) deployments, such as at intersections or midblock pedestrian crossings, to support activities and initiatives of the V2I Deployment Coalition and non-motorized traveler applications, or technologies to support automated traffic signal performance measures. Such technologies should provide information, notifications, and alerts in accessible formats to help all users navigate safely through intersections and conflict areas including providing contextual information for situational awareness and localization. The DOT has been working to accelerate the implementation of technologies that advance these strategies.
- ***Unified fare collection and payment systems across transportation modes and jurisdictions***: Technological advancements in payment systems allow

convergence across both publicly-delivered and privately-delivered mobility services. However, field implementations have been achieved only sparingly and in small projects. Convergence will enhance consumer payment options and mode choices and forge partnerships among providers to achieve a seamless, accessible, and flexible transportation network across the Nation. The DOT is engaged in efforts which will assist in identifying technical, institutional, and policy solutions to achieve unified transportation payment systems.

- ***Freight Community System:*** A Freight Community System (sometimes called Port Community System) is an electronic platform which connects the multiple systems operated by a variety of organizations that make up a freight transportation community, including seaports, airports, rail yards/inland ports and distribution centers. It is shared in the sense that it is set up, organized and used by firms in the same sector – in this case, a freight community – to provide a neutral and open electronic platform enabling an intelligent and secure exchange of information between public and private stakeholders in order to improve the efficiency and competitive position of the ports' community(ies). It optimizes, manages and automates smooth port and logistics processes through a single submission of data by connecting transport and logistics chains. This focus area is important to the departmental goal of integrating freight infrastructure within the surface transportation system, particularly maritime ports, while at the same time providing a platform to reduce the impacts of national freight movement on local communities.
- ***Technologies to support connected communities:*** Deployment of technologies for a multimodal transportation system provides Americans with safe, reliable, and affordable connections to employment, education, healthcare, and other essential services. Examples include dynamic ridesharing through the latest communications technologies and social network structures to bring drivers and riders together quickly and efficiently, technologies to mitigate the negative impacts of freight movement on communities, or technologies that support workforce development, particularly for disadvantaged groups, which include persons with visible and hidden disabilities and elderly individuals. Any of these example technologies should consider the elements of universal design and inclusive information and communication technology solutions, and may include deployment of autonomous vehicles through geographically contained ridesharing pilot programs, including the benefits of the technology with groups that might otherwise have limited transportation options, such as older Americans who no longer drive or those with disabilities or no driver's license. The DOT is

interested in using advanced technologies to improve the public's connections to employment, education, healthcare, and other essential services.

- ***Infrastructure Maintenance, Monitoring, and Condition Assessment:***

Timely, accurate and efficient assessment of infrastructure condition is critical to effective infrastructure asset management. Current state-of-the-practice technologies for condition assessment represent a good start, but have a variety of limitations. Opportunities for advancement include: implementation of friction management programs founded on highway-speed friction testing; highway speed deflection monitoring for pavement structural evaluation; sensor systems for infrastructure condition monitoring; use of unmanned aerial systems for condition inspection; development of holistic and virtual data visualization technologies; and advancement of bridge load rating technologies.

Implementation of these emerging technologies will enable improved highway safety and more timely intervention to address structural deficiencies and infrastructure deterioration with relatively low-cost solutions.

- ***Rural technology deployments:*** Deployment of advanced technologies to enhance safety, mobility, or economic vitality. Example technologies include improved access to transportation services, corridor freight platooning, mobile work zone alerts, improved roadway weather management, improved emergency response services and traffic incident management, curve warning systems, or animal intrusion detection and warning. The DOT is interested in geographically diverse application of technologies to include rural deployments.

Although not required, the Department encourages proposals that include a commitment to make relevant data available to DOT and the public to further advance the objectives of this initiative. For example, in addition to providing the report to the Secretary required by 23 U.S.C. 503(c)(4), projects may provide DOT access to the underlying data used to determine the costs and benefits described in this report.

After applying the above preferences, the Department will take into account the following key departmental objectives:

- Supporting economic vitality at the national and regional level;
- Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment, as well as accounting for the life-cycle costs of the project;
- Using innovative approaches to improve safety and expedite project delivery; and,
- Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

5. DELIVERABLES

The selected ATCMTD awardees shall provide a schedule for the project deliverables that includes at a minimum the following items.

Deliverable	Approximate Due Date	Section 508 Compliant?
Preliminary Kick-off Meeting – Conduct a preliminary kick-off meeting with DOT at mutually-agreed-upon location.	Within 6 weeks after announcement of project selection.	No
<p>Draft Cooperative Agreement completed. The cooperative agreement shall include a Project Management Plan. The Project Management Plan, shall include, at a minimum:</p> <ul style="list-style-type: none"> a) Statement of Work, with a description of Tasks and Sub-Tasks by which the project work activities will be organized, executed, and monitored. b) A Project Schedule (Gantt Chart or equivalent) displaying start and end times for each Task and Sub-Task, plus achievement of Project Milestones. c) A description of major Project Milestones, including key reports, start of operations of important systems or subsystems, and other important deliverables or events. d) A Staffing Table, which identifies a single Project Manager, plus project staff and/or consultants that will lead and support each ask (or Sub-Task if appropriate). e) A Project Budget, displaying planned expenditures for each Task, with a further breakdown by Cost Element for each Task, and by the Federal share vs. non-Federal share. 	Within 6 weeks after preliminary kick-off meeting.	No

Fully-Executed Cooperative Agreement.	Within 6 weeks after completion of draft agreement.	No
Kick-off Meeting – Conduct a kick-off meeting with DOT at mutually-agreed-upon location.	Within 4 weeks after execution of cooperative agreement.	No
Monthly Progress Reports – submit progress reports to document activities performed, anticipated activities, and any changes to schedule or anticipated issues.	Monthly	No
<p>Systems Engineering Documents</p> <p>In accordance with 23 CFR 940.11, the Recipient shall submit electronic copies of the milestone Systems Engineering documents applicable to this project, for approval by FHWA. This shall include, at minimum:</p> <p>a) Systems Engineering Review Form (SERF) b) Concept of Operations (ConOps) c) Systems Engineering Management Plan (SEMP).</p>	As applicable	No
<p>Project Evaluation Plan</p> <p>The Recipient shall submit to FHWA for approval an Evaluation Plan, which shall include, at a minimum:</p> <p>a) Statement of Project Objectives, b) List of Evaluation Criteria (e.g. quantitative performance metrics and/or qualitative assessments) tailored to the Project Objectives, c) Description of data-collection procedures tailored to these criteria, which could include, for example, before/after data, surveys, interviews, system-monitoring data, or other data needed to report on achievement of project objectives. d) Outline of Evaluation Report (1-page, <u>draft</u> list of topics to be addressed)</p>	Within 90 days after the Effective Date	No
<p>Data Management Plan (DMP)</p> <p>The Recipient shall submit to FHWA for approval a DMP that provides a preliminary overview of data that</p>	Within 90 days after the Effective Date, to be updated	No

<p>may be collected or created through the project, which shall include, at a minimum:</p> <ul style="list-style-type: none"> a) Data description b) Data access policies c) Data storage and retention approach <p>The Recipient shall then update the DMP throughout the project with more details on the data that is collected or created, including information on data rights and standards. Additional information on DMPs can be found at: https://ntl.bts.gov/public-access/creating-data-management-plans-extramuralresearch.</p>	throughout the project.	
<p>Report to the Secretary – submit a report describing the deployment and operational costs compared to the benefits and savings, and how the project has met the original expectations projected in the deployment plan.</p>	Annually beginning 1 year after execution of cooperative agreement.	Yes
<p>Annual Budget Review and Program Plan Reporting</p> <p>Submit the Annual Budget Review and Program Plan Report. The report should describe:</p> <p>(1) Overview and schedule of tasks, activities, milestones and deliverables for the upcoming year, to include:</p> <ul style="list-style-type: none"> • the latest deliverables table or project management schedule; and • a discussion of whether the current approved Technical Application attached to the award needs to be updated or not. If an update is warranted, propose the updates. <p>(2) Overview and forecast budget for the upcoming year, including: a discussion of whether the current approved Budget Application attached to the award needs to be updated or not. If an update is warranted, propose the updates.</p>	60 days prior to the anniversary date of award	No
<p>Final Report</p> <p>The Recipient shall provide a final report within 90 days after the termination or expiration of this agreement. The FHWA Authorized Organizational</p>	Within 90 days after the termination or expiration of	Yes

Representative (AOR) in consultation with the Recipient, will determine the final design and scope of the evaluation and report. Submit an electronic copy of all reports to the ATCMTD mailbox at ATCMTD@dot.gov	this Agreement	
<i>(additional deliverables to be identified in separate rows by the applicant)</i>		

Note: Section 508 requirements are included in NOFO Section F's General Terms and Conditions available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

SECTION B – FEDERAL AWARD INFORMATION

1. FUNDING AND NUMBER OF AWARDS

For each fiscal year from 2016 through 2020, a maximum of \$60 million is available for award. That amount is subject to statutory obligation limitations each fiscal year and subject to a set aside of up to \$2 million for DOT administrative expenses each fiscal year. A single grant recipient may not receive more than \$12 million in 1 fiscal year. The DOT anticipates making not less than 5 and not more than 10 awards each fiscal year. This NOFO is the fourth of the annual NOFOs for ATCMTD.

2. TYPE OF AWARD

The planned award type is a cost-reimbursable cooperative agreement or an allocation to a State.

3. PERIOD OF PERFORMANCE

The estimated period of performance is between 1 and 4 years.

4. DEGREE OF FEDERAL INVOLVEMENT

The DOT anticipates substantial Federal involvement with the ATCMTD recipients during the course of these projects. The anticipated Federal involvement will include technical assistance and guidance to the recipient.

SECTION C – ELIGIBILITY INFORMATION

1. ELIGIBLE APPLICANTS

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.

2. COST SHARING OR MATCHING

Cost sharing or matching is required, with the maximum Federal share being 50 percent; hence, this NOFO requires a minimum non-Federal cost share of 50 percent. Cost sharing or matching means the portion of project costs not paid by Federal funds. For a more complete definition, please see the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards at 2 CFR Part 200, including section 200.306 on Cost Sharing or matching. Other Federal funds using their appropriate matching share may be leveraged for the deployment but cannot be considered as part of the ATCMTD matching funds, unless otherwise supported by statute.

3. OTHER INFORMATION

The ATCMTD recipients may use not more than 5 percent of the funds awarded each fiscal year to carry out planning and reporting requirements for the project.

The DOT encourages applicants to identify any project components that have independent utility and separately detail the costs and requested ATCMTD funding for each component in their applications. If the application identifies one or more independent project components, the application should clearly identify how each

independent component addresses the selection criteria and produces benefits on its own, and describe how the full proposal, of which the independent component is a part, addresses the selection criteria.

SECTION D – APPLICATION AND SUBMISSION INFORMATION

1. ADDRESS TO REQUEST APPLICATION PACKAGE

Applicants must submit their applications via [Grants.gov](https://www.Grants.gov) under the NOFO number cited herein. Applications must be submitted through the Grants.gov workspace. Please note: legacy PDF packages are no longer available.

The Applicant must complete and submit all forms included in the application package for this Notice as contained at www.Grants.gov.

2. CONTENT AND FORM OF APPLICATION SUBMISSION

Applicants shall submit an application consisting of the following application volumes and sections:

Table D.2 – Application Volumes

Volume	Section	Page Limitations
Volume I. Technical Application	I - Cover Page	One (1) file, 30-page limit
	II - Project Narrative	
	III – Management Structure	
	IV - Staffing Description and Résumés	
	Appendix - Résumés	No page limit
Volume II. Budget Application	I - Application Standard Forms	One (1) file, no page limit
	II – Summary Budget Information	
	III – Cost Share Information	
	IV - Organizational Information	

Note: Applicants shall provide résumés in Volume 1 of the application. Resumes will not count against the page limit. Applicants shall provide letters of commitment in Volume 2.

For the submitted application package, FHWA suggests that pictures, graphics, and other large files be reduced in number and quality to keep the size of the files of the application manageable and in line with the Grants.gov suggested maximum size of 200 megabytes for the entire grant application package.

The FHWA recommends that applicants use a file naming format of: Applicant_organization-2019-ATCMTD-fileID (e.g., Vol-1, Vol-2) where “Applicant_organization” reflects the applicant’s legal name, abbreviated as appropriate. If an applicant organization is submitting multiple applications, project names or identifiers may be added to the workspace title in parentheses after the applicant organization. For example, a workspace in Grants.gov may be titled “Applicant_organization(Project 1)-2019-ATCMTD.” If necessary, the workspace title can be edited per the instructions on Grants.gov.

VOLUME 1 – TECHNICAL APPLICATION

a) Section I - Cover Page Including the Following Table:

Project Name	
Eligible Entity Applying to Receive Federal Funding	
Total Project Cost (from all sources)	\$
ATCMTD Request	\$
Are matching funds restricted to a specific project component? If so, which one?	Yes/No
State(s) in which the project is located	
Is the project currently programmed in the: <ul style="list-style-type: none"> • Transportation Improvement Program • Statewide Transportation Improvement Program • MPO Long Range Transportation Plan • State Long Range Transportation Plan 	Yes/No – <i>please specify in which plans the project is currently programmed</i>
Technologies Proposed to Be Deployed (briefly list)	

b) Section II - Project Narrative

The Project Narrative must include all the necessary information required for DOT to determine that the project satisfies the ATCMTD program requirements described in Sections A, B, and C, and for DOT to evaluate the project in relation to the selection

criteria specified in Section E.1. To the extent practicable, applicants should provide data and evidence of project merits in a form that is verifiable or publicly available. The DOT expects applications to be complete upon submission.

The DOT recommends that the project narrative, at a minimum, provide the following information: table of contents, detailed statement of work, detailed project schedules, staffing description, and any appropriate exhibits or attachments that will aid in the review and assessment of the application. Applicants should also state whether the project is located in a qualified opportunity zone designated pursuant to 26 U.S.C. § 1400Z-1. All exhibits and attachments must clearly identify what technical area of the project narrative that the document supports. At a minimum, the Project Narrative should address the following content:

1. An introduction that provides a clear, concise description of the project and the proposed technology deployment(s).
2. A description of the geographic area or jurisdiction the deployment will service.
3. A description of the real-world issues and challenges to be addressed by the proposed technology deployments. Applicants should discuss how the proposed technology deployments address the goals of the initiative, and any applicable technology focus area.
4. A description of transportation systems and services to be included in the project.
5. A deployment plan that includes providing long-term operation and maintenance of advanced transportation and congestion management technologies to improve safety, efficiency, system performance, and return on investment.
6. A description of any challenges in the regulatory, legislative, or institutional environments or other obstacles to deployment.
7. Quantifiable system performance improvements, such as--
 - a) reducing traffic-related crashes, congestion, and costs;
 - b) optimizing system efficiency; and
 - c) improving access to transportation services.
8. Quantifiable safety, mobility, and environmental benefit projections such as data-driven estimates of how the project will improve the region's transportation system efficiency and reduce traffic congestion.
9. Vision, goals, and objectives of the applicant for the technology deployment, including any future related deployments; the vision of the organization and goals, objectives, and activities to be pursued in addressing the identified issues and challenges.

10. A plan to leverage and optimize existing local and regional advanced transportation technology investments.
11. A schedule for conducting the technology deployment and for completion of all proposed activities.
12. Any support or leveraging of the ITS Program or innovative technology initiatives (DOT ITS initiatives are described on-line at <http://www.its.dot.gov>.)
13. A table (or other summary) clearly identifying which of the 9 technologies in Section A.3. and the 11 DOT goals, 7 focus areas and 4 DOT objectives in Section A.4. will be implemented and/or addressed by the proposal.

In addition, if an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate how all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them

c) Section III – Management Structure

The Applicant shall provide a description of the proposed management structure that will oversee the implementation of the project and provide administration of the agreement. The Applicant shall include all of the following information to describe their proposed Management Structure:

1. A description of the Applicant's organization that will be designated as the recipient entering the agreement (i.e., receiving Federal funding) with FHWA including:
 - a) membership of any partnership or entity proposed to carry out the deployment;
 - b) a description of how the entity will manage the program including management of project funding.
2. A plan for partnering with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation

stakeholders.

3. Designation of all proposed sub-recipients, and their role in delivering the project. See 2 CFR § 200.330 for the definition and distinction between a sub-recipient and a sub-contractor.
4. A diagram or flow chart depicting the organizational structure of the project team. Organizations that are designated as sub-recipients or subcontractors should be clearly identified.
5. Applicants that are multijurisdictional groups or consortia of research or academic institutions do not necessarily have to be an existing organization or coalition but should show evidence that a cooperative agreement, memorandum of understanding, or other organizational mechanism can be executed in a reasonable timeframe after selection.

Note: A multijurisdictional group is any combination of State governments, local governments, metropolitan planning agencies, transit agencies, or other political subdivisions of a State for which each member of the group has signed a written agreement to implement the advanced transportation technologies deployment initiative across jurisdictional boundaries, and is an eligible entity under this paragraph.

d) Section IV - Staffing Description

Applicants shall provide a staffing description that includes the following information:

1. A description of the organization of staffing to manage and conduct the project, including identification of key personnel with résumés, organization, role, and responsibility.
2. A primary point of contact and provide complete contact information for this individual.

e) Appendix - Résumés for Key Personnel

Applicants shall provide the résumés for all designated Key Personnel. The applicant shall designate no more than five (5) Key Personnel.

e) Formatting

The DOT recommends that Volume 1 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 on 8.5 by 11-inch paper. (Applications may include appropriately-sized pages for conveying detailed information important for the technical review, such as maps.) All application pages shall be consecutively numbered.

f) Page Limitations

Sections I through IV shall not exceed 30 pages in length, excluding cover pages, the table of contents, and exhibits and attachments. Exhibits and attachments shall not exceed 30 pages in length, and shall be limited to documents that support the assertions or conclusions made in the 30-page limitation of Sections I through IV.

The staffing description shall not exceed five pages in length (inclusive of the 30-page limitation). There is no overall page limitation for résumés of Key Personnel in the appendix; however, individual resumes shall not exceed 4 pages in length, and shall only contain relevant experience pertinent to the subject matter of this NOFO.

VOLUME 2 – BUDGET APPLICATION

a) Section I - Application Standard Forms (SFs)

Volume 2 of the application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424A (Budget Information for Non-Construction Programs), and the Grants.gov Lobbying Form. Standard Form 424B (Assurances for Non-Construction Programs) is required if the applicant does not have an updated SAM.gov Registration as of 02/01/2019. Standard Forms (SF) are available online at <http://www.grants.gov/web/grants/forms/sf-424-family.html>.

On the SF-424, the information in block 8a (Applicant's "Legal Name") must be the same as entered for registration in www.SAM.gov and for the Applicant's Data Universal Numbering System (DUNS) number. The title for an applicant's workspace on www.Grants.gov is limited to 240 characters and may be different than the DUNS name.

For applications under this NOFO, the breakdown of the applicable sections of standard form 424A is:

- **Section A:** Since this is an initial application, only columns (a) through (d) and (g) need to be completed. The applicant should enter the proposed project as

one program or function; however, as an option, the applicant may subdivide this entry into partial programs (e.g., a Phase I and Phase II).

- **Section B** is a summary of the entire project budget across all years.
- **Section C** is the source of the non-Federal matching share.
- **Section D** is the forecasted funding needs for year one (1).
- **Section E** is the forecasted funding needs for years two (2) and after (i.e., does not include the first year's funding).

b) Section II - Summary Budget Narrative

The Applicant shall provide a summary budget narrative that describes all of the planned project costs (i.e., direct labor, travel, equipment, supplies, contractual, construction, & other) and how these planned costs are connected to the project scope. The summary budget narrative must be sufficiently clear, concise, and detailed to describe how funds will be spent under the project. The applicant shall also provide a summary budget table that provides estimated costs across project components or tasks, and across all years of the project. The summary budget should represent the total cost of the project, inclusive of both the Federal share and the required matching non-Federal cost share. An example of a summary level budget table is provided below:

Table 2. Example of Summary Budget Figures

	Year 1 Costs	Year 2 Costs	Year 3 Costs	Year 4 Costs
Description of Project Component or Task				
Description of Project Component or Task				
Description of Project Component or Task				
Description of Project Component or Task				
Total Federal Share =				
Total Non-Federal Share =				

c) Section III - Cost Share Information

The Applicant should show evidence that funding has been identified for the project that will cover the 50 percent non-Federal cost share requirement. The Applicant should include letters of commitment from organizations that will provide a portion of the cost share, and identify the source of those funds (e.g., general treasury funds, revolving loan fund, capital budget, in-kind labor, in-kind equipment, etc.).

Note: The maximum amount of funding requested from the ATCMTD program cannot exceed \$12 million per year nor exceed 50 percent of the total cost of the activities proposed to be funded. The maximum amount that will be awarded will depend on the number of awards, the reduction in ATCMTD funds due to the imposition of the Federal-aid highways obligation limitation, and the amount reserved for DOT administrative expenses. Selection of an application to receive grant funding in 1 fiscal year is not a commitment of any future funding. Applications will be solicited annually for competitively selecting grant recipients for that funding year.

d) Section IV - Organizational Information

In addition to the forms and budget information noted above, provide the following organizational information in a pdf format:

- a. Identify any exceptions to the anticipated award terms and conditions as contained in Section F, Federal Award Administration Information. Identify any preexisting intellectual property that you anticipate using during award performance, and your position on its data rights during and after the award period of performance.
- b. The use of a Dun and Bradstreet (D&B) DUNS number is required on all applications for Federal grants or cooperative agreements. Please provide your organization's DUNS number in your budget application.
- c. A statement to indicate whether your organization has previously completed an A-133 Single Audit and, if so, the date that the last A-133 Single Audit was completed.
- d. A statement regarding Conflicts of Interest. The Applicant must disclose in writing any actual or potential personal or organizational conflict of interest in its application that describes in a concise manner all past, present or planned organizational, contractual or other interest(s), which may affect the Applicants' ability to perform the proposed project in an impartial and objective manner. Actual or potential conflicts of interest may include but are not limited to any past, present or planned contractual, financial, or other relationships, obligations, commitments or responsibilities, which may bias the Applicant or affect the Applicant's ability to perform the agreement in an impartial and objective manner. The Agreement Officer (AO) will review the statement(s) and may require additional relevant information from the Applicant. All such information, and any other relevant information known to DOT, will be used to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, the AO may (a) disqualify the Applicant, or (b) determine that it

- is otherwise in the best interest of the United States to contract with the Applicant and include appropriate provisions to mitigate or avoid such conflict in the agreement pursuant to 2 CFR 200.112.
- e. A statement to indicate whether a Federal or State organization has audited or reviewed the Applicant's accounting system, purchasing system, and/or property control system. If such systems have been reviewed, provide summary information of the audit/review results to include as applicable summary letter or agreement, date of audit/review, Federal or State point of contact for such review.
 - f. Terminated Contracts - List any contract/agreement that was terminated for convenience of the Government within the past 3 years, and any contract/agreement that was terminated for default within the past 5 years. Briefly explain the circumstances in each instance.
 - g. The Applicant is directed to review Title 2 CFR §170 (http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title02/2cfr170_main_02.tpl) dated September 14, 2010, and Appendix A thereto, and acknowledge in its application that it understands the requirement, has the necessary processes and systems in place, and is prepared to fully comply with the reporting described in the term if it receives funding resulting from this Notice. The text of Appendix A will be incorporated in the award document as a General Term and Condition as referenced under this Notice's Section F, Federal Award Administration Information.
 - h. Disclose any violations of Federal criminal law involving fraud, bribery, or gratuity violations. Failure to make required disclosures can result in any of the remedies described in 2 CFR 200.338 entitled Remedies for Noncompliance, including suspension or debarment. (See also 2 CFR Part 180 and 31 U.S.C. 3321).

3. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD (SAM)

The Applicant is required to: (i) be registered in SAM before submitting its application; (ii) provide a valid unique entity identifier in its application; and (iii) 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 Federal awarding agency may not make a Federal award to an Applicant until the Applicant has complied with all applicable unique entity identifier and SAM requirements. If an Applicant has not fully complied with the requirements by the time the Federal awarding agency is ready to make a Federal award, the Federal awarding

agency may determine that the Applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another Applicant.

4. HOW TO REGISTER TO APPLY THROUGH GRANTS.GOV

a. *Instructions:* Read the instructions below about registering to apply for FHWA funds. Applicants should read the registration instructions carefully and prepare the information requested before beginning the registration process. Reviewing and assembling the required information before beginning the registration process will alleviate last-minute searches for required information.

The registration process can take up to 4 weeks to complete. Therefore, registration should be done in sufficient time to ensure it does not impact your ability to meet required application submission deadlines.

If individual applicants are eligible to apply for this grant funding opportunity, refer to: <https://www.grants.gov/web/grants/applicants/individual-registration.html>

Organization applicants can find complete instructions here: <https://www.grants.gov/web/grants/applicants/organization-registration.html>

1) *Obtain a DUNS Number:* All entities applying for funding, including renewal funding, must have a Data Universal Numbering System (DUNS) number from Dun & Bradstreet (D&B). Applicants must enter the DUNS number in the data entry field labeled "Organizational DUNS" on the SF-424 form.

For more detailed instructions for obtaining a DUNS number, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-1-obtain-duns-number.html>

2) *Register with SAM:* In addition to having a DUNS number, organizations applying online through Grants.gov must register with the System for Award Management (SAM). All organizations must register with SAM in order to apply online. Failure to register with SAM will prevent your organization from applying through Grants.gov.

For more detailed instructions for registering with SAM, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-2-register-with-sam.html>

3) *Create a Grants.gov Account:* The next step in the registration process is to create an account with Grants.gov. Applicants must know their organization's DUNS number to complete this process. Completing this process automatically triggers an email request for applicant roles to the organization's E-Business Point of Contact (EBiz POC) for review. The EBiz POC is a representative from your organization who is the contact listed for SAM. To apply for grants on behalf of your organization, you will need the Authorized Organizational Representative (AOR) role.

For more detailed instructions about creating a profile on Grants.gov, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-3-username-password.html>

4) *Authorize Grants.gov Roles:* After creating an account on Grants.gov, the EBiz POC receives an email notifying them of your registration and request for roles. The EBiz POC will then log in to Grants.gov and authorize the appropriate roles, which may include the AOR role, thereby giving you permission to complete and submit applications on behalf of the organization. You will be able to submit your application online any time after you have been approved as an AOR.

For more detailed instructions about creating a profile on Grants.gov, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-4-aor-authorization.html>

5) *Track Role Status:* To track your role request, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-5-track-aor-status.html>

b. *Electronic Signature:* When applications are submitted through Grants.gov, the name of the organization's AOR that submitted the application is inserted into the signature line of the application, serving as the electronic signature. The EBiz POC **must** authorize individuals who are able to make legally binding commitments on behalf of the organization as an AOR; **this step is often missed and it is crucial for valid and timely submissions.**

5. How to Submit an Application to FHWA via Grants.gov

Grants.gov applicants can apply online using Workspace. Workspace is a shared, online environment where members of a grant team may simultaneously access and edit different webforms within an application. For each funding opportunity announcement (FOA), you can create individual instances of a workspace.

Below is an overview of applying on Grants.gov. For access to complete instructions on how to apply for opportunities, refer to:

<https://www.grants.gov/web/grants/applicants/apply-for-grants.html>

1) *Create a Workspace*: Creating a Workspace allows you to complete it online and route it through your organization for review before submitting.

2) *Complete a Workspace*: Add participants to the Workspace, complete all the required forms, and check for errors before submission.

a. *Adobe Reader*: If you decide not to apply by filling out Webforms you can download individual PDF forms in Workspace so that they will appear similar to other Standard or FHWA forms. The individual PDF forms can be downloaded and saved to your local device storage, network drive(s), or external drives, then accessed through Adobe Reader.

NOTE: Visit the Adobe Software Compatibility page on Grants.gov to download the appropriate version of the software at:
<https://www.grants.gov/web/grants/applicants/adobe-software-compatibility.html>

b. *Mandatory Fields in Forms*: In the forms, you will note fields marked with an asterisk and a different background color. These fields are mandatory fields that must be completed to successfully submit your application.

c. *Complete SF-424 Fields First*: The forms are designed to fill in common required fields across other forms, such as the applicant name, address, and DUNS number. To trigger this feature, an applicant must complete the SF-424 information first. Once it is completed, the information will transfer to the other forms.

3) *Submit a Workspace*: An application may be submitted through workspace by clicking the Sign and Submit button on the Manage Workspace page, under the Forms tab. Grants.gov recommends submitting your application package at least 24-48 hours prior to the close date to provide you with time to correct any potential technical issues that may disrupt the application submission.

4) *Track a Workspace*: After successfully submitting a workspace package, a Grants.gov Tracking Number (GRANTXXXXXXXX) is automatically assigned to the package. The number will be listed on the Confirmation page that is generated after submission.

For additional training resources, including video tutorials, refer to:
<https://www.grants.gov/web/grants/applicants/applicant-training.html>

Applicant Support. Grants.gov provides applicants 24/7 support via the toll-free number 1-800-518-4726 and email at support@grants.gov. For questions related to the specific grant opportunity, contact the number listed in the application package of the grant you are applying for.

If you are experiencing difficulties with your submission, it is best to call the Grants.gov Support Center and get a ticket number. The Support Center ticket number will assist the FHWA with tracking your issue and understanding background information on the issue.

6. SUBMISSION DATES AND TIMES

Applications must be submitted through www.grants.gov by submission deadline of July 19, 2019 11:59 PM ET.

Applicants interested in applying are encouraged to email ATCMTD@dot.gov no later than the submission deadline with applicant name, State in which project is located, approximate total project cost, amount of the ATCMTD grant request, and a two- to three-sentence project description. The DOT seeks this early notification of interest to inform its allocation of resources for application evaluations and to facilitate timely and efficient awards.

Late Applications

The Grants.gov registration process usually takes 2–4 weeks to complete. Late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner will not be considered. Only applicants who comply with the submission deadline described in this notice and submit applications through the Grants.gov Workspace will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline. Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties with Grants.gov that are beyond the applicant's control. In those instances, the applicant must contact the Grants.gov help desk prior to the application deadline with the user name of the registrant and details of the technical issue experienced. Please note: applicants must obtain a Grants.gov Help Desk Tracking Number if they are experiencing technical difficulties. After the submission deadline, the applicant must contact the [ATCMTD@dot.gov email address, and provide the following information:](mailto:ATCMTD@dot.gov)

- a. Details of the technical issue experienced;
- b. Screen capture(s) of the technical issues experienced along with corresponding Grants.gov grant tracking number;
- c. The legal business name for the applicant that was provided in the SF-424;
- d. The AOR name submitted in the SF-424;
- e. The DUNS number associated with the application; and
- f. The Grants.gov Help Desk Tracking Number.

After DOT staff review 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.

7. INTERGOVERNMENTAL REVIEW

An application under this NOFO is not subject to the State review under E.O. 12372.

8. FUNDING RESTRICTIONS

The FHWA will not reimburse any pre-award costs or application preparation costs.

9. INTENT TO RELEASE APPLICATIONS AND NAMES OF APPLICANT

In order to expand public awareness of ATCMTD technologies, concepts, and ideas, FHWA may post publicly or release publicly all Volume 1 Technical Application after award.

By submitting an application in response to this NOFO, the Applicant provides FHWA permission to:

- Release publicly the names of all applicants after selection of the ATCMTD awardees; and
- Release publicly Volume 1 Technical Application document (without the résumés of key personnel) after selection of the ATCMTD awardees.

SECTION E – APPLICATION REVIEW INFORMATION

1. CRITERIA FOR SELECTION OF ATCMTD AWARDS

The Government will evaluate applications on following criteria, which are of equal importance.

TECHNICAL MERIT:

- Degree that the proposed technology deployment aligns with program requirements and DOT vision, goals, focus areas, and objectives.
- Readiness of the proposed technology(ies) to be deployed, and the likelihood of success of the applicant to deploy and sustain the proposed technology(ies), including the proposed approaches to addressing any regulatory environment and other obstacles to deployment.
 - Proposals should clearly address and explain if the proposed project will or may require exemption from the Federal Motor Vehicle Safety Standards, Federal Motor Carrier Safety Regulations, or any other regulation and, if so, your plan for applying for any necessary exemptions.
 - Proposals should clearly address and explain if the proposed project will or may require a waiver under the Buy America Act.
- Scalability or portability of the proposed technology deployment to other jurisdictions.
- Commitment to evaluate the effectiveness (i.e., cost-benefit) of activities proposed.

STAFFING:

- Degree that the Application includes a program/project management structure or organization that will successfully oversee the proposed technology deployment.
- Expertise and qualifications of key personnel for managing or conducting appropriate aspects of the proposed technology deployment through the period of performance.

COST:

- Cost will be considered in the award decision. The cost information will be analyzed to assess cost reasonableness and conformance to applicable cost principles. Applicants must provide the required matching funds, and supporting detail for these funds, including the applicant's activities to maximize the non-Federal share of the project funding.
- Funding availability will also be considered in the award decision. This evaluation factor will not be rated, but will be considered in the award selection.

The Department will prioritize projects that also enhance personal mobility and accessibility. Such projects include, but are not limited to, investments that better connect people to essential services such as employment centers, health care, schools and education facilities, healthy food, and recreation; remove physical barriers to

access; strengthen communities through neighborhood redevelopment; mitigate the negative impacts of freight movement on communities; and support workforce development, particularly for disadvantaged groups, which include persons with visible and hidden disabilities and elderly individuals. The Department may consider whether a project's design is likely to generate benefits for all users of the proposed project, including non-driving members of a community adjacent to or affected by the project. The Department may also consider whether a project is located in a qualified opportunity zone designated pursuant to 26 U.S.C. § 1400Z-1.

2. REVIEW AND SELECTION PROCESS

The DOT will utilize a two-phased approach for the review and selection of applications. During Phase I, DOT will use a merit review process to evaluate applications and make selections for award. In Phase II, DOT will conduct award discussions with selected applicants to determine the method of award, clarify and request additional budgetary information, and obtain a project statement of work.

a) Phase I - Application Review and Selection

Any ineligible applications, as determined by lateness, incompleteness, duplication, or other deficit of eligibility, will not proceed forward. The DOT will review all remaining eligible applications. The ATCMTD process consists of a technical evaluation phase and senior review. In the technical evaluation phase, teams of technical experts from a cross-section of DOT modal administrations will determine whether each project satisfies statutory requirements and rate how well it addresses selection criteria. The senior review team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. Evaluations in both the technical evaluation and senior review phases will place all eligible projects into one of three rating categories; Highly Recommended, Recommended, and Not Recommended. The evaluations will not assign numerical scores, nor will there be any sorting or rankings within each of the three subcategories. In summary, any project slotted into each category will have the same weight of recommendation in that category. The Secretary will select the projects for award. The DOT reserves the right to use outside expertise and/or contractor support to perform application evaluation. A panel of Agency experts will conduct a risk assessment of the applicant prior to award.

The DOT will award the applications that are considered the most advantageous to DOT using the criteria cited above, and subject to the results of an Applicant risk assessment. In addition, per 23 USC 503(c)(4)(D)(i) - (iii), DOT shall ensure, to the extent practicable, that grant recipients represent diverse geographic areas of the

United States, including urban and rural areas, and that grant recipients represent diverse technology solutions.

Prior to award, each selected applicant will be subject to a risk assessment required by 2 CFR 200.205. If the Federal awarding Agency determines that a Federal award will be made, special conditions that correspond to the degree of risk assessed may be applied to the Federal award. The DOT 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 DOT will consider comments by the applicant, in addition to 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 risk assessment. The DOT reserves the right to deny an award based on the results of the risk assessment.

The Secretary of Transportation is the official responsible for final award selections. The DOT is not obligated to make any award as a result of this notice.

Risk Assessment

The DOT will assess the risks posed by an Applicant before they receive an award. If the Federal awarding agency determines that a Federal award will be made, special conditions that correspond to the degree of risk assessed may be applied to the Federal award. This Risk Assessment will include evaluation of some or all of the following items relative to the Applicant and/or sub-applicants as applicable:

- (1) Applicant's financial stability;
- (2) Applicant's quality of management systems and ability to meet the management standards prescribed in 2 CFR Part 200;
- (3) Applicant's history of performance;

Note: History of performance includes the Applicant's record in managing Federal awards, if it is a prior Recipient of Federal awards, including timeliness of compliance with applicable reporting requirements, conformance to the terms and conditions of previous Federal awards, and if applicable, the extent to which any previously awarded amounts will be expended prior to future awards. The Government will evaluate the relevant merits of the Applicant's history of performance based on its reputation and record with its current and/or former customers with respect to quality, timeliness and cost control. The history of

performance will be reviewed to assure that the Applicant has relevant and successful experience and will be considered in the risk assessment. In evaluating history of performance, the Government may consider both written information provided in the application, as well as any other information available to the Government through outside sources.

(4) Applicant's audit reports and findings from audits performed on the Applicant pursuant to 2 CFR Part 200 Subpart F—Audit Requirements or the reports and findings of any other available audits;

(5) Applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities; (6) Applicant's potential for conflict of interest if applicable; and

Note: The FHWA will review information provided by the Applicant, and any other relevant information known to DOT, to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, FHWA may (a) disqualify the Applicant, or (b) determine that it is otherwise in the best interest of the United States to award to the Applicant and include appropriate provisions to mitigate or avoid such conflict in the Agreement pursuant to 2 CFR 200.112.

(7) Applicant's eligibility to receive Federal funding. Per the guidelines on government-wide suspension and debarment in 2 CFR Part 180, the Government will confirmation that the Applicant and any named sub-applicants are not debarred, suspended or otherwise excluded from or ineligible for participation in Federal programs or activities.

Pursuant to 2 CFR Part 200.205, prior to making a Federal award, the Federal awarding Agency is required to review information available through any OMB-designated repositories of government-wide eligibility qualification or financial integrity information, such as FAPIIS, D&B, and Sam.gov. The Government's review of this information will occur as part of the risk assessment.

b) Phase II – Post-Selection Discussions and Method of Award

In Phase II, DOT and the applicant will reach an agreement on the method for award. There are two possible options for award: award through an allocation to the State department of transportation, or a direct award from FHWA. In Phase II, the DOT will also conduct discussions with the selected applicant to clarify elements of the applicant's technical and budget applications. Discussions will include a request for

detailed and itemized cost information, including: direct labor categories, hours and rates, fringe benefit rates, travel, equipment, supplies, sub-recipient/contractor/consultant costs and supporting documentation, construction costs, other direct costs, indirect cost rates, and additional supporting budget narrative. The selected applicant will also be required to provide a project statement of work.

3. ANTICIPATED FEDERAL AWARD DATES

The DOT anticipates awarding funds for advanced transportation and congestion management technologies deployments no later than September 2019.

SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION

1. FEDERAL AWARD NOTICES

Following the evaluation outlined in section E, DOT will notify the selected applicants and announce the selected projects. Notice that an applicant has been selected as a recipient does not constitute approval of the application as submitted. Before the award, DOT will contact the POC listed in the SF 424 to initiate negotiation of a project specific agreement. If the negotiations do not result in an acceptable submittal, DOT reserves the right to terminate the negotiation and decline to fund the applicant.

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 CFR 200, as adopted by DOT at 2 CFR 1201. Applicable Federal laws, rules, and regulations set forth in 23 U.S.C. and 23 CFR also apply. For a list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements related to ATCMTD projects, please see <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

3. REPORTING

a. Progress Reporting on Grant Activity. Each applicant selected for an ATCMTD grant must submit the Federal Financial Report (SF-425) on the financial condition of the project, its progress, and an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the ATCMTD program.

b. Reporting of Matters Related to Integrity and Performance. If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10 million at any time during the period of performance, then the applicant must maintain the currency of information reported to the SAM and made available in the FAPIIS about civil, criminal, or administrative proceedings described in paragraph 2 of the award terms and conditions. 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.

c. Reporting to the Secretary. Per 23 U.S.C. 503(c)(4)(F), not later than 1 year after receiving an ATCMTD grant, and each year thereafter, the recipient shall submit a report to the Secretary that describes:

- i. Deployment and operational costs of the project compared to the benefits and savings the project provides; and
- ii. How the project has met the original expectations projected in the deployment plan submitted with the application, such as:
 - a. data on how the project has helped reduce traffic crashes, congestion, costs, and other benefits of the deployed systems;
 - b. data on the effect of measuring and improving transportation system performance through the deployment of advanced technologies;
 - c. the effectiveness of providing real time integrated traffic, transit, and multimodal transportation information to the public to make informed travel decisions; and
 - d. lessons learned and recommendations for future deployment strategies to optimize transportation efficiency and multimodal system performance.

The Agency will offer a standard template to format the annual reports to the DOT.

SECTION G – FEDERAL AWARDING AGENCY CONTACTS

Address any questions to:

ATCMTD@dot.gov



U.S. Department of Transportation

Notice of Funding Opportunity Number **693JJ319NF00003**

*“Advanced Transportation and Congestion Management Technologies
Deployment Initiative”*

Amendment #1

Dated 06/10/2019

This amendment to NOFO 693JJ319NF00003 incorporates the following changes to the version originally posted to Grants.gov on 06/06/2019:

1. On page 4 of 37, under **Funding Opportunity Informational Webinar**, after the Information and registration, add the following (**see red underlined text for revisions**):

INFORMATIONAL SESSION: ATCMTD INITIATIVE

SESSION: Virtual Webcast: Background and Application Information for the ATCMTD Initiative

DATE: June 28, 2019

TIME: 1:00 pm Eastern Time

INFORMATION AND REGISTRATION:

https://connectdot.connectsolutions.com/e61b9b65f47x/event/event_info.html

2. Update the table beginning on page 13 of 37 under Section 5 “Deliverables” as follows (see red underlined text for revisions)

Deliverable	Approximate Due Date	Section 508 Compliant?
Preliminary Kick-off Meeting – Conduct a preliminary kick-off meeting with DOT at mutually-agreed-upon location.	Within 6 weeks after announcement of project selection.	No
<p>Draft Cooperative Agreement completed. The cooperative agreement shall include a Project Management Plan. The Project Management Plan, shall include, at a minimum:</p> <ul style="list-style-type: none"> a) Statement of Work, with a description of Tasks and Sub-Tasks by which the project work activities will be organized, executed, and monitored. b) A Project Schedule (Gantt Chart or equivalent) displaying start and end times for each Task and Sub-Task, plus achievement of Project Milestones. c) A description of major Project Milestones, including key reports, start of operations of important systems or subsystems, and other important deliverables or events. d) A Staffing Table, which identifies a single Project Manager, plus project staff and/or consultants that will lead and support each ask (or Sub-Task if appropriate). e) A Project Budget, displaying planned expenditures for each Task, with a further breakdown by Cost Element for each Task, and by the Federal share vs. non-Federal share. 	Within 6 weeks after preliminary kick-off meeting.	No

Fully-Executed Cooperative Agreement.	Within 6 weeks after completion of draft agreement.	No
Kick-off Meeting – Conduct a kick-off meeting with DOT at mutually-agreed-upon location.	Within 4 weeks after execution of cooperative agreement.	No
Quarterly Progress Reports – submit progress reports to document activities performed, anticipated activities, and any changes to schedule or anticipated issues.	Quarterly	No
<p>Systems Engineering Documents</p> <p>In accordance with 23 CFR 940.11, the Recipient shall submit electronic copies of the milestone Systems Engineering documents applicable to this project, for approval by FHWA. This shall include, at minimum:</p> <p>a) Systems Engineering Review Form (SERF) b) Concept of Operations (ConOps) c) Systems Engineering Management Plan (SEMP).</p>	As applicable	No
<p>Project Evaluation Plan</p> <p>The Recipient shall submit to FHWA for approval an Evaluation Plan, which shall include, at a minimum:</p> <p>a) Statement of Project Objectives, b) List of Evaluation Criteria (e.g. quantitative performance metrics and/or qualitative assessments) tailored to the Project Objectives, c) Description of data-collection procedures tailored to these criteria, which could include, for example, before/after data, surveys, interviews, system-monitoring data, or other data needed to report on achievement of project objectives. d) Outline of Evaluation Report (1-page, <u>draft</u> list of topics to be addressed)</p>	Within 90 days after the Effective Date	No
<p>Data Management Plan (DMP)</p> <p>The Recipient shall submit to FHWA for approval a DMP that provides a preliminary overview of data that</p>	Within 90 days after the Effective Date, to be updated	No

<p>may be collected or created through the project, which shall include, at a minimum:</p> <ul style="list-style-type: none"> a) Data description b) Data access policies c) Data storage and retention approach <p>The Recipient shall then update the DMP throughout the project with more details on the data that is collected or created, including information on data rights and standards. Additional information on DMPs can be found at: https://ntl.bts.gov/public-access/creating-data-management-plans-extramuralresearch.</p>	throughout the project.	
<p>Report to the Secretary – submit a report describing the deployment and operational costs compared to the benefits and savings, and how the project has met the original expectations projected in the deployment plan.</p>	Annually beginning 1 year after execution of cooperative agreement.	Yes
<p>Annual Budget Review and Program Plan Reporting</p> <p>Submit the Annual Budget Review and Program Plan Report. The report should describe:</p> <p>(1) Overview and schedule of tasks, activities, milestones and deliverables for the upcoming year, to include:</p> <ul style="list-style-type: none"> • the latest deliverables table or project management schedule; and • a discussion of whether the current approved Technical Application attached to the award needs to be updated or not. If an update is warranted, propose the updates. <p>(2) Overview and forecast budget for the upcoming year, including: a discussion of whether the current approved Budget Application attached to the award needs to be updated or not. If an update is warranted, propose the updates.</p>	60 days prior to the anniversary date of award	No
<p>Final Report</p> <p>The Recipient shall provide a final report within 90 days after the termination or expiration of this agreement. The FHWA Authorized Organizational</p>	Within 90 days after the termination or expiration of	Yes

Representative (AOR) in consultation with the Recipient, will determine the final design and scope of the evaluation and report. Submit an electronic copy of all reports to the ATCMTD mailbox at ATCMTD@dot.gov	this Agreement	
<i>(additional deliverables to be identified in separate rows by the applicant)</i>		

Note: Section 508 requirements are included in NOFO Section F's General Terms and Conditions available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

All other terms, conditions and requirements of this Notice of Funding Opportunity remain unchanged.



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



**Surface Transportation Technical Committee
June 2019**

Overview of Funding Opportunity

\$60 Million Total; 5 to 10 awards up to \$12 million each

FY 2016 to 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 **July 19, 2019**

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

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

Transportation Performance Measures

Federal Performance Measures

✓ Safety

National Highway Infrastructure

Pavement Condition

Bridge Condition

System Performance

Level of Travel Time Reliability

Peak Hour Excessive Delay

✓ Travel Time Reliability

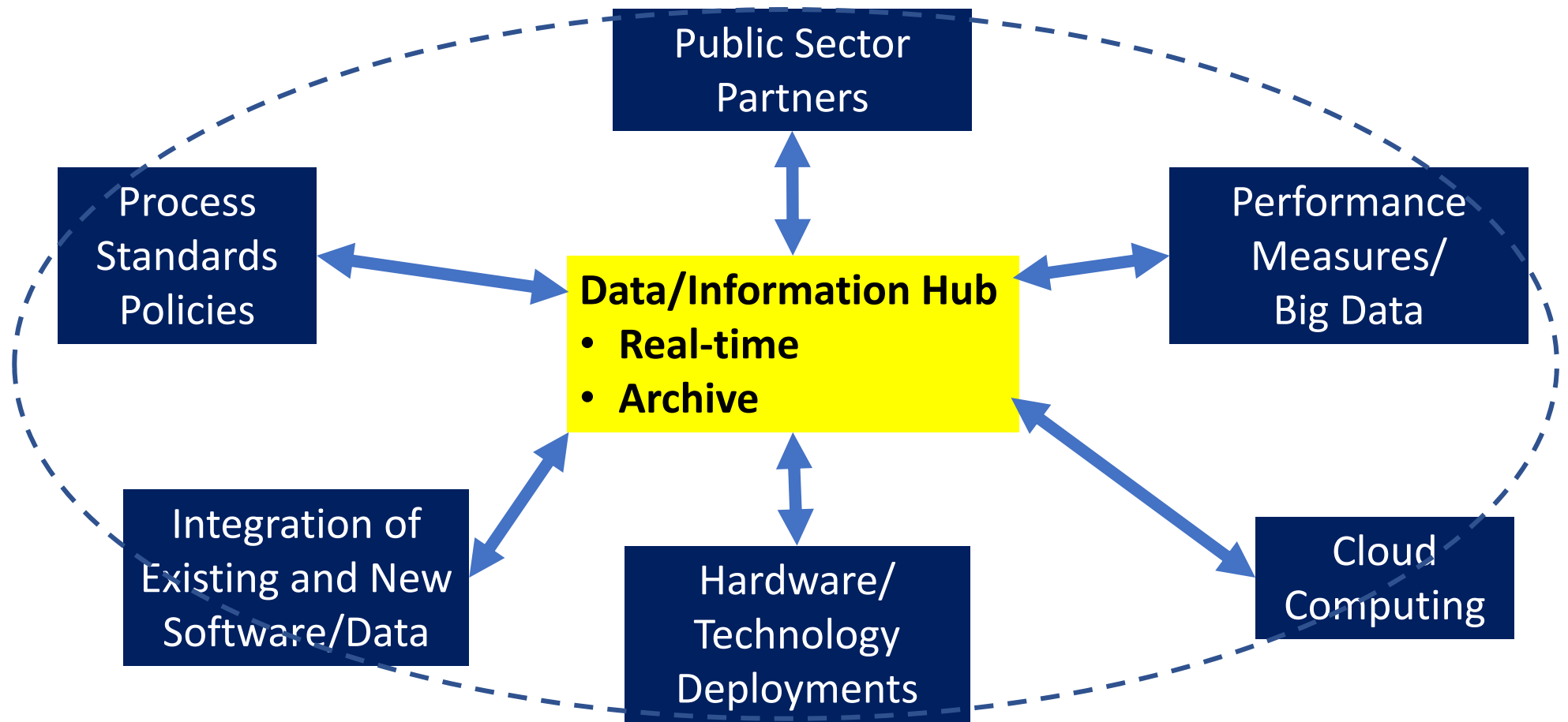
Non-Single Occupancy Vehicle Travel

✓ Total Emissions Reductions

Transit Asset Management

∞ Non-Federal/Regional Performance Measures

Regional Operations Data Fusion Platform & Performance Measures



Regional Operations Data Fusion Platform & Performance Measures

Example of System Benefits

Leverages existing regional ITS infrastructure

Allows dissemination of data between agencies for improved coordination on traffic operation strategies

Provides regional data for planning organizations or academia for performance measures, research, and analysis

Identifies gaps in the data to determine new sources that are needed

Allows for implementation and management of coordinated traffic plans

Affords real-time analysis of regional performance measures

Regional Operations Data Fusion Platform & Performance Measures

Project Budget

Funding Source	Funding Amount
Grant Application Request	\$3 Million
TCEQ Interests/Credit Rebates from AirCheckTexas or RTC Local	\$3 Million
Total	\$6 Million

Regional Operations Data Fusion Platform & Performance Measures

Other Items

Seeking Other Recommendations for Inclusion into the Proposal

For Example:

Regional Data Platform

Agreements

Protocol

Wireless Data (Pedestrian, Wrong-Way Driving)

Request for Letter of Support

Need to receive Request by Wednesday, July 3, 2019

Please send Request to Rebekah Hernandez at RHernandez@nctcog.org

Submit Signed Letter by Friday, July 12, 2019

Regional Operations Data Fusion Platform & Performance Measures

Action Requesting

Recommendation for Regional Transportation Council (RTC) Approval

Regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program

Total Cost

- Federal Share: \$3 Million

- Local Share: \$3 Million

 - TCEQ Interest/Credit Rebates

 - RTC Local (if TCEQ Funding Unsuccessful)

Letters of Support

Policy Bundle Funding Recommendations				
Entity	Policies Adopted			Recommended 2019 TDCs
	2017	2018	2019	
Cities: Eligibility Requires Adoption of 10 Policies				
City of Arlington	12	13	--	
City of Coppel**	--	11	11	\$750,000
City of Dallas	15	17	17	\$2,000,000
City of Denton*	--	--	15	\$750,000
City of Duncanville***	8	12	--	
City of Farmers Branch**	--	12	--	
City of Fort Worth	14	16	17	\$2,000,000
City of Garland**	--	14	16	\$1,250,000
City of Grapevine	12	16	16	\$750,000
City of Irving*	--	--	12	\$1,250,000
City of Lewisville	10	13	15	\$750,000
City of McKinney	15	16	16	\$750,000
City of Mesquite	11	13	15	\$750,000
City of North Richland Hills**	8	--	12	\$750,000
City of Plano	13	16	--	
City of Richardson	12	13	14	\$750,000
Transit: Eligibility Requires Adoption of 5 Policies				
DCTA	8	10	11	\$1,250,000
FWTA	5	9	9	\$2,000,000
Total				\$15,750,000

Legend

*First Application in FY19

**First Application in FY18

***Applied in FY17 but did not meet Requirements

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Fiscal Year 2020-2022 Goal Update

*Surface Transportation Technical Committee
June 28, 2019*



North Central Texas
Council of Governments

FY2020-2022 DBE GOAL UPDATE

DBE Program Overview



Ensure Non-discrimination



Create a Level Playing Field/Fair Competition



Narrowly Tailor Program to Meet Federal Law



Ensure DBE Firms Meet Required Eligibility Standards



Help Remove Barriers to DBE Participation



Assist in Development of Firms to Compete Outside

FY2020-2022 DBE GOAL UPDATE

*Current DBE Goal
(2017-2019)*

Procurement Type	DBE Goal
Urban Planning/ Engineering Services	31.92%
Advertising/Public Relations	21.62%
Software Development/Computer Services	8.17%
Equipment	5.88%
TOTAL	
Total Weighted Summary	25.0%

FY2020-2022 DBE GOAL UPDATE

Process to Update DBE Goal

✓ Initiate Public Input/Stakeholder Involvement

✓ Project Potential Contract Awards (FY 20-22)

DBE Goal Development

Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2019

FY2020-2022 DBE GOAL UPDATE

Project Potential Contract Awards

NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA	Potential Awards (in \$1,000s) TOTAL
Building Construction	\$275	\$0	\$275
Marketing, Advertising, and Public Relations	\$268	\$1,805	\$2,073
Office Supplies & Equipment (Rental & Purchase)	\$587	\$430	\$1,017
Operational Administrative, Communications, Support Services	\$ 2,476	\$0	\$2,476
Planning/Engineering	\$6,830	\$10,044	\$16,874
Software and Ancillary Information Technology Professional Services	\$383	\$434	\$817
Transportation Equipment	\$0	\$3,586	\$3,586
Vehicle Maintenance and Operations Support	\$4,998	\$0	\$4,998
TOTAL	\$15,817	\$16,299	\$32,116

2 Step Process:

Step 1:

Determine Relative Availability of
Ready, Willing & Able DBE Firms



Step 2:

Consideration of Other DBE Data

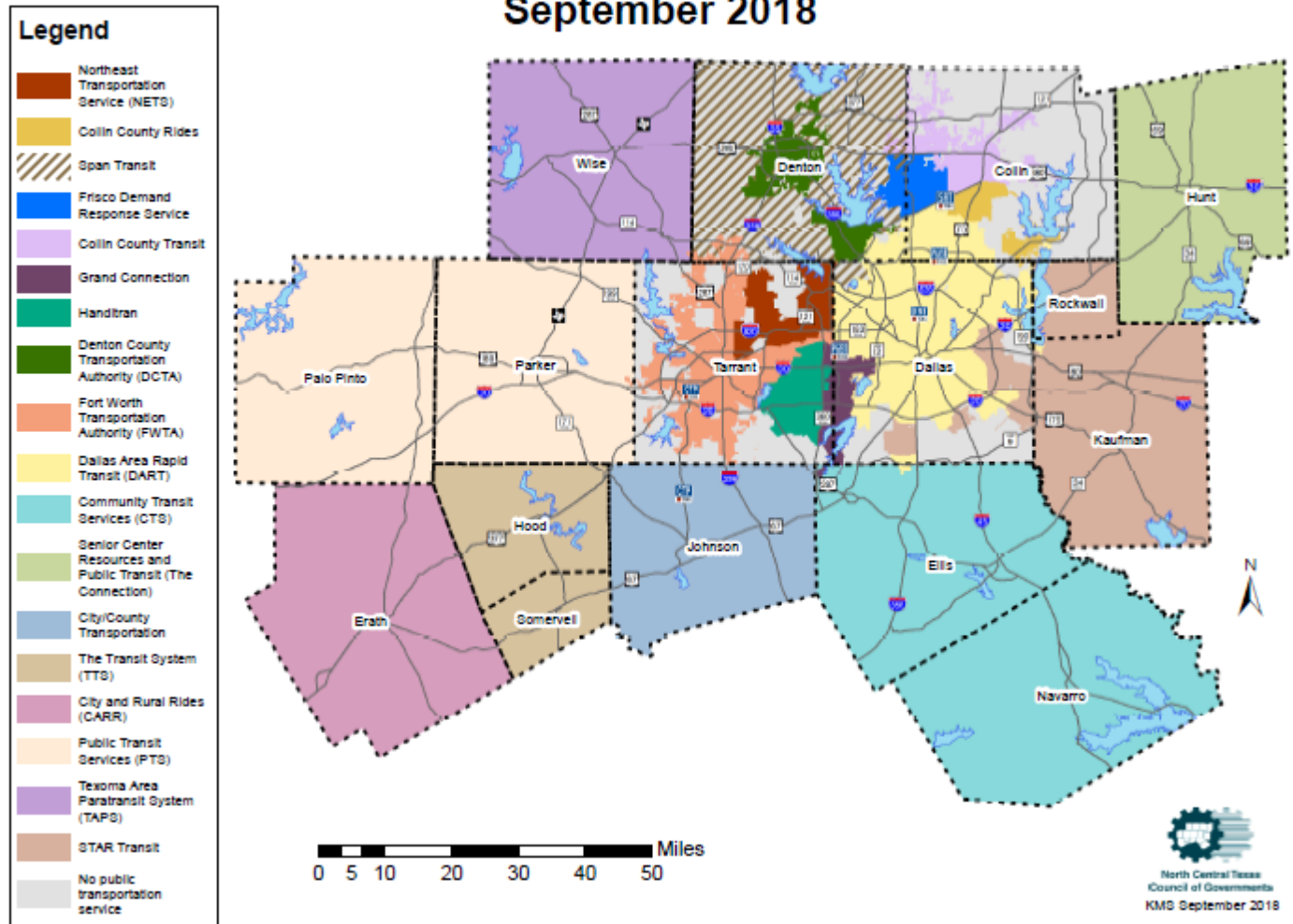
**FY2020-2022 DBE
GOAL UPDATE**

*Development of
DBE Goal*

FY2020-2022 DBE GOAL UPDATE

Service Area Map

Public Transportation Provider Service Areas September 2018



FY2020-2022 DBE GOAL UPDATE

DBE Availability Analysis

NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Building Construction	\$275			
Marketing, Advertising, and Public Relations	\$2,073			
Office Supplies & Equipment (Rental & Purchase)	\$1,017			
Operational Administrative, Communications, Support Services	\$2,476			
Planning/Engineering	\$16,874			
Software and Ancillary Information Technology Professional Services	\$817			
Transportation Equipment	\$3,586			
Vehicle Maintenance and Operations Support	\$4,998			
TOTAL	\$32,116			

*Pending Analysis/
Consultation Process*

FY2020-2022 DBE GOAL UPDATE

Schedule

TASK	DATE	STATUS
Public Meeting to Kickoff DBE Goal Update Process	June 10	✓
STTC Meeting: Information Item	June 28	✓
Consultation Meeting with Stakeholders	July 2	
RTC Meeting: Information Item	July 11	
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	Week of July 15	
Submit draft Electronically to FTA	August 1	
STTC: Action Item	August 23	
End of 45-day Public Comment Period	August 30	
RTC: Action Item	Sept. 12	
Executive Board: Action Item	Sept. 26	
Submit Final Electronically to FTA	Sept. 27	
DBE Program Update and Goal Effective	October 1	

FY2020-2022 DBE GOAL UPDATE

Questions?



Ken Kirkpatrick

Counsel for Transportation
DBE Liaison Officer

Phone: 817-695-9278

Email: kkirkpatrick@nctcog.org

Emily Beckham

Grants and Contracts Manager

Phone: 817-608-2308

Email: ebeckham@nctcog.org

Technical Tools for Environmental Justice, Transit, and Environmental Planning

Surface Transportation Technical Committee

June 28, 2019



Four Online Planning Tools

Environmental Justice Index – *online now*

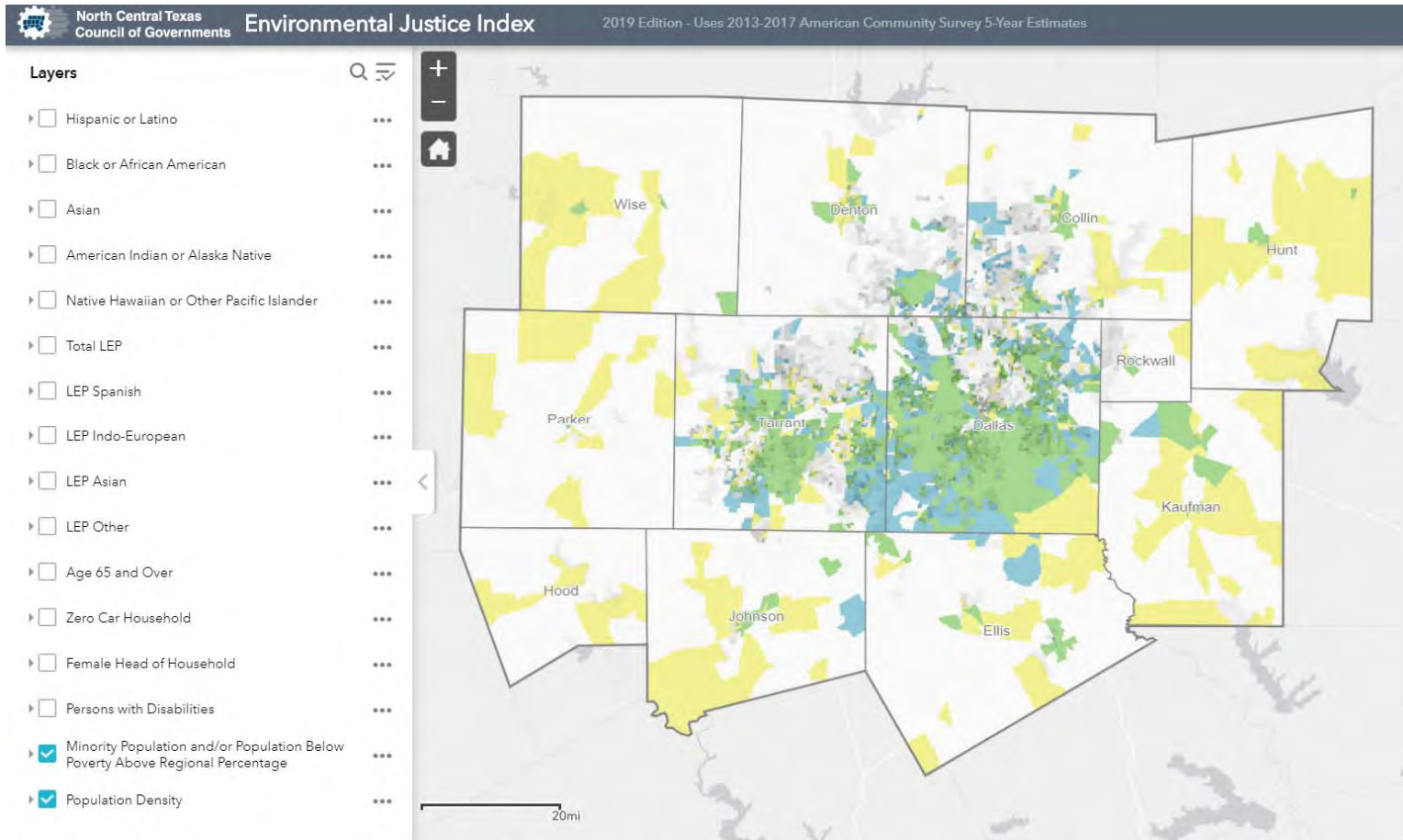
Transit Accessibility Improvement Tool – *online now*

Permittee Responsible Mitigation Database – *expected Fall 2019*

Economic & Environmental Benefits of Stewardship – *online now*



Environmental Justice Index



Assists in identifying and addressing potential impacts on environmental justice communities – low-income and/or minority communities. Covers 12-county region.

www.nctcog.org/EJ

Environmental Justice Index



(1 of 4)

EJ Block Group

If multiple pop-ups are displayed, zoom in to ensure that a single block group is being identified.

Block Group Census GEOID	484391102045
Total Population	1,437
Population Density (per sq. mi.)	7,282.32
Total Minority Population	1,154
Percent Total Minority	80.31%
Ratio Total Minority to Regional Percentage	1.53
Individuals for Whom Poverty Status is Known	1,437
Total Below Poverty Population	17
Percent Below Poverty	1.18%
Ratio Below Poverty to Regional Percentage	0.07

[Zoom to](#)

User Guide



Technical Tips



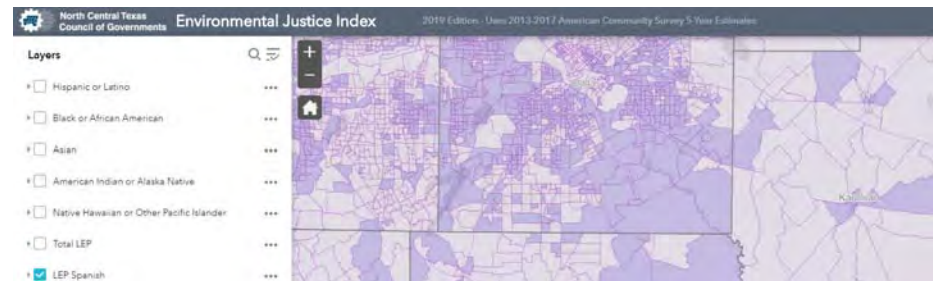
Layer Definitions



Index Uses



Data and Links



North Central Texas Council of Governments Environmental Justice Index 2019 Edition - Uses 2013-2017 American Community Survey 5-Year Estimates

Layers

- Hispanic or Latino
- Black or African American
- Asian
- American Indian or Alaska Native
- Native Hawaiian or Other Pacific Islander
- Total LEP
- LEP Spanish

Map showing EJ Index results for various demographic groups.

Transit Accessibility Improvement Tool



Assists in identifying potentially transit-dependent populations – low-income, age 65 and over, and persons with disabilities. Covers 16-county region.

www.nctcog.org/trans/plan/transit/transit-providers/transit-provider-resources

Transit Accessibility Improvement Tool

User Guide



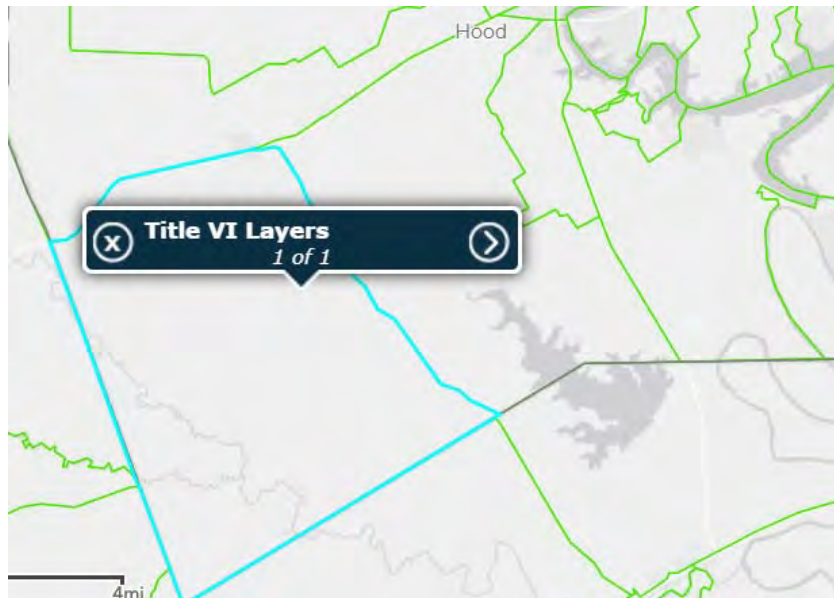
Layer Definitions



Technical Tips



Data and Links



Provides demographic data and service area boundaries to support transit providers' compliance with Title VI of the Civil Rights Act.

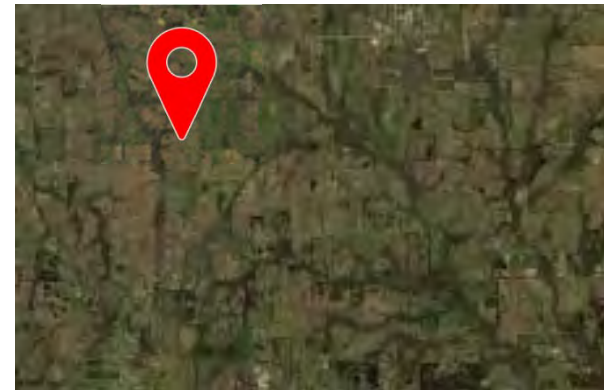
Permittee Responsible Mitigation Database

Helps connect willing landowners needing stream or wetland rehabilitation or restoration with developers or entities needing to rehabilitate or restore streams or wetlands to offset Waters of the US impacts elsewhere. Covers 16-county region.

PRM Requires:

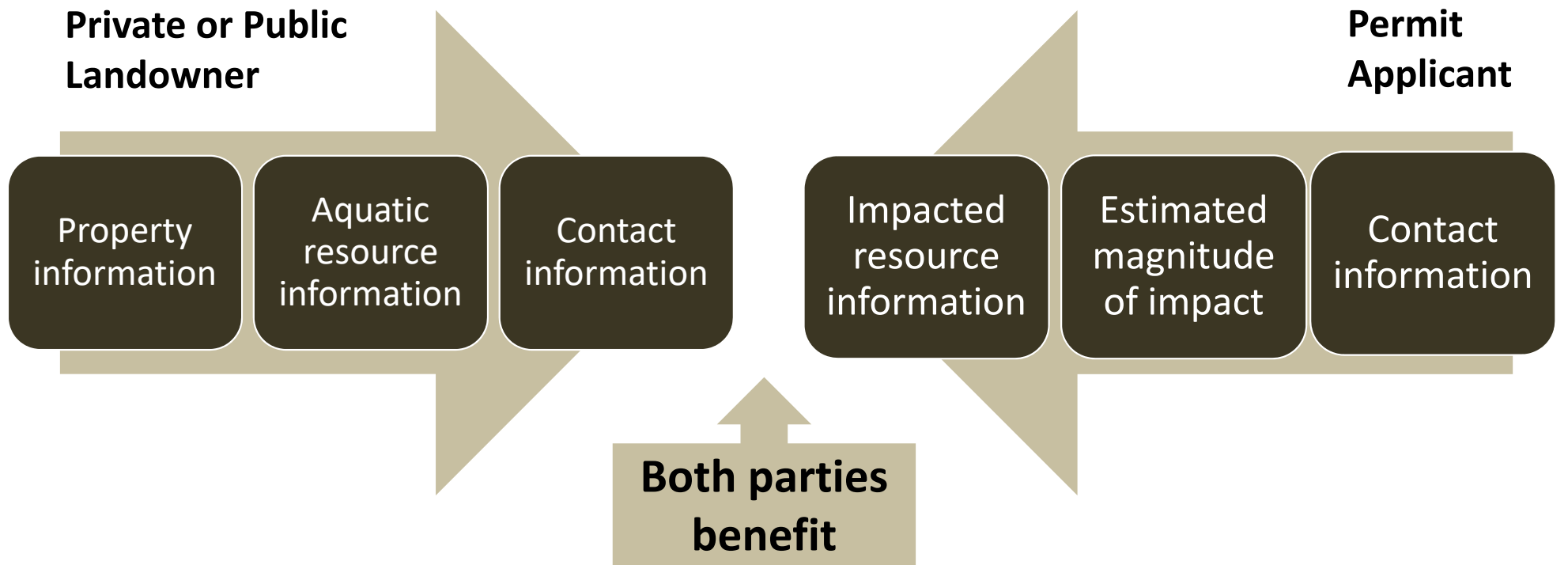
Pre-approval by the US Army Corps
of Engineers

Agreement of both parties



Expected launch Fall 2019

Permittee Responsible Mitigation Database



Economic and Environmental Benefits of Stewardship

The screenshot displays the website's interface. On the left is a blue sidebar with the logo and title 'Economic & Environmental Benefits of Stewardship'. Below this are menu items: 'Evaluate My Project', 'Documentation' (with a dropdown arrow), 'User Guide', 'Case Studies', 'Stewardship Information', 'Data Report', and 'About'. At the bottom of the sidebar is an email icon and the address 'eabs@nctcog.org'. The main content area features a large banner image of purple lupines with a circular logo of a tree. Below the banner is a grid of three white boxes. The first box, 'User Guide', includes a description and a blue button with a book icon labeled 'Read User Guide'. The second box, 'Project Evaluation Tool', includes a description and a green button with a calculator icon labeled 'Evaluate My Project'. The third box, 'Stewardship Information', includes a description and a blue button with a document icon labeled 'Stewardship Information'. A blue footer bar at the bottom contains the URL 'eabs.nctcog.org' in white text.

Economic & Environmental Benefits of Stewardship

- Evaluate My Project
- Documentation
- User Guide
- Case Studies
- Stewardship Information
- Data Report
- About

User Guide
Step by step guide for how to use the project evaluation tool.
[Read User Guide](#)

Project Evaluation Tool
The Economic & Environmental Benefits of Stewardship tool can estimate the return on investment of implementing environmental stewardship to reduce the environmental effects of transportation projects. The tool can educate decision-makers about the value of environmental stewardship.
[Evaluate My Project](#)

Stewardship Information
Browse our library of stewardship options and download or print informational fliers.
[Stewardship Information](#)

eabs@nctcog.org

eabs.nctcog.org

Economic and Environmental Benefits of Stewardship

Evaluate My Project

Home > Stewardship Evaluation Tool

1. Draw Your Project Boundaries

Find address or place

2. Tell Us About Your Project

Project type: New Roadway

Number of Lanes: 8 Lane Road (132ft width)

Will the project open up new areas for development? Yes

Total width of project (ft): 132

Run Analysis

Economic and Environmental Benefits of Stewardship

2. Tell Us About Your Project

Project type:

Number of Lanes:

Will the project open up new areas for development?

Total width of project (ft):

- 3. Your Project Analysis
- 4. Potential Environmental Effect of Your Project
- 5. Stewardship Options for Your Project
- 6. Stewardship Option Details
- 7. Compile Report



Economic and Environmental Benefits of Stewardship

2. Tell Us About Your Project

Project type:
New Roadway

Will the project open up new areas for development?
No

Number of Lanes: ?
Please Select

Total width of project (ft):
Enter width in feet here

Run Analysis

3. Your Project Analysis

4. Potential Environmental Effect of Your Project


5. Stewardship Options for Your Project

6. Stewardship Option Details

7. Compile Report

4. Potential Environmental Effect of Your Project

VEGETATION REMOVAL
Learn More 
 Make Priority

HEAT ISLAND EFFECT
Learn More 
 Make Priority

Economic and Environmental Benefits of Stewardship

2. Tell Us About Your Project

Project type:
New Roadway

Number of Lanes: ?
Please Select

Will the project open up new areas for development?
No

Total width of project (ft):
Enter width in feet here

Run Analysis

3. Your Project Analysis

4. Potential Environmental Effect of Your Project

5. Stewardship Options for Your Project

6. Stewardship Option Details

7. Compile Report

5. Stewardship Options for Your Project

Bioswales
Bioretention

View Details

Preservation of Open Space
Green Space

View Details

Native Tree Plantings
A Tree for a Tree

View Details

Economic and Environmental Benefits of Stewardship

2. Tell Us About Your Project

Project type:
New Roadway

Number of Lanes: ?
Please Select

Will the project open up new areas for development?
No

Total width of project (ft):
Enter width in feet here

Run Analysis

3. Your Project Analysis

4. Potential Environmental Effect of Your Project

5. Stewardship Options for Your Project

6. Stewardship Option Details

7. Compile Report



Contact Information

Kate Zielke

Senior Transportation Planner

(817)608-2395

kzielke@nctcog.org

Amanda Long-Rodriguez

Transportation Planner

(817) 608-2367

along@nctcog.org

Jeff Neal

Program Manager

(817) 608-2345

jneal@nctcog.org





2019 North Texas Parking Management Symposium

FINDING THE BALANCE IN PARKING

How does North Texas plan and manage parking in a way that balances the needs and goals of a community while acknowledge economic forces that drive parking demand and future mobility? Join local transportation, city planning, real estate development, and other local professionals in a highly informative and timely discussion of this critical issue affecting North Texas growth and transportation.

Key Note Speaker

Joe Minicozzi

Joe is a highly sought-after speaker worldwide. His presentations include a deep dive into city economics, downtown development, and urban design. His insights will help us explore the economic balance of parking in shaping North Texas' cities.

Program Outline

8:00 AM – Registration and Networking

8:30 AM – Local and national experts, and keynote presentations and panel discussions

NOON – Lunch & parking management technology vendor exhibition

1:30 PM – Three concurrent sessions on detailed parking issues

2:40 PM – Three concurrent sessions on detailed parking issues



Thursday, August 15, 2019

Hurst, Conference Center in Hurst, TX

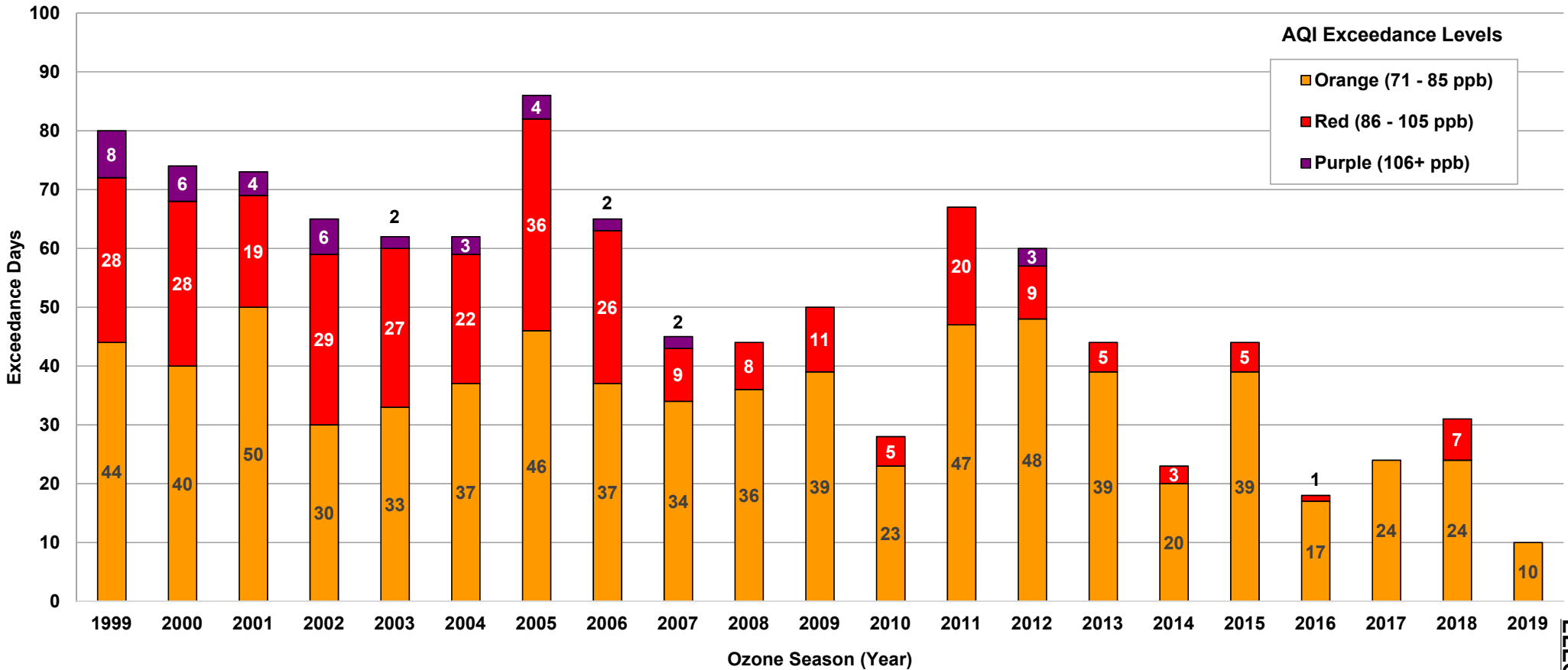
AICP Certification Maintenance: Pursuing Qualification for up to 6 Credits | Registration includes lunch, light breakfast, and refreshments

Register now, space is limited: www.nctcog.org/parking



8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 21, 2019)

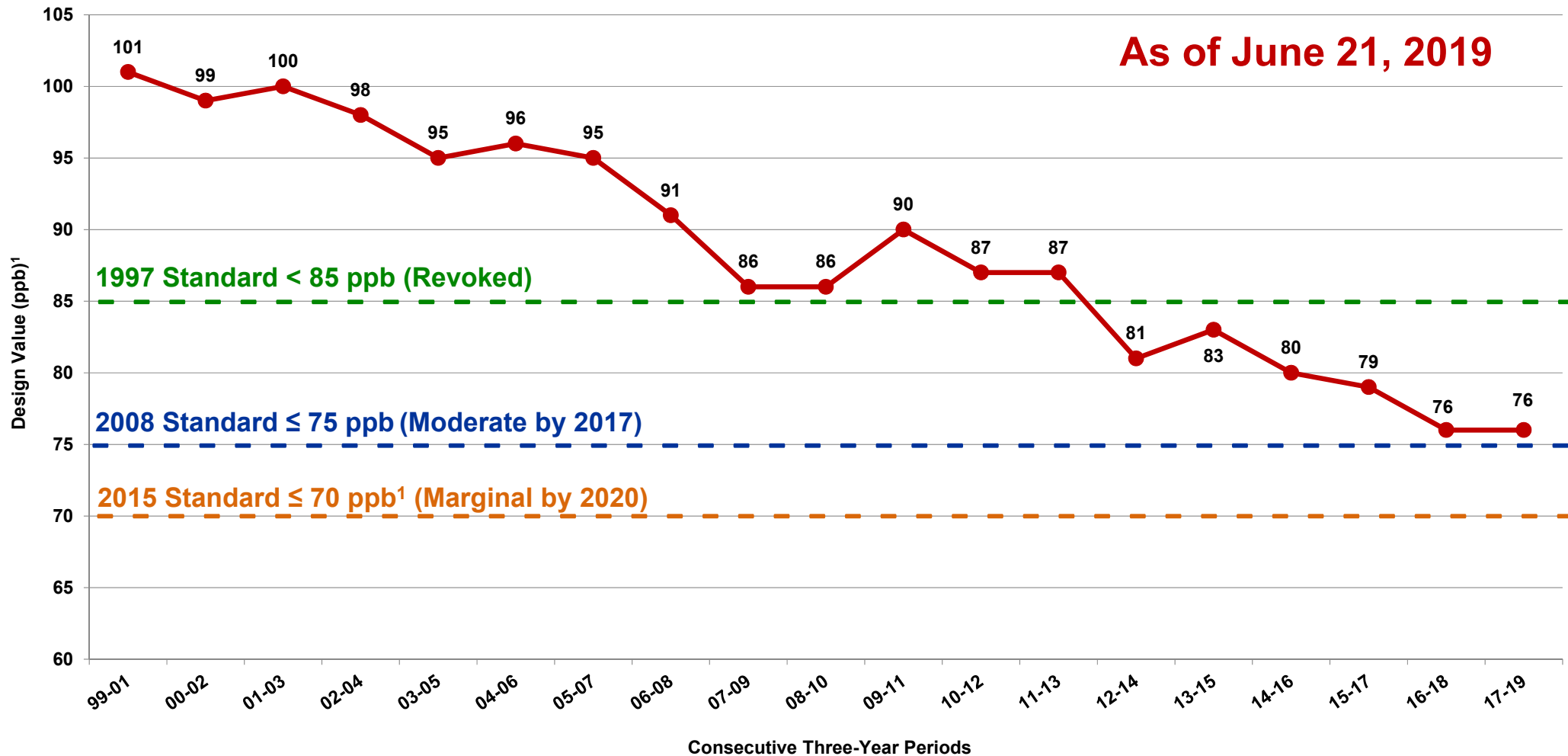


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of June 21, 2019



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

For More Information

Jenny Narvaez
Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Jackson Enberg
Air Quality Operations Analyst
(817) 704-2506
jenberg@nctcog.org

Trey Pope
Air Quality Operations Analyst
(817) 695-9297
tpope@nctcog.org

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

MINUTES**Regional Transportation Council
PUBLIC MEETING*****FY2020 and FY2021 Unified Planning Work Program******Transportation Alternatives Set-Aside Program Call for Projects******National Highway System Review*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, May 13, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Karla Weaver, Senior Program Manager, moderated the meeting, attended by 15 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization (MPO), and amended on November 8, 2018. Staff presented information about:

1. FY2020 and FY2021 Unified Planning Work Program – presented by Vickie Alexander
2. Transportation Alternatives Set-Aside Program Call for Projects – presented by Daniel Snyder
3. National Highway System Review – presented by Brian Flood

The NCTCOG public meeting was 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 meeting are available at www.nctcog.org/input, and a video recording was posted at www.nctcog.org/video.

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

Summary of Presentations***FY2020 and FY2021 Unified Plannig Work Program presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/U PWP-Development-Pres.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers the 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

- Special Studies and System Operations.

The UPWP for Fiscal Years 2020 and 2021 will focus on several planning initiatives, including the monitoring of Mobility 2045, the 2021-2024 Transportation Improvement Program (TIP), automated vehicle technology, high-speed rail, bicycle/pedestrian plans, regional transit planning assistance, travel model enhancement and a Harry Hines Boulevard corridor study.

The RTC will take action on the recommended FY2020 and FY2021 UPWP in July 2019.

Transportation Alternatives Set-Aside Program Call for Projects presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/2019-TA-CFP-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/2019-TA-CFP-Handout.pdf>

The Transportation Alternatives Set-Aside Program is funded under the Fixing America's Surface Transportation Act, the current transportation funding and authorization bill. Project activities eligible to receive funding from the program include shared-use paths, on-street bikeways, bicycle/pedestrian signalization, sidewalks and crosswalks, traffic controls and signage.

Approximately \$2.7 million in set-aside funds is available for the western part of the region and approximately \$5.2 million is available for the eastern portion. Funding allocations for each project must not exceed \$5 million, and the minimum allocation is \$150,000.

NCTCOG staff received 29 applications. Evaluation and scoring criteria for this program include mobility, safety, congestion reduction, air quality benefits, regional and local network connectivity, project innovation and project readiness.

Staff is recommending awarding funding to Cotton Belt Trail segments in Grapevine, Plano, Richardson, Dallas and Coppell as well as to the Harry Hines Multimodal Connection in Dallas County.

The RTC will take action on the selected projects in June 2019.

National Highway System Review presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/NHS-Review.pdf>

Originally designated in 1996, the National Highway System (NHS) is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings and major military installations. The System focuses on parts of the transportation system with the largest impact on the movement of people and goods. It is used to calculate federally recognized performance measures, including pavement condition, bridge condition, safety, congestion and travel time reliability.

Local TxDOT districts, NCTCOG staff and local governments are evaluating suggested modifications and identifying potential new roadways to include in the NHS.

The RTC will take action on final modifications to the NHS in late summer 2019.

ORAL COMMENTS RECEIVED AT MEETING

Transportation Alternatives Set-Aside Program Call for Projects

Gary Hennessey, Citizen

- A. Project implementation evaluation

Question: Do you all evaluate projects after they've been implemented?

Summary of response by Karla Weaver: Whether or not we conduct an evaluation depends on the type of project and the funding associated with it. Sometimes we'll evaluate a project before and after inception. We've also looked at speed and safety data after projects have been completed.

Question: Do you publish evaluations?

Summary of response by Karla Weaver: Yes, we do publish some of them. Let us know if there's a specific area you're interested in, and we'll look into it for you. We can make it available to you.

Other

Gary Hennessey, Citizen

- A. Traffic tickets along roads near SH 360

Comment: For a while, the police never gave out traffic tickets for running red lights along roads near SH 360.

Summary of response by Karla Weaver: There is an ongoing SH 360 coordination group, and it actually met last week. This might be something they are aware of. If you provide us with your email and phone number, we can provide you with logistical information.

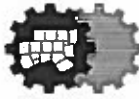
Jason Sekhon, Citizen

Comment: I looked at rail expansion in Mobility 2045, but I didn't see anything included along the Dallas North Tollway. It's pretty congested, and I can't imagine doing a regular commute. Why is there no rail line there?

Summary of response by Karla Weaver: The mobility plan is financially constrained, and there are a lot of different moving parts and pieces. We work with the general public, elected officials, etc. to prioritize the different modes of transportation. Rail expansions are also divided into phases.

WRITTEN COMMENTS FROM PUBLIC MEETING

Name and Title	Agency, City Represented	Topics Addressed	Comments
Coletta Strickland	Citizen	Bicycle/pedestrian funding	Attachment 1



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 Coletta Strickland
 Organization _____
 Date _____
 Meeting Location _____

Please provide written comments below:

1) How does John Q Citizen become more involved in this process to be more informed. EG: 360 coordination group

2) For Snyder: Is it typical to only fund 2 projects in Fort Worth District? where can we find Historical funding allocations + projects still in progress?

3) Was there a 3rd place project in HW District worthy of CMAQ funds that could have been awarded?

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Transportation Alternatives Set-Aside Program Call for Projects

Email

Terry Musar

I went to this meeting in Arlington but did not get to leave my comment--so here it is: Thanks for moving ahead with the Cottonbelt bike/ped trail improvements-especially the 2 segments in Grapevine. This will make it so much safer for all ages and skill sets to get around Grapevine and beyond. Thank you very much!!!

Other

Email

Matt & Catherine Butschek

We have come to these meetings for years now, have skipped the last year or more. You were supposed to make a decision in december, 2012 or 2013..... no decisions have been made and we are tired of coming to these meetings.

When you make a decision, please let us know.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments related to the Pedestrian Safety Action Plan, Bike to Work Day and NCTCOG bike survey results were in the majority.

Air Quality

Facebook

1. Air Quality Awareness Week starts next week. Don't forget to take care of the air inside your home. Some great ways to protect your home's air include using non-toxic cleaners, using an air purifier and taking care of indoor plants. – City of Denton Sustainability



Autonomous Vehicles

Twitter

1. A perspective on the @driveai_ pilot in the @CityOfFriscoTx by @RideDCTA one of the five partners in the transportation management association that hosted the pilot. @NCTCOGtrans – Thomas Bamonte (@TomBamonte)



Kudos to everyone on this pilot program! 🙌

I was hoping for a longer pilot period in Frisco because I haven't had a chance to ride one yet. But I just found out that the pilot in Arlington is still ongoing. Better plan a trip soon... – Harshal S Chhaya (@hschhaya)

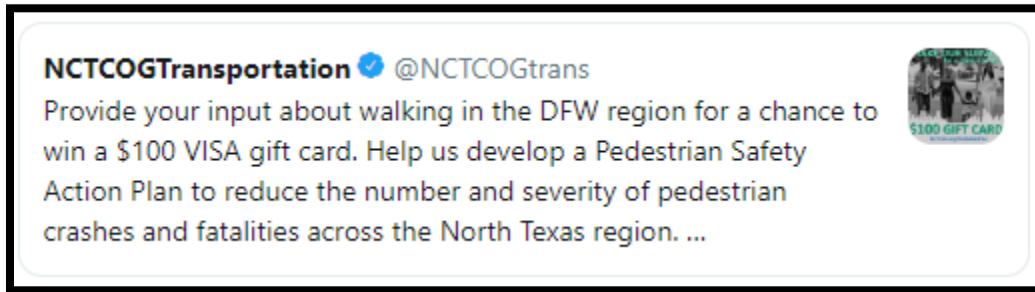
Bicycle & Pedestrian

Twitter

1. #BikeMonth #BikeToWorkDay is May 17. Are you biking that day? Do you bike most days? – WalkBikeSafeTx (@WalkBikeSafeTX)



2. #ShapeYourCity – Loren S. (@txbornviking)



3. Thank you to our local media partners as well as citizen tips related to our bicycle officer being struck by a motorist Sunday. The suspect turned himself in this evening after being contacted by Lyft and seeing news coverage. He's charged with Failure to Stop and Render Aid. – Will Johnson (@ArlingtonChief)



Number of hit-and-run motor vehicle vs cyclist crashes in @NCTCOGtrans over the past 3 years: 2016 - 87; 2017 - 98; 2018 - 106. Not a promising trend. It was as low as 47 in 2011 – Rob Rasmussen, MD, PhD (@rgrasmus)

4. Every week should be Bike to ... Work, Church, the Grocery Store, School, Local Business Week. #BikeToWork – Andrew Wallace (@agwallace92)



5. #BikeToWorkDay is just hours away now!!! Come by and see us on your commute in to work, and then head over to @fcbrewing after work and join us for the 2nd Annual Bike 2 Work Day Happy Hour from 5:30-8pm!! – BikeDFW (@BikeDFW)



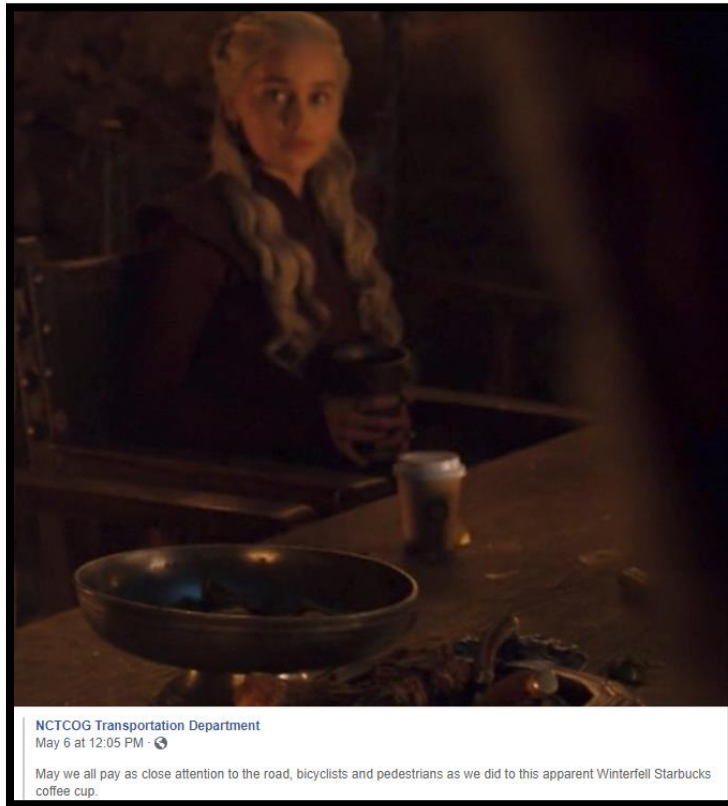
Facebook

1. May is National Bike Month! Get out and ride your bike this month before summer arrives in full force. As part of the celebration in May, don't forget these special dates: May 8 is Ride Your Bike To School Day, May 17 is Ride Your Bike To Work Day, and May 13-19 is Ride Your Bike To Work Week!

In 2017, the NCTCOG Transportation Department conducted a survey on the topic of biking. You can review the results here: www.nctcog.org/bikesurvey – The Colony Parks & Recreation Department



2. Nice play on "May" NCTCOG Transportation Department! May is National Bike Month - take a moment to drop in a comment that you are biking this month! May 17 is Bike to Work Day - are you biking to work? – Walk Bike Safe Texas



3. Hey followers! National Bike to Work Week 2019 will take place May 13–19. Bike to Work Day is Friday, May 17!

Are you hosting an event or looking for an event? Visit <https://bikeleague.org/bikemonth> for more information including resources, shareables, and events in your area!

NCTCOG Transportation Department BikeDFW Fort Worth Bike Sharing Fort Worth City Hall (City of Fort Worth) BikeHouston Houston BCycle Houston Bicycle Museum Houston Bikeways Program Austin B-cycle – Walk Bike Safe Texas



4. Continuing with the theme of "With so many reasons to ride, what's yours?", how about some awesome events happening this #BikeMonth we think you might be interested in?!

Week 3 of Bike Month

May 1-31

Our friends at Bike Friendly Fort Worth are encouraging riding to run errands with their BFFW 2019 Errandonnee for the whole month of May!!

National Bike to Work Week is May 13-17 and there are awesome things to do all over the region to celebrate!! Here are just a few of them:

Wednesday, May 15

7pm

Ride of Silence

For 17 years, the Ride of Silence has provided an opportunity for the cycling community to come together to honor the cyclists that have been injured and killed on public roadways. What started as a "one time" event in 2003 at White Rock Lake, Dallas, has grown to include rides in 373 locations world-wide, with 47 US states, 20 countries, and 7 continents participating in this silent ride. This ride is an opportunity to HONOR those that have been injured and killed; to RAISE AWARENESS that we are here; and to ask that we all SHARE THE ROAD.

There are several rides across the DFW region, and you can see all of them at rideofsilence.org. Included are rides in Coppell, Dallas, Fort Worth, Frisco, Garland, Plano, and Sherman. Here are a few of the Facebook events:

Ride of Silence Dallas 2019

Ride of Silence 2019, Frisco Start

Thursday, May 16

4-6pm

JUMP curious? Come out to the Dallas Farmers Market and our friends at JUMP will have some of their e-bikes there to try out, and BikeDFW will be providing the basics of riding safely at the JUMP Urban Biking Basics with BikeDFW!!

Friday, May 17 BIKE TO WORK DAY

7-9am

Dallas Area Rapid Transit (Official DART page), NCTCOG Transportation Department, BikeDFW, area bike groups, and local bike shops invite you to charge up at the following Bike to Work Day DART Energizer Stations:

Akard Station, Centreport/DFW Airport Station, CityLine/Bush Station, Hatcher Station, Farmers Branch Station, Mockingbird Station, Parker Road Station, and Tyler Vernon Station

Free bike safety checks, refreshments, swag, and more!!

7-9am

Our friends at the Friends of Santa Fe Trail are hosting a Bike to Work Day on the Santa Fe Trail Energizer Station at the T intersection of the Santa Fe Trail heading into Deep Ellum. They will have coffee, sweets, and an onsite bike mechanic from Local Hub Bicycle Company for quick fixes!

5:30-8pm

Join us for our 2nd annual Bike 2 Work Day Happy Hour at Four Corners Brewing Co. and celebrate another awesome day riding bikes!! Come hang out with friends and share your commute story!! – BikeDFW



5. It's #BikeMonth and next Friday the 17th, is #BiketoWork day where Dallas Area Rapid Transit (Official DART page), BikeDFW, NCTCOG Transportation Department will be hosting energizer stations at several DART stations. I'll be at TylerVernon helping Bike Friendly Oak Cliff here in Oak Cliff! Roll by on your way to work for tacos! Here's the full list of stations: <https://dart.org/riding/bike.asp> – Jonathan Braddick

A promotional graphic for 'BIKE TO WORK DAY' on Friday, May 17. The left side has a dark blue background with the text 'BIKE TO WORK DAY' in large yellow letters. Below it is the DART logo and the slogan 'let's go.'. The right side features a cyclist riding a blue bicycle against a city skyline. A yellow banner at the top says 'SO MANY REASONS TO RIDE!'. Below the banner, it says 'FRIDAY, MAY 17' and 'FREE bike safety checks, drinks, snacks and more!'. At the bottom, it says 'Locations and details at DART.org/bikes'. Six speech bubbles around the cyclist list reasons to ride: 'For my sense of adventure!', 'To do my share for cleaner air!', 'For an easier connection to DART services!', 'To burn calories instead of gas!', 'For more green in my bank account!', and 'To get a workout on my way to work!'.

6. This Bike to Work Day, join DART, BikeDFW, the NCTCOG Transportation Department, area bike groups and local bike shops for DART's annual Bike to Work Day event May 17 from 7-9 a.m. at specific stations across DART's System. bit.ly/DARTdaily-2VleVWb #DARTBike2Work – Dallas Area Rapid Transit (Official DART page)



7. Tomorrow is #BikeToWorkDay bike people!! We hope you will come by and see us at one of the Dallas Area Rapid Transit (Official DART page) Stations we will be set up at tomorrow:

Hatcher Station, South Dallas

Tyler Vernon Station, Oak Cliff

Mockingbird Station, Dallas (on the platform AND the trail this year!!)

CityLine Station, Richardson

and Parker Road Station, Plano

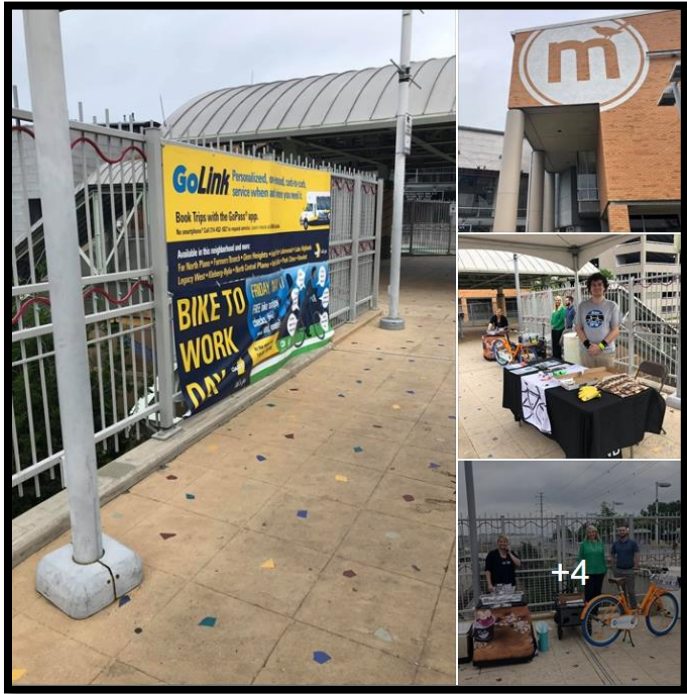
Our friends at NCTCOG Transportation Department and DART will be at additional stations across the area, so check out the event for more options.

We hope you will end your #BikeToWorkDay with us at our Bike 2 Work Day Happy Hour at Four Corners Brewing Co. from 5:30-8pm tomorrow evening!! Come celebrate this awesome day with us!! – BikeDFW



8. #BikeToWorkDay Mockingbird Station style...thanks to our friends at velofix, The Lofts at Mockingbird Station, Rush Bowls, KIND Snacks, Dallas Area Rapid Transit (Official DART page), and the NCTCOG Transportation Department for helping us make this morning awesome!!!

Be sure and stop by on your commute home today for our Bike to Work Day Happy Hour at Four Corners Brewing Co. from 5:30-8pm!!! – BikeDFW



9. Our friends at the North Central Texas Council of Governments are asking for input about walking in the DFW region -- and will offer survey takers a chance to win a \$100 VISA gift card.
– North Richland Hills City Hall

TAKE OUR SURVEY
for a chance to win a...

\$100 GIFT CARD!
NCTCOG.org/PedSafetyPlan

TEXAS TOGETHER

North Central Texas Council of Governments

NCTCOG Transportation Department
May 13 at 8:00 PM

Provide your input about walking in the DFW region and be entered for a chance to win a \$100 VISA gift card.

In coordination with the Texas Department of Transportation, The North Central Texas Council of Governments is developing a Pedestrian Safety Action Plan to reduce the number and severity of pedestrian crashes and fatalities across the North Texas region. Please take the survey to provide your feedback to help shape the goals and action items to be developed in the plan. <https://dfwpedestriansafety.metroquest.com/>

10. Please take the survey! #cedarhilltx – Carolyn Nolte Skeels

TAKE OUR SURVEY
for a chance to win a...

\$100 GIFT CARD!
NCTCOG.org/PedSafetyPlan

TEXAS TOGETHER

North Central Texas Council of Governments

NCTCOG Transportation Department
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11. Would you bike to work (or other places) if you felt safer doing so? Which Denton destinations would you like to bike to but don't feel safe enough to try yet?

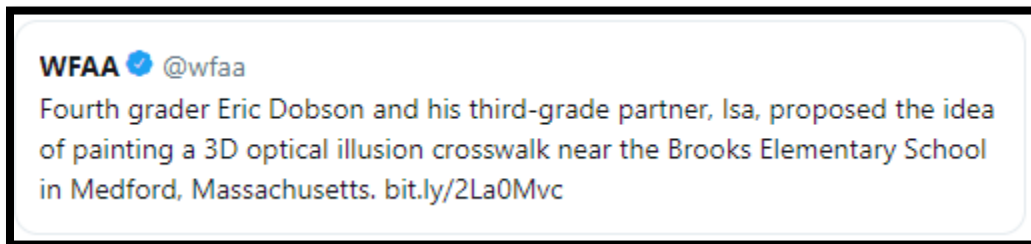
#BikeToWorkDay #BikeMonth #BikeEverywhere – Bike Denton



Project Planning

Twitter

1. @AnnZadeh @NCTCOGtrans @TarrantTransit Can we do this? This is so cool! – plainy (@plainy)



I already sent it to TPW. 😊 – Ann Zadeh (@AnnZadeh)

Tiny fist pump – plainy (@plainy)

2. Click here for a list of this week's closures for the @keep30360moving Interchange Project in #ArlingtonTX ➡ <http://ow.ly/n02E30eECJD> – City of Arlington (@CityOfArlington)



3. Five years after LA spent \$1.1 billion widening its notorious 405 Freeway, traffic is worse than ever.

Highway 🙌 widening 🙌 doesn't 🙌 work 🙌 This should be a cautionary tale for the Marylands and Texas of the world. @LarryHogan – Streetsblog USA (@StreetsblogUSA)



Can @TxDOT please tell us why this seemingly continues to be their primary plan to accomodate Texas' continued growth and mobility needs?

It's time for a better way, it's time to invest in more #TransitAlternatives!

@NCTCOGtrans @TxDOTFortWorth @MayorBetsyPrice @CityofFortWorth – Loren S. (@txbornviking)

Public Meetings & Forums

Twitter

1. The next @NCTCOGtrans meeting is May 13. See <http://campaign.r20.constantcontact.com/render?m=1102365104652&ca=91307429-5f30-4d7f-bcbc-081214922870> ... – ? Carl Seiler (@csxyzy)

Thanks for sharing, Carl! – NCTCOGTransportation (@NCTCOGtrans)

2. @NCTCOGtrans wants your feedback! This meeting is an important way to provide your opinion on the transportation planning activities and air quality programs of NCTCOG and RTC. Join them May 13 at 616 Six Flags Dr. in Arlington and share your thoughts! <http://bit.ly/2LtTWAY> – City of Coppel (@CityofCoppel)

TRANSPORTATION PUBLIC MEETING

MONDAY, MAY 13, 2019, 6:00 PM
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

PRESENTATIONS
FY2020 and FY2021 Unified Planning Work Program
The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2020 and Fiscal Year 2021 UPWP will be presented for public review and comment.

Transportation Alternatives Set-Aside Program Call for Projects
Staff will present a recommended summary of projects to receive funding as part of a 2019 Call for Projects.

National Highway System Review
The National Highway System (NHS) is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations and intermodal facilities. In 2018, the Federal Highway Administration initiated a universal review of the NHS for the first time since its inception in 1996. Draft recommendations for the Dallas-Fort Worth region from this review will be presented.

ONLINE REVIEW & COMMENT
FY2018 and FY2019 Unified Planning Work Program Modifications:
www.nctcoo.org/inputs

RESOURCES AND INFORMATION
Regional Smoking Vehicle Program: www.smokingvehicle.net

The meeting will be live streamed at www.nctcoo.org/video (click on the "live" tab).
A video recording will also be posted online at www.nctcoo.org/inputs.

For special accommodations due to a disability or for language translation, contact Carl Baylor at 817-608-2365 or cbaylor@nctcoo.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@nctcoo.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

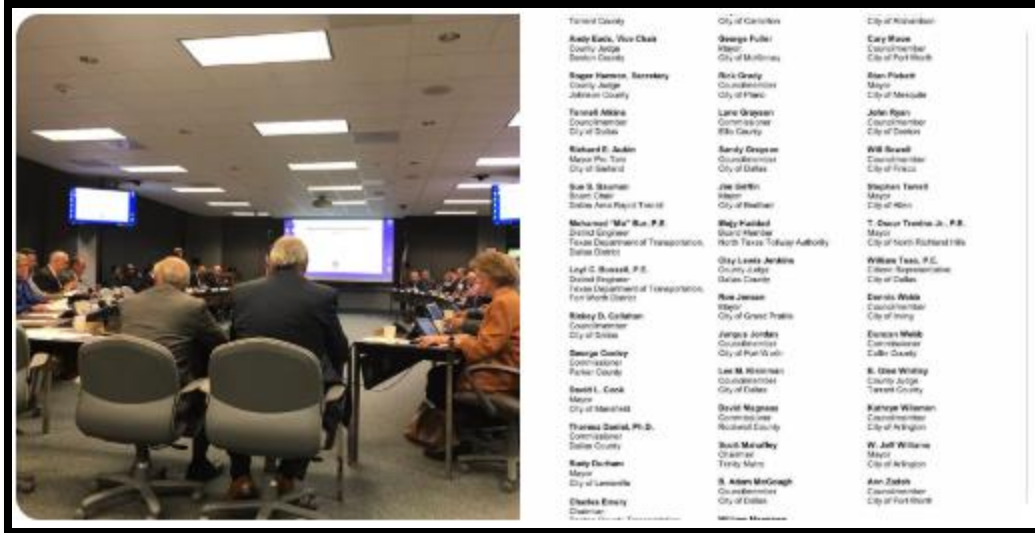
To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePortDFW Airport Station, contact Carl Baylor at least 72 hours prior to the meeting: 817-608-2365 or cbaylor@nctcoo.org.

TRE CentrePortDFW Airport Station
Arrival Options May 13

Eastbound Train	5:18 pm
Westbound Train	5:31 pm

Facebook Twitter YouTube Instagram NCTCOGtrans North Central Texas Council of Governments

3. At monthly meeting of the Regional Transportation Council (RTC). The RTC is the independent transportation policy body of the Metropolitan Planning Organization. The RTC oversees the metropolitan transportation planning process. @TrinityMetro @NCTCOGtrans @CityofFortWorth – Sal Espino (@SAL_FW)



Facebook

1. NCTCOG Transportation Department wants your feedback! This meeting is an important way to provide your opinion about the transportation planning activities and air quality programs of NCTCOG and the RTC. – City of Coppell, TX Municipal Government



Roadway

Email

1. Brandon Keck

Looking for Avg toll rate for Texpress Lanes and was directed here for an answer. Please contact if I can get that information here.

Hi, Brandon

Thank you for contacting the NCTCOG Transportation Department.

Average toll prices for the TEXpress Lanes may range from 15 cents to 35 cents per mile during lighter traffic, and 45 cents to 90 cents during peak rush hour. In the event that the average speed on the TEXpress Lanes slows toward 50 mph, the toll rate will increase in order to manage the congestion and speed to maintain an average of 50 mph.

Please let us know if you have any additional questions.

Kind regards,

Carli

Twitter

1. On this Texas toll road, drivers want to know why they're paying \$15 for just 5 miles

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article229371274.html> ...

@NTExpress @TxDOT @TollTagNews @NCTCOGtrans – Gordon Dickson (@gdickson)

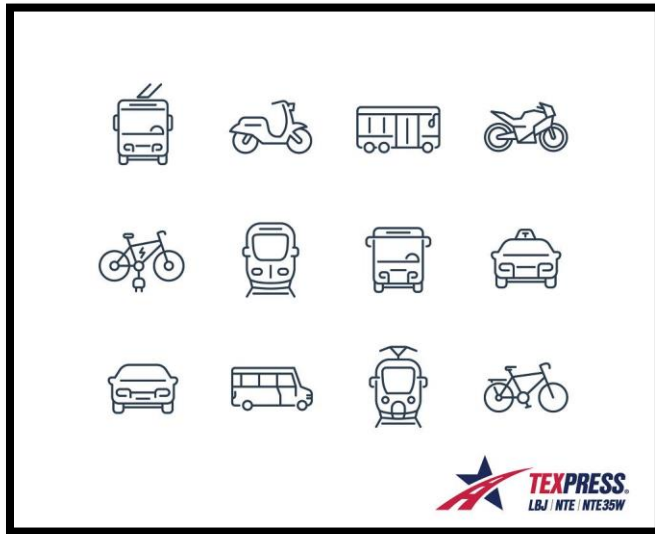


Great article! I've never seen it get passed \$7 or \$8, which I thought was way too high. But \$15 is just insane. – Nicholas Sakelaris (@ReporterNick1)

Transit

Twitter

1. It's #GetOnBoardDay! In Texas, we all work hard to improve our transportation as a whole. Always with the ultimate goal in mind of getting ppl where they need to go & improving the quality of life for all Texans. @TxDOTTEExpress @TarrantTransit @NCTCOGtrans @DFWAirport @SAL_FW – NTE (@NTEExpress)



2. In case you missed it, from @TrinityMetro, nothing says Texas like #TEXRail and bluebonnets! @CityofFortWorth @CityofNRH @GrapevineTXCity @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



3. Something for @CityOfArlington to keep in mind ... @Uber @NCTCOGtrans #DFWTraffic – Gordon Dickson (@gdickson)

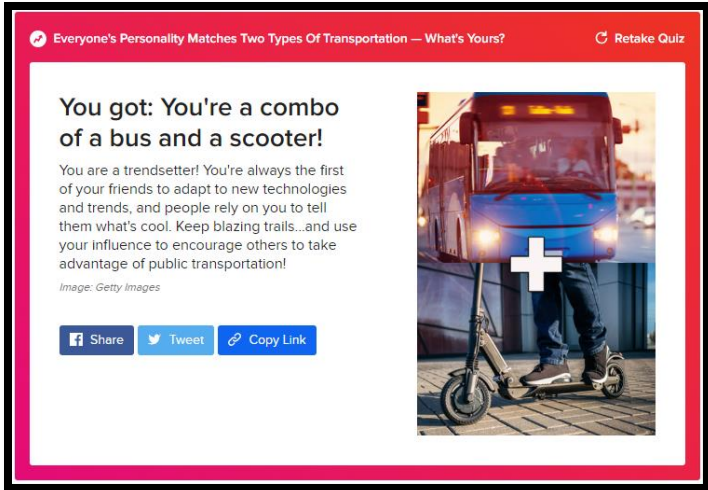


A town of 37,000 - does no one think of riding a bike? On a map, Innisfil looks tiny. – J. Meezy (@fadhero)

A link to this was posted on Transit Intelligence, an online publication geared toward transit industry professionals. It's well worth a subscription. It's occupied my virtual coffee table for years and I read to keep up with news about CEO friends. – Susan Ballard (@Susanballard)

Facebook

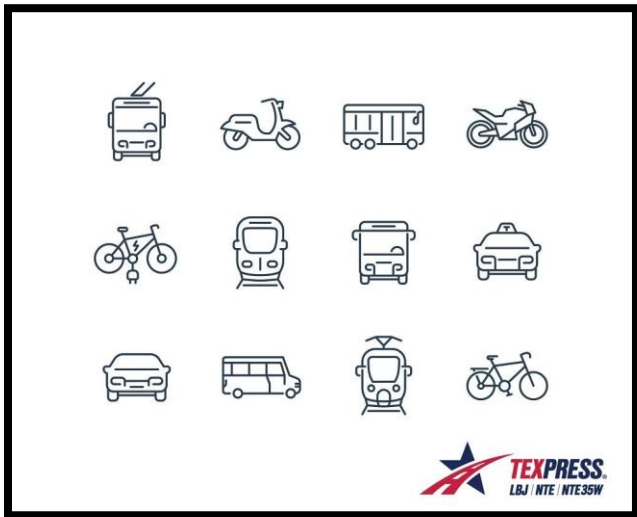
1. Your personality is multifaceted — so is public transportation! On this Get On Board Day, find out what combination of public transportation options you are by taking the quiz. <https://bzfd.it/2vluv9y>. We got bus and scooter! What did you get?? – NCTCOG Transportation Department



I got bus and aerial tram! – Paul McManus

Nice! Hope you're not afraid of heights! 😊

2. It's #GetOnBoardDay! In Texas, we all work hard together to improve our transportation as a whole. Always with the ultimate goal in mind of getting people where they need to go & improving the quality of life for all Texans. NCTCOG Transportation Department Texas Department of Transportation Fort Worth City Hall (City of Fort Worth) Trinity Metro DFW Airport Downtown Fort Worth Tarrant Transit Alliance Fort Worth Chamber of Commerce – North Tarrant Express



Other

Twitter

1. Okay, @TarrantTransit @NCTCOGtrans @AnnZadeh I think you should probably hire the FWISD kids that made these projects because I want to ride on these cool trains. Also, look at motorcycle/recycling combo. – plainy (@plainy)



2. So @AlamoAreaMPO and @CAMPOTexas we're going to be like the Rio Grande Valley and DFW? It's about overdue that you guys both merge together. @TxDOTSanAntonio and @TxDOTAustin also need to merge together. – Park (@Park)

We love our partners at @CAMPOTexas & @TxDOT! We pride ourselves on a comprehensive, continuous and coordinated planning process. In fact, we were recently commended by the @USDOTFHWA for our collaboration with CAMPO, including a joint study of the IH35 corridor. – Alamo Area MPO (@AlamoAreaMPO)

While this is great and all. Can we be more like @NCTCOGtrans in DFW with a more unified San Antonio-Austin? – Park (@Park)

Even though we don't operate under the same organizational name, we coordinate with all our neighboring MPOs to ensure that our planning work creates regional solutions that make sense. Just because we don't have the same name doesn't mean we're not working as a team! – Capital Area Metropolitan Planning Organization (@CAMPOTexas)

Wouldn't merging MPOs increase your funding percentage to compete with Houston and DFW for dollars? The three Rio Grande Valley MPOs according to the article being discussed decided to merge for increase in dollars. I might as well ask and hopefully debunk that rumor. – Park (@Park)

Facebook

1. Follow NCTCOG Transportation Department to learn more about your local commuting options. – Keep Grapevine Beautiful

Know Your Options

- Biking
- Transit
- Carpooling
- Walking



NCTCOG Transportation Department
May 8 at 12:30 PM · 🌐

We encourage everyone in our region to know your transportation options. If you haven't tried carpooling, biking, walking or taking transit to move about, there's no time like the present! For more info on commute options, visit: <http://bit.ly/DFWCommuteOptions>.



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

June 2019

Calendar

June 5, 8:30 am

TRTC Meeting

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

June 7, 11 am

DRMC Meeting

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

June 10, 6 pm

Public Meeting

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

June 13, 1 pm

Regional Transportation Council

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

June 28 1:30 pm

Surface Transportation

Technical Committee

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

Survey: Help Make North Texas Safer for Walking

The Federal Highway Administration has designated Texas and the cities of Dallas and Fort Worth as pedestrian and bicycle focus areas, due to the high ratio of pedestrian-related crashes and fatalities. The Regional Transportation Council has emphasized safety as it develops a transportation system that serves the needs of the growing region.

As the region continues to improve roadway and rail infrastructure, it is important for pedestrian safety to remain a priority. NCTCOG and its partners are working to improve walkability through safety campaigns and planning studies that help pinpoint areas improvements should be made. For example, Look Out Texans is a regional safety campaign that encourages motorists, bicyclists, and pedestrians to share the roads and to look out for one another.

To further facilitate safety, the North Central Texas Council of Governments and Texas Department of Transportation are asking residents to participate in a survey to help with the development of policies and programs that will make it easier to walk throughout the region.

The survey results will help NCTCOG develop pedestrian safety plan goals and action items that identify improvements in education, enforcement and engineering. Infrastructure improvements may include better sidewalk access, enhanced lighting at intersections and more complete routes to bus stops and rail stations. This regional plan will establish a vision for improving safety, examining existing conditions and using data to make the appropriate safety improvements.

The survey will be available through July 5 at www.dfwpedestriansafety.metroquest.com. Participants who complete the survey will be entered into a drawing to receive one of two \$100 cash cards. More information about the project can be found at www.nctcog.org/pedsafetyplan.

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

How can you improve AQ? Clean Air Action Day set for June 21



Clean Air Action Day is June 21. What is CAAD? This is a day when Air North Texas asks residents to pledge to do simple things in their everyday lives to positively impact air quality. Examples include bicycling or walking to work, packing lunch in a reusable bag, buying locally grown foods, taking public transit and purchasing an eco-friendly vehicle.

CAAD was created to educate the public on air quality measures and has been around for a decade. During this time, it has helped people determine how to improve air quality both inside and outside the home. The hope is to reduce the number of high-ozone days in the Dallas-Fort Worth area and protect people's health.

This does not mean that you can only do one action on June 21 to improve air quality. Make it a habit to think about and take action to make air quality better every day in multiple ways. A great first step in the fight for better air quality is signing up for air pollution alerts at www.airnorthtexas.org/signup. You will be notified when ozone levels are predicted to be unhealthy, so you can take extra precautions and limit actions that hurt air quality on those days.

Visit www.airnorthtexas.org/howto for information on programs that can help you continue improving air quality in your daily life. It is easy to get started.

Visit www.airnorthtexas.org/cleanairactionday and select the actions you plan to take to make a difference in improving air quality. Then show us and others what you have done by posting on social media, using #CAAD2019 and tagging @NCTCOGtrans.

Legislative session wraps up with few changes to transportation

The 86th session of the Texas Legislature wrapped up on May 27 with a focus on the statewide budget, school finance and property tax reform. There were only a handful of changes to transportation.

Related to Proposition 1 transportation funding, the transfer of funds from the Economic Stabilization Fund to the State Highway Fund was extended for an additional 10 years.

Additionally, cities will soon be prohibited from operating red-light cameras, but a grandfather clause does allow existing cameras to operate through the term of vendor contracts.

Technology-related measures were also proposed this session. Regulations on automated delivery devices and electric bicycles were approved, as well as a bill restricting the operation of drones over military installations.

Finally, the push to overhaul the Low Income Vehicle Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) did not pass, resulting in an end to the AirCheckTexas Drive a Clean Machine Program, which worked to improve air quality throughout the region since 2002.

Governor Abbott can sign or veto bills passed during the regular session through June 16.

PUBLICATIONS

Spring Mobility Matters issue available online

Mobility Matters, the Transportation Department's semiannual newsletter, is available online. This issue features an article on TEXRail, the recently opened commuter rail line running between downtown Fort Worth and DFW airport.

Mo Bur, the Texas Department of Transportation's Dallas District engineer, is also profiled.

Additionally, NCTCOG Transportation Director Michael Morris discusses the effort successfully undertaken to fund the Fort Worth to Dallas Regional Veloweb Trail.

This is a 53-mile trail connecting downtown Fort Worth and downtown Dallas. When the final pieces are complete, the trail will provide opportunities for ecotourism and new connections to transit and jobs.

The newly enhanced 511DFW Traveler Information System, which helps users navigate the region, is also featured. The system offers roadway and transit information via telephone, the web and a mobile app, available for free for Apple and Android devices.

Read about these and more at www.nctcog.org/mobilitymatters.

REGIONALNews

VW funding available for buses

The Texas Volkswagen Environmental Mitigation Program (TxVEMP) has opened the first round of funding for projects to replace or repower old diesel school, transit and shuttle buses.

Approximately \$11.7 million is available to the Dallas-Fort Worth area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. As of late May, nearly \$3 million had already been requested by area school districts.

Grants will be awarded on a first-come, first-served basis. For more information about the Environmental Mitigation Program, visit www.tceq.texas.gov/agency/trust.

This funding was provided to the region as part of the federal court settlement Volkswagen and will help regions across Texas fund projects aimed at improving air quality.

RTC approves development credits for AV 2.0

The RTC has approved use of transportation development credits in lieu of the required local match for entities participating in the Automated Vehicle 2.0 Program.

AV 2.0 was approved last year to assist local cities with funding associated with the planning and implementation of AV infrastructure.

AV 2.0 encourages effective public-private partnerships with the AV developer community by reimbursing public entities for costs they incur in those partnerships. The RTC's intention is to position the region as a leader in the development/deployment of AVs.

TDCs are non-cash credits allocated to states and regions to account for toll roads and tolled managed lanes that benefit the federal highway system. Part of this program is an effort to ensure all interested cities be provided the resources necessary to plan for AVs.

The use of TDCs could open the program to more cities because they would not have to come up with the 20% match typically required for the use of federal funding.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$11.7 million

Amount available to the Dallas-Fort Worth area as part of the first round of funding through the Texas Volkswagen Environmental Mitigation Program.

PUBLIC *Involvement*

Public to hear pedestrian safety overview June 10

NCTCOG will host a public meeting in June to provide an overview of the North Texas Pedestrian Safety Action Plan and present the Disadvantaged Business Enterprise (DBE) goals for fiscal years 2020 through 2022.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 6 pm Monday, June 10.

The pedestrian safety plan encompasses goals and action items to address pedestrian crashes and fatalities across the region. With the guidance of a diverse stakeholder committee, the plan

will include analysis of reported crash data, a public opinion survey, goals and strategies to improve pedestrian safety, as well as

prioritized areas of the region.

Additionally, NCTCOG staff is required to establish and periodically update DBE participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of these goals for fiscal years 2020 through 2022 will be presented for review and comment.

Finally, projects with committed funds from federal, State and local sources are included in the Transportation Improvement Program.

To maintain an accurate project listing, this document is updated on a regular basis and will be available online at www.nctcog.org/input for review and comment.

Information on the Regional Smoking Vehicle Program and Volkswagen funding for buses will also be highlighted.

To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details
Monday, June 10 2019, 6 pm NCTCOG 616 Six Flags Drive Arlington, TX 76011

FORT WORTH DISTRICT PARTNERS



TxDOT Goal: PROMOTE *safety*

TxDOT is encouraging Texans to properly maintain their vehicle tires this summer.

Every year on U.S. roadways, there are approximately:

3 trillion miles put on vehicle tires

11,000 tire-related crashes

700 fatalities due to tire-related crashes

Source: National Highway Traffic Safety Administration

June 2019

FM 51/SH 199 in Springtown

Preconstruction activities begin this summer on FM 51 from Old Cottondale Road to Texas Drive in Springtown. The 1.5-mile project will include a new SH 199 intersection and a center turn lane on FM 51. The \$23 million project is estimated for completion in 2021.

FM 157 in Venus

A public meeting for FM 157 from US 67 to County Road 109 was held on May 21 in Venus. This proposed approximately \$4 million, one-mile project would reconstruct the northern segment from two lanes to two lanes with a continuous left turn lane with sidewalks and shared-use lanes. The southern segment would be realigned to match the reconstructed northern segment.

US 287 in Mansfield

A public meeting for US 287 from North of Heritage Parkway to FM 157 (Lone Star Road) is currently scheduled for June 25 at 6:30 p.m. at the Erma Nash Elementary School in Mansfield. This proposed, approximately \$24 million, 1.7-mile project would extend frontage roads, add auxiliary lanes and a U-turn turnaround bridge at FM 157. It would also widen Lone Star Road from two to six lanes from US 287 to Business 287 (Main Street).

123 Safe Days of Summer

The summer months are the most demanding time for TxDOT maintenance and construction operations. The workdays are longer and the temperatures are warmer. This is the time of year when vehicle incidents and injuries tend to increase. TxDOT's annual 123 Safe Days of Summer campaign was established to bring attention and a heightened consideration to working safely during this busy work time. TxDOT asks drivers to do their part by eliminating all distractions and focusing on their #1 task – driving.

Drive Clean Texas

TxDOT recently launched its Drive Clean Texas summer clean air campaign. The campaign encourages motorists to play a role in keeping the air clean during the hottest time of year. Hot, sunny days create harmful conditions where ground-level ozone can form — aided by vehicle tailpipe emissions. To learn more about Drive Clean Texas and how to protect the state's air quality, go to:

 drivecleantexas.org



PARTNERS *in construction*

AWARDED PROJECTS

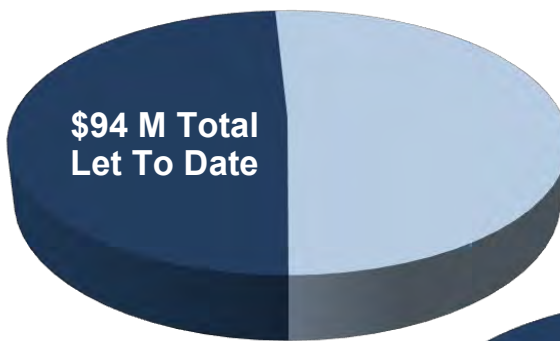
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAY	FM 51	Old Cottondale Rd to Texas Dr, Springtown	Reconstruct & add turn lane	\$20.8	\$23.4	+12.1
	FM 1655	At County Rd 1480, Wise County	Add shoulders	\$0.2	\$0.3	+39.8

PROJECTED PROJECTS

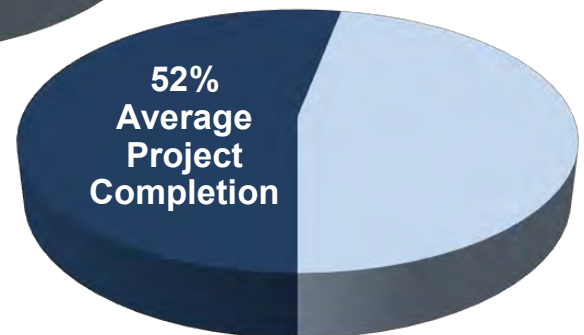
	Hwy	Limits	Type of Work	Estimate (millions)
JUN	SH 199	US 281 to Wise County Line, Jack County	Pavement overlay & repairs	\$4.9
	SH 10	Bell Helicopter Blvd to Sotogrande Blvd	Landscaping	\$0.8
	FM 730	SH 199 to US 180, Parker County	Add shoulders	\$3.0
	Various roadways	Districtwide	Wire rope cable barrier	\$5.2
	US 377 (Camp Bowie Blvd)	Prevost St to Wellington Rd	Pavement overlay & repairs	\$1.8
	I-30 frontage rd	Green Oaks Rd to Ridgmar Blvd	Pavement overlay & repairs	\$1.6
JUL	US 67	FM 205 to East of Erath County Line Somervell County	Rehabilitate roadway	\$9.4
	I-30	Riverside Dr to Oakland Blvd	Pavement overlay & repairs	\$6.7
	I-20	Collins St to Great Southwest Pkwy	Pavement overlay & repairs	\$1.4



\$192 M PROPOSED LETTING



FY 2019 CONSTRUCTION*



TOTAL CONTRACTS \$4.9 B

*includes CDAs

Construction is progressing on the Interstate 30/SH 360 interchange project which is approximately 50 percent complete and scheduled to finish in 2021.

The \$233 million project is transforming the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully directional interchange with connection ramps for all movements between I-30 and SH 360.

Some of the major project highlights so far include the opening of the new SH 360 southbound frontage road bridge over I-30, I-30 westbound exit ramp to Ballpark Way, and I-30 frontage road between Johnson Creek and Ballpark Way.

Crews are currently completing the south-to-west and east-to-south direct connectors. Also opening within the next year will be the new SH 360 southbound mainlanes, frontage roads and ramps. As that work progresses, I-30 will be detoured a second time for the demolition of the old SH 360 southbound mainlanes to allow construction of the SH 360 northbound mainlanes.

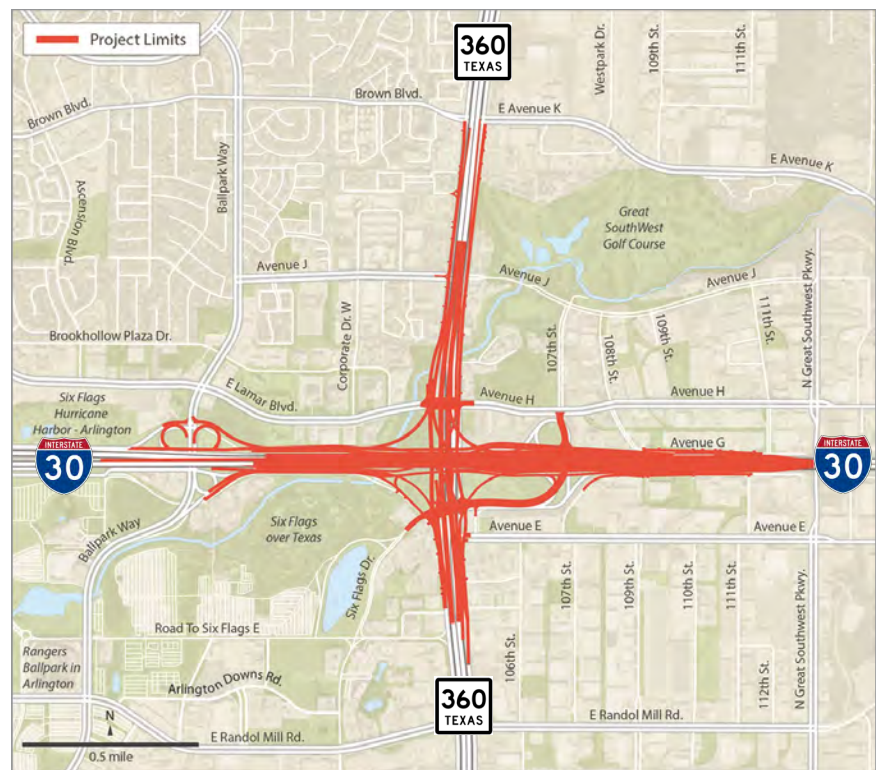
The I-30 mainlanes will also be rebuilt with additional auxiliary lanes and SH 360 will have an additional lane in each direction within the project limits. Construction also includes rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes, and extending Six Flags Drive north to Avenue H.

This project will increase safety, connectivity and mobility for motorists. During construction, three lanes of traffic will be maintained on I-30 during peak driving times. The public is being kept informed of project details through a mobility coordinator, e-alerts and a website:

 Keep30360Moving.org



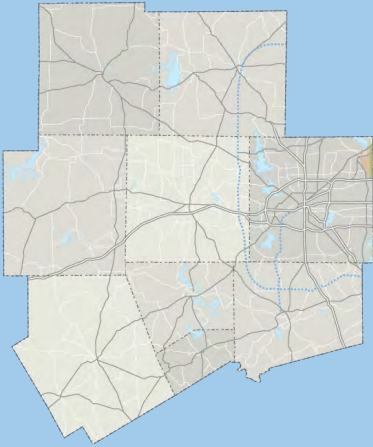
Keep30360Moving



I-30/SH 360 Interchange

PARTNERS

June 2019



Tarrant . Johnson

Parker . Wise . Hood

Erath . Palo Pinto

Jack . Somervell



Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth



WHEN VEHICLES ARE STOPPED WITH FLASHING LIGHTS

◀ **MOVE OVER** ▶
OR SLOW DOWN

IT'S THE LAW.



When you see a TxDOT vehicle with flashing lights on the side of the road, slow to 20 miles per hour below the posted speed limit or move over a lane.

Move over or slow down, it's the law.

**BE SAFE.
DRIVE SMART.**

 txdot.gov • drive smart

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

TxDOT ADVANCES LBJ EAST PROJECT A TEXAS CLEAR LANES INITIATIVE



DALLAS — Motorists are one step closer to seeing improvements to one of the state’s most congested areas in the near future thanks to a decision made last week by the Texas Transportation Commission to conditionally select Pegasus Link Constructors as the developer for the highly anticipated LBJ East project. TxDOT will now move forward in negotiating contract terms with the selected developer with final award and execution expected later this year.

The \$1.74 billion project will rebuild approximately 11 miles of Interstate 635 from just east of US 75 in North Dallas to Interstate 30 (I-30) in Mesquite. The Texas Transportation Commission has designated the LBJ East project as part of the statewide *Texas Clear Lanes* initiative, a program to address the most congested areas in the state. Segments of LBJ East currently rank 28th and 30th on the state’s list of 100 most congested roadways.

When complete, LBJ East will be expanded from the current four main lanes in each direction to five main lanes in each direction. The current single tolled managed lane in each direction is grandfathered and will be rebuilt. The I-30 interchange also will be rebuilt and improved. Another important feature of the LBJ East project is the construction of continuous frontage roads throughout the project, which will greatly enhance safety and mobility by improving the flow of traffic during major incidents.

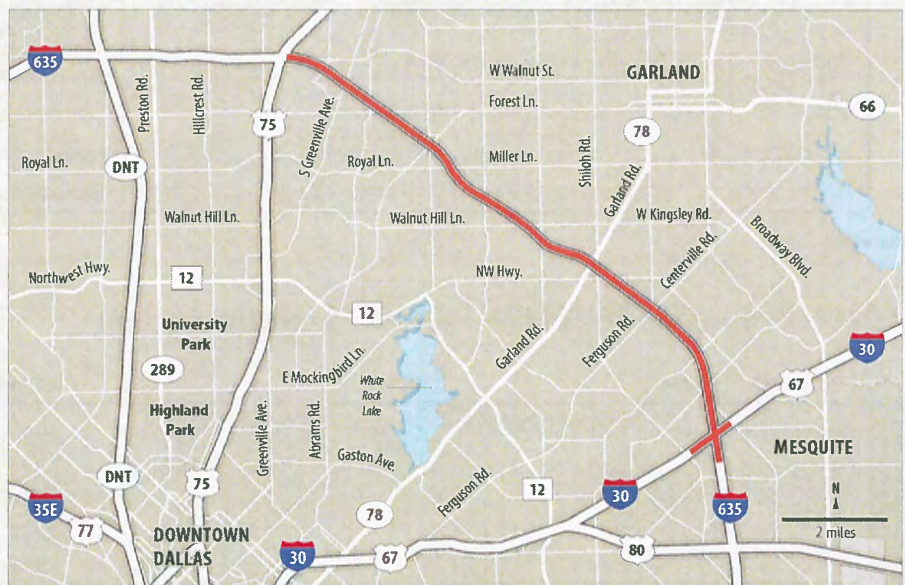
“Our TxDOT team in Dallas is proud to continue progress toward delivering such an important project for the region,” said District Engineer Mo Bur. “This is a great example of how partnerships can help bring much-needed safety and mobility improvements.”

TxDOT also is partnering with the City of Dallas to reconfigure the Skillman/Audelia interchange as part of the project. That interchange will feature aesthetic elements to the bridge over LBJ Freeway. It was designed by the City of Dallas and was selected for funding

by the Regional Transportation Council of the North Central Texas Council of Governments.

The eastern portion of LBJ Freeway originally opened more than 50 years ago, and it is outdated and insufficient to meet today’s transportation demands. Through the design-build development approach, TxDOT will be able to deliver the LBJ East quicker than under a traditional construction project.

Construction is expected to begin in early 2020 with a projected completion date of late 2024. ■



SOURCES: Texas Department of Transportation.

TxDOT graphic

The 11-mile limits of the LBJ East Project.

MAY 2019 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)**	CONTRACTOR
1	0092-07-060	SH 356	N Belt Line Rd to N. Macarthur Blvd.	Mill, overlay, and flexible pavement repair on frontage road	\$2.47	\$2.03	-17.73	\$2.90	Peachtree Constr., LTD
2	0095-14-029	I-20	Big Brushy Creek to SH 34	Bridge deck replacement , rubbilize exist. pvmt, overlay /pvmt markings	\$1.06	\$1.01	-4.79	\$1.23	Creative Design Concepts, LLC
3	0816-05-022	FM 2862	Westover Lane to SH 121	Provide additional paved surface	\$3.17	\$3.29	3.74	\$3.69	A. K. Gillis & Sons, Inc.
4	0817-01-026	FM 428; FM 2931	FM 428 from FM 3524 to US 377; FM 2931 from US 380 to N of US 380	Mill & inlay, pvmt repair/markings	\$1.57	\$1.09	-30.46	\$1.92	Jagoe-Public Co.
5	1392-01-041	FM 1378	FM 2514 to south of FM 2786	Provide add'l paved surface width	\$5.16	\$6.07	17.62	\$6.19	Jagoe-Public Co.
	0092-02-129*	I-45; etc	Various locations	Install guide signs	\$16.46	\$22.03	33.87	\$19.06	TX Materials Group, Inc.
	0918-00-295*	VA	Various locations in the Dallas Dist.	Constr. of rumble strips/pvmt markings/markers	\$3.20	\$2.99	-6.63	\$3.59	Stripe-A-Zone, Inc.
	0162-03-042*	SH 31	Various locations	Install median cable barriers	\$6.42	\$4.89	-23.88	\$5.40	Gratiot Constr., Ltd.
ESTIMATED MAY 2019 TOTALS					\$39.51	\$43.40	9.84	\$43.98	
DISTRICT FY ACCUMULATIVE LETTINGS					\$281.06	\$288.68			
DALLAS DISTRICT FY LETTING VOLUME CAP					\$756.62				

*Unmapped.

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

◦ Project is an A+B bidding project.

JUNE 2019 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0048-03-050	US 77	At BNSF and Waxahachie Creek and S of FM 66 to N of McMillan Street	Replace bridge and approaches and reconstruct and convert 2 lane undivided to 4 lane divided one-way couplet	\$16.05
2	0092-14-092	I-345; I-20	On I-345 from N Good Latimer Expy to SS 366 & on I-20 from SH 342 to Bonnie View Lane	Full depth concrete repair on frontage roads	\$3.77
3	0092-14-096	I-45; I-20	At I-20 and at I-45	Bridge deck repair	\$5.80
4	0095-05-059	US 80; SS 557	On US 80 from 0.23 mi E of FM 429 to Van Zandt C/L & on SS 557 from US 80 to 0.852 mi E of US 80 (UPRR Overpass)	Install median cable barriers	\$3.46
5	0197-02-126	US 175	I-20 to Kaufman County Line	Mill, full depth pvmt. Repair, acp overlay and pavement markings on frontage roads	\$2.96
6	3190-01-012	FM 2860	FM 1388 to US 175	Overlay	\$1.03
	0280-02-040*	SH 78	Various locations from CR 614 to 0.3 mile N of CR 619	Rehabilitate existing pavement and widen shoulders	\$13.71
	0353-05-121*	SL 12	Various locations on Loop 12	Install advance warning signs and chevrons, modernize bridge rail and approach guardrail, profile edgeline markings	\$4.38
	0430-01-060*	SH 342, etc.	Various locations in the Dallas District	Traffic signal improvements	\$2.58
	1047-02-050*	VA	Various locations in the Dallas District	Improvement of traffic signals	\$2.28
	1567-02-035*	VA	Various locations to in the Denton County	Landscape treatments for medians and right of way	\$1.11
ESTIMATED TOTAL					\$57.13

*Unmapped.

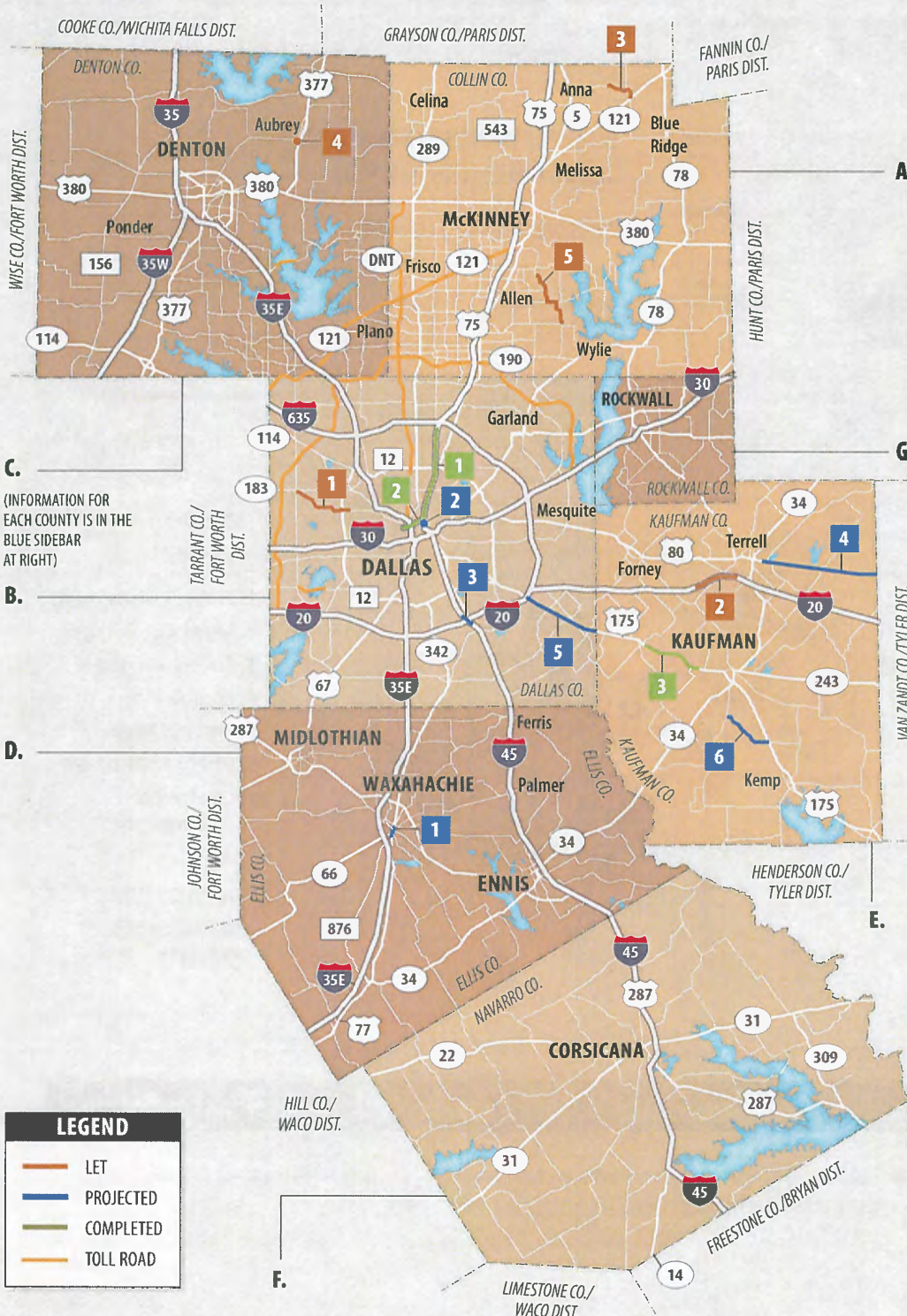
COMPLETED CONSTRUCTION PROJECTS (FROM MAY 1 - 31, 2019)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-07-229	US 75	SP 366 (Woodall Rogers Frwy) to I-635 in the City of Dallas	Landscape	\$0.83	5/10/2019
2	0196-07-033	SS 366	I-35E to US 75	Install guide signs	\$0.87	5/8/2019
3	0197-03-073	US 175	East of FM 148 to East of CR 4106	Flexible Pavement Repair, Level Up and Sealcoat	\$2.39	5/10/2019
ESTIMATED TOTAL					\$4.09	

*Unmapped.

DALLAS DISTRICT PROJECTS MAP

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



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

B. G. D. E. F.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2019 DALLAS DISTRICT ESTIMATE TOTALS
 VEHICLE REGISTRATION | 4,085,742
 *POPULATION ESTIMATE | 4,905,280
 LANE MILES | 10,753.693

A. | COLLIN COUNTY
 VEHICLE REGISTRATION: 799,926
 *POPULATION ESTIMATE: 1,010,330
 LANE MILES: 1,462.514

B. | DALLAS COUNTY
 VEHICLE REGISTRATION: 2,155,995
 *POPULATION ESTIMATE: 2,554,770
 LANE MILES: 3,377.212

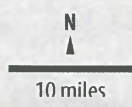
C. | DENTON COUNTY
 VEHICLE REGISTRATION: 680,143
 *POPULATION ESTIMATE: 874,240
 LANE MILES: 1,633.926

D. | ELLIS COUNTY
 VEHICLE REGISTRATION: 181,071
 *POPULATION ESTIMATE: 189,820
 LANE MILES: 1,526.862

E. | KAUFMAN COUNTY
 VEHICLE REGISTRATION: 124,760
 *POPULATION ESTIMATE: 124,850
 LANE MILES: 1,215.130

F. | NAVARRO COUNTY
 VEHICLE REGISTRATION: 52,355
 *POPULATION ESTIMATE: 50,250
 LANE MILES: 1,191.856

G. | ROCKWALL COUNTY
 VEHICLE REGISTRATION: 91,492
 *POPULATION ESTIMATE: 101,020
 LANE MILES: 346.193

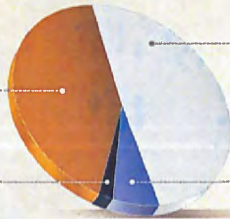


DISTRIBUTION OF TOTAL STATE HIGHWAY FUND* RECEIPTS

TOTAL RECEIPTS: \$9.936 billion

Federal Reimbursements
\$4,169.5 million
42¢

Local Participation
\$216.4 million
2¢



State Fees, Taxes and Other
\$4,849.0 million
49¢

Motor Fuel Tax\$2,630.1 million
Vehicle License Fees ..\$1,437.4 million
Proposition 1\$439.5 million
Lubricant Sale Tax\$44.9 million
Other State Receipts\$297.1 million

Sale of Bonds –
\$700.7 million - 7¢

TOTAL DISBURSEMENTS*: \$10.499 billion

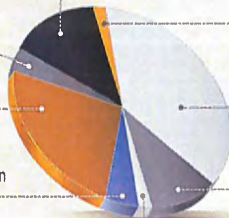
Plan – \$1,593.5 million - 15¢

Debt Service Transfers/Payments
\$377.7 million - 4¢

Build – \$2,531.8 million
24¢

Other Agency Expenditures/Transfers – \$531.2 million
5¢

Transfer to Other Agencies \$200.8 million
Other Agency Expenditures ...\$330.4 million



Manage
\$239.6 million
2¢

Maintain
\$3,930.2 million
37¢

Prop 1
\$1,130.2 million
11¢

Use
\$165.2 million - 2¢

*Includes all expenditures to appropriated State Highway Fund.

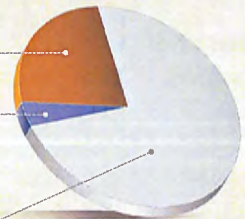
DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

GROSS TAX COLLECTED BY STATE COMPTROLLER:
\$3.667 billion

Public Schools – \$883.0 million
24¢

Refunds, Collection Expenses and Other – \$153.9 million
4¢

State Highway Fund – \$2,630.1 million
72¢



DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

GROSS COLLECTIONS: \$1.850 billion

State Highway Fund
\$1,437.4 million
78¢

Counties
\$412.9 million - 22¢



TxDOT graphic

1. FUNDING SOURCES



Motor Fuel Taxes



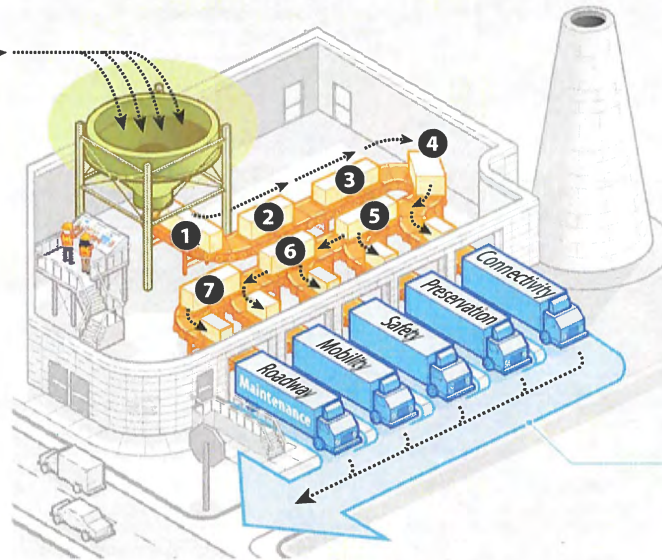
Vehicle Registration Fees



Prop 1/Prop 7



Federal Reimbursements



2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

3. MOBILITY AND MAINTENANCE PROJECTS

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist



KUDOS! : Project-Related Comments for the Texas Department of Transportation

WILLIAM M. OF FORT WORTH, TX: "I spoke with the most helpful TXDOT gentleman today. Juan is the area engineer for Ellis County. Always makes me proud of TXDOT when you talk to employees who go out of their way to help."

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT | PROGRESS



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

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



REPORT A POTHOLE:

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