

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, February 22, 2019 North Central Texas Council of Governments

Technical Meetings Being Held Prior to the STTC Business Meeting

1:30 pm

Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of January 25, 2019, Minutes**

Action Possible Action Information Minutes: 5

Presenter: Kristina Holcomb, STTC Chair

Item Summary: Approval of the January 25, 2019, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action Possible Action Information Minutes: 0

2.1. **Clean Fleets North Texas 2018 Funding Recommendation**

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications have been accepted on a modified first-come, first-served basis with monthly application deadlines. The last application deadline was January 25, 2019. Staff has completed review and emissions quantification of applications received since the last Committee approval and has developed funding recommendations. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.1.1](#) provides an overview of the CFP. [Electronic Item 2.1.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

2.2. **Policy Position on Communication with Tribal Nations**

Presenter: Kate Zielke, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) adoption of the draft RTC Policy Position P19-01, which supports communication with tribal nations, will be requested.

Background: Tribal nations have interests in North Central Texas. Infrastructure projects may alter or damage the integrity of sites with historical or current cultural importance. Disturbance of human remains is of particular concern for tribal nations. Infrastructure projects also could damage, destroy, or limit access to culturally significant natural resources. Tribal nations are interested in raising the Texas public's awareness of Native history and current issues and interests. Tribal nations also are interested in the welfare of their members who are living outside of currently recognized tribal territories. A substantial number of Native people have moved to Dallas-Fort Worth since the 1970s. [Electronic Item 2.2.1](#) contains a presentation with background information. [Electronic Item 2.2.2](#) contains the draft RTC Policy Position to Support Communication with Tribal Nations. The Committee was presented information on the proposed draft RTC Policy Position at its January 25, 2019, meeting.

Performance Measure(s) Addressed:

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

2.3. **Federal-State Partnership for State of Good Repair Program Grant**

Presenter: Jing Xu, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to submit an application to the Federal-State Partnership for State of Good Repair Program. Funding from this grant opportunity will help the region meet overall freight/passenger rail integration.

Background: In November 2018, the Federal Railroad Administration (FRA) announced the funding opportunity for the State of Good Repair, dedicated for capital projects across the United States to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. Staff requests authorization to submit a grant application in partnership with Dallas Area Rapid Transit (DART) and Trinity Metro that will help the region meet overall freight/passenger integration. DART and Trinity Metro will provide the required local match.

[Electronic Item 2.3.1](#) is a copy of the Notice of Funding Opportunity that details the \$272.25 million in federal funds available, as well as project application requirements. Applications are due to the FRA by March 18, 2019. A program overview and possible project candidates were discussed at the January 25, 2019, Committee meeting. More detailed information can be found in [Electronic Item 2.3.2](#).

Performance Measure(s) Addressed:

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

1:35 – 1:45

3. **Director's Update on Federal Actions and Endorsement of Three Infrastructure for Rebuilding America Grant Applications**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will update the Committee on local and regional implications to a series of federal decisions and actions. In addition, action to endorse the Regional Transportation Council's approval of three applications for the Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program will be requested

Background: This item will address four initiatives: 1) cost reimbursement and the financial stress test due to the partial federal government closure, 2) US 75 Technology Lane direction resulting from congressional and Federal Highway Administration discussions, 3) action to endorse three applications for the INFRA Discretionary Grant Program, and 4) the North Central Texas Council of Governments Unmanned Aircraft Systems Safety and Integration Task Force and new initiatives from the Federal Aviation Administration. [Electronic Item 3](#) contains additional information on the INFRA grant applications.

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs**

Action Possible Action Information Minutes: 10

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will brief the Committee on the latest efforts to extend existing and fund new Regional Transportation Council (RTC) Air Quality and Management and Operations programs and projects.

Background: Staff is reviewing the region's ongoing Air Quality and Management and Operations projects and programs. A determination is needed regarding which projects should be continued, which ones can be discontinued, and any new

projects/programs of this nature that should be considered. To this end, North Central Texas Council of Governments staff has evaluated the list of existing Air Quality and Management and Operations projects and programs and is recommending the extension of many of these programs into the fiscal year 2020-2022 timeframe, along with the discontinuation of a few projects/programs and creation of a few new ones.

[Electronic Item 4.1](#) contains a recommended project list for consideration. Additional details on the funding program can be found in [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy**

Action Possible Action Information Minutes: 10

Presenter: Evan Newton, NCTCOG

Item Summary: Staff will brief the Committee on the proposed projects to be funded under the Assessment Policy Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has been working with several agencies to develop partnerships that will fund high-priority projects. The Assessment Policy Program is designed to take advantage of value capture mechanisms so as development occurs along the project area, the Regional Transportation Council is repaid (in part or in full) for improvements funded along the corridor. Details on the projects which staff are proposing to fund can be found in [Electronic Item 5.1](#). Additional information on the funding program is included in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

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

2:05 – 2:15

6. **Community College Partnership**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will brief the Committee on two new pilot projects related to students at Tarrant County College (TCC), the Arlington Independent School District, and the University of Texas at Arlington (UTA).

Background: North Central Texas Council of Governments (NCTCOG) staff met with the Secretary of Housing and Urban Development and the Chancellor of Tarrant County College in 2018 to discuss how transportation is an important factor in the

success of students from disadvantaged populations. The collaboration resulted in a commitment to take a more holistic approach to assist those in poverty on numerous fronts including housing, health and wellness, transportation, and education. Two possible pilot transit projects emerged from the discussions: 1) Project A-provide Trinity Metro transit passes for all Tarrant County College students and 2) Project B-provide transit for students between Arlington Independent School District campuses, TCC, UTA, and a nearby park and ride lot.

Project A is currently funded by TCC but by providing alternate funding for this effort, TCC's funds could be utilized to offer more scholarships to underrepresented students. Project B is part of an integrated approach to ensure students success in the transition from high school to TCC and then onto UTA to finish out their undergraduate degrees. More detailed information can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed:

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

2:15 – 2:25

7. **Congestion Management Process Update**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Mike Galizio, NCTCOG

Item Summary: Work is underway on an update to the region's Congestion Management Process (CMP) documentation. Staff will present a brief overview of federal CMP requirements, the history and role of the CMP in the metropolitan planning process, and the elements that will be considered in the CMP update. Staff will also present the schedule of upcoming meetings for this CMP update.

Background: The CMP is a systematic and regionally-coordinated approach for measuring the transportation system congestion levels and prioritizing strategies for managing that congestion. Federal requirements define the elements of a CMP and specify that metropolitan areas with populations over 200,000 must implement and maintain a CMP. The current CMP for the North Central Texas region was adopted by the Regional Transportation Council (RTC) in 2013. The RTC is expected to take action on this CMP update by the end of this calendar year. The current CMP and other related resources can be viewed on the NCTCOG website at www.nctcog.org/cmp.

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: Rebekah Hernandez, 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.

Performance Measure(s) Addressed:

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

2:35 – 2:40

9. **AirCheckTexas Vehicle and Replacement Program Update**

Action Possible Action Information Minutes: 5

Presenter: Dora Kelly, NCTCOG

Item Summary: Staff will provide an update on the AirCheckTexas Vehicle Repair and Replacement Program closeout resulting from funding shortfalls due to Governor Abbott's veto and highlight efforts to have these dedicated funds reinstated.

Background: The AirCheckTexas Drive A Clean Machine Program offers repair or replacement financial assistance to qualified owners of vehicles which meet certain requirements. Funding for AirCheckTexas was line-item vetoed by Governor Abbott during the 85th Legislative session in 2017. Previously appropriated funding has been carried over and used to keep the program operational. These carryover funds expire June 28, 2019, and all unused funding will be returned to the State. Staff will provide a program summary, including a historical perspective, as well as an update on current funding status and program statistics. Staff will also outline efforts moving forward to reinstate the appropriation of dedicated revenues.

Performance Measure(s) Addressed:

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

2:40 – 2:45

10. **Metropolitan Transportation Plan Policy Bundle-Round 3**

Action Possible Action Information Minutes: 5

Presenter: Brian Crooks, NCTCOG

Item Summary: Staff will provide an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle and Round 3 application process.

Background: The MTP Policy Bundle Program was created to encourage entities such as 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 Transportation Development Credits (TDC) to offset local funds for federal transportation projects.

Round 3 of the MTP Policy Bundle Program is open and accepting applications. To be considered for an award in Round 3, all entities must reapply and submit a new application. The early deadline for applications is March 15, 2019. Any application received prior to and on this date will be reviewed for completeness by North Central Texas Council of Governments staff. These entities will be allowed to revise and/or submit additional documentation if required. The final deadline for submission of all applications and documentation is April 15, 2019. Formal notice of awards will be sent out to successful applicants in June 2019.

If they have not done so yet, entities that were awarded TDCs in a previous round of the MTP Policy Bundle should contact a Transportation Improvement Program (TIP) team representative to ensure their projects and TDC funding are programmed in the TIP. Additional details on the MTP Policy Bundle Program can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

2:45 – 2:55

11. **Gentrification Study**

Action Possible Action Information Minutes: 10

Presenter: Travis Liska, NCTCOG

Item Summary: Staff will provide information on the North Central Texas Council of Governments' report reviewing public policy and research on addressing gentrification relevant to major infrastructure projects. Economic redevelopment around infrastructure investments can sometimes have unintended consequences.

Background: Rapid growth of the region and renewed interest in urban neighborhoods has led many to question what can be done to mitigate gentrification, which is often perceived as negative. The definition, the causes (including the role of infrastructure), and the indicators of gentrification are briefly explored in this document, along with general and specific approaches for addressing it. Staff will provide a brief overview of the report contents and key recommendations. Additional information is provided in [Electronic Item 11](#).

Performance Measure(s) Addressed:

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

2:55 – 3:10

12. **Fast Facts**

Action Possible Action Information Minutes: 15

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

1. *Natalie Bettger* – North Texas Mobile Application Survey (www.surveymonkey.com/r/9HWMQBY) and Workshop on March 29 from 10:00 am to 12:00 pm
2. *Bailey Muller* – Air Quality Funding Opportunity for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
3. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
4. *Bailey Muller* – Regional Energy Survey ([Electronic Item 12.1](#))
5. *Tara Bassler* – FY2020 and FY2021 Unified Planning Work Program
6. *Carli Baylor* – January Online Comment Opportunity Minutes ([Electronic Item 12.2](#))
7. *Carli Baylor* – March Public Meeting Notice (Handout)
8. *Victor Henderson* – Public Comments Report ([Electronic Item 12.3](#))
9. Written Progress Report:
 - Local Motion ([Electronic Item 12.4](#))
 - Transportation Partner Progress Reports ([Electronic Item 12.5](#))

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

14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on March 22, 2019, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
January 25, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 25, 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: Joe Atwood, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Clarence Daugherty, Chad Davis, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Wes McClure, Laura Melton, Robert Caskey (representing Brian Moen), Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Amanda Allen, Nick Allen, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Tanya Brooks, John Brunk, Ken Bunkley, Lori Clark, Eric Conner, Michael W. Copeland, Brian Crooks, Cody Derrick, David Dryden, Chad Edwards, Daniel Edwards Sr., Kevin Feldt, Brian Flood, Mike Galizio, Austin Gibson, Christie Gotti, Clint Hail, Victor Henderson, Chris Hoff, Andrew Hooker, Tim James, Anshi Jin, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Nancy Luong, Kazi Maina, Mindy Mize, Erin Moore, Michael Morris, Bailey Muller, Jeff Neal, Evan Newton, Johan Petterson, Daniel Poole, Chris Reed, Kyle Roy, Kathryn Rush, Samuel Simmons, Shaina Singleton, Shannon Stevenson, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of December 7, 2018, Minutes:** The minutes of the December 7, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Endorsement of Regional Transportation Council Action Approving Emergency Funds for Span, Inc.:** A motion was made to endorse Regional Transportation Council approval to utilize up to \$160,000 in existing revenue previously approved for transit to be allocated to Span, Inc. to continue providing critical services for seniors and persons with disabilities. Action also included approval to transmit Regional Transportation Council policy directives to Span on the one-time funding and transit institutional review and to revise administrative documents as appropriate to incorporate the project. Details were provided in Electronic Item 2.1
 - 2.2. **Endorsement of Regional Transportation Council Action Approving Alliance Link Funding to Trinity Metro:** A motion was made to endorse Regional Transportation Council approval to utilize up to \$500,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas. Action also included approval to revise administrative documents,

as appropriate, to incorporate the project. A copy of Trinity Metro's request, along with the North Central Texas Council of Governments' response was provided in Electronic Item 2.2.1. Additional details were provided in Electronic Item 2.2.

- 2.3. FY2018 and FY2019 Unified Planning Work Program Modifications: A motion was made to recommend Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program provided in Electronic Item 2.3.1. Action also included a recommendation to the Regional Transportation Council to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.3.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Mark Nelson (S). The motion passed unanimously.

3. Performance Measures Target Setting: Roadway Safety and Transit Asset

Management: Kevin Kroll presented recommendations for Roadway Safety performance measures target setting. Background information regarding federal performance target requirements was provided. In December 2017, the Regional Transportation Council (RTC) approved the 2018 performance targets for both Roadway Safety and Transit Asset Management. At that time, a regional safety position was established stating that even one death on the transportation system is unacceptable. Regional performance-based planning efforts were highlighted, which are incorporated into the daily planning process that guides project selection and funding allocations. Mr. Kroll noted that there are five Roadway Safety performance targets required by the Federal Highway Administration (FHWA). These include the number of fatalities in motor vehicle crashes in a calendar year, the rate of fatalities per 100 million vehicle miles traveled (VMT), the number of people who experience at least one serious injury in a motor vehicle crash in a calendar year, the rate of serious injuries per 100 million VMT, and the number of bicycle and pedestrian serious injuries and fatalities that involve a motor vehicle during a calendar year. Targets are based on a rolling five-year average. The Texas Department of Transportation (TxDOT) Safety performance targets were established using a data driven, multi-year collaborative process in which it reached out to stakeholders statewide in each of the four "Es" of safety: engineering, enforcement, emergency response, and education. The stakeholder consensus was that a 2 percent reduction by 2022 was achievable. A snapshot of the Safety performance targets approved last year by the RTC regionally and put forth by TxDOT statewide, as well as upcoming 2019 projections were highlighted. Based on the 2019 projections, targets for the region include to decrease the expected rise in traffic fatalities to no more than 599 per calendar year, limit the expected rise in fatalities to under 0.84 death per 100 million VMT, decrease the rise of serious injuries to no more than 4,000, decrease the rate of serious injuries to no more than 5.69 serious injuries per 100 million VMT, and limit the expected rise of bicycle and pedestrian fatalities and serious injuries to no more than 583 incidents combined. He noted that these targets will be revisited on an annual basis. He also noted that at its February meeting, the RTC will be asked to adopt a resolution affirming the regional safety position with the aspirational goal that even one death on the transportation system is unacceptable and to affirm North Central Texas Council of Governments (NCTCOG) support for TxDOT Safety performance targets for 2018-2022. Mr. Kroll noted that the target setting deadline for Roadway Safety is February 27. The first biennial reporting period that will be required will start in 2020 when NCTCOG will report on actual observed 2018 data. Until that time, staff will continue to focus on implementing and funding safety improvement projects.

Jing Xu provided an overview of the recommendations for Transit Asset Management regional targets. She noted that the region has a variety of transit assets that are critical in connecting people to their life essential opportunities in the region. The RTC's primary emphasis area is rolling stock (transit vehicles) and infrastructure (rail track). For all categories (rolling stock, infrastructure, equipment, and facilities), targets were adopted as zero for each of the metrics. Fiscal Year (FY) 2017 rolling stock performance compared to the FY2018 targets were highlighted. Ms. Xu noted that the 2017 performance measures were developed using National Transit Database data, and that 2018 data is not yet available. The performance of infrastructure, equipment, and facilities will be available starting in 2018 when reporting on the condition of those transit asset categories became mandatory. Ms. Xu also noted that the RTC will be asked to reaffirm its position for the Transit Asset Management targets through adoption of a resolution. The components include to affirm Transit Asset Management targets for 2018, as well as to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets. In addition, staff will continue to coordinate with transit providers to develop consistent transit asset management definitions and targets, as well as the potential implementation of enhanced performance measures for the region's transit system. Details were provided in Electronic Item 3. A motion was made to recommend Regional Transportation Council approval to adopt and reaffirm the positions for Roadway Safety targets and projections, reaffirm NCTCOG support for TxDOT's Safety performance targets for 2018, support for 2019-2022 targets, and reaffirm the regional safety position that even one death is unacceptable. In addition, the action included a recommendation for Regional Transportation Council approval to reaffirm Transit Asset Management regional targets for 2018 and to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets. Action also included a recommendation to the Regional Transportation Council to adopt resolutions that document compliance with federal requirements for both Roadway Safety and Transit Asset Management performance measure targets. Caesar Molina Jr. (M); John Polster (S). The motion passed unanimously.

4. **Director's Update:** Michael Morris discussed the federal government shut down and Transportation Department efforts to prioritize the payment of invoices until federal offices are reopened. He highlighted a recent trip to Brownsville, Texas to discuss the structure of metropolitan planning organizations (MPOs) and its interest in joining together three small MPOs. The discussion included minimizing equity concerns, accounting systems, funding distribution, rotating officers, and others. He also provided a summary of a presentation to transportation entities in the Chicago region regarding tolled managed lanes. Information included the performance measures of tolled managed lanes, their evolution over time, and examples of dynamically priced facilities for guaranteed transit. Regarding US 75 Technology Lanes, he noted that staff is down to one option for implementation and is working with the Texas Department of Transportation district and Collin County on public outreach efforts. Mr. Morris also highlighted the initial list of non-legislative policy priorities for the Regional Transportation Council (RTC) to consider in 2019. The proposed priorities include high-speed rail engineering and planning, public transit engineering and planning, tolled facilities, technology advances, and preparation for the next Amazon-type project in the region. Regarding high-speed rail, the Tier 2 environmental review is currently underway for the Dallas/Arlington/Fort Worth project. He noted that coordination will continue with the Federal Transit Administration once the federal government reopens on the best mechanism and which federal agency should oversee expenditures on the project. In addition, North Central Texas Council of Governments staff has procured a consultant for the Tier 1 environmental review of the project from Fort Worth to Laredo. He noted that staff remains positive that a Tier 2 environmental approval will be received for the Dallas to Houston project. The second initiative is public transit engineering and planning. He discussed

various transit efforts in the region such as the institutional mechanism to address transit in Collin County, potential transit options to address the increase of employment and lack of housing in southern Dallas County, and transit options in Tarrant County. He noted another area of transit focus is related to social services. The Regional Transportation Council previously approved approximately \$1 million for a transit voucher program to provide assistance to access jobs, daycare, doctor's appointments, and other similar services. To date, a viable long-term solution has not been developed. In addition, he discussed the importance of first/last miles nodes of transit. Examples of areas with this need include the hospital districts in Fort Worth and Dallas, Frisco, west Plano, the intermodal hub in Dallas, the Alliance area, and others. The final transit focus is passenger rail/freeway interfaces. He discussed the importance of coordinating passenger rail and freeway interfaces to avoid the potential need to reconstruct in the future. Mr. Morris noted that the third initiative for 2019 is the future of toll roads and tolled managed lanes, specifically how to proceed in the current tolling climate. The fourth initiative is technology advances in the region as options to solve mobility and first/last mile connections. Examples include autonomous vehicles, next generation people mover systems, technology-based transit, and technology-based carpooling. The final initiative is how the RTC may play a more active partnership role to help prepare the region for the next Amazon-type selection in the region. Alonzo Liñán asked what the region might not have done well regarding Amazon. Mr. Morris noted that entities in the community speaking with business prospect often do not have the benefit of the knowledge had by transportation experts regarding transportation advantages available in the region.

5. **Legislative Update:** Rebekah Hernandez provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth region. She noted that a copy of the Regional Transportation Council (RTC) Legislative Program for the 86th Texas Legislature was provided in Electronic Item 5.1, and the 2019 RTC Principles for the Federal Surface Transportation Authorization was provided in Electronic Item 5.2. Regarding the federal legislative update, she noted that just prior to the meeting a three-week agreement was reached that extends funding and allows the federal government to reopen through February 15. Details were not available, but she noted that additional information would be provided in the weekly email update to members. In addition, she noted that the President has nominated Nicole Nason for Federal Highway Administrator, but the nomination must still be confirmed by the Senate as well as the nomination for FTA and NHTSA administrators. The FAA Administrator post remains vacant. The 116th Congress convened on January 3 and new committee chairs and ranking members have been announced. North Texas members include Representative Eddie Bernice Johnson as the new Chair of the House Science Committee and Representative Kay Granger as the new ranking member of the House Appropriations Committee. Regarding the 86th Texas Legislature, the session began on January 8 and over 2,000 bills have been filed to date. An estimated 6,000 bills will be filed by the deadline of March 8, and approximately 25 percent are typically approved. She noted the last day of the session was May 27, and that weekly email updates will be provided to members. Ms. Hernandez noted that the House and Senate released committee assignments earlier than usual and members from North Texas were highlighted. Regarding the statewide budget, she noted that the Senate and House have both filed their versions of the bill which differ by approximately \$4 billion, primarily related to education. Both include similar amounts for transportation funding, include Proposition 1 and Proposition 7, and also include TERP funding. However, LIRAP/LIP funding is included in the House bill but not the Senate version. Ms. Hernandez highlighted the RTC legislative program which includes to actively seek and support legislation to meet transportation and air quality needs, and well as support progress towards transportation and air quality during recent legislative sessions

and for other transportation topics of interest that may be addressed in proposed legislation. Bill topics of interest that staff is monitoring includes air quality specifically related to LIRAP, LIP, and TERP, tolling, transportation revenue, the Economic Stabilization fund, safety such as cell phones and red light cameras, technology related to autonomous vehicle and drones, transit, and high-speed rail. She noted that bills will begin to move more quickly since committee assignments have been made. Clarence Daugherty asked if the bills filed to date on tolls and high-speed rail are all negative. Ms. Hernandez noted that bills filed to date do not support the RTC legislative program.

6. **Federal-State Partnership for State of Good Repair Program Grant:** Jing Xu presented information on the Federal-State Partnership for State of Good Repair Program funding opportunity. In November 2018, the Federal Railroad Administration (FRA) announced a Notice of Funding Opportunity for capital projects to replace, repair, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. A copy of the noticed was provided in Electronic Item 6. Approximately \$272 million is available, and applications are due March 18, 2019. Four types of projects are eligible: 1) replace existing assets in-kind, 2) replace existing assets with assets that increase capacity or provide a higher level of service, 3) bring existing assets into a state of good repair, and 4) ensure that service can be maintained while existing assets are brought to a state of good repair. Preference will be given to joint applications and applications with 50 percent or greater non-federal match from multiple sources, as well as meeting the key objectives of the US Department of Transportation. Key objectives include supporting economic vitality, leverage federal funding, prepare for future operations/maintenance costs, innovative approaches to safety and project delivery, and accountability. With these considerations, the North Central Texas Council of Governments (NCTCOG) is working with regional partners to identify a candidate regional project, the Trinity Railway Express Corridor State of Good Repair Improvements. This project is being considered based on its strong regional interests and well-established partnership through recent or concurrent discretionary grant project submittals, shared corridor of intercity passenger rail and commuter rail, and potential project components related to improvement on railroad assets state of good repair, corridor capacity, system performance, and safety. The project location was highlighted. As mentioned, NCTCOG staff and transit agencies, Dallas Area Rapid Transit, Trinity Metro, and a private freight rail operator are working together to determine a list of the potential project components and staff expects to provide a finalized list of components to the Committee in February for review. The schedule for this effort was highlighted, which includes a request for Committee action in February, RTC action in March, and endorsement by the Executive Board in March. A copy of the Notice of Funding Opportunity was provided in Electronic Item 6.
7. **Policy Position on Communication with Tribal Nations:** Kate Zielke provided an overview of a draft Regional Transportation Council policy position to support communication with tribal nations. A number of federally recognized tribal nations have historic, cultural, and environmental interest in the Dallas-Fort Worth region and some of these nations have members who live in the region. Staff is proposing a policy for communication with tribal nations. This draft policy, included in Electronic Item 7.2, supports goals for communication with tribal nations. These include developing mutual respect, building communication channels, ensuring two-way dialogue, and identifying and engaging early transportation planning opportunities prior to decision making. A number of authorities require federal agencies to consult with tribal nations. These include the US Constitution, the National Historic Preservation Act, the National Environmental Policy Act, and others. Additional information about the various authorities is available in the link provided in Electronic Item 7.1. Staff has identified a number of tasks to support these federal efforts.

These include providing technical assistance that can help the nations participate more actively in transportation planning. Staff also hopes to engage the tribal nations through their preferred communication, including in person dialogue and written correspondence, and to develop a document or plan that provides strategic direction and outlines communication and coordination protocols with the input and collaboration of tribal nations. As nations are interested, formal agreements for coordination with interested tribal nations may also be established. Staff training is also planned on how to communicate respectfully and effectively. These types of activities are taking place across the nation. An example was provided in which the Texas Department of Transportation is working with tribes to develop an interpretive panel in Ellis County with input from tribal nations.

8. **2019 Infrastructure for Rebuilding America Discretionary Grant Program:** Jeff Neal presented information on the 2019 Infrastructure for Rebuilding America (INFRA) Discretionary Grant program authorized under the Fixing America's Surface Transportation Act. Approximately \$855 million-\$902.5 million in Fiscal Year (FY) 2019 is available nationwide. A copy of the Notice of Funding Opportunity was provided in Electronic Item 8.1. Key program objectives include supporting economic vitality at the national and regional level, leveraging federal funds, deploying innovative technology or delivery or financing approaches, and holding grant recipients accountable for their performance. Eligible applicants and projects were highlighted, which are similar to previous years, as well as the minimum project limits and rural project allocation. FY2019 INFRA grant funds must be obligated by September 30, 2022, and project construction must begin by March 30, 2024. Merit criteria includes support for national or regional economic vitality, leveraging of federal funds, potential for innovation, performance and accountability, project readiness, and large/small project requirements. The regional project selection methodology was also highlighted. Staff will select projects in both the east and west subregions, consider project readiness and prioritization, evaluate projects with partnership opportunities, review results and feedback from recent discretionary grant project submittals, consider locations with potential to maximize nonfederal revenue leverage, identify projects with exposed corridor segments or advance phasing options, and also consider projects with significant economic development opportunities. He noted potential freight/passenger rail integration projects along the Burlington Northern Santa Fe rail line in Irving and Carrollton, as well as the project discussed earlier in the agenda to expand passenger service on the on the Trinity Railway Express corridor as well as limit interruptions to allow for greater movement of freight. Regarding potential roadway projects, several options were discussed and include the DFW Connector North Airport Interchange, IH 30 Dallas/Tarrant County Cooper Street to SH 161/PGBT, IH 30 Rockwall County, IH 35E IH 35 W Merge Interchange, IH 820 East (ultimate phase), SH 114 main lanes from FM 156 to US 377, and SH 360 from Six Flags to Abram Street. A timeline for the effort was reviewed. He noted that due to the application deadline of March 4, 2019, Regional Transportation action would be requested at its February 14 meeting, with Committee endorsement requested later in February. Entities submitting individual projects and requesting letters of support from NCTCOG should contact Rebekah Hernandez by February 15. In addition, he noted that the Texas Department of Transportation was awarded \$65 million in FY2018 INFRA funds for the North Tarrant Express Segment 3C IH 35W project submittal. Details on the most recent discretionary grant program efforts for the region and the resulting funding decisions were provided in Electronic Item 8.2. Clarence Daugherty asked if grade separations are required to be on the National Highway System (NHS). Mr. Neal noted that in the case of INFRA, it is necessary for those road/rail separations that the roadways are on the NHS. John Polster asked what project the Texas Department of Transportation planned to submit. Ceason Clemens noted that there would be no projects from TxDOT picked in the region.

9. **Fast Facts:** Berrien Barks provided an update on the most recent High-Occupancy Vehicle (HOV) subsidy report for tolled managed lanes in the region. As of September 2018, the current subsidy paid by the Regional Transportation Council is approximately \$2.9 million. In addition, approximately \$5,000 in requests for reimbursements from vanpool users have been received as of June 2018. A copy of the near-term managed lane map, as well as a table showing the subsidy cost by corridor was provided in Electronic Item 9.1. Clint Hail noted that staff is working with State and local partners to develop a proposal for the recently announced Automated Driving System Demonstration Grants Notice of Funding Opportunity. Details were provided at www.grants.gov/web/grants/view-opportunity.html?oppld=310839. In addition, he noted that the Texas Department of Transportation has announced it is creating a Connected and Automated Vehicle Task Force, which will be a valuable resource to the region.

Jeff Neal noted that the Federal Highway Administration Transportation Asset Management Expert Task Group will hold a meeting at the North Central Texas Council of Governments (NCTCOG) February 21-22, 2019. A portion of the meeting will take place prior to the February 22 Surface Transportation Technical Committee (STTC) meeting and members were welcomed to attend.

Kathryn Rush noted that a school siting and intergovernmental coordination workshop titled Building Schools, Building Communities is scheduled for 10:30 am on February 22, 2019, prior to the STTC meeting. Agencies and communities that may have interest in improving coordination and communication with school districts were invited to attend. Flyers were distributed at the meeting containing additional information, which is also available at www.nctcog.org/schoolsiting.

Kathryn Rush also noted that many nominations are pending for the Bicycle Pedestrian Advisory Committee, and members were asked to confirm their agency representatives prior to the upcoming meeting.

Eric Conner announced that the Celebrating Leadership in Development Excellence Awards application will be open from February 4 to March 1, 2019. Public and private entities are eligible, and winners will be announced at the annual General Assembly in June. Details were provided in Electronic Item 9.2 and also in a flyer distributed at the meeting.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Environmental Protection Agency has opened its Diesel Emission Reduction Act clean diesel funding. Staff will post a survey to gain regional feedback on projects of potential focus. Additional information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events, including a free webinar on fleet efficiencies and telematics scheduled for February 26. Members can view additional information and register online at www.dfwcleancities.org/dfw-clean-cities-meetings.

In addition, Bailey Muller noted that the Dallas-Fort Worth Clean Cities annual survey was underway and encouraged members to submit their reports by the February 15, 2019, deadline. Details were provided at www.dfwcleancities.org/annualreport.

Bailey Muller also noted that SB 898 requires all political subdivisions and universities to submit annual energy reports as well as to benchmark a 5 percent energy reduction each

year. Funds were awarded by the State Energy Conservation Office, and the North Central Texas Council of Governments Transportation and Environment and Development Departments have partnered for the Regional Energy Manager project to identify regional needs and efforts to increase reporting and efforts to reduce energy. Additional information was provided in Electronic Item 9.3.

Nancy Luong noted that comments submitted to the Texas Commission on Environmental Quality regarding the regional priorities for the \$33 million allocated to the Dallas-Fort Worth region through the Volkswagen Mitigation Trust were provided in Electronic Item 9.4.

Evan Newton provided an update on the equity percentages for the eastern and western subregion funding shares, provided in Electronic Item 9.5. He noted a slight change resulting from approval of the Strategic Partnerships Round 3 in which Regional Toll Revenue funds were transferred from the eastern to the western subregion for a City of North Richland Hills project. Resulting percentages are 30.64 percent in the west and 69.36 percent in the east.

Cody Derrick noted that on November 30, 2018, NCTCOG submitted the FY2018 Transportation Development Credit (TDC) annual report, which is a summary of TDCs used fulfilling the State-mandated requirement. During FY2018, approximately 11.9 million TDCs were awarded and 528.8 million were allocated to the region through the 2019 Unified Transportation Program. A copy of the submittal correspondence was provided in Electronic Item 9.6. In addition, Mr. Derrick noted that the Transportation Improvement Program modification deadline for the May cycle was close of business the day of the meeting.

Carli Baylor noted that minutes from the December 10-January 8 online public comment opportunity were provided in Electronic Item 9.7. No direct public comments were received for this opportunity.

In addition, Carli Baylor noted that an online public comment opportunity was currently open through February 12, 2019. Details were included in Electronic Item 9.8. She noted NCTCOG is currently seeking comments on Unified Planning Work Program modifications.

Carli Baylor also noted that a public meeting is scheduled for 2:30 pm on February 11 in the Transportation Council Room at NCTCOG. Topics will include transit, the Volkswagen Settlement, and the Title VI program. A copy of the announcement was distributed at the meeting in Reference Item 9.12.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 9.9, included general comments received from the public November 20-December 19, 2018. The most common topics included highway construction projects, the Preston Center garage, the mobility plan for midtown Dallas, and inland port transportation progress.

The current Local Motion was provided in Electronic 9.10, and transportation partner program reports were provided in Electronic Item 9.11.

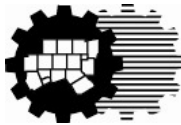
10. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff, Nick Allen and Shaina Singleton.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 22, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.

Clean Fleets North Texas 2018 Call for Projects Funding Recommendations

**Surface Transportation Technical Committee
February 22, 2019**

**Amy Hodges
Air Quality Planner**



**North Central Texas
Council of Governments**

Available Funding

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

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$109,127
Call For Projects Funds Available	\$2,109,160
Previously Approved Awards***	-\$1,661,468
Balance of Funds Currently Available	\$447,692

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

***Additional funds received from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) have been added to this funding initiative. Any additional SEP funds received while this CFP is open will be added to this funding initiative.*

****The City of Richland Hills withdrew their project and the City of Mineral Wells withdrew their second project.*

Project Eligibility

Eligible Entities: Local Governments; Private Companies Who Contract with Local Governments; and Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<p><u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (Also Model Year 2007-2009 if Replacing with Electric)</p>	<p>45% Cost if New is Electric</p> <p>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO_x Standards (Both Natural Gas and Propane Engines Currently Available)</p>
<p><u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary</p>	<p>25% Cost for All Others</p>

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

Call for Projects Schedule

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

Summary of Applications

Refer to Electronic Item 2.1.2 for More Details

Previously Approved	
Number of Applicants (All Public Sector)	8
Number of Activities	25
Funding Approved	\$1,661,468
Balance of Funds Currently Available	\$447,692
New Recommendations	
Number of Applicants (Public Sector)	2
Number of Activities	2
Funding Requested	\$327,900
Balance Remaining*	\$119,792

** Balance Remaining will be Combined With Most Recent EPA Award in a new Call for Projects*

Action Requested

**Recommend RTC Approval of Funding as Detailed
in Electronic Item 2.1.2**

\$182,788 to the Town of Prosper to Replace One Fire Truck

\$145,112 to the Town of Pantego to Replace One Fire Truck

For More Information

Amy Hodges

Air Quality Planner

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Lori Clark

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Clean Fleets North Texas 2018 Call For Projects Funding

Balance Available \$ 447,692 \$ - \$ 447,692

Projects Recommended for Funding, Pending Approval

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information					New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*							
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel		Diesel Fuel Reduced (gallons)	Total Cost	EPA	SEP**							Total	Local Match					
1	12/28/2018	Pending	Town of Prosper	1	Onroad	Fire Truck	2003	ULSD	900	9,000	1000	2019	ULSD	450	\$731,151	25%	\$ 182,788	\$ -	\$ 182,788	\$ 548,363	0.64	\$284,451	0.09	0.10	0.33	30.38					
2	1/25/2019	Pending	Town of Pantego	1	Onroad	Fire Truck	1997	ULSD	2,024	7,200	750	2019	ULSD	200	\$580,447	25%	\$ 145,112	\$ -	\$ 145,112	\$ 435,335	1.30	\$111,865	0.09	0.11	0.38	13.50					
Subtotal of New Project Approvals Requested																															
															\$1,311,598		\$ 327,900	\$ -	\$ 327,900	\$ 983,698	1.94	\$169,038	0.18	0.21	0.71	43.88					

Balance Remaining for Future Awards if Recommendations Approved \$ 119,792 \$ - \$ 119,792

Projects Previously Approved

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information					New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*		
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel		Diesel Fuel Reduced (gallons)	Total Cost	EPA	SEP**							Total	Local Match
Projects Approved on January 24, 2019																										
1	10/26/2018	1/24/2019	City of Benbrook	1	Onroad	Fire Truck	1996	ULSD	1,500	3,650	800	2019	ULSD	250	\$700,000	25%	\$ 175,000	\$ -	\$ 175,000	\$ 525,000	1.03	\$169,672	0.07	0.10	0.10	16.88
Subtotal															\$700,000		\$ 175,000	\$ -	\$ 175,000	\$ 525,000	1.03	\$169,672	0.07	0.10	0.10	16.88
Projects Approved on November 8, 2018																										
1	9/28/2018	11/8/2018	City of Richland Hills***	1	Onroad	Fire Truck	2000	ULSD	2,000	8,000	800	2019	ULSD	1,000	\$550,000	25%	\$ -	\$ -	\$ -	\$ -	1.30	\$0	0.09	0.12	0.42	67.50
Subtotal															\$0		\$ -	\$ -	\$ -	\$ -	0.00	\$0	0.00	0.00	0.00	0.00
Projects Approved on October 11, 2018																										
1	8/31/2018	10/11/2018	City of North Richland Hills	1	Onroad	Fire Truck	1997	ULSD	1,429	10,000	30	2019	ULSD	600	\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50
Subtotal															\$1,200,000		\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50
Projects Approved on September 13, 2018																										
1	7/27/2018	9/13/2018	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ -	\$ 26,673	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
2	7/27/2018	9/13/2018	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 14,239	\$ 12,434	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
Subtotal															\$213,382		\$ 14,239	\$ 39,107	\$ 53,346	\$ 160,037	1.02	\$52,177	0.08	0.21	0.48	270.00
Projects Approved on August 9, 2018																										
1	6/29/2018	8/9/2018	City of Mineral Wells***	1	Nonroad	Rubber-Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	\$206,220	25%	\$ -	\$ -	\$ -	\$ -	1.02	\$0	0.08	0.04	0.27	0.00
Subtotal															\$0		\$ -	\$ -	\$ -	\$ -	1.02	\$0	0.08	0.04	0.27	0.00
Projects Approved on June 14, 2018																										
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	1.38	\$16,913	0.13	0.33	0.54	0.00
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	\$ 69,000	0.74	\$30,889	0.08	0.19	0.27	0.00
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.61	\$38,515	0.09	0.13	0.42	0.00
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.40	\$39,882	0.12	0.33	0.73	336.56
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.20	\$46,535	0.11	0.28	0.60	209.39
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.09	\$51,120	0.09	0.26	0.55	208.24
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.02	\$54,446	0.09	0.24	0.50	179.48
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.91	\$61,068	0.08	0.22	0.44	165.78
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.35	\$67,535	0.02	0.05	0.09	0.00
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.80	\$69,524	0.07	0.20	0.37	120.22
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	\$ 116,250	0.55	\$70,276	0.07	0.07	0.25	0.00
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.61	\$91,152	0.06	0.15	0.28	103.07
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	\$ 142,500	0.50	\$94,358	0.03	0.05	0.14	0.00
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,181	0.06	0.14	0.23	67.37
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,291	0.05	0.14	0.24	80.26
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.53	\$106,032	0.05	0.13	0.24	90.25
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,105	0.05	0.12	0.21	59.33
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,239	0.05	0.12	0.23	84.31
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.45	\$123,516	0.05	0.12	0.17	40.50
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	\$ 217,500	0.51	\$141,823	0.06	0.06	0.22	0.00
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	\$ 470,566	0.32	\$483,226	0.02	0.03	0.10	0.00
Subtotal															\$3,704,494		\$ 1,063,102	\$ 70,020	\$ 1,133,123	\$ 2,571,372	15.08	\$75,333	1.44	3.35	6.80	1,744.74
Total Projects Previously Approved															\$5,817,876		\$ 1,552,341	\$ 109,127	\$ 1,661,468	\$ 4,156,408	19.06	\$87,186	1.73	3.75	7.95	2,072.12

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	\$ 2,000,033	\$ 1,880,241	\$ 119,792
SEP**	\$ 109,127	\$ 109,127	\$ -
Total	\$ 2,109,160	\$ 1,989,368	\$ 119,792

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project
 NO_x=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO₂=Carbon Dioxide
 ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
 **Any additional funds received from the Texas Commission on Environmental Quality Supplemental Environmental Project while this CFP is open will be added to this initiative to fund school bus projects and will offset EPA funds.
 ***The City of Richland Hills withdrew their project and the City of Mineral Wells withdrew their second project.

Policy Position on Communication with Tribal Nations

Surface Transportation Technical Committee
Action Item
February 22, 2019

Kate Zielke



North Central Texas
Council of Governments

GOALS FOR COMMUNICATION

Developing mutual respect

Building communication channels

Ensuring two-way dialogue

Identifying and engaging early transportation planning opportunities prior to decision making

AUTHORITY FOR FEDERAL AGENCIES

US Constitution, Article I Section 8 "Commerce Clause"

Legal obligation for federal agencies to engage in government-to-government consultation with tribes

Tribal nations are sovereign nations

National Historic Preservation Act

Consultation related to areas of religious and cultural significance, historic properties

National Environmental Policy Act

Consultation related to social or cultural relationship to physical environment

For additional authorities

[Tribal Consultation Best Practices In Historic Preservation](#)

MPO ROLE

Providing technical assistance that helps tribal nation governments participate more actively in transportation planning

Engaging tribal nations through in-person dialogue and written correspondence

Developing a strategic direction document or plan outlining communication and coordination protocols with the input and collaboration of tribal nations

Establishing formal agreements for coordination with interested tribal nations

Developing and delivering internal staff training on how to communicate respectfully and effectively with tribal nation governments

PROJECT EXAMPLES

Hunter's Station Bridge in Forest County, Pennsylvania



Federal Highway Administration



Federal Highway Administration

Nationally and locally, transportation projects have sought and incorporated tribal nations' input. Texas Department of Transportation is working with tribes to develop an interpretive panel about tribal history and current tribal presence as part of mitigation for a new bridge over Waxahachie Creek in Ellis County.

ACTION REQUESTED

Recommend RTC Adoption of Draft Policy Position P19-01:

Facilitate tribal nations' meaningful participation in the transportation planning process by recognizing tribal nations' interests and rights and by ensuring communication and coordination are tailored to meet their needs and interests.

This can be accomplished through collaboration with tribal nation governments; with tribal nation citizens who are residents of North Central Texas; and with tribal nations' permission, between tribal nations and transportation partners.

Utilize appropriate federal and state protocols, maximizing effective and efficient communications with tribal nations.

CONTACT INFORMATION

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DRAFT

Policy Position to Support Communication with Tribal Nations
(P19-01)

Facilitate tribal nations' meaningful participation in the transportation planning process by recognizing tribal nations' interests and rights and by ensuring communication and coordination are tailored to meet their needs and interests.

This can be accomplished through collaboration with tribal nation governments; with tribal nation citizens who are residents of North Central Texas; and with tribal nations' permission, between tribal nations and transportation partners.

Utilize appropriate federal and state protocols, maximizing effective and efficient communications with tribal nations.

document provides the public notice that on November 2, 2018, the Regional Transportation District (RTD) and the City of Aurora, Colorado, petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 222. FRA assigned the petition Docket Number FRA–2018–0098.

Specifically, petitioners seek a waiver from the provisions of 49 CFR 222.35(b)(1) to establish a new quiet zone consisting of two public highway-rail grade crossings with active grade crossing warning devices comprising both flashing lights and gates that are not equipped with constant warning time devices. The crossing warning devices on the proposed “East Rail Line-Aurora Quiet Zone” on the RTD A-Line are primarily activated by a wireless crossing activation system (WCAS) using “GPS-determined train speed and location to predict how many seconds a train is from the crossing.” Petitioners assert that this information is communicated wirelessly to the crossing warning devices and seeks to provide constant warning times. Additionally, this system is supplemented by a conventional track warning system in case the WCAS is unavailable.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE, W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Website:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200

New Jersey Avenue SE, W12–140, Washington, DC 20590.

- *Hand Delivery:* 1200 New Jersey Avenue SE, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by December 31, 2018 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of www.regulations.gov.

Robert C. Lauby,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

[FR Doc. 2018–25043 Filed 11–15–18; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for the Federal-State Partnership for State of Good Repair Program

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Funding Opportunity (NOFO or notice).

SUMMARY: This notice details the application requirements and procedures to obtain grant¹ funding for eligible projects under the Federal-State Partnership for State of Good Repair Program (Partnership Program) made available by the Consolidated Appropriations Act, 2017, Public Law 115–31, Div. K, Tit. I (2017 Appropriations Act) and the Consolidated Appropriations Act, 2018,

¹ The term “grant” is used throughout this document and is intended to reference funding awarded through a grant agreement, as well as funding awarded to recipients through a cooperative agreement.

Div. L, Tit. I, Public Law 115–141 (2018 Appropriations Act; collectively the Appropriations Acts). The opportunity described in this notice is made available under Catalog of Federal Domestic Assistance (CFDA) number 20.326, “Federal-State Partnership for State of Good Repair.”

DATES: Applications for funding under this solicitation are due no later than 5 p.m. EDT, March 18, 2019. Applications for funding or supplemental material in support of an application received after 5 p.m. EDT, on March 18, 2019 will not be considered for funding. Incomplete applications for funding will not be considered for funding. See Section D of this notice for additional information on the application process.

ADDRESSES: Applications must be submitted via www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award. For any supporting application materials that an applicant is unable to submit via www.Grants.gov (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36–412, Washington, DC 20590. However, due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are advised to use other means of conveyance (such as courier service) to assure timely receipt of materials before the application deadline.

FOR FURTHER INFORMATION CONTACT: For further information regarding project-related information in this notice, please contact Bryan Rodda, Office of Policy and Planning, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W38–203, Washington, DC 20590; email: Bryan.Rodda@dot.gov; phone: 202–493–0443. Grant application submission and processing questions should be addressed to Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36–412, Washington, DC 20590; email: amy.houser@dot.gov; phone: 202–493–0303.

SUPPLEMENTARY INFORMATION:

Notice to applicants: FRA recommends that applicants read this notice in its entirety prior to preparing application materials. A list providing the definitions of key terms used throughout the NOFO are listed under

the Program Description in Section A(2). These key terms are capitalized throughout the NOFO. There are several administrative and eligibility requirements described herein that applicants must comply with to submit an application. Additionally, applicants should note that the required Project Narrative component of the application package may not exceed 25 pages in length.

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- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts

A. Program Description

1. Overview

The purpose of this notice is to solicit applications for grants for capital projects within the United States to repair, replace, or rehabilitate Qualified Railroad Assets to reduce the state of good repair backlog and improve Intercity Passenger Rail performance under the Partnership Program. The Partnership Program provides a Federal funding opportunity to leverage private, state, and local investments to significantly improve American rail infrastructure. The Partnership Program is authorized in Sections 11103 and 11302 of the Passenger Rail Reform and Investment Act of 2015 (Title XI of the Fixing America's Surface Transportation (FAST) Act, Public Law 114-94 (2015)) and is funded by the Appropriations Acts.

The Department recognizes the importance of applying life cycle asset management principles throughout America's infrastructure. It is important for rail infrastructure owners and operators, as well as those who may apply on their behalf, to plan for the maintenance and replacement of assets and the associated costs. In light of recent fatal passenger rail accidents, the Department particularly recognizes the opportunity to enhance safety in both track and equipment through this grant program.

The Partnership Program is intended to benefit both the Northeast Corridor ("NEC") and the large number of publicly-owned or Amtrak-owned infrastructure, equipment, and facilities located in other areas of the country, including strengthening transportation options for rural American communities. Applicants should note that different requirements apply to NEC and non-NEC Partnership projects,

with certain eligibility requirements applying only to proposed projects located on the Northeast Corridor, as defined in Section A(2)(f) in this notice. These NEC-specific requirements are described in Section C(3)(b). Further, the Partnership Program has different planning and cost-sharing requirements for Qualified Railroad Assets between proposed NEC and non-NEC projects. These differences are described in detail in Section D(2)(a)(v-vi).

2. Definitions of Key Terms

a. "Benefit-Cost Analysis" (or "Cost-Benefit Analysis") is a systematic, data driven, and transparent analysis comparing monetized project benefits and costs, using a no-build baseline and properly discounted present values, including concise documentation of the assumptions and methodology used to produce the analysis, a description of the baseline, data sources used to project outcomes, and values of key input parameters, basis of modeling including spreadsheets, technical memos, etc., and presentation of the calculations in sufficient detail and transparency to allow the analysis to be reproduced and sensitivity of results evaluated by FRA. Please refer to the Benefit-Cost Analysis (BCA) Guidance for Discretionary Grant Programs prior to preparing a BCA at <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>. In addition, please also refer to the BCA FAQs on FRA's website for some rail-specific examples of how to apply the BCA Guidance for Discretionary Grant Programs to Partnership applications.

b. "Capital Project" is defined to mean a project primarily intended to replace, rehabilitate, or repair major infrastructure assets utilized for providing Intercity Passenger Rail service, including tunnels, bridges, and stations; or a project primarily intended to improve Intercity Passenger Rail performance, including reduced trip times, increased train frequencies, and higher operating speeds consistent with 49 U.S.C. 24911(a)(2).

c. "Commuter Rail Passenger Transportation" means short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple ride, and commuter tickets and morning and evening peak period operations. See 49 U.S.C. 24102(3).

d. "Intercity Rail Passenger Transportation" is defined by 49 U.S.C. 24102(4) to mean rail passenger transportation, except Commuter Rail Passenger Transportation. In this notice, "Intercity Passenger Rail" is an

equivalent term to "Intercity Rail Passenger Transportation."

e. "Major Capital Project" means a Capital Project with a proposed total project cost of \$300 million or more.

f. "Northeast Corridor" ("NEC") means the main rail line between Boston, Massachusetts, and the District of Columbia; the branch rail lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York; and facilities and services used to operate and maintain these lines.

g. A "Qualified Railroad Asset" is defined by 49 U.S.C. 24911(a)(5) to mean infrastructure, equipment, or a facility that:

- i. Is owned or controlled by an eligible Partnership Program applicant;
- ii. is contained in the Northeast Corridor Capital Investment Plan prepared under 49 U.S.C. 24904, or an equivalent planning document; and for which the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy developed under 49 U.S.C. 24905, or a similar cost-allocation policy has been developed;
- iii. was not in a State of Good Repair on December 4, 2015 (the date of enactment of the FAST Act).

See Section D(2)(a), Project Narrative, for further details about the Qualified Railroad Asset requirements and application submission instructions related to Qualified Railroad Assets.

h. "State of Good Repair" is defined by 49 U.S.C. 24102(12) to mean a condition in which physical assets, both individually and as a system, are performing at a level at least equal to that called for in their as-built or as-modified design specification during any period when the life cycle cost of maintaining the assets is lower than the cost of replacing them; and sustained through regular maintenance and replacement programs.

B. Federal Award Information

1. Available Award Amount

The total funding available for awards under this NOFO is \$272,250,000 after \$2,750,000 is set aside for FRA award and project management oversight as provided in the Appropriations Acts.

2. Award Size

While there are no predetermined minimum or maximum dollar thresholds for awards, FRA anticipates making multiple awards with the available funding. FRA encourages applicants to propose projects or components of projects that can be completed and implemented with the level of funding available. Projects may

require more funding than is available. In these cases, applicants must identify and apply for specific project components that have operational independence and can be completed with the level of funding available. (See Section C(3)(c) for more information.)

Applicants proposing a Major Capital Project are encouraged to identify and describe phases or elements that could be candidates for subsequent Partnership Program funding, if such funding becomes available. Applications for a Major Capital Project that would seek future funds beyond fiscal year 2017 and 2018 funding made available in this notice should indicate anticipated annual Federal funding requests from this program for the expected duration of the project. FRA may issue Letters of Intent to Partnership Program grantees proposing Major Capital Projects under 49 U.S.C. 24911(g); such Letters of Intent would serve to announce the FRA's intention to obligate an amount from future available budget authority toward a grantee's future project phases or elements. A Letter of Intent is not an obligation of the Federal government and is subject to the availability of appropriations for Partnership Program grants and subject to Federal laws in force or enacted after the date of the Letter of Intent.

3. Award Type

FRA will make awards for projects selected under this notice through grant agreements and/or cooperative agreements. Grant agreements are used when FRA does not expect to have substantial Federal involvement in carrying out the funded activity. Cooperative agreements allow for substantial Federal involvement in carrying out the agreed upon investment, including technical assistance, review of interim work products, and increased program oversight under 2 CFR 200.24. The funding provided under these cooperative agreements will be made available to grantees on a reimbursable basis. Applicants must certify that their expenditures are allowable, allocable, reasonable, and necessary to the approved project before seeking reimbursement from FRA. Additionally, the grantee must expend matching funds at the required percentage alongside Federal funds throughout the life of the project.

4. Concurrent Applications

As DOT and FRA may be concurrently soliciting applications for transportation infrastructure projects for several financial assistance programs,

applicants may submit applications requesting funding for a particular project to one or more of these programs. In the application for Partnership Program funding, applicants must indicate the other programs to which they submitted or plan to submit an application for funding the entire project or certain project components, as well as highlight new or revised information in the Partnership Program application that differs from the application(s) submitted for other financial assistance programs.

C. Eligibility Information

This section of the notice explains applicant eligibility, cost sharing and matching requirements, project eligibility, and project component operational independence. Applications that do not meet the requirements in this section will be ineligible for funding. Instructions for submitting eligibility information to FRA are detailed in Section D of this NOFO.

1. Eligible Applicants

The following entities are eligible applicants for all project types permitted under this notice:

- (1) A State (including the District of Columbia);
- (2) a group of States;
- (3) an Interstate Compact;
- (4) a public agency or publicly chartered authority established by one or more States;²
- (5) a political subdivision of a State;
- (6) Amtrak, acting on its own behalf or under a cooperative agreement with one or more States; or
- (7) any combination of the entities described in (1) through (6).

Selection preference will be provided for applications jointly submitted by multiple eligible applicants, as further discussed in Section E(1)(c). Joint applicants must identify an eligible applicant as the lead applicant. The lead applicant serves as the primary point of contact for the application, and if selected, as the recipient of the Partnership Program grant award. Eligible applicants may reference entities that are not eligible applicants (e.g., private sector firms) in an application as a project partner. However, FRA will provide selection preference to joint applications submitted by multiple eligible applicants only.

2. Cost Sharing or Matching

The Federal share of total costs for a project funded under the Partnership

Program shall not exceed 80 percent, though FRA will provide selection preference to applications where the proposed Federal share of total project costs does not exceed 50 percent. The estimated total cost of a project must be based on the best available information, including engineering studies, studies of economic feasibility, environmental analyses, and information on the expected use of equipment and facilities. The minimum 20 percent non-Federal share may be comprised of public sector (e.g., state or local) or private sector funding. However, FRA will not consider any other Federal grants, nor any non-Federal funds already expended (or otherwise encumbered), that do not comply with 2 CFR 200.458 toward the matching requirement.

FRA is limiting the first 20 percent of the non-Federal match to cash contributions only. FRA will not accept "in-kind" contributions for the first 20 percent in matching funds. Eligible in-kind contributions may be accepted for any non-Federal matching beyond the first 20 percent. In-kind contributions including the donation of services, materials, and equipment, may be credited as a project cost, in a uniform manner consistent with 2 CFR 200.306.

FRA strongly encourages applicants to identify and include other state, local, public agency or authority, or private funding or financing to support the proposed project. Non-federal shares consisting of funding from multiple sources to demonstrate broad participation and cost sharing from affected stakeholders, will be given preference. If Amtrak is an applicant, whether acting on its own behalf or as part of a joint application, Amtrak's ticket and other non-Federal revenues generated from its business operations and other sources may be used as matching funds. Applicants must identify the source(s) of their matching and other funds, and must clearly and distinctly reflect these funds as part of the total project cost in the application budget.

FRA may not be able to award grants to all eligible applications, nor even to all applications that meet or exceed the stated evaluation criteria (see Section E, Application Review Information). Before submitting an application, applicants should carefully review the principles for cost sharing or matching in 2 CFR 200.306. FRA will approve pre-award costs consistent with 2 CFR 200.458. See Section D(6). Additionally, in preparing estimates of total project costs, applicants should refer to FRA's cost estimate guidance, "Capital Cost Estimating: Guidance for Project

² See Section D(2)(a)(iv) for supporting documentation required to demonstrate eligibility under this eligibility category.

Sponsors," which is available at: <https://www.fra.dot.gov/Page/P0926>.

3. Other

a. Project Eligibility

Eligible projects within the United States repair, replace, or rehabilitate Qualified Railroad Assets and improve Intercity Passenger Rail performance. Eligible Capital Projects include those that:

- (1) Replace existing assets in-kind;
- (2) Replace existing assets with assets that increase capacity or provide a higher level of service;
- (3) Ensure that service can be maintained while existing assets are brought to a State of Good Repair; and
- (4) Bring existing assets into a State of Good Repair.

Qualified Railroad Assets, as further defined in Section A(2), are owned or controlled by an eligible applicant and may include: infrastructure, including track, ballast, switches and interlockings, bridges, communication and signal systems, power systems, highway-rail grade crossings, and other railroad infrastructure and support systems used in intercity passenger rail service; stations, including station buildings, support systems, signage, and track and platform areas; equipment, including passenger cars, locomotives, and maintenance-of-way equipment; and facilities, including yards and terminal areas and maintenance shops.

Capital Projects, as further defined in Section A(2), may include final design; however, final design costs will only be eligible in conjunction with an award for project construction. Environmental and related clearances, including all work necessary for FRA to approve the project under the National Environmental Policy Act (NEPA) and related statutes and regulations are not eligible for funding under this notice. (See Section D(2)(a)(ix) for additional information.) Eligible projects with completed environmental and engineering documents, and, for projects located on the NEC, where Amtrak and the public authorities providing Commuter Rail Passenger Transportation on the NEC are in compliance with the cost allocation policy required at 49 U.S.C. 24905(c)(2), indicate strong project readiness. This allows FRA to maximize the funds available in this notice (see Section E(1)(c) for more information on Selection Criteria).

b. Additional Eligibility Requirements for Northeast Corridor (NEC) Projects

This sub-section provides additional eligibility requirements for projects

where the proposed project location includes a portion of the NEC (NEC Projects). Applicants proposing non-NEC projects are not subject to the requirements in this sub-section, and may proceed to the next sub-section C(3)(c).

In the Partnership Program, the NEC is defined as the main rail line between Boston, Massachusetts and the District of Columbia, and the branch rail lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York.

Passenger railroad owners and operators on the NEC are subject to a cost allocation policy under 49 U.S.C. 24905(c)(2), and, via the NEC Commission, are required to annually adopt a five-year Northeast Corridor Capital Investment Plan for the NEC under 49 U.S.C. 24904(a). When selecting projects on the NEC, FRA will consider the appropriate sequence and phasing of projects as contained in the currently approved Northeast Corridor Capital Investment Plan.

NEC applicants must provide the status of compliance by Amtrak and the public authorities providing Commuter Rail Passenger Transportation at the eligible project location with the cost allocation policy required at 49 U.S.C. 24905(c)(2). FRA may not obligate a grant for a NEC Project unless each of the above service providers at the eligible project location are in compliance with that cost allocation policy. Such providers must maintain compliance with the cost allocation policy for the duration of the project.

c. Project Component Operational Independence

If an applicant requests funding for a project that is a component or set of components of a larger project, the project component(s) must be attainable with the award amount and comply with all eligibility requirements described in Section C.

In addition, the component(s) must be capable of independent analysis and decision making, as determined by FRA, under NEPA (*i.e.*, have independent utility, connect logical termini, and not restrict the consideration of alternatives for other reasonably foreseeable rail projects.) Components must also generate independent utility and will be evaluated as such in the BCA.

D. Application and Submission Information

Required documents for the application are outlined in the following paragraphs. Applicants must complete and submit all components of the application. See Section D(2) for the

application checklist. FRA welcomes the submission of additional relevant supporting documentation, such as planning, engineering and design documentation, and letters of support from partnering organizations that will not count against the Project Narrative page limit.

1. Address To Request Application Package

Applicants must submit all application materials in their entirety through www.Grants.gov no later than 5:00 p.m. EDT, on March 18, 2019. FRA reserves the right to modify this deadline. General information for submitting applications through [Grants.gov](http://www.Grants.gov) can be found at: <https://www.fra.dot.gov/Page/P0270>.

For any supporting application materials that an applicant cannot submit via [Grants.gov](http://www.Grants.gov), such as oversized engineering drawings, an applicant may submit an original and two (2) copies to Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36-412, Washington, DC 20590. However, due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, FRA advises applicants to use other means of conveyance (such as courier service) to assure timely receipt of materials before the application deadline. Additionally, if documents can be obtained online, explaining to FRA how to access files on a referenced website may also be sufficient.

2. Content and Form of Application Submission

FRA strongly advises applicants to read this section carefully. Applicants must submit all required information and components of the application package to be considered for funding. Additionally, applicants selected to receive funding must generally satisfy the grant readiness checklist requirements on <https://www.fra.dot.gov/Page/P0268> as a precondition to FRA issuing a grant award, as well as the requirements in 49 U.S.C. 24405 explained in part at <https://www.fra.dot.gov/page/P0185>.

Required documents for an application package are outlined in the checklist below.

- Project Narrative (see D.2.a).
- Statement of Work (see D.2.b.i).
- Benefit-Cost Analysis (see D.2.b.ii).
- Environmental Compliance Documentation (see D.2.b.iii).
- SF424—Application for Federal Assistance.
- SF 424C—Budget Information for Construction, or, for an equipment

procurement project without any construction costs, or SF 424A—Budget Information for Non-Construction.

- SF 424D—Assurances for Construction, or, for an equipment procurement project without any construction costs, or SF 424B—Assurances for Non-Construction.
- FRA’s Additional Assurances and Certifications.

- SF LLL—Disclosure of Lobbying Activities.

a. Project Narrative

This section describes the minimum content required in the Project Narrative of grant applications. The Project Narrative must follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Cover Page	See D.2.a.i.
II. Project Summary	See D.2.a.ii.
III. Project Funding	See D.2.a.iii.
IV. Applicant Eligibility Criteria.	See D.2.a.iv.
V. Non-NEC Project Eligibility Criteria.	See D.2.a.v.
VI. NEC Project Eligibility Criteria.	See D.2.a.vi.
VII. Detailed Project Description.	See D.2.a.vii.
VIII. Project Location	See D.2.a.viii.
IX. Grade Crossing Information, if applicable.	See D.2.a.ix.
X. Evaluation and Selection Criteria.	See D.2.a.x.
XI. Project Implementation and Management.	See D.2.a.xi.
XII. Environmental Readiness.	See D.2.a.xii.

These requirements must be satisfied through a narrative statement submitted by the applicant. The Project Narrative may not exceed 25 pages in length (excluding cover pages, table of contents, and supporting documentation). FRA will not review or consider for award applications with Project Narratives exceeding the 25-page limitation. If possible, applicants should submit supporting documents via website links rather than hard copies. If supporting documents are submitted, applicants must clearly identify the relevant portion of the supporting document with the page numbers of the cited information in the Project Narrative. The Project Narrative must adhere to the following outline.

i. *Cover Page*: Include a cover page that lists the following elements in either a table or formatted list: project title; location (e.g., city, State, Congressional district); lead applicant organization name; name of any co-applicants; amount of Federal funding requested; and proposed non-Federal match.

ii. *Project Summary*: Provide a brief 4–6 sentence summary of the proposed project and what the project will entail. Include challenges the proposed project aims to address, and summarize the intended outcomes and anticipated benefits that will result from the proposed project.

iii. *Project Funding*: Indicate the amount of Federal funding requested, the proposed non-Federal match, and total project cost. Identify the source(s) of matching and other funds, and clearly and distinctly reflect these funds as part of the total project cost in the application budget. Also, note if the requested Federal funding under this NOFO or other programs must be obligated or spent by a certain date due to dependencies or relationships with other Federal or non-Federal funding sources, related projects, law, or other factors. If applicable, provide the type and estimated value of any proposed in-kind contributions, as well as substantiate how the in-kind contributions meet the requirements in 2 CFR 200.306. For a Major Capital Project that would seek future funds beyond fiscal years 2017 and 2018 funding made available in this notice, provide the anticipated annual Federal funding requests from this grant program for the expected duration of the project. Finally, specify whether Federal funding for the project has previously been sought, and identify the Federal program and fiscal year of the funding request(s), as well as highlight new or revised information in the Partnership Program application that differs from the application(s) to other financial assistance programs.

iv. *Applicant Eligibility Criteria*: Explain how the applicant meets the applicant eligibility criteria outlined in Section C of this notice, including references to creation or enabling legislation for public agencies and publicly chartered authorities established by one or more States. Joint applications must include a description of the roles and responsibilities of each applicant, including budget and sub-recipient information showing how the applicants will share project costs, and must be signed by an authorized representative of each.

v. *Non-NEC Project Eligibility Criteria*: This sub-section provides project eligibility requirements for projects not on the NEC. (Applicants proposing NEC Projects may proceed to the next subsection D(2)(a)(vi).) For non-NEC projects, explain how the project meets the project eligibility criteria in Section C of this notice. Describe how the project is a Qualified Railroad Asset under 49 U.S.C. 24911(a)(5), as follows:

(A) To demonstrate ownership or control by the applicant under 49 U.S.C. 24911(a)(5)(A), show either:

(1) The applicant owns or will, at project completion, have ownership of the infrastructure, equipment, or facility improved by the project; or

(2) The applicant controls or will, at project completion, have control over the infrastructure, equipment, or facility improved by the project by agreement with the owner(s). An agreement should specify the extent of the applicant’s management and decision-making authority regarding the infrastructure, equipment, or facility improved by the project. Agreements involving railroad rights-of-way projects should also demonstrate the applicant has dispatching rights for the right-of-way and maintenance-of-way responsibilities.

(B) To demonstrate the planning requirement under 49 U.S.C. 24911(a)(5)(B), show that the project is included in the applicant’s current State Rail Plan(s) and, as applicable, in the current Transportation Improvement Programs (TIP) or Statewide Transportation Improvement Programs (STIP) plan.

(C) To demonstrate the cost-sharing requirement under 49 U.S.C. 24911(a)(5)(B), the applicant must:

(1) Be an operator or contributing funding partner of Intercity Rail Passenger transportation who is subject to the Cost Methodology Policy adopted under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Public Law 110–432, Oct. 16, 2008; or

(2) demonstrate the applicant(s) involvement in a similar cost-sharing agreement for the project as described in (1).

(D) To demonstrate the state of good repair requirement under 49 U.S.C. 24911(a)(5)(B):

(1) Describe the condition and performance of the infrastructure, equipment, or facility as of the time of enactment of the FAST Act (Dec. 4, 2015);

(2) indicate how the infrastructure, equipment, or facility’s condition or performance falls short of the definition of “state of good repair” in Section A(2) (49 U.S.C. 24102(12) parts (A) and/or (B)); and

(3) indicate, if known, when the infrastructure, equipment, or facility last received comprehensive repair, replacement, or rehabilitation work similar to the applicant’s proposed scope of work.

vi. *NEC Project Eligibility Criteria*: This sub-section provides project eligibility requirements for NEC

Projects. (Applicants proposing non-NEC projects may proceed to the next sub-section D(2)(a)(vii).) For NEC applicants, explain how the NEC Project meets the project eligibility criteria in Section C(3)(b) of this notice including the requirements in 49 U.S.C. 24911(e). Describe how the NEC Project is a Qualified Railroad Asset under 49 U.S.C. 24911(a)(5), as follows:

(A) To demonstrate ownership or control by the applicant under 49 U.S.C. 24911(a)(5)(A), show either:

(1) The applicant owns or will, at project completion, have ownership of the infrastructure, equipment, or facility improved by the project; or

(2) The applicant controls or will, at project completion, have control over the infrastructure, equipment, or facility improved by the project by agreement with the owner(s). An agreement should specify the extent of the applicant's management and decision-making authority regarding the infrastructure, equipment, or facility improved by the project. Agreements involving railroad rights-of-way projects should also demonstrate the applicant has dispatching rights for the right-of-way and maintenance-of-way responsibilities.

(B) To demonstrate the planning requirement under 49 U.S.C. 24911(a)(5)(B), the NEC applicant must show that the infrastructure, equipment, or facility is included in the current approved Five-Year Capital Investment Plan prepared by the NEC Commission under 49 U.S.C. 24904(a).

(C) To demonstrate the cost-sharing requirement under 49 U.S.C. 24911(a)(5)(B), the infrastructure, equipment, or facility must be subject to the NEC Cost Allocation Policy developed under 49 U.S.C. 24905(c)(2).

(D) To demonstrate the state of good repair requirement under 49 U.S.C. 24911(a)(5)(C), the NEC applicant must:

(1) Describe the condition and performance of the infrastructure, equipment, or facility as of the time of enactment of the FAST Act (Dec. 4, 2015);

(2) indicate how the infrastructure, equipment, or facility's condition or performance falls short of the definition of "state of good repair" in Section A(2) (49 U.S.C. 24102(12) parts (A) and/or (B)); and

(3) indicate, if known, when the infrastructure, equipment, or facility last received comprehensive repair, replacement, or rehabilitation work similar to the applicant's proposed scope of work.

vii. *Detailed Project Description:* Include a detailed project description that expands upon the brief summary

required above. This detailed description must provide, at a minimum: Additional background on the challenges the project aims to address; the expected users and beneficiaries of the project, including all railroad operators; the specific components and elements of the project; and any other information the applicant deems necessary to justify the proposed project. Applicants with Major Capital Projects are encouraged to identify and describe project phases or elements that would be candidates for subsequent Partnership Program funding if such funding becomes available. Include information to demonstrate the project is reasonably expected to begin construction in a timely manner. For all projects, applicants must provide information about proposed performance measures, as described in Section F(3)(c) and required in 2 CFR 200.301.

viii. *Project Location:* Include geospatial data for the project, as well as a map of the project's location. Include the Congressional districts in which the project will take place.

ix. *Grade Crossing Information, if applicable:* For any project that includes grade crossing components, cite specific DOT National Grade Crossing Inventory information, including the railroad that owns the infrastructure (or the crossing owner, if different from the railroad), the primary railroad operator, the DOT crossing inventory number, and the roadway at the crossing. Applicants can search for data to meet this requirement at the following link: <http://safetydata.fra.dot.gov/OfficeofSafety/default.aspx>.

x. *Evaluation and Selection Criteria:* Include a thorough discussion of how the proposed project meets all of the evaluation and selection criteria, as outlined in Section E of this notice. If an application does not sufficiently address the evaluation criteria and the selection criteria, it is unlikely to be a competitive application.

xi. *Project Implementation and Management:* Describe proposed project implementation and project management arrangements. Include descriptions of the expected arrangements for project contracting, contract oversight, change-order management, risk management, and conformance to Federal requirements for project progress reporting. Describe past experience in managing and overseeing similar projects. For Major Capital Projects, explain plans for a rigorous project management and oversight approach.

xii. *Environmental Readiness:* If the NEPA process is complete, indicate the

date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is not complete, the application should detail the type of NEPA review underway, if applicable, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and why NEPA documents have not been updated and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements. Additional information regarding FRA's environmental processes and requirements are located at <https://www.fra.dot.gov/eLib/Details/L05286>.

b. Additional Application Elements

Applicants must submit:

i. A Statement of Work (SOW) addressing the scope, schedule, and budget for the proposed project if it were selected for award. For Major Capital Projects, the SOW must include annual budget estimates and anticipated Federal funding for the expected duration of the project. The SOW must contain sufficient detail so FRA, and the applicant, can understand the expected outcomes of the proposed work to be performed and can monitor progress toward completing project tasks and deliverables during a prospective grant's period of performance. Applicants must use FRA's standard SOW template to be considered for award. The SOW template is located at <https://www.fra.dot.gov/eLib/Details/L18661>. When preparing the budget, the total cost of a project must be based on the best available information as indicated in cited references that include engineering studies, economic feasibility studies, environmental analyses, and information on the expected use of equipment or facilities.

ii. A Benefit-Cost Analysis consistent with 49 U.S.C. 24911(d)(2)(A) that demonstrates the merit of investing in the proposed project. The analysis should be systematic, data driven, and examine the trade-offs between reasonably expected project costs and benefits. Please refer to the Benefit-Cost Analysis Guidance for Discretionary Grant Programs prior to preparing a BCA at <https://www.transportation.gov/office-policy/transportation-policy/>

benefit-cost-analysis-guidance. In addition, please also refer to the BCA FAQs on FRA's website (<https://www.fra.dot.gov/grants>) for some rail-specific examples of how to apply the Benefit-Cost Analysis Guidance for Discretionary Grant Programs to Partnership applications. The complexity and level of detail in the Benefit-Cost Analysis prepared for the Partnership Program should reflect the scope and scale of the proposed project.

iii. Environmental compliance documentation, if a website link is not cited in the Project Narrative.

iv. SF 424—Application for Federal Assistance.

v. SF 424C—Budget Information for Construction, or, for an equipment procurement project without any other construction elements, the SF 424A—Budget Information for Non-Construction.

vi. SF 424D—Assurances for Construction, or, for an equipment procurement project without any other construction elements, the SF 424B—Assurances for Non-Construction.

vii. FRA's Additional Assurances and Certifications.

viii. An SF LLL—Disclosure of Lobbying Activities.

Forms needed for the electronic application process are at www.Grants.gov.

c. Post-Selection Requirements

See subsection F(2) of this notice for post-selection requirements.

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

To apply for funding through *Grants.gov*, applicants must be properly registered. Complete instructions on how to register and submit an application can be found at www.Grants.gov. Registering with *Grants.gov* is a one-time process; however, it can take up to several weeks for first-time registrants to receive confirmation and a user password. FRA recommends that applicants start the registration process as early as possible to prevent delays that may preclude submitting an application package by the application deadline. Applications will not be accepted after the due date. Delayed registration is not an acceptable justification for an application extension.

FRA may not make a discretionary grant award to an applicant until the applicant has complied with all applicable Data Universal Numbering System (DUNS) and SAM requirements. (Please note that if a Dun & Bradstreet DUNS number must be obtained or

renewed, this may take a significant amount of time to complete.) Late applications that are the result of a failure to register or comply with *Grants.gov* applicant requirements in a timely manner will not be considered. If an applicant has not fully complied with the requirements by the submission deadline, the application will not be considered. To submit an application through *Grants.gov*, applicants must:

a. Obtain a DUNS Number

A DUNS number is required for *Grants.gov* registration. The Office of Management and Budget requires that all businesses and nonprofit applicants for Federal funds include a DUNS number in their applications for a new award or renewal of an existing award. A DUNS number is a unique nine-digit sequence recognized as the universal standard for the government in identifying and keeping track of entities receiving Federal funds. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and sub-recipients. The DUNS number will be used throughout the grant life cycle. Obtaining a DUNS number is a free, one-time activity. Applicants may obtain a DUNS number by calling 1-866-705-5711 or by applying online at <http://www.dnb.com/us>.

b. Register With the SAM

All applicants for Federal financial assistance must maintain current registrations in the SAM database. An applicant must be registered in SAM to successfully register in *Grants.gov*. The SAM database is the repository for standard information about Federal financial assistance applicants, recipients, and sub recipients. Organizations that have previously submitted applications via *Grants.gov* are already registered with SAM, as it is a requirement for *Grants.gov* registration. Please note, however, that applicants must update or renew their SAM registration at least once per year to maintain an active status. Therefore, it is critical to check registration status well in advance of the application deadline. If an applicant is selected for an award, the applicant must maintain an active SAM registration with current information throughout the period of the award. Information about SAM registration procedures is available at www.sam.gov.

c. Create a Grants.gov Username and Password

Applicants must complete an Authorized Organization Representative (AOR) profile on www.Grants.gov and create a username and password. Applicants must use the organization's DUNS number to complete this step. Additional information about the registration process is available at: <https://www.grants.gov/web/grants/applicants/organization-registration.html>.

d. Acquire Authorization for Your AOR From the E-Business Point of Contact (E-Biz POC)

The E-Biz POC at the applicant's organization must respond to the registration email from *Grants.gov* and login at www.Grants.gov to authorize the applicant as the AOR. Please note there can be more than one AOR for an organization.

e. Submit an Application Addressing All Requirements Outlined in This NOFO

If an applicant experiences difficulties at any point during this process, please call the *Grants.gov* Customer Center Hotline at 1-800-518-4726, 24 hours a day, 7 days a week (closed on Federal holidays). For information and instructions on each of these processes, please see instructions at: <http://www.grants.gov/web/grants/applicants/apply-for-grants.html>

Note: Please use generally accepted formats such as .pdf, .doc, .docx, .xls, .xlsx and .ppt, when uploading attachments. While applicants may embed picture files, such as .jpg, .gif, and .bmp, in document files, applicants should not submit attachments in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

4. Submission Dates and Times

Applicants must submit complete applications to www.Grants.gov no later than 5:00 p.m. EDT, March 18, 2019. FRA reviews www.Grants.gov information on dates/times of applications submitted to determine timeliness of submissions. Delayed registration is not an acceptable reason for late submission. In order to apply for funding under this announcement, all applicants are expected to be registered as an organization with *Grants.gov*. Applicants are strongly encouraged to apply early to ensure all materials are received before this deadline.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1)

Failure to complete the *Grants.gov* registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its website; (3) failure to follow all the instructions in this NOFO; and (4) technical issues experienced with the applicant's computer or information technology environment.

5. Intergovernmental Review

Executive Order 12372 requires applicants from State and local units of government or other organizations providing services within a State to submit a copy of the application to the State Single Point of Contact (SPOC), if one exists, and if this program has been selected for review by the State. Applicants must contact their State SPOC to determine if the program has been selected for State review.

6. Funding Restrictions

FRA will not fund any preliminary engineering, environmental work, or related clearances under this NOFO. FRA will only consider funding a project's final design activities if the applicant is also seeking funding for construction activities. FRA will only approve pre-award costs if such costs are incurred pursuant to the negotiation and in anticipation of the grant agreement and if such costs are necessary for efficient and timely performance of the scope of work consistent with 2 CFR 200.458. Under 2 CFR 200.458, grant recipients must seek written approval from FRA for pre-award activities to be eligible for reimbursement under the grant. Activities initiated prior to the execution of a grant or without FRA's written approval may not be eligible for reimbursement or included as a grantee's matching contribution.

FRA is prohibited under 49 U.S.C. 24405(f)³ from providing Partnership Program grants for Commuter Rail Passenger Transportation. FRA's interpretation of this provision is informed by the language in 49 U.S.C. 24911, and specifically the definitions of capital project in § 24911(2)(a) and (b). FRA's primary intent in funding Partnership Program projects is to make reasonable investments in Capital Projects used in Intercity Rail Passenger Transportation. Such projects may be located on shared corridors where Commuter Rail Passenger Transportation also benefits from the project.

³ Under 49 U.S.C. 24911(i), Partnership grants are subject to the conditions in 49 U.S.C. 24405.

E. Application Review Information

1. Criteria

a. Eligibility and Completeness Review

FRA will first screen each application for applicant and project eligibility (eligibility requirements are outlined in Section C of this notice), completeness (application documentation and submission requirements are outlined in Section D of this notice), and the 20 percent minimum match in determining whether the application is eligible.

FRA will then consider the applicant's past performance in developing and delivering similar projects, and previous financial contributions.

b. Evaluation Criteria

FRA subject-matter experts will evaluate all eligible and complete applications using the evaluation criteria outlined in this section to determine technical merit and project benefits.

i. Technical Merit: FRA will evaluate application information for the degree to which—

(A) The tasks and subtasks outlined in the SOW are appropriate to achieve the expected outcomes of the proposed project.

(B) The technical qualifications and demonstrated experience of key personnel proposed to lead and perform the technical efforts, and the qualifications of the primary and supporting organizations to fully and successfully execute the proposed project within the proposed timeframe and budget.

(C) The proposed project's business plan considers potential private sector participation in the financing, construction, or operation of the proposed project.

(D) The applicant has, or will have the legal, financial, and technical capacity to carry out the project; satisfactory continuing control over the use of the equipment or facilities; and the capability and willingness to maintain the equipment or facilities.

(E) Eligible Projects have completed necessary pre-construction activities and indicate strong project readiness.

(F) For NEC Projects, the sequence and phasing of the proposed project is consistent with the Five-Year Capital Investment Plan prepared by the NEC Commission under 49 U.S.C. 24904(a).

(G) The project is consistent with planning guidance and documents set forth by the Secretary of Transportation or required by law.

ii. Project Benefits: FRA will evaluate the benefit-cost analysis of the proposed

project for the anticipated private and public benefits relative to the costs of the proposed project including—

(A) Effects on system and service performance;

(B) Effects on safety, competitiveness, reliability, trip or transit time, and resilience;

(C) Efficiencies from improved integration with other modes; and

(D) Ability to meet existing or anticipated demand.

c. Selection Criteria

In addition to the eligibility and completeness review and the evaluation criteria outlined in this subsection, the FRA Administrator will apply the following selection criteria.

i. FRA will give preference to projects for which:

(A) Amtrak is not the sole applicant;

(B) Applications were submitted jointly by multiple applicants;

(C) Proposed Federal share of total project costs does not exceed 50 percent;

ii. After applying the above preferences, the FRA Administrator will take in account the following key Departmental priorities:

(A) Supporting economic vitality at the national and regional level;

(B) Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment;

(C) Preparing for future operations and maintenance costs associated with their project's life-cycle, as demonstrated by a credible plan to maintain assets without having to rely on future Federal funding;

(D) Using innovative approaches to improve safety and expedite project delivery; and

(E) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

(F) Proposed non-Federal share is comprised of more than one source, including private sources, demonstrating broad participation by affected stakeholders; and

(G) Applications indicate strong project readiness.

2. Review and Selection Process

FRA will conduct a three-part application review process, as follows:

a. Screen applications for completeness and eligibility;

b. Evaluate eligible applications (completed by technical panels applying the evaluation criteria); and

c. Select projects for funding (completed by the FRA Administrator applying the selection criteria).

F. Federal Award Administration Information

1. Federal Award Notice

Applications selected for funding will be announced in a press release and on FRA’s website after the application review period. FRA will contact applicants with successful applications after announcement with information and instructions about the award process. This notification is not an authorization to begin proposed project activities. A formal grant agreement or cooperative agreement signed by both the grantee and the FRA, including an approved scope, schedule, and budget, is required before the award is considered complete. See an example of standard terms and conditions for FRA grant awards at <https://www.fra.dot.gov/Elib/Document/14426>.

2. Administrative and National Policy Requirements

Due to funding limitations, projects that are selected for funding may receive less than the amount originally requested. In those cases, applicants must be able to demonstrate the proposed projects are still viable and can be completed with the amount awarded.

Grantees and entities receiving funding from the grantee must comply with all applicable laws and regulations. A non-exclusive list of administrative and national policy requirements that grantees must follow includes: 2 CFR part 200; procurement standards; compliance with Federal civil rights

laws and regulations; disadvantaged business enterprises; debarment and suspension; drug-free workplace; FRA’s and OMB’s Assurances and Certifications; Americans with Disabilities Act; safety oversight; NEPA; environmental justice; and the requirements in 49 U.S.C. 24405 including the Buy America requirements and the provision deeming operators rail carriers and employers for certain purposes.

3. Reporting

a. Reporting Matters Related to Integrity and Performance

Before making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold of \$250,000 (see OMB M–18–18, Implementing Statutory Changes to the Micro-Purchase and the Simplified Acquisition Thresholds for Financial Assistance, 2 CFR 200.88), FRA will 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)) (see 41 U.S.C. 2313).

An applicant, at its option, may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered and is currently in the designated integrity and performance system accessible through SAM.

FRA will consider any comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant’s integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in 2 CFR 200.205.

b. Progress Reporting on Grant Activity

Each applicant selected for a grant will be required to comply with all standard FRA reporting requirements, including quarterly progress reports, quarterly Federal financial reports, and interim and final performance reports, as well as all applicable auditing, monitoring and close out requirements. Reports may be submitted electronically.

The applicant must comply with all relevant requirements of 2 CFR part 200.

c. Performance Reporting

Each applicant selected for funding must collect information and report on the project’s performance using measures mutually agreed upon by FRA and the grantee to assess progress in achieving strategic goals and objectives. Examples of some rail performance measures are listed in the table below. The applicable measure(s) will depend upon the type of project. Applicants requesting funding for rolling stock must integrate at least one equipment/rolling stock performance measure, consistent with the grantee’s application materials and program goals.

PERFORMANCE MEASURE

Rail measures	Unit measured	Temporal	Primary strategic goal	Secondary strategic goal	Description
Slow Order Miles	Miles	Annual	State of Good Repair.	Safety	The number of miles per year within the project area that have temporary speed restrictions (“slow orders”) imposed due to track condition. This is an indicator of the overall condition of track. This measure can be used for projects to rehabilitate sections of a rail line since the rehabilitation should eliminate, or at least reduce the slow orders upon project completion.
Rail Track Grade Separation.	Count	Annual	Economic Competitiveness.	Safety	The number of annual automobile crossings that are eliminated at an at-grade crossing as a result of a new grade separation.
Passenger Counts.	Count	Annual	Economic Competitiveness.	State of Good Repair.	Count of the annual passenger boardings and alightings at stations within the project area.
Travel Time	Time/Trip	Annual	Economic Competitiveness.	Quality of Life ...	Point-to-point travel times between pre-determined station stops within the project area. This measure demonstrates how track improvements and other upgrades improve operations on a rail line. It also helps make sure the railroad is maintaining the line after project completion.
Track Miles	Miles	One Time	State of Good Repair.	Economic Competitiveness.	The number of track miles that exist within the project area. This measure can be beneficial for projects building sidings or sections of additional main line track on a railroad.

G. Federal Awarding Agency Contacts

For further information regarding this notice and the grants program, please contact Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36-412, Washington, DC 20590; email: amy.houser@dot.gov.

Ronald L. Batory,
Administrator.

[FR Doc. 2018-25044 Filed 11-15-18; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY**Office of Foreign Assets Control****Notice of OFAC Sanctions Actions**

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of four individuals that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

DATES: See **SUPPLEMENTARY INFORMATION** section.

FOR FURTHER INFORMATION CONTACT: OFAC: Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490; Assistant Director for Licensing, tel.: 202-622-2480; Assistant Director for Regulatory Affairs, tel.: 202-622-4855; or the Department of the Treasury's Office of the General Counsel: Office of the Chief Counsel (Foreign Assets Control), tel.: 202-622-2410.

SUPPLEMENTARY INFORMATION:**Electronic Availability**

The Specially Designated Nationals and Blocked Persons List and additional information concerning OFAC sanctions

programs are available on OFAC's website (www.treasury.gov/ofac).

Notice of OFAC Actions

On November 13, 2018, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authorities listed below.

Individuals

1. AL-ZAYDI, Shibl Muhsin 'Ubayd (a.k.a. AL ZAIDI, Shebl; a.k.a. AL ZĀIDI, Shibl; a.k.a. AL-ZADI, Shibl Muhsin Ubayd; a.k.a. AL-ZAYDI, Hajji Shibl Muhsin; a.k.a. MAHDI, Ja'far Salih; a.k.a. "SHIBL, Hajji"), Iraq; DOB 28 Oct 1968; POB Baghdad, Iraq; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; alt. Additional Sanctions Information—Subject to Secondary Sanctions; Gender Male (individual) [SDGT] [IRGC] [IFSR] (Linked To: ISLAMIC REVOLUTIONARY GUARD CORPS (IRGC)—QODS FORCE; Linked To: HIZBALLAH).

Designated pursuant to section 1(c) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for acting for or on behalf of ISLAMIC REVOLUTIONARY GUARD CORPS (IRGC)—QODS FORCE, an entity determined to be subject to E.O. 13224.

Designated pursuant to section 1(d)(i) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for assisting in, sponsoring, or providing financial, material, or technological support for, or financial or other services to or in support of HIZBALLAH, an entity determined to be subject to E.O. 13224.

2. HASHIM, Yusuf (a.k.a. HASHIM, Yusef; a.k.a. "SADIQ, Hajji"; a.k.a. "SADIQ, Sayyid"), Al Zahrani, Lebanon; DOB 1962; POB Beirut, Lebanon; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; Gender

Male (individual) [SDGT] (Linked To: HIZBALLAH).

Designated pursuant to section 1(c) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for acting for or on behalf of HIZBALLAH, an entity determined to be subject to E.O. 13224.

3. FARHAT, Muhammad 'Abd-Al-Hadi (a.k.a. FARHAT, Mohamad), Iraq; DOB 06 Apr 1967; POB Kuwait; nationality Lebanon; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; Gender Male; Passport RL 2274078 (individual) [SDGT] (Linked To: HIZBALLAH).

Designated pursuant to section 1(c) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for acting for or on behalf of HIZBALLAH, an entity determined to be subject to E.O. 13224.

4. KAWTHARANI, Adnan Hussein (a.k.a. AL-KAWTHARANI, Adnan; a.k.a. KAWTHARANI, Adnan Mahmud; a.k.a. KAWTHRANI, Adnan; a.k.a. KUTHERANI, Adnan), Al Zahrani, Lebanon; Najaf, Iraq; DOB 02 Sep 1954; POB Lebanon; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; Gender Male (individual) [SDGT] (Linked To: HIZBALLAH).

Designated pursuant to section 1(d)(i) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for assisting in, sponsoring, or providing financial, material, or technological support for, or financial or other services to or in support of HIZBALLAH, an entity determined to be subject to E.O. 13224.

Dated: November 13, 2018.

Andrea Gacki,

Director, Office of Foreign Assets Control.

[FR Doc. 2018-25068 Filed 11-15-18; 8:45 am]

BILLING CODE 4810-AL-P

Federal-State Partnership for State of Good Repair Program Grant

Program Overview and Notice of Funding Opportunity

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 22, 2019

Jing Xu

Senior Transportation Planner, Transit Planning & Operations
North Central Texas Council of Governments

State of Good Repair Program Grant

Overview

Agency

Federal Railroad Administration

Purpose

Reduce State of Good Repair backlog; improve **intercity passenger rail** (Amtrak) performance

Eligible Projects¹

Replace existing assets

Replace existing assets with assets that increase capacity² or provide a higher level of service

Bring existing assets to a State of Good Repair

¹Projects must ensure that service can be maintained while existing assets are brought to a State of Good Repair.

²Double-tracking alone is not eligible.

State of Good Repair Program Grant

Eligibility Information

Funding Highlights	\$272 million available (no project minimum or maximum) Due: Monday, March 18, 2019 Minimum 20% local match required
Preference	Joint applications ≥ 50% local match
Key Objectives	Support Economic Vitality Leverage Federal Funding Prepare for Future Operations/Maintenance Costs Innovative Approaches to Safety and Project Delivery Accountability

State of Good Repair Program Grant

Potential Project

Trinity Railway Express Corridor Improvements

Potential project components related to improvement on railroad assets' state of good repair, corridor capacity, system performance, safety, etc.

Shared corridor of Intercity Passenger Rail and Commuter Rail

Strong regional interests and well-established partnerships via recent or concurrent discretionary grant projects submittal (BUILD, INFRA, etc.)

Dallas Area Rapid Transit

Trinity Metro

BNSF Railway

Amtrak



BNSF: Burlington Northern and Santa Fe

State of Good Repair Program Grant

Freight/Passenger Rail Integration



Potential Project Component 1

Bridge Replacement and Double Tracking from Handley Ederville Road to Precinct Line Road.

- Rock Creek Bridge
- Walkers Creek Bridge
- Mesquite Creek Bridge

Potential Project Component 2 *

Bridge Replacement and Double Tracking from Medical Market Center to Stemmons Freeway Bridge.

- Obsession Bridge
- Inwood Bridge
- Knights Branch Bridge

* Also included in INFRA 2019 application NCTCOG is developing.

State of Good Repair Program Grant

Timeline

November 16, 2018

Notice of Funding Opportunity Announced

January 25, 2019

STTC Information

February 14, 2019

RTC Information



February 22, 2019

STTC Action

March 8, 2019

Request Deadline for Letters of Support

March 14, 2019

RTC Action

March 18, 2019

Grant Application Deadline

March 28, 2019

Executive Board Action (Endorsement)

Contact Information

Jing Xu

Senior Transportation Planner

jxu@nctcog.org

817-608-2335

Shannon Stevenson

Program Manager

sstevenson@nctcog.org

817-608-2304

INFRA Discretionary Grant Program

Proposed NCTCOG Projects

1

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

Project	Matching Funds		Proposed INFRA Request	Total Project Cost
	RTC	Other Agency		
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$5 Million (Engineering)	\$42 Million	\$58 Million	\$105 Million
IH 30 Rockwall County – Lake Ray Hubbard Bridge	N/A	\$114 Million ¹	\$100 Million	\$214 Million
North Texas Partnership Toward National Highway System (NHS) Bridge Performance Goals	\$10 Million	\$67 Million ¹	\$113.1 Million	\$190.1 Million

1. Combination of Local, Regional, State, or other Federal funds.

Proposed NCTCOG Projects – INFRA

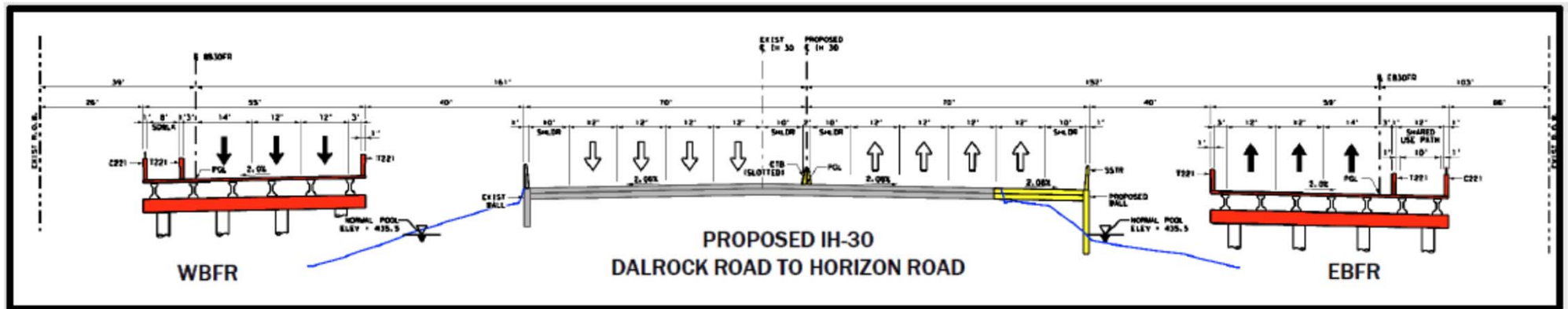
North Texas MOVES Program



Proposed NCTCOG Projects – INFRA

IH 30 Rockwall County – Lake Ray Hubbard Bridge

3



- Build 3-lane frontage roads (shown in red) in each direction between Dalrock Road and Horizon Road – **completes full 4-mile Lake Ray Hubbard crossing**
- Barrier-separated 8-foot sidewalk (westbound) and 12-foot shared-use path (eastbound) per Mobility 2045 Plan Veloweb recommendations
- Ultimate interchanges at Dalrock Road, Horizon Road, and FM 740
- Sets stage for future general purpose lane improvements (shown in yellow)

Proposed NCTCOG Projects – INFRA

North Texas Partnership Toward NHS Bridge Performance Goals

4

- From November 2018 RTC Action (Agenda Item #4):
 - “NCTCOG supports TxDOT statewide 2022 ‘Good/Poor Condition’ targets for National Highway System (NHS) bridges”
 - “Collaboration with TxDOT to plan and program projects contributing toward accomplishment of bridge goals will also including the following action: NCTCOG will focus on expedited programming to improve NHS bridges in poor condition”

State of Texas		
Bridges*	2018 Baseline	2022 Target
Good Bridge Condition		
All National Highway System Facilities	50.63%	50.42%
Poor Bridge Condition		
All National Highway System Facilities	0.88%	0.80%

* Based on total deck area.

Proposed NCTCOG Projects – INFRA

North Texas Partnership Toward NHS Bridge Performance Goals

Facility Carried	Feature(s) Crossed	County	Allocated Funds	INFRA Grant Request	Project Cost
SH 310	S. Lamar St, Budd St, & UP R/R	Dallas	\$9,639,588.60	\$6,426,392.40	\$16,065,981.00
Loop 12 NB to IH 35E NB	IH 35E SB	Dallas	\$0.00	\$1,782,995.76	\$1,782,995.76
St. Francis Ave NB	IH 30	Dallas	\$5,000,000.00	\$20,000,000.00	\$25,000,000.00
St. Francis Ave SB	IH 30	Dallas	\$5,000,000.00	\$20,000,000.00	\$25,000,000.00
FM 3163 (Milam Rd)	IH 35	Denton	\$0.00	\$30,000,000.00	\$30,000,000.00
US 80 EB	East Fork Trinity River	Kaufman	\$5,930,620.80	\$3,953,747.20	\$9,884,368.00
FM 460	US 80	Kaufman	\$4,689,155.40	\$3,126,103.60	\$7,815,259.00
IH 30 WB	FM 1903	Hunt	\$15,369,780.00	\$10,246,520.00	\$25,616,300.00
IH 30 EB					
IH 30	FM 1565 O-P	Hunt	\$25,616,300.00	\$3,000,000.00	\$28,616,300.00
IH 35W NB	IH 35W SB Alvarado Exit	Johnson	\$4,300,000.00	\$3,600,000.00	\$7,900,000.00
US 180	Dry Creek	Parker	\$1,500,000.00	\$1,000,000.00	\$2,500,000.00
US 287 NB	Carey Street	Tarrant	\$0.00	\$5,000,000.00	\$5,000,000.00
US 287 SB	Lancaster Ave	Tarrant	\$0.00	\$5,000,000.00	\$5,000,000.00
TOTAL (14 Bridges)			\$77,045,444.80	\$113,135,758.96	\$190,181,203.76

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
Existing Projects Proposed for Additional Funds									
11680	Audio/Visual Equipment - NCTCOG Offices; Replacement, Upgrade, and Monitoring of Audio/Video Equipment in the Transportation Council Room	RTC Local	N/A	\$60,109	\$50,000	\$20,000	\$130,109		P
11640.1	University Partnership Program - DSTOP; Data Supported Transportation Operations and Planning (D-STOP) Center Partnership to Support the Development of New Methodologies and Technologies for Working with Data to Improve Models for Transportation Planning and Traffic Operations	RTC Local	N/A	\$75,000	\$0	\$0	\$75,000	Propose funding fourth year of the program (FY 2020) and no longer funding program after that time.	P
11893.5	511 Traveler Information System (ITS); Develop and Implement Traveler Information System in the Region	STBG	State	\$67,000	\$780,000	\$780,000	\$1,627,000	Existing funding to cover most of FY 2020	P
11186.6	Freeway Traffic Incident Management Program, Includes Training for Agency Executives and First Responders, Quick Clearance Crash Reconstruction Training, Other Training and Education to Promote Strategies to Mitigate Traffic Incidents; Includes NCTCOG Staff Time and Consultant Assistance	CMAQ	TDCs	\$0	\$0	\$312,000	\$312,000	Funding is to continue training/staff time for program and does not include funding for a future Call for Projects; Existing funding to cover FY 2020-2021	P
11616	Regional Traffic Signal Retiming; Develop and Implement Traffic Signal Coordination in DFW Non-Attainment Area	CMAQ	State/Local	\$0	\$1,040,000	\$2,340,000	\$3,380,000	Existing funding to cover FY 2020 and part of FY 2021; Funding split is 80% federal/10% State/10% local	P
11612.2	Region-Wide Employer Trip Reduction Program (ETR); Track and Implement ETR Strategies Through Commuter/Employer Outreach; Management/Oversight of TryParkingIt.com; Performance Monitoring/Reporting; Maintain/Update the TDM Toolkit, Trip Reduction Manual for Employers, & Outreach Materials; Managed Lane Reimbursement and Administration of Vanpool Program; Includes NCTCOG Staff Time and Consultant Assistance	STBG	TDCs	\$539,000	\$861,000	\$875,000	\$2,275,000		S

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11649	DART Vanpool Program; Operate a Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service; Subsidize a Portion of the Cost for Staffing, Vehicle Lease Costs, Vanpool Vehicle Wrappings, and Emergency Ride Home Services	STBG	Local	\$991,000	\$1,155,000	\$1,197,000	\$3,343,000	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from DART transit fares Total Funding: FY 2020: \$2,831,179 Total (\$991,000 Federal, \$247,750 Local, and \$1,592,429 Local Contribution) FY 2021: \$3,849,750 Total (\$1,155,000 Federal, \$288,750 Local, and \$2,406,000 Local Contribution) FY 2022: \$3,990,000 Total (\$1,197,000 Federal, \$299,250 Local, and \$2,493,750 Local Contribution)	P
11176.8	FWTA Vanpool Program; Operate Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service; Includes Cost of Vehicle Leasing and Part of Administrative Costs, Balance of Costs are 100% Local	STBG	Local	\$624,000	\$635,000	\$645,000	\$1,904,000	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from Trinity Metro transit fares Total Funding: FY 2020: \$1,782,857 Total (\$624,000 Federal, \$156,000 Local, and \$1,002,857 Local Contribution) FY 2021: \$2,116,667 Total (\$635,000 Federal, \$158,750 Local, and \$1,322,667 Local Contribution) FY 2022: \$2,150,000 Total (\$645,000 Federal, \$161,250 Local, and \$1,343,750 Local Contribution)	P
11639.1	DCTA Vanpool Program; Operate a Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service	STBG	Local	\$301,600	\$327,600	\$364,000	\$993,200	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from DCTA transit fares Total Funding: FY 2020: \$861,714 Total (\$301,600 Federal, \$75,400 Local, and \$484,714 Local Contribution) FY 2021: \$1,092,000 Total (\$327,600 Federal, \$81,900 Local, and \$682,500 Local Contribution) FY 2022: \$1,213,333 Total (\$364,000 Federal, \$91,000 Local, and \$758,333 Local Contribution)	P

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11888.9	Aviation Support Integrated Systems; Unmanned Aircraft System Planning and Implementation (Ordinances, Land Use Support, Outreach, and Education); Unmanned Aircraft System Task Force and Coordination	RTC Local	N/A	\$55,597	\$275,000	\$275,000	\$605,597	Propose to consolidate all aviation projects (TIP 11888.3, 11888.5, 11888.7, and 11888.8) into this new project; Existing funding covers most of FY 2020	S
11657.2	Air Quality Public Education and Outreach Program	CMAQ	TDCs	\$1,088,000	\$1,560,000	\$1,560,000	\$4,208,000		S
11618.1	Regional Mobility Assistance Patrol (Dallas District)	STBG	State	\$3,645,000	\$3,400,000	\$3,450,000	\$10,495,000	Total Funding: FY 2020: \$4,556,250 Total (\$3,645,000 Federal, \$911,250 State) FY 2021: \$4,250,000 Total (\$3,400,000 Federal, \$850,000 State) FY 2022: \$4,312,500 Total (\$3,450,000 Federal, \$862,500 State)	P
11619.1	Regional Mobility Assistance Patrol (Fort Worth District)	STBG	State	\$2,076,000	\$2,125,000	\$2,215,000	\$6,416,000	Total Funding: FY 2020: \$2,595,000 Total (\$2,076,000 Federal and \$519,000 State) FY 2021: \$2,656,250 Total (\$2,125,000 Federal and \$531,250 State) FY 2022: \$2,768,750 Total (\$2,215,000 Federal and \$553,750 State)	P
11983	IH 30 Frontage Road at AT&T Way; Parking Upgrades to Allow for a 100 Space Park-and-Ride Including Lighting, Signage, Striping, Median Improvements, and Insurance	RTC Local	N/A	\$1,100	\$6,000	\$6,000	\$13,100	Existing funding covers portion of FY 2020	P
11635.1	Implementation and Administration of Air Quality and Transportation Projects Funded with RTR Funds	RTR 121-ESA2	N/A	\$0	\$465,000	\$465,000	\$930,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11655.1	Revenue and Project Tracking, Software Development Project, and Fiscal Management Information Systems	STBG	TDCs	\$332,800	\$447,200	\$457,600	\$1,237,600	Existing funding will cover part of FY 2020	S
11892	NASJRB; Planning, Administration, and Implementation of Naval Air Station Joint Reserve Base Joint Land Use Development Study; Regional Military and Community Coordination and Implementation	RTC Local	N/A	\$150,000	\$150,000	\$150,000	\$450,000		S
11654.1	Technical and Legal Support for Innovative Financing on Roadways, Transit, and Air Quality Projects in the Dallas-Fort Worth MPO; Including Researching, Developing, and Negotiating Legal Mechanisms to Implement Programs and Initiatives to Ensure Compliance with Federal, State and Policy Body Requirements	RTR 121-ESA2	N/A	\$150,000	\$150,000	\$150,000	\$450,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11694	Regional Air Quality Initiatives: Identify and Implement Policies/Best Practices to Improve Air Quality and Ensure Compliance with Federal Standards; Including Strategies to Reduce Emissions from Commercial and Consumer Vehicles, Implementation of New Vehicle Technologies, and Assist Local Governments and Business with the Deployment of Low-Emission Technologies	STBG	TDCs	\$1,456,000	\$2,543,000	\$2,594,000	\$6,593,000	Existing funding to cover part of FY 2020	S
11660	Air Quality Initiatives: Energy Efficiency - Implement Projects to Reduce Energy Use and Increase Energy Efficiency Measures Within the Public and Private Sector to Reduce Air Quality Impacts	RTC Local	N/A	\$25,000	\$25,000	\$25,000	\$75,000	Seeking non-RTC Funds as well (SECO)	S
11659.1	Transportation Department Vehicle: Purchase/Lease/Capital, Labor, and Non-Labor Expenses for NCTCOG Transportation Department Low Emissions Vehicle #3 and #4, Which will Replace the 2008 Ford Escape and Toyota RAV4; Includes Maintenance for Car #3 and #4	RTC Local	N/A	\$55,000	\$35,000	\$35,000	\$125,000	Fund maintenance for car #3 and #4 until FY 2030, fund capital/lease cost of car #4	P
11634.1	FHWA Managed Lane Pool Fund Study; Identify and Implement Research Regarding the Planning and Operation of Managed Lanes; Develop New Standards for Managed Lanes	RTC Local	N/A	\$20,000	\$20,000	\$20,000	\$60,000	DFW contribution to national effort	P
11613.2	Regional Goods Movement/Corridor Studies; Conduct General Corridor Studies and Planning Activities in Support Of The Region's Goods Movement Including; NCTCOG Staff Time and Consultant Assistance to Assess Impact of Truck, Rail, and Other Freight Movement, Data Collection and Analysis, Safety, Coordination with Private Sector Partners in Freight Businesses; Monitoring Truck Lane Corridors, Hazmat, Economic Analysis, Land Use Compatibility, Passenger and Freight Rail Integration, Public Outreach and Education	STBG	TDCs	\$614,000	\$657,000	\$674,000	\$1,945,000		S
20269	Incident Management and Safety Patrol Pilot Program: Signage and Striping (RTR)	RTR 121-ESA2	N/A	\$0	\$200,000	\$200,000	\$400,000	Existing funding to cover FY 2020; Fund program until FY 2022; RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	P

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**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11679	Planning Support and Technical Expertise: Implementation of Passenger Rail in Regional Rail Corridors	RTR 121-ESA2	N/A	\$0	\$85,000	\$320,000	\$405,000	Existing funding will cover FY 2020 and most of FY 2021; RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11554.2	People Mover Test Track; Including Analysis of Various Technologies and Alignment Options for Warranted People Mover Locations in the DFW Region and Connect Those Locations to Existing Regional Transportation Networks	STBG	TDCs	\$122,000	\$520,000	\$260,000	\$902,000		P
20200	Sustainability for Transit: Transit Operations and Regional Coordination	RTR 121-ESA2	N/A	\$750,000	\$750,000	\$750,000	\$2,250,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	P
11622.3	Travel Survey & Data Collection Program: To Provide Travel Information Used to Create Analytical Tools for all Planning, Air Quality, and Management Projects in the MPA; Analysis of Transit Performance in Real-Time and Forecast Future Ridership Amongst the Three Major Transit Agencies; Inclusion of Non-Motorized Trips into the Regional Travel Model; Development of Dynamic Traffic Assignment Model for Roadway Network Analysis Under High Levels of Congestion	STBG	TDCs	\$1,581,000	\$1,695,000	\$780,000	\$4,056,000		P
11615.2	Regional Aerial Photography: Data Collection/Planning	STBG	State/Local	\$0	\$1,000,000	\$0	\$1,000,000		P
25026	Wetlands/Tree Mitigation Project	RTR 121-ESA2	N/A	\$100,000	\$100,000	\$100,000	\$300,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11650	Corridor Studies and Capital Asset Management	STBG	TDCs	\$125,000	\$280,000	\$292,000	\$697,000	Existing funding to cover part of FY 2020	S
11621.2	Planning Studies and Streamlined Project Delivery (Regional); Provide MPO Planning Support and Technical Assistance for Surface Transportation Projects Within the Metropolitan Planning Area Including Planning Studies and Expedite Environmental Review Process	STBG	TDCs	\$1,000,000	\$1,248,000	\$1,248,000	\$3,496,000		S
11647	Land Use/Transportation and Bike/Pedestrian Initiatives Includes Bicycle/Pedestrian Planning, Transit Oriented Development, Regional Pedestrian Safety Program, Implementation of Sustainable Development Initiatives; Includes NCTCOG Staff Time and Possible Consultant Assistance to Develop and Implement Funding Programs, Collect and Analyze Data, School Siting/Land Use Connections, Safe Routes to School, Safety and Education	STBG	TDCs	\$749,000	\$1,503,000	\$1,524,000	\$3,776,000		S

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
Proposed New Projects									
11689	University Partnership Program (UPP): Support University Work Efforts on Projects Selected by NCTCOG in Areas Such as Transportation Planning/Modeling, Autonomous Vehicles, Congestion Management, Sustainable Development, Air Quality Improvement, and Data Collection and Analysis	RTC Local	N/A	\$100,000	\$100,000	\$100,000	\$300,000		P
11691	Congestion Management/Asset Information Planning Tool; Develop Tool to Integrate Data to Enable Creation of Corridor Analyses Sheets Based on User Interface Selected Parameters, Collection and Integration of Asset Data; Administration of Mobility Assistance Patrol; ITS Data Architecture Updates and Compliance; Coordinating ITS Integration Activities Among Regional Agencies	STBG	TDCs	\$260,000	\$104,000	\$45,000	\$409,000		S
11675.2	Denton Greenbelt Project - New Alignment near FM 428/Milam Road from IH 35 to Dallas North Tollway; Development of a High-Level Site Plan to Mitigate the Effects of Roadway Expansion Through the Denton Greenbelt; Includes NCTCOG Staff Time	RTC Local	N/A	\$40,000	\$35,000	\$20,000	\$95,000	Propose to split from TIP 11675 as a follow-up implementation project	S
11692	Regional Parking Management Tools & Strategies Program - Develop and Implement Data Driven Tools and Strategies to Support Public Sector in Management of Parking at Multimodal Locations	STBG	TDCs	\$156,000	\$208,000	\$156,000	\$520,000		S
11693	Smart Transit Corridors and Walkable Places; Develop and Implement Multimodal Strategies to Increase Non-Single Occupant Vehicle Transportation Options Through Coordinated Land Use and Transportation Planning in Priority Transit Corridors and Walkable Neighborhoods	STBG	TDCs	\$312,000	\$364,000	\$468,000	\$1,144,000		S
				\$17,621,206	\$24,898,800	\$24,872,600	\$67,392,606		

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**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
Projects with Funds Being Removed									
11666	Downtown Dallas Central Business District; Conduct a Pilot Study on Parking Demand and Innovative Parking Technologies for Downtown Dallas	STBG	Local	-\$400,000	\$0	\$0	-\$400,000	Turn back funding due to change in priorities by City of Dallas; \$500,000 total removed (\$400,000 Federal and \$100,000 Local)	P
11668	SH 161 from Conflans Rd to Beltline Rd; Provide Staging of Wreckers for Normal Hours of Operation and as Requested for Special Events in Order to Clear Non-Recurrent Congestion Quickly; Includes NCTCOG Staff Time to Partner with the City to Contract with Authorized Wrecker Service to Clear Incidents and Debris Along Peak Period Lanes	STBG	N/A	-\$38,967	\$0	\$0	-\$38,967	Project to be completed in 5/2019; Remove remaining funds	P
20220	IH 35E Streamline Project Delivery	RTR 121-DE1	N/A	-\$827,788	\$0	\$0	-\$827,788	Return funding to Denton Co RTR pool; RTR 121- DE (Account 1) Funds	S
				-\$1,266,755	\$0	\$0	-\$1,266,755		

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹			
	FY 2020	FY 2021	FY 2022	Total
Financial Summary				
Funding Source	FY 2020	FY 2021	FY 2022	Total
Existing Projects Proposed for Additional Funds				
CMAQ	\$1,088,000	\$2,600,000	\$4,212,000	\$7,900,000
STBG	\$14,223,400	\$19,176,800	\$17,355,600	\$50,755,800
RTR	\$1,000,000	\$1,750,000	\$1,985,000	\$4,735,000
RTC Local	\$441,806	\$561,000	\$531,000	\$1,533,806
Subtotal	\$16,753,206	\$24,087,800	\$24,083,600	\$64,924,606
TDCs (Not Calculated in Funding Totals)	1,666,960	2,398,040	2,249,120	6,314,120
Proposed New Project Funding				
STBG	\$728,000	\$676,000	\$669,000	\$2,073,000
RTC Local	\$140,000	\$135,000	\$120,000	\$395,000
Subtotal	\$868,000	\$811,000	\$789,000	\$2,468,000
Projects with Funds Being Removed				
STBG	-\$438,967	\$0	\$0	-\$438,967
RTR	-\$827,788	\$0	\$0	-\$827,788
Subtotal	-\$1,266,755	\$0	\$0	-\$1,266,755
Net Additional Funds Being Requested				
CMAQ	\$1,088,000	\$2,600,000	\$4,212,000	\$7,900,000
STBG	\$14,512,433	\$19,852,800	\$18,024,600	\$52,389,833
RTR	\$172,212	\$1,750,000	\$1,985,000	\$3,907,212
RTC Local	\$581,806	\$696,000	\$651,000	\$1,928,806
Total	\$16,354,451	\$24,898,800	\$24,872,600	\$66,125,851

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**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹			
	FY 2020	FY 2021	FY 2022	Total
Pass Through Vs. Staff Time Summary				
P-Mostly Pass-Through Funds	\$10,468,809	\$13,838,600	\$13,474,000	\$37,781,409
Mostly-Pass Through Being Removed	-\$438,967	\$0	\$0	-\$438,967
S-Mostly Staff or Consultant Time	\$7,152,397	\$11,060,200	\$11,398,600	\$29,611,197
Mostly-Staff or Consultant Time Being Removed	-\$827,788	\$0	\$0	-\$827,788
Total	\$16,354,451	\$24,898,800	\$24,872,600	\$66,125,851

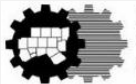
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2017-2018 CMAQ/STBG* FUNDING: REGIONAL/AIR QUALITY AND MANAGEMENT AND OPERATIONS PROGRAMS

Surface Transportation Technical Committee

February 22, 2019

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



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

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

☑ = Project Selection Completed ■ = Program Partially Completed ■ = Pending STTC/RTC Approval

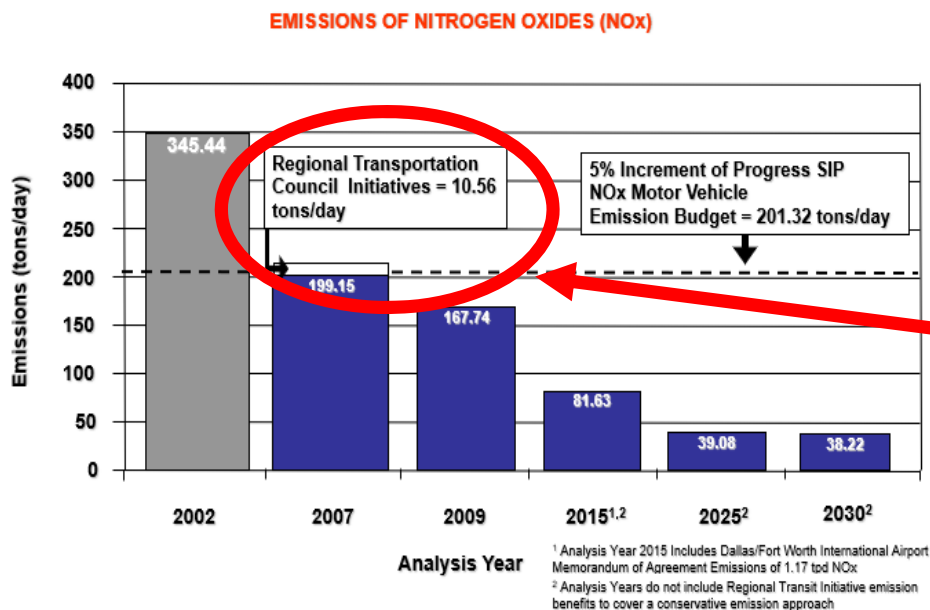
BACKGROUND

- Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years
- Last review occurred in 2014-2015 and projects were funded through Fiscal Year (FY) 2018
- Using Transportation Improvement Program (TIP) Action last year, projects were extended into FY 2019 if carryover funds were insufficient

PURPOSE AND NEED

- Ensures that programs and projects continue without interruption in FY 2020-2022
- Enables staff to respond to certain planning and implementation assistance requests (e.g., environmental justice and data collection efforts)
- Assigns resources for RTC priorities
- Improves air quality initiatives

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB)
- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity
- Upon MVEB reset, which is scheduled for later this year, Conformity approval is uncertain and these programs can help tip the scales

PROGRAM AND PROJECT TYPES

- **Regional/Air Quality**

(Vanpool Program, Clean Air Programs/Projects, Traffic Signal Retiming, etc.)

- **Management & Operations**

(Mobility Assistance Patrol, Transit Operations, etc.)

- **Regional Projects/Programs**

(Aviation, Freeway Incident Management, Data Collection, etc.)

DRAFT SUBJECT TO REVISION

SUMMARY OF PROPOSED FUNDING

Funding Category	RTC Share (\$ in Millions)
CMAQ	\$7.90
STBG	\$52.83
Regional Toll Revenue (RTR)	\$4.74
RTC Local	\$1.93
Subtotal	\$67.40
Funds Proposed for Removal*	(\$1.27)
Net Additional Funds Being Requested	\$66.13

*This funding will be used to offset funds requested in overall program. Please reference mailout for a list of projects from which staff is proposing to remove funding.

ADDITIONAL DETAILS ON PROPOSED FUNDING

- Funding is being requested for fiscal years 2020-2022.
- \$15.41M of carryover funding from existing projects reduced the overall funding need.
- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).

Category of Expenditure	Funding Amount
NCTCOG-Implemented (staff time and consultants)	\$28.78M
Pass-Through to Local Transportation Agencies	\$37.35M
Total	\$66.13M

APPROVAL TIMELINE

Meeting/Task	Date
STTC Information	February 22, 2019
RTC Information	March 14, 2019
Public Meetings	March 2019
STTC Action	March 22, 2019
RTC Action	April 11, 2019

QUESTIONS?

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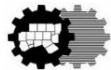
2017-2018 CMAQ/STBG Funding Program: Assessment Policy
Draft Recommendations

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
						Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	BUILD Grant	State	Local	Private		Total Proposed Funding
City of Anna	Ferguson Pkwy	From Collin County Outer Loop to Elm Street	Construct 0/2 to 4 lane urban divided (6 lanes ultimate), including new sidewalks and 0 to 6 lane bridge over Slayter Creek	2020	ENG	\$0	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601	Staff is proposing to fund the engineering phase and bring a proposal back at a later date to fund the rest of the project, which will have a repayment component
Subtotal						\$0	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601	
TxDOT Fort Worth	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane frontage road, bridge over Riverside Parkway, and new sidewalks	2020	ENG	\$0	\$0	\$0	\$0	\$2,345,974	\$0	\$2,345,974	Engineering phase to be funded by the City of Grand Prairie and/or a private developer; Half of the RTC's contribution to the construction phase will be repaid over a 10-year period
				2023	CON	\$81,677	\$10,110,749	\$0	\$1,274,053	\$1,274,053	\$0	\$12,740,532	
Subtotal						\$81,677	\$10,110,749	\$0	\$1,274,053	\$3,620,027	\$0	\$15,086,506	
TxDOT Fort Worth	Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway	On Avondale-Haslet from Intermodal Parkway to West of Haslet County Line Road; Haslet Parkway/Intermodal Parkway Connector from IH 35W/SH 170 to Transport Drive	On Avondale-Haslet: Construct new 0 to 4 lane and reconstruct existing 2 lane to 4 lane divided urban roadway including intersection improvements at FM 156 and new sidewalks; On Haslet Parkway/Intermodal Parkway: Construct 0 to 4 lane divided urban with new sidewalks	2019	ENG	\$0	\$2,968,000	\$0	\$0	\$742,000	\$0	\$3,710,000	Engineering funding was previously approved by the RTC; Some right-of-way to be donated by private landowners; The RTC will be paid back \$6,900,000 over a 20-year period; Tarrant County to contribute \$2,000,000 for construction; TxDOT to provide state match for on-system project components; City of Haslet to pay for utility relocations
				2020	ROW	\$0	\$0	\$0	\$0	\$3,947,000	\$5,053,000	\$9,000,000	
				2020	UTIL	\$0	\$0	\$0	\$0	\$2,966,000	\$0	\$2,966,000	
				2020	CON	\$4,633,760	\$12,398,240	\$20,000,000	\$1,096,320	\$5,461,680	\$2,700,000	\$46,290,000	
Subtotal						\$4,633,760	\$15,366,240	\$20,000,000	\$1,096,320	\$13,116,680	\$7,753,000	\$61,966,000	
City of Fort Worth	Butler Housing Project	TBD	TBD	TBD	ENG	\$0	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000	Staff proposes to only fund engineering and right-of-way at this time; Tax Increment Financing (TIF) District is being created; Staff to bring a proposal back at a later date for construction funding, which will have a payback component
				TBD	ROW	\$0	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000	
Subtotal						\$0	\$2,400,000	\$0	\$0	\$600,000	\$0	\$3,000,000	
City of Dallas	Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)	TBD	TBD	TBD	ENG	\$0	\$6,400,000	\$0	\$0	\$1,600,000	\$0	\$8,000,000	Staff proposes to only fund engineering at this time; Staff to bring a proposal back at a later date for construction funding, which will have a payback component; Funding will be divided among the Dallas Central Business District (High-Speed Rail Station Area) and Oak Farms projects
Subtotal						\$0	\$6,400,000	\$0	\$0	\$1,600,000	\$0	\$8,000,000	
Grand Total						\$4,715,437	\$35,349,470	\$20,000,000	\$2,370,373	\$19,204,827	\$7,753,000	\$89,393,107	

2017-2018 CMAQ/STBG* FUNDING: ASSESSMENT POLICY PROGRAM

Surface Transportation Technical Committee
February 22, 2019

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



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

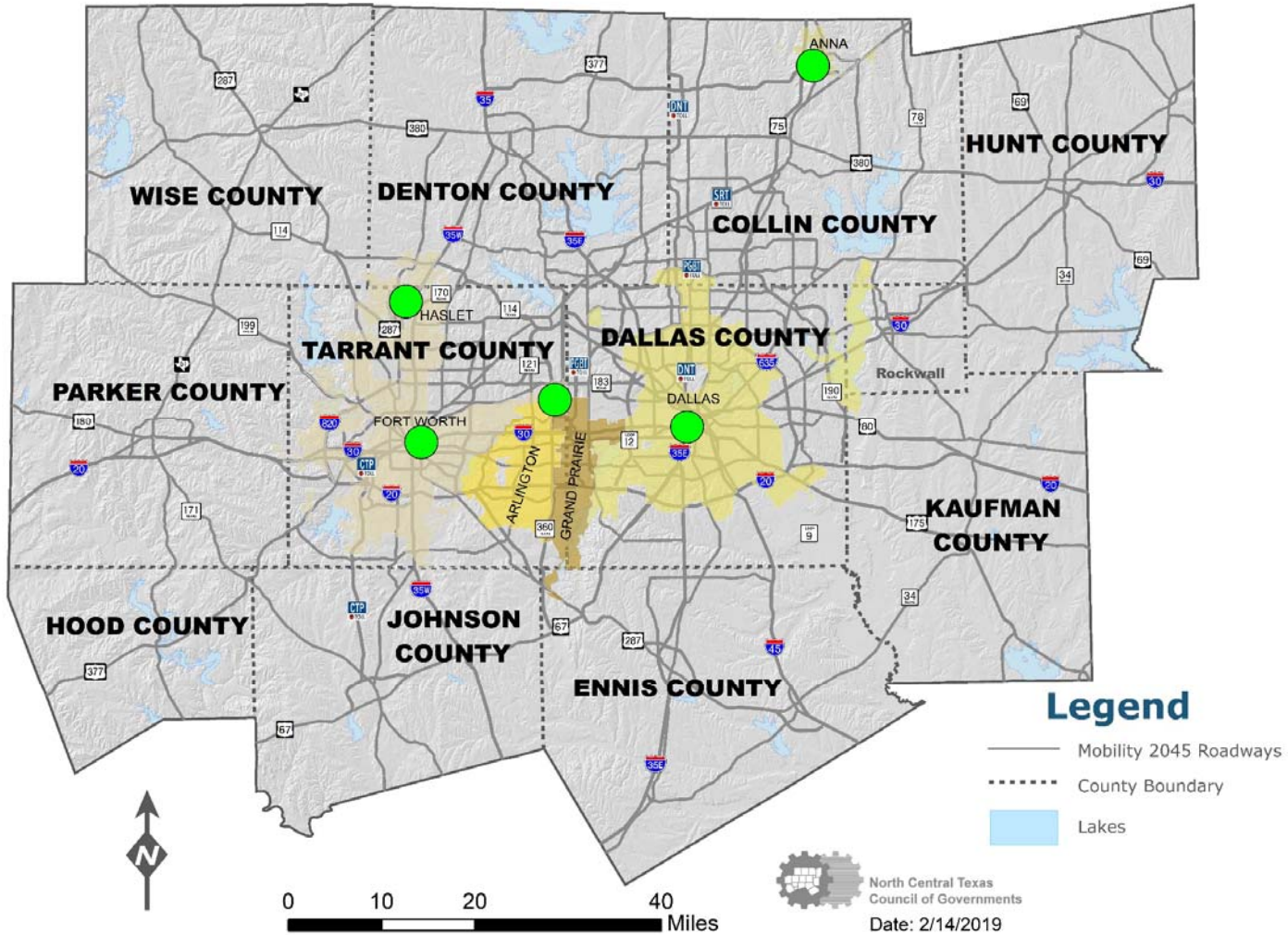
- ☑ Federal/Local Funding Exchanges
- ☑ Automated Vehicle Program
 - ☑ Round 1 ☑ Round 2
- ☑ Strategic Partnerships
 - ☑ Round 1 ☑ Round 2 ☑ Round 3/Intersection Improvements/Policy Bundle TDCs
- ☑ Planning and Other Studies
- ☑ 10-Year Plan/Proposition 1 Adjustments
- ☑ Sustainable Development Phase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

☑ = Project Selection Completed ■ = Program Partially Completed ■ = Pending STTC/RTC Approval

ASSESSMENT POLICY PROGRAM PROJECTS

Description/ Purpose	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
Initial Requests	<ul style="list-style-type: none">• Ferguson Parkway in City of Anna• Avondale-Haslet Road in City of Haslet

Assessment Policy Program Project Locations



PROPOSED FUNDING SUMMARY

DRAFT

PROJECT	AGENCY	PROPOSED NEW RTC FUNDING¹
Ferguson Parkway	City of Anna	\$1,072,481
SH 360 Frontage Road	TxDOT Fort Worth	\$10,192,426
Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway	TxDOT Fort Worth	\$17,032,000
Butler Housing Project	City of Fort Worth	\$2,400,000
Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)	City of Dallas	\$6,400,000
Total		\$37,096,907

1: Proposed funding includes the RTC share only for both the amounts proposed to be a grant and the funding to be paid back to the RTC; Does not include engineering funding previously approved by the RTC on the project in the City of Haslet

FERGUSON PARKWAY – CITY OF ANNA

- Staff proposes to fund the engineering phase while other funding partners are finalized.
- A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
- Value capture mechanism: Roadway Impact Fee

SH 360 FRONTAGE ROAD – TxDOT FORT WORTH

- Staff proposes to fund part of the project as a grant as there are reliability and mobility benefits.
- The remaining portion will be repaid to the RTC as there are economic development benefits as well.
- The City of Grand Prairie will repay half of the RTC's contribution.
 - The proposed loaned amount will be repaid with 2.4% interest.
 - Payback period no greater than 10 years.
- Value capture mechanism: Tax Increment Financing (TIF)

AVONDALE-HASLET ROAD/HASLET PARKWAY/INTERMODAL PARKWAY – TxDOT FORT WORTH

- Project was selected to receive a Better Utilizing Investments to Leverage Development (BUILD) grant of \$20,000,000
- The City of Haslet will repay \$6,900,000 to the RTC
 - The proposed loaned amount will be repaid with 2.4% interest.
 - Payback period no greater than 20 years.
- Value capture mechanisms: Tax Increment Reinvestment Zone (TIRZ), TIF, City, Private Sector, Other

ADDITIONAL PROJECTS

- Butler Housing
 - Staff proposes to fund engineering and right-of-way at this time
 - A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
- Dallas CBD (HSR Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)
 - Staff proposes to fund engineering at this time
 - A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
 - Funding will be divided among the Dallas CBD HSR Station Area and Oak Farms projects

TIMELINE

MEETING/TASK	DATE
STTC Information	February 22, 2019
Public Involvement	Week of March 11, 2019
RTC Information	March 14, 2019
STTC Action	March 22, 2019
RTC Action	April 11, 2019

QUESTIONS?

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Community College Partnership

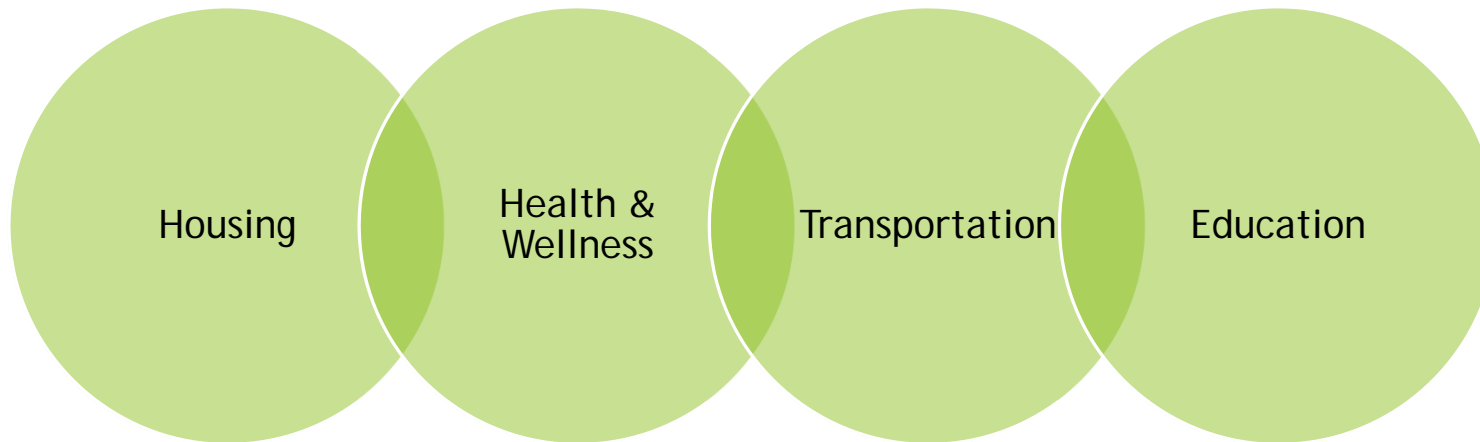
Surface Transportation Technical Committee

February 22, 2019

Shannon Stevenson

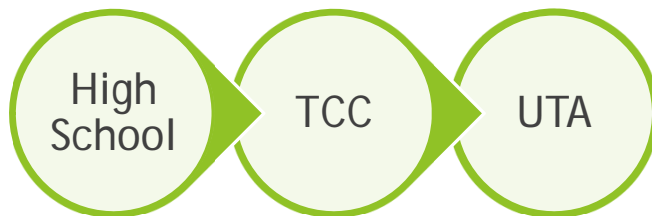
Program Manager, Transit Planning & Operations

Holistic Approach to Addressing Poverty



Background

- ▶ Meeting: NCTCOG, Dr. Ben Carson, Secretary of Housing and Urban Development & Dr. Eugene Giovannini, Tarrant County College (TCC) Chancellor
 - ▶ Discussions on Addressing Poverty Holistically
 - ▶ Transportation Initiatives
 - ▶ Project A: Student Transit Passes
 - ▶ Project B: Explore Shuttle for AISD Students to TCC and UTA



- ▶ Conclusion: Improve Transportation Options for Students

Project A: Student Transit Passes

- ▶ **Concept:** Provide transit passes for TCC students* giving TCC ability to use resources for additional scholarships
- ▶ **Partnership:** NCTCOG, TCC, and Trinity Metro
- ▶ **Where:** Tarrant County
- ▶ **When:** Fall 2019
- ▶ **How Much:** \$300,000 for Two Years (\$150,000 each year)
- ▶ **Proposed Funding Source:** RTC Local Funds

*TCC currently provides transit passes for students

Project B: AISD-TCC-UTA Shuttle

- ▶ **Concept:** Provide transit for students (and others) between AISD campuses, TCC, UTA, and Park & Ride Lots
- ▶ **Partnership:** NCTCOG, the City of Arlington, AISD, TCC, and UTA
- ▶ **Where:** Arlington
- ▶ **When:** Fall 2019
- ▶ **How Much:** \$500,000 for Two Years (\$250,000 each year)
- ▶ **Proposed Funding Source:** Existing FTA Funds Previously Set Aside

FTA: Federal Transit Administration

Tentative Schedule

February 22, 2019

STTC Information

February/March 2019

Partner Coordination

March 14, 2019

RTC Information

March 22, 2019

STTC Action

April 11, 2019

RTC Action

May/June 2019

Project Development

Fall 2019

Project Implementation

Summer 2020

Project Evaluation

January 2021

Possible Project Expansion to Dallas County

For More Information

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MTP Policy Bundle Fact Sheet – Round 3

Must my entity complete a new Application?

Yes, all entities must complete a new Application each year and submit all required documentation.

How many TDCs will be available?

Annually, the Transportation Improvement Program (TIP) team will review federal funding availability for the upcoming year and determine the number of Transportation Development Credit's (TDCs) to be allocated to all new qualifying entities.

When can I request an Application?

Applications can be requested at any time, but Applications will not be available to be sent to the requestors until the next round opens in the fall.

How do I request an Application?

Applications can be requested by going to: <https://www.nctcog.org/trans/plan/mtp/policy-bundle> and clicking on the *Request an Application* link.

How long do we have to use any TDCs awarded?

TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise. Entities have one year from the date of the award to add new projects to the TIP. Entities must work with NCTCOG staff to allocate TDCs to an eligible project. Once projects are selected for inclusion in the TIP, entities have two years to meet the following requirements or the TDCs expire:

- Sign a TDC agreement with the Metropolitan Planning Organization
- Begin project implementation

What type of projects are eligible?

- Must be used for new projects, not previously selected projects
- Must be eligible for federal roadway or air quality funds
- Projects that improve air quality and relieve congestion, including transit improvements, bicycle and pedestrian facilities and programs, and traffic flow improvements
- Projects will be vetted against typical Regional Transportation Council selection criteria

Timeline for MTP Policy Bundle – Round 3:

March 15, 2019	April 15, 2019	June 2019
Applications due for those requesting NCTCOG assistance	Policy Bundle Round 3 Application Deadline	Regional Transportation Council Approval of Policy Bundle Awards

TRANSPORTATION AND GENTRIFICATION: A TOOLBOX FOR POSITIVE NEIGHBORHOOD CHANGE

Surface Transportation Technical Committee

Travis Liska, AICP

February 22, 2019



North Central Texas
Council of Governments

Report Outline



Explore the meaning and implications of gentrification for North Texas.



Summarize a variety of policy/legislative examples and programs implemented across the country.



Provide a resource guide on strategies that various levels of government may use to best facilitate positive equitable outcomes for all residents and businesses potentially affected by gentrification.

Definition

“Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood.”

- The Brookings Institution Center on Urban and Metropolitan Policy

Relationship To Transportation

Transportation investments can impact communities, but the context of overall community condition must be considered.

Public Infrastructure
Investment



Socioeconomic Factors

Location Context

Real Estate Market

Revitalization

Goal: Achieve Revitalization

Gentrification

Physically upgrades the housing stock

Displaces original residents with affluent households

Changes the character of a neighborhood and disrupts social networks

vs.

vs.

vs.

Revitalization

Creates affordable options for original residents and upgrades housing

Adds employment and other opportunities for existing residents

Retains neighborhood character- physical upgrades and enhances social components of the community

Strategies



Strategies

Nineteen strategies applicable to four levels of government – city, county, region, state

Creating

Inclusionary
Zoning

By-Right Zoning

Maintaining

Property Tax
Strategies

Renter Protections

Empowering

Neighborhood
Plans

Community Land
Trusts

Recommendations

Actions at all levels of government: City, County, Region, State

Planning – prepare for growth and empower community

Education and Coordination – Leveraging tools like community land trusts

Legislation and Policy – Expanding the legal capacity of local governments to use housing tools and strategies



Gentrification Study Link and Contacts

<https://www.nctcog.org/housing>

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Karla Weaver, AICP
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Project to Ensure Compliance with Required Energy Reporting

BACKGROUND

Senate Bill (SB) 898, 82nd Legislature

Purpose: Lower Local Government Energy Consumption

Requirements: Requires all Local Governments in Ozone Nonattainment Areas to Establish Goals to Reduce Electricity Consumption and to Submit Annual Reporting

Issue: Lack of Awareness, Non-Compliance with Annual Reporting Requirement

State Energy Conservation Office (SECO) Approached NCTCOG to Increase Knowledge and Compliance of SB 898

REGIONAL ENERGY MANAGER PROJECT OVERVIEW

Partnership Within NCTCOG, Between Transportation and Environment & Development Staff

Goals:

Expand Local Government Staff Capabilities in Energy Management Topics

Increase Use of Energy and Water Benchmarking Tools

Improve Accuracy of Emissions Reduction Data Associated with Reduced Energy Use

Major Activities:

Conduct Regional Survey

Host Workshops/Trainings

Distribute Information via Website

Assist with Energy and Water Consumption Reporting

PROJECT BUDGET

Total Project Budget:

\$125,000 Department of Energy Funding Through the State Energy Conservation Office
Funds Shared Equally by Transportation and Environment & Development Departments

\$25,000 Match Required

Maximum Transportation Department Match Commitment: \$12,500 RTC Local

May be Offset by Contributions Documented by Environment & Development Department

REGIONAL SURVEY

To stay up to date on this project and survey availability, sign up for the energy management and energy efficiency mailing list at <https://www.nctcog.org/envir/natural-resources/energy-efficiency>

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, January 14, 2019-Tuesday, February 12, 2019 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. FY2018 and FY2019 Unified Planning Work Program Modifications

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

Summary of Presentation

Work Program Modifications Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/01/UPWP-Handout.pdf>

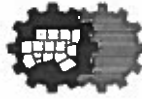
The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning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

The modifications included in this round of amendments address additional funding for Clean Cities outreach, a fleet workshop at the 2019 EarthX event, lease payments and operational costs for the Transportation Department vehicle and funding adjustments to support transit initiatives.

The Regional Transportation Council (RTC) will take action on the FY2018 and FY2019 UPWP modifications in February.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Please see attachment for comment submitted via mail.



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 Phyllis Silver

Organization _____

Date 1/20/19

Meeting Location _____

Please provide written comments below:

In response to the FY 2018 & FY 2019 Unified
 Planning Work Program for Regional Transportation
 Planning, it is refreshing that the Transportation
 Division of NCTCOG continues to support clean air
 initiatives despite the reduction of Federal air
 pollution controls.

Phyllis Silver

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 Thursday, December 20, through Saturday, January 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Transit comments, including the opening and operation of TEXRail, as well as expansion of transit, were in the majority.

Air Quality

Twitter

1. Clear Air Partners Honored [nadallas.com/DAL/December-2018/Clear-Air-Partners-Honored/#.XB1BBAXwh2M.twitter](https://www.nadallas.com/DAL/December-2018/Clear-Air-Partners-Honored/#.XB1BBAXwh2M.twitter) ... @NCTCOGtrans #CleanAir – Natural Awakenings (@NaturalDallas)



2. North Texas Ozone Compliance Reclassified to Serious Nonattainment <https://www.nadallas.com/DAL/January-2019/North-Texas-Ozone-Compliance-Reclassified-to-Serious-Nonattainment/#.XDyZdMEqCdE.twitter> ... @NCTCOGtrans #HealthyPlanet #CleanAir – Natural Awakenings (@NaturalDallas)



Autonomous Vehicles

Twitter

1. And @NCTCOGtrans funding of a regional autonomous vehicle program.



Bicycle & Pedestrian

Twitter

1. @CityOfDallas @DallasParkRec @TxDOTDallas @NCTCOGtrans @DallasCityMgr @oncor – Lee M. Kleinman (@LeeforDallas)




Innovative Vehicles & Technology

Twitter

1. Flying cars? Maaaybe. Bell unveils design for air taxi that could soon be buzzing around DFW: <http://bit.ly/2FmMjHW> – NCTCOGTransportation (@NCTCOGtrans)




.@NCTCOGtrans thanks for the feature from your fellow #DallasFortWorth neighbor!
More info? Visit – Bell #FlyBellNexus (@BellFlight)



CES - Bell
Last year, we unveiled the cabin passenger experience and signaled our intent to lead on-demand mobility, and in 2019 we aren't holding back.
bellflight.com

2. TRECcast: Transportation Technology Integration With @nctcogtrans Kevin Feldt (sponsored by @bokapowell) – TREC Dallas (@TRECDallas)



TRECcast: Transportation Technology Integration ...
On this edition of TRECcast, we chat with Kevin Feldt, the North Central Texas Council of Governments' program manager for transportation planning, about recouncil.com

Facebook

1. Flying cars? Maaaybe. Bell unveils design for air taxi that could soon be buzzing around DFW: <http://bit.ly/2FmMjHW> – NCTCOG Transportation Department




– Loren Stewart

Public Meetings & Forums

Twitter

1. Attending the January meeting of the Tarrant Regional Transportation Coalition (TRTC).
@trtcmobility @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit
@NCTCOGtrans – at Intermodal Transportation Center Station (Amtrak, Greyhound, TRE, The
T) – Sal Espino (@SAL_FW)



Tarrant Regional Transportation Coalition

1509B South University Drive, Suite 276 • Fort Worth, TX 76107
 • 817-850-7940 • 817-850-7944 fax • www.trtcmobility.org

Fort Worth Intermodal Transportation Center
 1001 Jones Street, Fort Worth
 8:30am Wednesday, January 2, 2019

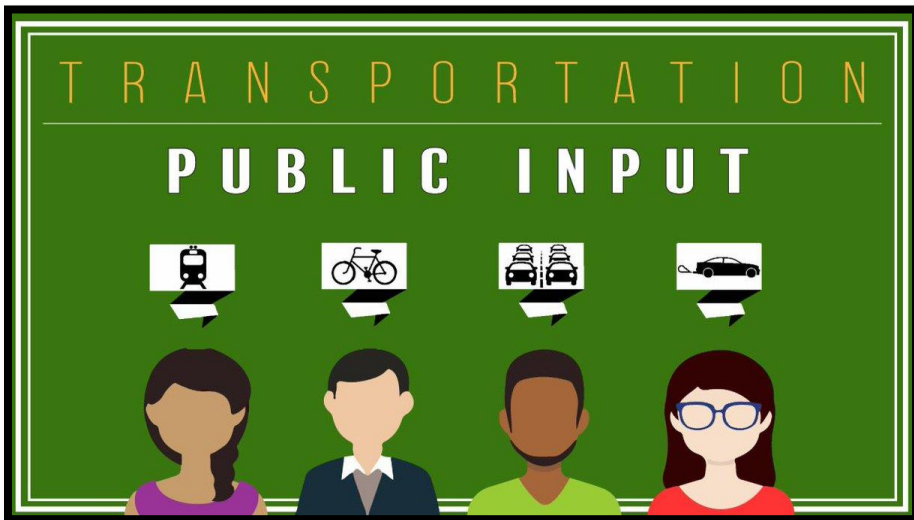
AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Introduction of Federal & State Officials
4. Approval of December 5 Minutes
5. Focus Topic: NTTA Chairman Kenneth Barr will provide an overview and update of the North Texas Tollway Authority
6. Agency Reports
 - a. Trinity Metro
 - b. DCTA
 - c. MPO
 - d. NTTA
 - e. TxDOT
7. Member Questions / Comments
8. Adjourn

Next Meeting: TRTC will **not** meet February 6. The annual joint meeting with DRMC will be 10:00am Friday, February 15, 2019 at Noah's, 6101 Campus Circle Drive in Los Colinas; access Campus Circle Drive east off Beltline Road just south of SH 114.

2. On behalf of @TrinityMetro at the monthly meeting of the Regional Transportation Council. @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans <https://www.nctcog.org/trans/about/committees/regional-transportation-council> ... – at North Central Texas Council of Governments – Sal Espino (@SAL_FW)

3. The @NCTCOGtrans is asking residents for their input on the future of transportation in our area! Find out more information and submit your ideas at <https://www.nctcog.org/trans/involve/meetings> – City of Forney (@CityofForneyGov))



Facebook

1. It's our first RTC meeting of the year! The meeting will begin at 1 pm today. Want to watch the meeting live? Visit <http://nctcog.org/video> and click "live." – NCTCOG Transportation Department



It worked out well that the first RTC meeting of 2019 just happened to be on the same day as the launch of TEXRail service! – Paul McManus

Coincidence? Probably not. 😊 – NCTCOG Transportation Department


Transit

Twitter

1. TEXRail: 5 things to know about Texas' newest passenger train line: <http://bit.ly/2Tc4C6c> – NCTCOGTransportation (@NCTCOGtrans)

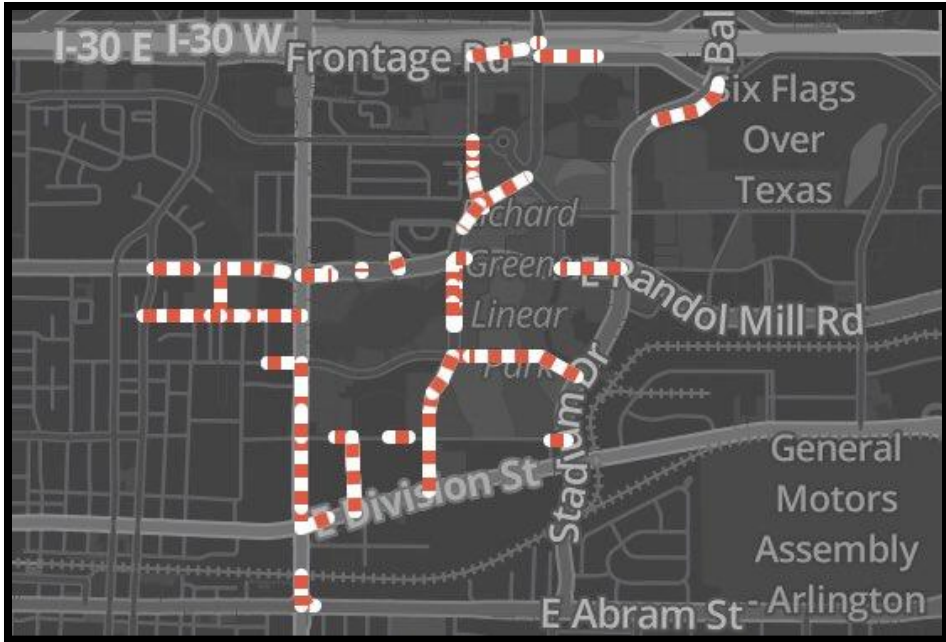


Dedicated Bus Lines can be built and operate for a fraction of the cost....compared to light rail. – J_C.Anderson (@JYakburger)



Fast Buses vs. Light Rail: You Decide
From Cleveland to Los Angeles, bus rapid transit is revving up.
green.blogs.nytimes.com

2. Heads up! Due to the #CottonBowl in Arlington, several roads will be closed. For the full list of closures, visit: <https://www.waze.com/events/cotton-bowl-2018-12-29> ... – NCTCOGTransportation (@NCTCOGtrans)



Gosh darn... If only @CityOfArlington had real #transit as a choice! Sorta like what would be available if the @CottonBowlGame were actually held in the Cotton Bowl... – Loren S. (@txbornviking)

3. Transportation transformation: TEXRail to DFW a game-changer @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



4. Still feeling great about yesterday's #TEXRail Golden Ticket Event! @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantCountyTX @NCTCOGtrans – Sal Espino (@SAL_FW)



5. Want to go to @DFWAirport? You can now take the @TrinityMetro rail line from @CityofFortWorth or @CityofNRH or @GrapevineTXCity @NCTCOGtrans @VisitFortWorth @FTWChamber @MayorBetsyPrice, other officials celebrated on Dec. 31

http://www.fortworthbusiness.com/news/officials-celebrate-opening-of-textrail-line-from-fort-worth-to/article_be72073c-0d43-11e9-977b-534c80e95067.html ... – FW Business Press (@fwbusinesspress)



6. It is always good to have Mariachi Mexicanisimo at the #TEXRail North Side Station celebration! Nothing like a mariachi serenade to send our good Fort Worth folks on the train!
@TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



7. Want to go to @DFWAirport? You can now take the @TrinityMetro rail line from @CityofFortWorth or @CityofNRH or @GrapevineTXCity @NCTCOGtrans @VisitFortWorth @FTWChamber @MayorBetsyPrice

http://www.fortworthbusiness.com/news/officials-celebrate-opening-of-textrail-line-from-fort-worth-to/article_be72073c-0d43-11e9-977b-534c80e95067.html ... RT @fwbusinesspress #travel #fortworth – Gulliver's Travel (@gulliversfw)



8. Love the uniforms of our #TEXRail crew! Excited about #TEXRail service to @DFWAirport . Service starts January 5th. Free January 5th to January 31st. #TimetoTrain @TrinityMetro @CityofFortWorth @CityofNRH @GrapevineTXCity @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



I agree. 👍 – J (@J_Azucena_M)

Cool uniform – Nick Martinez (@martineznicNick)

9. 🙄 – Tarrant Transit Alliance (@TarrantTransit)

Burleson Star @BurlesonStar

North Central Texas Council of Governments has plans for City of Burleson, Texas Government -- a commuter rail to Fort Worth may be coming in the future... burlesonstar.net/news-local-new...

Burleson Mayor @kenshetter wasn't kidding! There's no time like the present. Let's make this a reality @NCTCOGtrans! – Loren S. (@txbornviking)

Ken Shetter @kenshetter

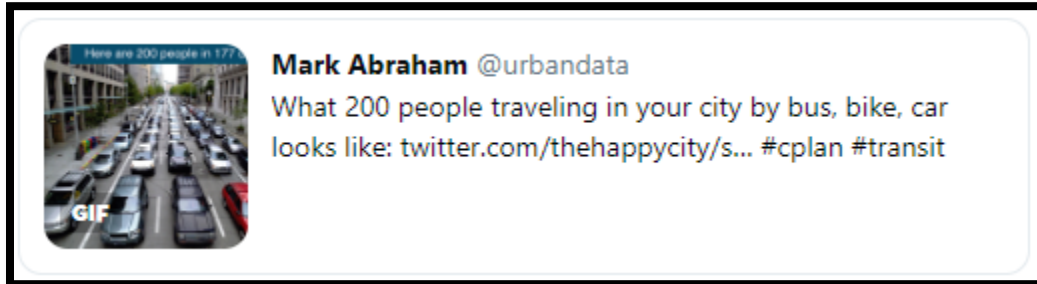
Replying to @kenshetter @txbornviking and 3 others

I've inquired about the possibly of a pilot project connecting @CityofBurleson to commuter rail. Thanks for asking, I'm all in!

👁️👁️👁️ – ⚡ Chargers ⚡🇺🇸 (@larro_mclovin)

👤🚗 – NCTCOGTransportation (@NCTCOGtrans)

10. @NCTCOGtrans, we need this in DFW. – Russ Bainbridge (@TriRussell)



11. Beautiful morning & day for #TEXRail! #mytexrail #timetotrain @TrinityMetro @CityofFortWorth @CityofNRH @GrapevineTXCity @TarrantCountyTX @TarrantCountyTX @DFWAirport @NCTCOGtrans – Sal Espino (@SAL_FW)



I wanna try – Raul Garcia (@bigtata20002000)

12. He says the goal is to extend the rail line south to the Fort Worth Medical District and TCU area next.

📷 cred: @UrbanFortWorth



Yes please – Aaron (@thepodcastdude)

13. #TEXRail is messing up the #TRE Schedule. They just had a game of chicken at the ITC because TEXRail was late. Again. These TEXRail-caused TRE delays need to stop!
@TrinityMetro @dartmedia @DARTAlerts @TxDOTFortWorth @NTEXpress @NCTCOGtrans @TarrantTransit @TrinityMetroAlt – at Intermodal Transportation Center Station (Amtrak, Greyhound, TRE, The T) – Enrique Durán Junior (@ejr_d)

14. A glimpse into the future from our client @NCTCOGtrans <https://bit.ly/2D4CaOA> – RideShark (@RideShark)



Facebook

1. 1. TEXRail: 5 things to know about Texas' newest passenger train line: <http://bit.ly/2Tc4C6c> – NCTCOGTransportation (@NCTCOGtrans)



Can't wait to use it! – Lance Heiskell

Other

Twitter

1. Stormwater managers and ecological folks from Dallas/Fort Worth area and from all of Texas should join us! #txwater @txawwa @NCTCOGtrans @CityOfFriscoTx @CityOfArlington @TXPlantGuy – Upper Trinity Water (@UTRWD)



2. Hopefully this return to local control could serve as a precedent and #Dallas could wrest local control from @NCTCOGtrans and rid itself of bad transportation policies and highways so "vitaly important to the region" but a noose on Dallas. – Andrew Wallace (@agwallace92)

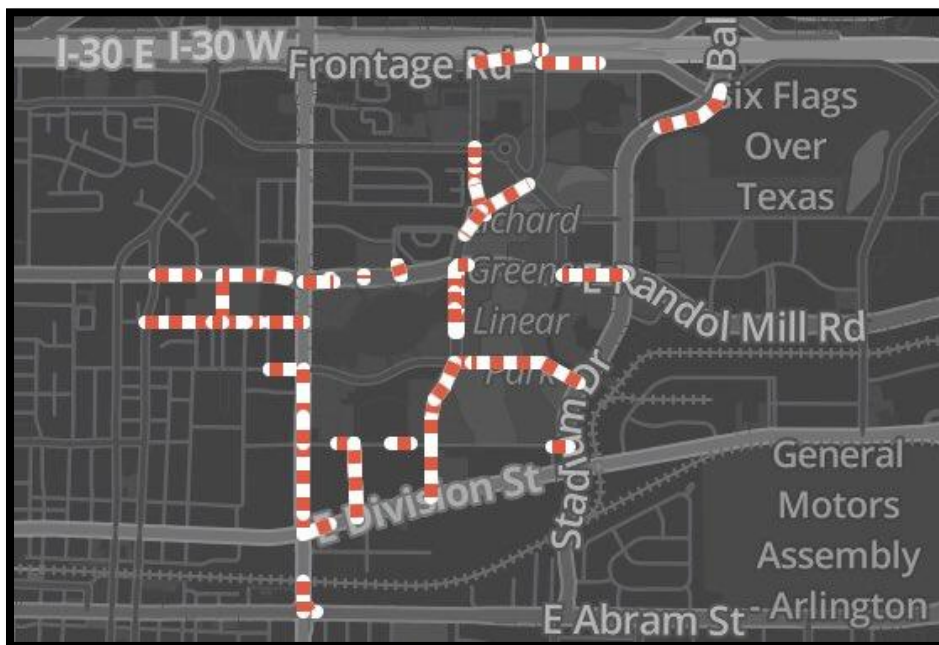


3. One day we'll fix the error that is the Benbrook Traffic Circle in where 183, 377, & Camp Bowie meet. I hope the folks at @NCTCOGtrans & @TxDOT would use this multimodal solution as inspiration. – Loren S. (@txbornviking)



Facebook

1. Heads up! Due to the #CottonBowl in Arlington, several roads will be closed. For the full list of closures, visit: <https://www.waze.com/events/cotton-bowl-2018-12-29> ... – NCTCOGTransportation (@NCTCOGtrans)



Harold ... did you know about this? – Nermin Begovic

I remembered on the way home – Harold Hall

Heheheh ok... hopefully we won't get stuck in it too much... - Nermin Begovic

2. Going out for lunch? The weather is beautiful! Consider keeping the car parked and walk instead. – NCTCOG Transportation Department



Trying to walk 100 and ride 100 a week...we'll see. – Stan Hart

That's an awesome goal, Stan! We're rooting for you. 🙌 – NCTCOG Transportation Department

3. Tell us what you think about proposed changes to the transportation planning and air quality efforts we're organizing for fiscal years 2018 and 2019. More information posted here: nctcog.org/input – NCTCOG Transportation Department



Help! Im in an emergency situation im about to lose my only transportation if i cant get help getting my trucks O2 sensor wires replaced. Last year I had to pay to get the sensors themself replaced. Can you help? – Pj Priscilla Drew

Hi, Pj! Have you heard of our AirCheckTexas program? You may apply and if you qualify, we can provide financial assistance to repair your vehicle. Visit <https://www.airchecktexas.org/repair> to read more about income guidelines and other

requirements. If you have any questions, please don't hesitate to call us at 1-800-898-9103. – NCTCOG Transportation Department

NCTCOG Transportation Department yes. Someone reached out to me! Thanks. I may end up off the road for a few days tho. He said it takes about 2 weeks to apply and get a voucher. Im low income so that shouldnt be a problem there. Thank you – Pj Priscilla Drew

Sorry to hear about the inconvenience. Hopefully we can get you back up and running soon! – NCTCOG Transportation Department

Yes \$5 per one trip permits for work will be cheaper than repair and I will appreciate it – Pj Priscilla Drew



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

February 2019

Calendar

February 11, 2:30 pm
Public Meeting

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

February 14, 1 pm
Regional Transportation Council
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

February 15, 10 am
DRMC-TRTC Joint Meeting
6101 Campus Circle Drive E.
Irving, TX 75063

February 22, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Teamwork helps DFW meet transportation challenges

With careful planning and coordination with regional, State and federal partners, the Regional Transportation Council and North Central Texas Council of Governments staff are meeting the transportation challenges posed by extensive growth. One challenge is providing reliable commutes, helping employees get to work in the morning and home in the evening.

Typically, growing metropolitan areas across the country experience significantly more congestion as their population increases and more cars hit the roads. However, that does not appear to be holding true for Dallas-Fort Worth in recent years. In fact, according to one measure of congestion, mobility is getting better. The region's congestion rating moved from seventh-highest in the country to 10th in 2017, with drivers spending 54 hours in congestion, according to the Inrix Global Scorecard.

Inrix attributed the improvement to projects such as 35Express and the Horseshoe project in downtown Dallas. These projects represent just a snapshot of the congestion-reducing activity in Dallas-Fort Worth. Since 2000, the region has spent approximately \$28 billion on construction of transportation projects.

TomTom, another company that uses data to measure traffic congestion, presents a slightly different picture of mobility, rating DFW No. 34 nationally over a three-year period ending in 2016, the most recent year for which data is available. In Dallas-Fort Worth, motorists are on the roads 18 percent longer because of congestion. By comparison, Seattle traffic adds 34 percent more travel time and Washington, DC, 29 percent. Using funding mechanisms provided by the Texas Legislature, the RTC will continue to coordinate with its local partners and the Texas Transportation Commission to advance projects that keep people moving reliably. And when additional tools become available, the RTC will be ready to put them to good use.

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.



TEXRail debuts service to DFW Airport; ridership outpaces expectations



Trinity Metro photo

TEXRail welcomed almost 83,000 riders through January 28. Rides were free throughout the month.

Transit options in Dallas-Fort Worth are expanding, with the debut of a long-awaited rail line in the west and plans underway to bring commuter rail from Dallas Fort Worth International Airport to Plano.

TEXRail welcomed its first passengers January 10. The rail line, operated by Trinity Metro, runs from downtown Fort Worth to DFW Airport. TEXRail offered free rides through the end of January.

Through January 28, nearly 83,000 people had ridden the commuter line, according to Trinity Metro.

Dallas Area Rapid Transit is working on implementing service along the eastern portion of the Cotton Belt Corridor, which would serve passengers in Dallas' northern suburbs

who would like to take the train to the airport.

DART has operated light rail service from Irving to DFW Airport since 2014. The addition of the Cotton Belt commuter service will be aided by a \$908 million federal loan announced in December. The line will connect with DART's Red, Green and Orange lines, as well as the A-Train, operated by the Denton County Transportation Authority.

RTC approves funding for Alliance Link transit service

The Regional Transportation Council approved a funding request for up to \$500,000 in January that will allow Trinity Metro to continue enhanced connectivity between the AllianceTexas area and potential employee pools in Fort Worth, Denton and surrounding areas. The money comes from Regional Toll Revenue funds previously approved for transit.

This service was implemented in 2018, by Toyota after the automaker relocated its North American headquarters to Plano. The pilot project was intended to increase public transit ridership and transportation access in the Alliance area. The RTC's funding will allow the service to continue for two additional years. It was scheduled to conclude January 31, 2019.

The project demonstrated the importance of connecting employees with existing nearby bus routes and final destinations. As the Alliance area continues to grow, transportation will be a crucial component for lasting success.

Trinity Metro is coordinating the service with DCTA and plans to integrate the Alliance Link into the High-Intensity Bus project, or guaranteed transit, taking shape along the Interstate Highway 35W corridor that has been funded by the RTC.

For more information, visit www.ridealliancelink.com.

DRIVERLESS CARS

Drive.ai service expands in Entertainment District

Drive.ai, the company that has introduced autonomous vehicles to the Dallas-Fort Worth area, has expanded options in Arlington for people who want to experience what it is like to ride in driverless vehicles.

The City of Arlington, in partnership with Drive.ai, has expanded its automated vehicle pilot program to include a weekday service between NCTCOG's Centerpoint Two building, 616 Six Flags Drive, and Texas Live!, located in the City's Entertainment District. Although the new stop is located at NCTCOG's offices, anyone who chooses may hop aboard the orange-and-white van at the new stop. The purpose of this new route is twofold:

1. Increase the amount of service that Drive.ai provides during the pilot program
2. Generate rider feedback to improve Drive.ai's service performance

Each vehicle has a safety driver in place to answer any questions during the ride.

The new service launched in December and runs from 11 am to 4 pm weekdays.

To access the Drive.ai service, simply visit the kiosk in the Centerpoint Two lobby and order your ride.

REGIONAL News

DFW Clean Cities seeks fleet information

The Dallas-Fort Worth Clean Cities Coalition works with local fleets to promote practices and decisions to reduce petroleum consumption, which saves money and improves air quality.

In 2017, DFW Clean Cities was able to reduce more than 23 million gallons of petroleum across 32 fleets using nearly 7,000 vehicles.

This data is compiled in the Clean Cities Annual Report, and provided by local fleets through their annual survey submissions. The annual survey allows DFW Clean Cities to help track regional progress through the participation of fleets in the area that do their part to reduce their fuel consumption and emissions.

Submitting an annual survey not only demonstrates a fleet's commitment to cleaner air, but also makes it eligible for the coalition's Fleet Recognition Awards. The surveys are due February 15. Learn more and find our annual survey at www.DFWCleanCities.org/annualreport

NCTCOG requests regional energy feedback

NCTCOG is working to help cities, counties and other public-sector entities comply with a new energy conservation law.

Senate Bill 898 (82nd Texas Legislature, regular session) requires political subdivisions, institutes of higher education, and State agencies in nonattainment area or near nonattainment counties to report their energy use to the State Energy Conservation Office (SECO).

They must also reduce electricity consumption by at least 5 percent per year until 2021, according to the law.

To assist these entities, NCTCOG is requesting feedback via an online survey to develop regionwide energy efficiency workshops and resources as part of a Regional Energy Manager Project.

To stay up to date on this project and survey availability, sign up for the energy management and energy efficiency mailing list at www.nctcog.org/envir/natural-resources/energy-efficiency.

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

82,733

The number of riders recorded by TEXRail through January 28. The 27-mile commuter rail line debuted Jan. 10.

PUBLIC *Involvement*

Public to receive transit, VW settlement updates

NCTCOG will host a public meeting in February to provide updates on several transportation projects and initiatives, including regional transit planning, Volkswagen Settlement funding and revised complaint procedures for the Title VI Program.

The meeting will take place at 2:30 pm Monday, February 11 at NCTCOG's Arlington offices, 616 Six Flags Drive.

With transit needs increasing in DFW, NCTCOG is focused on several projects throughout the region and beyond. Staff will provide an update on high-speed rail service from Dallas to Fort Worth and Fort Worth to Laredo, as well as the advancement of first- and last-mile connections to rail systems.

Additionally, staff will present an update on the highly anticipated Beneficiary Mitigation Plan for Texas under the Volkswagen Environmental Mitigation Trust and summarize 2019 air quality funding opportunities.

In 2016, courts determined that Volkswagen violated the Clean Air Act by deliberately selling diesel vehicles equipped with technologies that tricked emissions testing. A settlement resulted, with approximately \$209 million set aside for Texas. Dallas-Fort Worth's share will be \$33 million.

The meeting will also include a review of revised complaint procedures under the Title VI Program, which documents how NCTCOG considers civil rights in all phases of planning.

Members of the public can provide feedback on these updated procedures during the 45-day comment period, which runs February 11 through March 28.

Information on electric vehicle incentives, AirCheckTexas, the 511DFW Traveler Information System and Mobility Plan administrative revisions will 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.

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


FORT WORTH DISTRICT PARTNERS



SH 199 Ribbon Cutting

SH 199 Ribbon Cutting

A ribbon cutting was held Feb. 1 for SH 199. The \$46 million project constructed mainlanes, bridges and ramps from Nine Mile Bridge Road to Western Center Boulevard. This is the second Texas Clear Lanes project to reach completion in the Fort Worth District.

 texasclearlanes.com

Cotton Belt Trail

A public hearing for the Cotton Belt Trail was held on Jan. 23 in Grapevine. The pedestrian improvement project would extend the existing Cotton Belt Trail along Dallas Road from William D. Tate Avenue to Dooley Street, where it will connect with the existing Links Trail. To construct the trail, Dallas Road would be converted from four lanes with a continuous left turn lane to a four-lane divided roadway. This proposed \$9 million, one-mile project is a partnership between TxDOT, the city of Grapevine, Tarrant County, DART, TEXRail and the North Central Texas Council of Governments.

I-35W in Johnson County

A public meeting for I-35W in Johnson County was held on Jan. 29 in Alvarado. The proposed eight-mile project would provide ramp improvements and convert the I-35W frontage


roads from two-way to one-way operation from Burleson to Alvarado. The meeting also discussed the reconstruction of the I-35W interchange at FM 917. The estimated total cost of these improvements is \$20 million.

FM 51/SH 199 in Springtown

A public hearing for FM 51 and SH 199 was held on Feb. 5 in Springtown. This proposed \$12 million, 1.5-mile project would reconstruct FM 51 from Old Cottdale Road to Texas Drive, including a new SH 199 intersection and a center turn lane on FM 51. This is a partnership between TxDOT, the city of Springtown and Parker County.

Safety Projects

Twenty-one projects in the Fort Worth District were selected this year for \$16 million in federal funding from the Highway Safety Improvement Program. For Tarrant County, this includes pedestrian improvements on Business 287 and McCart Avenue, rumble strips on FM 2257, a continuous turn lane on Alsbury Boulevard, and other various safety improvements on I-30 and SH 10.

 txdot.gov • highway safety

MAINTAIN a safe system

TxDOT is committed to its goal of maintaining our right of way and keeping trash off our highways.

Litter continues to be a costly problem as Texas grows by more than 650 people every day.

435 million pieces of visible litter accumulate along Texas roads each year.

71 percent of this litter is small trash like napkins, cigarette butts and fast food wrappers.

\$47 million a year is spent for highway cleanup.

PARTNERS *in construction*

AWARDED PROJECTS

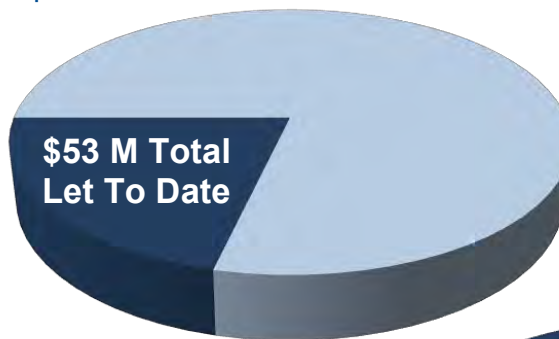
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)
JAN	US 180	East of SH 337, Palo Pinto County	Erosion control	\$0.6	\$0.4
	US 67	SH 144 to the Paluxy River Bridge, Glen Rose	Pavement overlay & repairs	\$2.0	\$2.4
	SH 180	Fielder Rd to SH 360, Arlington	Pavement overlay & repairs	\$5.9	\$6.4

PROJECTED PROJECTS

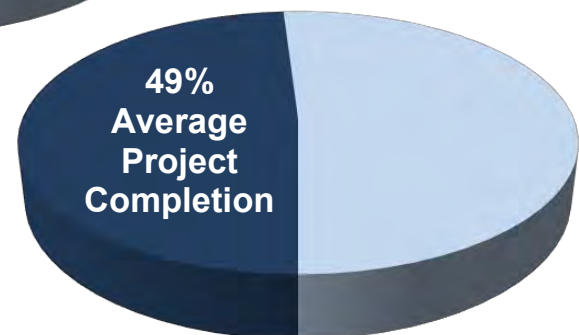
	Hwy	Limits	Type of Work	Estimate (millions)
FEB	SH 6	US 67 to the Comanche County Line, Erath County	Widen to Super 2	\$4.1
	US 287	Lone Star Rd to the Ellis County Line, Mansfield	Pavement overlay & repairs	\$0.8
	FM 730	SH 199 to Spur 344, Azle	Traffic signal improvements	\$0.6
MAR	FM 51	Water St to Scott Rd, Parker County	Pavement overlays & repairs	\$8.2
	SH 26	I-820 to Brown Trail, Hurst & North Richland Hills	Pavement overlay & repairs	\$2.7
	Various roadways	Tarrant County	Striping & pavement markings	\$3.8
APR	I-20 frontage road	FM 1884 to SH 171, Weatherford	Pavement overlay & repairs	\$1.2
	Various roadways	Tarrant County	Concrete traffic barrier	\$2.5



\$253 M PROPOSED LETTING



FY 2019 CONSTRUCTION*



TOTAL CONTRACTS \$4.3 B

*includes CDAs

TRINITY METRO TEXRailSM

Trinity Metro's TEXRail is a new 27-mile commuter rail line that extends from downtown Fort Worth across northeast Tarrant County, through North Richland Hills and Grapevine, and into Dallas Fort Worth International Airport's Terminal B.

This line, served by nine stations, began service on Jan. 10, and is projected to serve more than 8,000 daily riders by the end of the first year of operation. By 2035, nearly 14,000 daily riders are projected to ride TEXRail.

TEXRail operates seven days a week. Each train has 229 seats and a total capacity of 488. Amenities include a designated quiet car, level boarding, bike racks, USB charging stations, seatback trays and overhead luggage storage.

The fare is \$2.50 for a single ride or \$5 for a day pass. The \$5 option is good for all rail and bus services in Tarrant County.

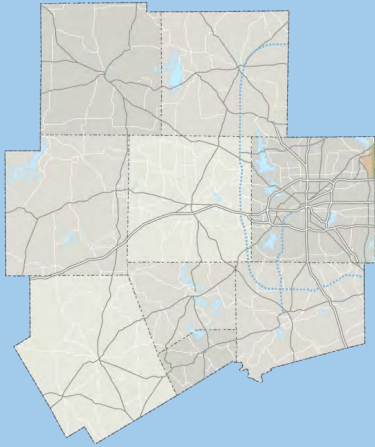


TEXRail System Map

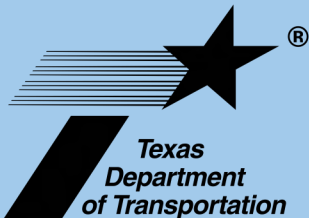


PARTNERS

February 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



Texas high school seniors, we are now accepting applications!

The 2019 Don't mess with Texas® Scholarship Contest invites Texas high school seniors to apply for a chance to win up to \$8,000 in scholarships.

Public, private, or home school high school seniors in Texas who are planning to pursue a two- or four-year degree at an accredited Texas college or university next year may apply.

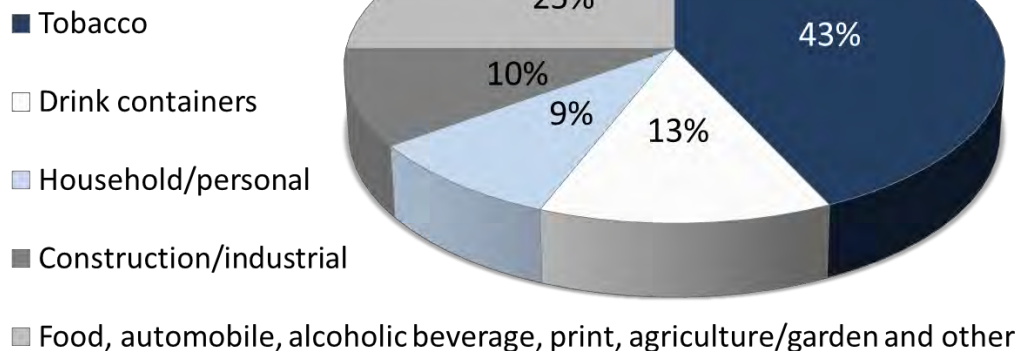
Submissions will be judged based on applicants' detailing of creative and sustainable solutions to litter problems. Applications must be received via online submission at dontmesswithtexas.org by 5 p.m. (CST) March 29, 2019.



Litter is a big problem in Texas

In 2017, nearly a half-billion pieces of visible litter piled up along state-maintained highways, costing taxpayers \$45 million to clean up. Small trash, including napkins, cups, fast food wrappers and cigarette butts make up 71 percent of the litter found along Texas roadways.

Litter Items Found on Texas Roadways



 dontmesswithtexas.org

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.

FIFTH GRADER VOWS TO HELP END DEADLY STREAK ON TEXAS ROADS

Son of Dallas city councilman joins TxDOT's #EndThe Streak campaign

DALLAS — Two days after the death of one of his best friends, 10-year-old Cooper McGough shared his sadness with the Texas Transportation Commission and vowed to help end the streak of deadly accidents on Texas highways.

McGough, the son of Dallas City Councilman Adam McGough, said he was shocked to learn at least one person has died on Texas roads since Nov. 7, 2000.

"I could not believe there was an 18-year streak of people dying on Texas roads," he told the Commission. "I decided I wanted to do something to end that streak."

In an effort to end this deadly trend, the Texas Department of Transportation, through its #EndTheStreakTX campaign, reminds drivers it's a shared responsibility among roadway users and engineers to keep our roads safe.

"We will continue to engineer our roads to be more forgiving of drivers' errors," said TxDOT Executive Director James Bass. "But we all must work toward ending such preventable contributing factors as distracted driving, speeding and drunk driving."

McGough, a fifth-grader at Scofield Christian School, said he wants to educate drivers about safer driving and encourage commitment for keeping Texas roadways safe.

"It hurts to lose people we love," he said. "Can we reduce the number of deaths, or actually end the streak? I believe we can."

McGough is asking Texans to visit www.ImWithCoop.com and commit to watch your



Cooper McGough addresses the Texas Transportation Commission.



SOURCES: Texas Department of Transportation.



TxDOT image



TxDOT images

UPPER-RIGHT: Commissioner Laura Ryan and Cooper McGough discuss #EndTheStreak during the Texas Transportation Commission meeting. **BOTTOM-RIGHT:** TxDOT Executive Director James Bass and Cooper McGough in further discussion.

speed, buckle up, yield and pray, never drive drunk and eliminate distractions. The sign-in takes less than 30 seconds.

To help raise awareness of this tragic, daily statistic, TxDOT is asking people to share personal stories of loved ones lost in car crashes on their social media pages using photo and video testimonials with the hashtag, #EndTheStreakTX.

"We all have the power to end the streak of daily deaths on Texas roadways," said Texas Transportation Commissioner Laura Ryan. "Together, we can end the streak."

The main story lori bamori. It's got a big deal in the mega deal. The main story is here and there. ■

#EndTheStreakTX

JANUARY 2019 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)**	CONTRACTOR
1	0009-02-069	SH 78	Garland Rd from S of Tranquilla to SP 244 (NW Hwy.)	9 Intersection improvements	\$8.19	\$8.69	6.06	\$10.60	Ragle Construction, Inc.
2	0918-11-090	CR	CR 4083 to at Coal Iron Creek	Replace bridge and approaches	\$1.54	\$1.39	-10.24	\$1.88	Hodges and Son Constru. Co., Inc.
3	0048-08-051	I-35E	Hill C/L to US 77 S	Full depth concrete pavement repair	\$1.47	\$1.53	4.43	\$1.54	O. Trevino Constr., LLC
4	0816-04-096	FM 455	SH 289 to CR 98	Restore existing pavement and add shoulders	\$2.39	\$2.44	2.05	\$2.81	A. L. Helmcamp, Inc.
5	0581-01-137	SL 12	At Mockingbird / Peavy Rd .	Replace bridge and approaches	\$5.24	\$6.19	18.18	\$6.42	Ragle Construction, Inc.
6	0092-06-104	I-45	N of BUS 287 to Ellis C/L	Full depth concrete pvmt repair	\$1.64	\$1.78	7.88	\$1.90	Roy Jorgensen Associates, Inc.
7	2363-01-007	FM 2453	Blockdale Rd to FM 35	Reconstr. existing pvmt/ add shldr	\$2.87	\$2.75	-4.21	\$3.35	A. K. Gillis 7 Sons, Inc.
8	2208-02-022	SS 303	Mountain Creek Pkwy to SP 408	Full depth concrete repair, overlay & pavement markings	\$2.59	\$2.76	6.57	\$3.03	O. Trevino Constr., LLC
9	0009-11-245	I-30	Belt Line Rd to Bass Pro Dr	Full depth concrete pvmt repair	\$1.42	\$1.34	-5.61	\$1.72	O. Trevino Constr., LLC
10	0918-11-089	CR	CR 301 to at Bachelor Creek	Replace bridge and approaches	\$0.75	\$0.64	-14.18	\$0.91	Highway 19 Constr. LLC
11	1310-01-027	FM 407	At Denton Creek	Replace bridge and approaches	\$3.67	\$3.32	-9.33	\$4.71	Highway 19 Constr. LLC
					\$31.77	\$32.83	3.32	\$38.87	
					\$103.59	\$102.67	-0.89		
					\$756.62				

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

FEBRUARY 2019 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0009-04-071	SH 66	On SH 66 from Dallas C/L to SH 205	Full depth concrete pavement repair	\$0.60
2	1014-03-060	FM 740	FM 740 from FM 3097 to SH 205	Full depth concrete pavement repair	\$0.55
3	0009-11-243	I-30	US 80 to North Galloway	Full depth concrete pavement repair on eb frontage roads 2 jughandles and pavement markings	\$1.50
4	0092-05-051	I-45	At FM 1181	Construct intersection improvements	\$1.19
5	0092-14-092	I-345	On I-345 from N. Good Latimer Expy. to SS 366	Full depth concrete repair on frontage roads	\$0.72
6	2374-03-084	I-20	On I-20 from SH 342 to Bonnie View Lane	Full depth concrete repair on frontage roads	\$2.86
7	0195-02-077	I-35	US 77 to Rector Road	Full depth concrete repair	\$1.16
8	2815-01-008	FM 2757	FM 740 to FM 741	Rehabilitate existing pavement and add shoulders	\$4.08
	0047-07-230*	VA	Various locations in the City of Dallas	Installation of traffic signals	\$1.52
ESTIMATED TOTAL					\$14.18

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1 – 31, 2019)

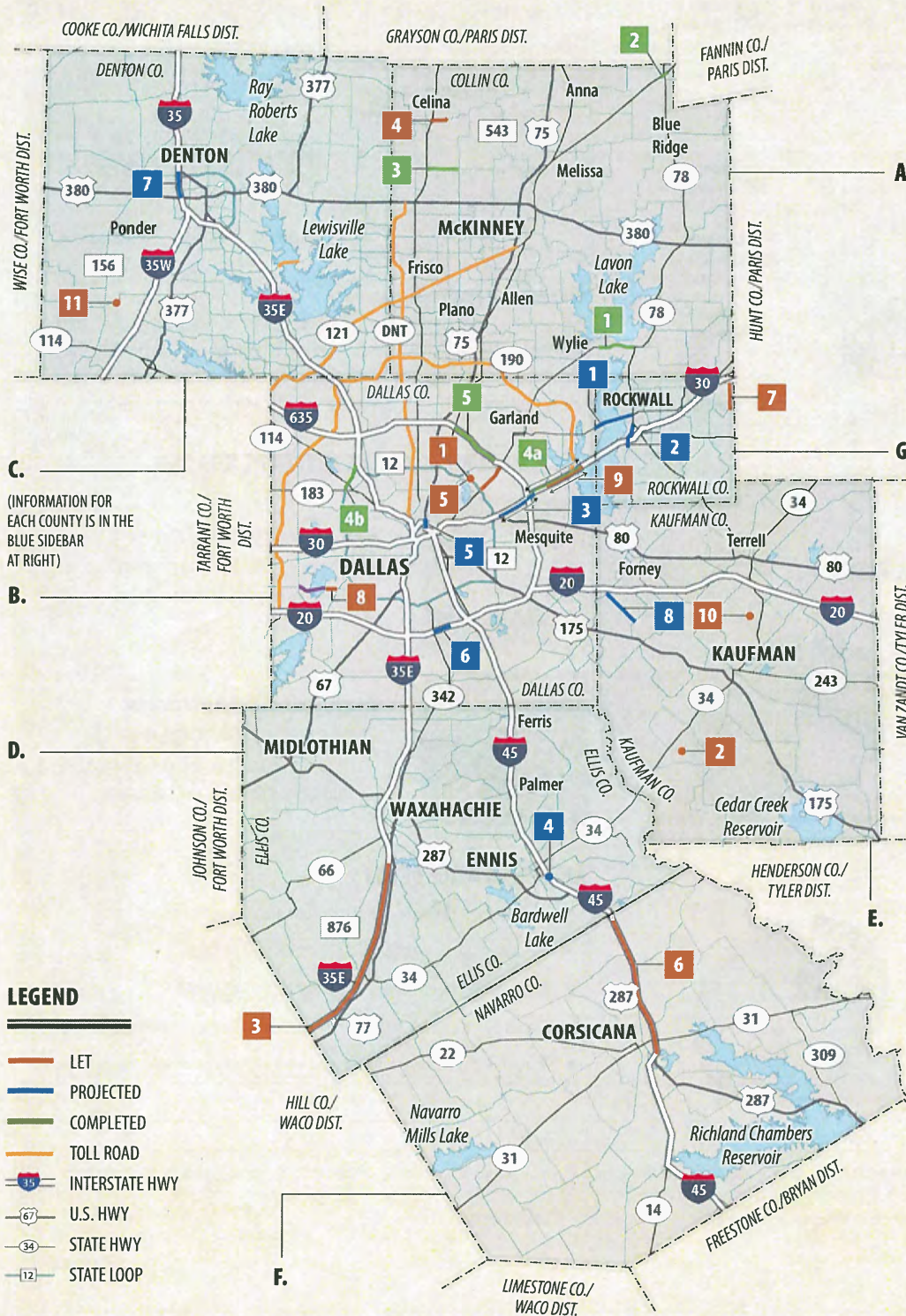
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0281-02-039	SH 78	Spring Creek Pkwy to SH 205	Widen to six lane divided	\$21.34	01/23/19
2	0549-03-025	SH 121	At SH 160	Construction of SH 160 grade separation	\$14.84	01/07/19
3	1973-01-014	FM 1461	SH 289 to FM 2478	Provide additional paved surface width	\$2.70	01/31/19
4a	0009-11-227	I-30	I-30 from I-635 to Chaha Rd	Installation of ITS system	\$2.75	01/24/19
4b		SL 12	From SH 183 to I-35E			
5	2374-01-187	I-635	SH 78 to Greenville Ave.	Improve guardrail	\$3.52	01/14/19
ESTIMATED TOTAL					\$45.15	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

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



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

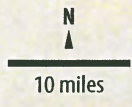
B.

D.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333
*POPULATION ESTIMATE | 4,793,900
LANE MILES | 10,624.968

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 783,712
*POPULATION ESTIMATE: 969,730
LANE MILES: 1,445.857

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,141,401
*POPULATION ESTIMATE: 2,529,150
LANE MILES: 3,359.795

C. | DENTON COUNTY

VEHICLE REGISTRATION: 655,273
*POPULATION ESTIMATE: 844,260
LANE MILES: 1,548.110

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 174,366
*POPULATION ESTIMATE: 183,360
LANE MILES: 1,526.164

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 119,998
*POPULATION ESTIMATE: 119,670
LANE MILES: 1,205.854

F. | NAVARRO COUNTY

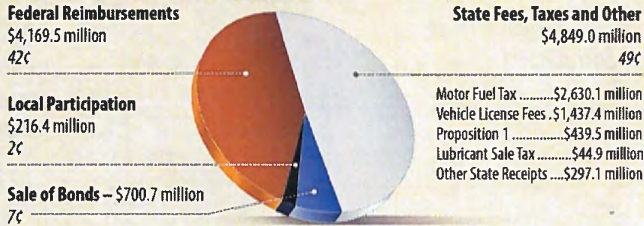
VEHICLE REGISTRATION: 52,268
*POPULATION ESTIMATE: 49,740
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

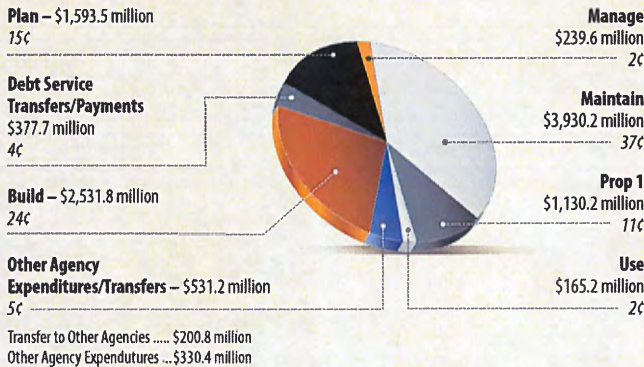
VEHICLE REGISTRATION: 89,315
*POPULATION ESTIMATE: 97,990
LANE MILES: 346.368

DISTRIBUTION OF TOTAL STATE HIGHWAY FUND* RECEIPTS

TOTAL RECEIPTS: \$9.936 billion



TOTAL DISBURSEMENTS*: \$10.499 billion



*Includes all expenditures to appropriated State Highway Fund.

TxDOT graphic

DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

GROSS TAX COLLECTED BY STATE COMPTROLLER: \$3.667 billion



DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

GROSS COLLECTIONS: \$1.850 billion

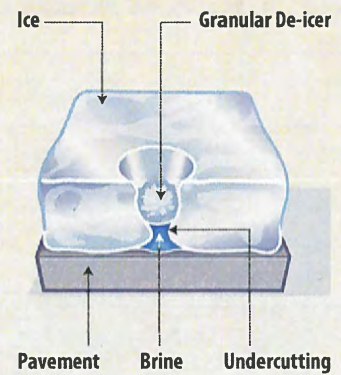


TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHAT MATERIALS ARE USED ON THE ROADS?



Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm



Emma D. of Garland, TX: "I just want to give y'all a shout out and major kudos for the creative traffic safety message board lines. They are the appropriate level of attention grabbing and super memorable. I notice they change for big events, like Texas v. OU or Christmas, or now even Valentines ones. Thanks for investing in safety through creativity!"

SOURCE: Texas Department of Transportation.

TxDOT graphics

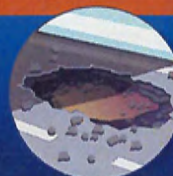
DALLAS DISTRICT | PROGRESS



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