

AGENDA

**Regional Transportation Council
Thursday, February 14, 2019
North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:00 – 1:05 1. Approval of January 10, 2019, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the January 10, 2019, minutes contained in [Reference Item 1](#) will be requested. Michael Morris will summarize the latest transit Regional Toll Revenue balance.
Background: N/A

1:05 – 1:05 2. Consent Agenda
 Action Possible Action Information Minutes: 0

2.1. FY2018 and FY2019 Unified Planning Work Program Modifications
Presenter: Vickie Alexander, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its January 2019 meeting to recommend Regional Transportation Council approval of the modifications.

Performance Measure(s) Addressed:

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

1:05 – 1:20

3. **Orientation to Agenda/Director of Transportation Report**

Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Results of Financial Cash Flow Stress Test Due to Partial Federal Government Closure
2. Potential of September 12 Regional Transportation Council Meeting being Integrated with Irving Transportation Summit
3. US 75 Technology Lanes
4. Pete Kamp and Marcus Knight Join the North Texas Tollway Authority Board of Directors
5. Regional Energy Survey ([Electronic Item 3.1](#))
6. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
7. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
8. Dallas-Fort Worth Clean Cities Annual Survey Deadline, February 15, 2019 (www.dfwcleancities.org/annualreport)
9. Celebrating Leadership in Development Excellence Awards Applications Launched February 4, 2019 ([Electronic Item 3.2](#))
10. East/West Equity Update ([Electronic Item 3.3](#))
11. High-Occupancy Vehicle Subsidy Report ([Electronic Item 3.4](#))
12. January Online Comment Opportunity Minutes ([Electronic Item 3.5](#))
13. February Public Meeting Notice ([Electronic Item 3.6](#))
14. Public Comments Report ([Electronic Item 3.7](#))
15. Recent Correspondence ([Electronic Item 3.8](#))
16. Recent News Articles ([Electronic Item 3.9](#))
17. Recent Press Releases ([Electronic Item 3.10](#))
18. Transportation Partners Progress Reports

1:20 – 1:30

4. **Performance Measures Setting: Roadway Safety and Transit Asset Management Targets for 2019-2022**

Action Possible Action Information Minutes: 10
Presenters: Sonya Landrum and Shannon Stevenson, NCTCOG

Item Summary: Staff will request the Regional Transportation Council (RTC) reaffirm support of the 2018 Roadway Safety and Transit Asset Management performance targets and establish 2019-2022 performance targets. These goals are consistent with the Roadway Safety performance measures transmitted by the Texas Department of Transportation. The federally required Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Transit Asset Management targets are focused on ensuring that public transportation vehicles, rail lines, and other capital assets are in a state of good repair.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System

Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the RTC adopted 2018 targets for Roadway Safety and Transit Asset Management performance measures. In November 2018, the RTC adopted the targets for Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures.

As the Metropolitan Planning Organization for the North Central Texas region, the RTC is required to set targets annually for Roadway Safety and Transit Asset Management. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report.

[Reference Item 4.1](#) includes a copy of the RTC support resolution for the Safety performance targets. [Reference Item 4.2](#) includes a copy of the RTC support resolution for the Transit Asset Management performance targets. Additional details can be found in [Electronic Item 4.3](#).

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **2019 Infrastructure for Rebuilding America Discretionary Grant Program**

Action Possible Action Information Minutes: 10

Presenters: Jeff Neal and Jeff Hathcock, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted for award consideration in the Fiscal Year (FY) 2019 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program for highway and freight projects of national and regional significance. Projects recommended have project need, early timeframe constructability, and a strategic construction phasing.

Background: In December 2018, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the 2019 INFRA Discretionary Grant Program regarding surface transportation initiatives that have a significant impact on the nation, a region, or a metropolitan area. [Electronic Item 5.1](#) is a copy of the Notice of Funding Opportunity that details the \$855-902.5 million discretionary grant program for FY2019, as well as the application requirements. Applications are due to the US DOT by March 4, 2019.

Reduced timing between the solicitation announcement and submittal deadline did not enable an opportunity to present this item for information purposes during the January 2019 RTC meeting. A program overview, list of possible project

candidates, and methodology for consideration was presented to the Surface Transportation Technical Committee for information purposes during its January 2019 meeting. The presentation is included in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **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. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed:

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

1:50 – 2:00

7. **Unmanned Aircraft Systems Safety and Integration Task Force**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will provide an overview of the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Task Force and Working Groups.

Background: In October 2018, NCTCOG initiated a UAS Safety and Integration Task Force to mitigate reckless UAS operations and promote the acceleration of safe and efficient integration of UAS into the Dallas-Fort Worth regional airspace. This Task Force focuses on education, training, legislation, public awareness, strategic planning, and innovation. Both public- and private-sector partners participate on the Task Force, and Working Groups have been established to identify and recommend resolutions for issues and challenges. Additional information regarding the Task Force can be found at the www.nctcog.org/trans/plan/aviation/uas.

Performance Measure(s) Addressed:

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

2:00 – 2:10

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

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council on the funding opportunity for the Federal-State Partnership for State of Good Repair Program.

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. [Electronic Item 8.1](#) 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 will be discussed. More detailed information can be found in [Electronic Item 8.2](#).

Performance Measure(s) Addressed:

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

2:10 – 2:20

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

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will provide information on a draft policy position to support communication with tribal nations.

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 9.1](#) contains a presentation with background information. [Electronic Item 9.2](#) contains the draft Regional Transportation Council Policy Position to Support Communication with Tribal Nations.

Performance Measure(s) Addressed:

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

2:20 – 2:30

10. **AirCheckTexas Vehicle Repair and Replacement Program Update**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, 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

11. **Progress Reports**

Action Possible Action Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, March 14, 2019, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
January 10, 2019**

The Regional Transportation Council (RTC) met on Thursday, January 10, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Ceason Clemens (representing Mohamed Bur), Theresa Power (representing Loyl Bussell), Rickey D. Callahan, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Nate Pike (representing George Fuller), Rick Grady, Lane Grayson, Jim Griffin, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Scott Mahaffey, Taylor Armstrong (representing B. Adam McGough), William Meadows, Steve Mitchell, Stan Pickett, John Ryan, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nick Allen, David S. Arbuckle, Melissa Baker, Arturo E. Ballesteros, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Emily Beckham, George Behmanesh, Natalie Bettger, Alberta Blair, David Boski, Sheri Boyd, Tanya Brooks, John Brunk, Marrk Callier, Anthony Cao, Angie Carson, Ying Cheng, Raymond Douglas Chong, Lori Clark, Mike Coleman, Michael Copeland, Hal Cranor, Brian Crooks, Chad Davis, Sam Dennehy, Vivian Dillen, David Dryden, Chad Edwards, Kevin Feldt, Tom Flaherty, Brian Flood, Ann Foss, Mike Galizio, Maribel Gallardo, Matt Gauntt, Gypsy Gavia, Bob Golden, Nicholas Gray, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Kristina Holcomb, Ivan Hughes, Terry Hughes, Yagnesh Jarmarwala, Tom Johnson, Laura Joy, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Ramiro Lopez, Mark Lorance, Paul Luedtke, Stanford Lynch, Barbara Maley, Rick Matyiku, Curtistene McCowan, Mickey McGuire, Keith Melton, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Elizabeth Mow, Sterling Naron, Corey Nesbit, Archie Nettles, Than Nguyen, Mickey Nowell, Johan Petterson, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Chris Reed, Molly Rendon, Tito Rodriguez, Kyle Roy, Greg Royster, Lisa Sack, Steve Salin, Devin Sanders, Steve Schoenekse, Lori Shelton, Walter Shumac III, Randy Skinner, Joseph Slack, Chelsey Smith, Paul Stevens, Dean Stuller, Steve Templer, Gary Thomas, Jonathan Toffer, Chris Tolar, Joe Trammel, Dan Vedral, Karla Weaver, Brendon Wheeler, Brian Wilson, Miles Wilson, Ed Wueste, and Jing Xu.

1. **Approval of December 13, 2018, Minutes:** The minutes of the December 13, 2018, meeting were approved as submitted in Reference Item 1. Rickey D. Callahan (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Project to Ensure Compliance with Required Energy Reporting:** The State Energy Conservation Office has provided the North Central Texas Council of Governments \$125,000 in Department of Energy funds for a Regional Energy Managed project. Through this project, staff will provide education and training to local governments on energy management topics to develop case studies and other resources, and to assist local governments with compiling and submitting the data needed to comply

with State reporting requirements. Approval was requested for up to \$12,5000 in Regional Transportation Council Local funds as a backstop for the required local match. Details were provided in Electronic Item 2.1.

- 2.2. **Transportation Improvement Program Modifications:** Approval of February 2019 revisions to the 2019-2022 Transportation Improvement Program (TIP) was requested, including the ability to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes. Revisions were provided in Electronic Item 2.2 and have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to approve the items on the Consent Agenda. Lee M. Kleinman (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked members that represented the Regional Transportation Council (RTC) at the recent inaugural service of TEXRail. Scott Mahaffey, Chairman of Trinity Metro, also thanked members for their support of the TEXRail project. Michael Morris noted the need for flexibility during the federal government shutdown related to work with federal partners and cash flow of reimbursements. In addition, 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. Mr. Morris also noted that work continues on the best approach to advance US 75 technology lanes and details of a part forward will potentially be presented to the RTC at its February 14, 2019, meeting. He referenced correspondence from the City of Fort Worth to the Federal Aviation Administration, provided in Electronic Item 3.1, regarding the reimbursement of the RTC-funded relocation of the Burlington Northern main lines in order to expand the Alliance Airport runway. Air quality funding opportunities for vehicles information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings, and information on the Dallas-Fort Worth Clean Cities annual survey was provided at www.dfwcleancities.org/annualreport. December online input opportunity minutes were provided in Electronic Item 3.2. A notice announcing a January online input opportunity was provided in Electronic Item 3.3, and the Public Comments Report was provided in Electronic Item 3.4. Recent correspondence was provided in Electronic Item 3.5, recent news articles in Electronic Item 3.6, and recent press releases in Electronic Item 3.7. Transportation partner progress reports were distributed at the meeting.
4. **Emergency Funds for Span:** Michael Morris presented a recommendation to provide emergency funding for the transit provider Span, Inc. to ensure the continuation of critical urban transit services for seniors and persons with disabilities in Denton County. During coordination on invoicing practices in 2018 with Span and the Texas Department of Transportation (TxDOT), inconsistencies were found with Span's urban/rural funding allocations and service areas. Staff has reviewed Span's cost allocation related to services in rural portions of the region that occur in more than one urbanized area within the same route. It appears Span is providing more service inside the metropolitan region than the revenue it is receiving. Span's service area was highlighted which includes rural portions of Denton County and portions of the Dallas-Fort Worth Urbanized Area. Some of its service may be duplicative to the Denton County Transportation Authority (DCTA) since Span also

serves portions of the City of Denton and City of Lewisville. To continue operations while Span adjusts service this year, \$160,000 is requested as a one-time gap funding commitment. In addition, the Regional Transportation Council would require Span to review with DCTA the best way to deliver the appropriate service in the future. Details were provided in Electronic Item 4. Lee M. Kleinman noted that this item sounded familiar to the situation with Texoma Area Paratransit System (TAPS). He asked if there was a fundamental problem with these types of services about which the RTC should be concerned. Mr. Morris noted that the issues with Span are different from TAPS. Span is a small transit provider dealing with the complicated issues of cost allocation for rural and urban transit service. North Central Texas Council of Governments (NCTCOG) staff has worked with Span to correctly allocate costs and meet with partners to obtain appropriate revenue. Mr. Kleinman asked the source of Span's budget and if it would be better to provide a loan to Span. Mr. Morris noted that funds are available through rider fares, grants from TxDOT and NCTCOG, and local funds from the communities in which it is providing service. He explained that a loan may not be possible due to the size of the communities served by Span and that there may be other options to address the situation. He added that given the success of Span over time and that it is meeting the needs of its clients, time is needed for NCTCOG and TxDOT to continue its coordination with Span as funding allocations are refined. A motion was made to approve utilizing 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. Jungus Jordan (M); Ann Zadeh (S). The motion passed unanimously.

5. **Alliance Link Funding to Trinity Metro:** Shannon Stevenson provided an overview of a recommendation to provide funding to Trinity Metro to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas. In 2018, Toyota funded the Alliance Link pilot project to increase transit accessibility in the Alliance area in partnership with Spare Labs and MV Transportation. The project is scheduled to conclude January 31, 2019. In December 2018, Trinity Metro contacted the North Central Texas Council of Governments (NCTCOG) seeking support for the continuation of this critical first/last mile service. A copy of the request, as well as NCTCOG's response, was provided in Electronic Item 5.1. Trinity Metro is coordinating the service with the Denton County Transportation Authority (DCTA) and will leverage Mobility-as-a-Service Model, providing mobility on-demand transportation through a transportation network company. Future plans are to integrate this project into the High-Intensity Bus project or guaranteed transit taking shape along the IH 35W corridor that was previously funded by the Regional Transportation Council (RTC). Requested funding is \$250,000 per year for two years for a total of \$500,000. Staff recommended to fund the project utilizing up to \$500,000 in existing Regional Toll Revenue (RTR) funds previously approved for transit. Details were provided in Electronic Item 5.2. Lee M. Kleinman noted his concern that the RTC was being asked to provide funding to a project that was initiated by Toyota. Mr. Morris noted that NCTCOG staff has worked with Toyota and requested that in the future it partner with NCTCOG early in the process when a potential project is being developed to determine pilots that have longevity. In this case, the first/last mile connection in the Alliance area is an important project. Duncan Webb asked how much of the RTR funds are dedicated to transit and the RTR balance after the \$500,000 is utilized. Discussion on the item was held until staff was able to gather the data to answer Mr. Webb's question. Following presentation of Item 6, discussion continued. Mr. Morris noted that \$2.8 million in

RTR funds were set aside for transit. All the commitments to date, including the proposed action, should bring the balance to slightly less than \$800,000. **(Depending on project closeouts, this balance could be between \$300,000 and \$800,000).** A motion was made to approve utilizing 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. Scott Mahaffey (M); Stan Pickett (S). The motion passed unanimously.

6. **Legislative Update:** Amanda Wilson provided an update on federal legislative actions. Regarding the partial federal government shutdown, a continuing resolution to extend Fiscal Year (FY) 2018 funding levels through early 2019 or a new appropriations bill for FY2019 funding is needed. She noted that the 116th US Congress convened on January 3 and highlighted new committee chairs and ranking members from the region. These included 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. Ms. Wilson also provided an update on State legislative actions. The legislative session began on January 8 and the bill filling deadline is March 8. The last day of the 86th Texas Legislature is May 27. She noted that weekly email updates will be provided to members beginning January 18. On January 7, and the Comptroller's biennial revenue estimates were released and projects an increase in funding. In the estimate, Proposition 1 and Proposition 7 transfers to the State Highway Fund were addressed. The Comptroller predicts that the floor will be met in the Economic Stabilization Fund, meaning a Proposition 1 transfer to the State Highway Fund is likely. For Proposition 7, the Comptroller estimates that the floor will be met in the General Fund and over the 2-year term \$ 2.5 billion per year would be available for transfer to the State Highway Fund upon approval by the Legislature. Additionally, the motor vehicles sales tax is not expected to meet the floor of \$5 billion per year so no transfer is anticipated. An overview of the Regional Transportation Council (RTC) Texas Legislative Program was provided. Actively seek and support legislation to meet transportation and air quality needs is focused on flexibility, funding, air quality programs, property/airspace for communications and development, and improving safety. Staff is monitoring bill topics of interest that include tolls, transportation revenue, the Economic Stabilization Fund, safety, technology, and transit but it is unknown which bills will gain traction once committees are appointed and hearings begin. Ms. Wilson highlighted draft legislation that staff has been working on with counties related to the AirCheckTexas Program also known as the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiative Projects (LIP) Program. Funding for these programs was vetoed by the Governor after the 2017 session and all counties have currently opted out of the program. However, the programs are still in statute. Draft legislation would change the focus from the repair/replacement component towards transportation projects with air quality benefits. Current LIP-eligible projects such as law enforcement activities to reduce counterfeit inspection reports and traffic signal/light progression improvements would continue to be eligible, but new eligible projects would be added such as refueling infrastructure, data collection, and a new optional vehicle incentive program. The goal would be to maintain the revenue being collected and maintained locally versus sending the funds to Austin. She noted that staff will continue to provide updates to members as the legislative session continues. No action was requested for this item, and a copy of the federal and State RTC legislative programs were distributed at the meeting. Additional copies are available upon request and posted online.

7. **Performance Measures Target Setting: Roadway Safety and Transit Asset Management:** Staff provided an update on performance targets for Roadway Safety and Transit Asset Management. Sonya Landrum noted that in December 2017, the Regional Transportation Council (RTC) approved the 2018 targets for Roadway Safety and Transit Asset Management. During that time, a regional safety position was also established that even one death on the transportation system is unacceptable. Staff is working with regional partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. Over the last year, the RTC has also approved over \$30 million for future safety improvements. As a reminder, there are five federal safety targets for Roadway Safety. 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 period. In 2017, Texas Department of Transportation (TxDOT) Safety performance targets were developed as part of a two-year collaborative statewide effort that involved stakeholders from the four “Es” of safety: engineering, enforcement, emergency response, and education. Through the data driven process, it was determined that the State could realistically have a 2 percent reduction over the targets by the year 2022. The crash reduction schedule for 2018-2022 was highlighted. In addition, 2018 and 2019 TxDOT performance target projections set by TxDOT and the North Central Texas Council of Governments (NCTCOG) were highlighted. Based on the 2019 projections, targets for the regional 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 1 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. Ms. Landrum noted that the reductions are based on the original trend line projections which showed a major increase in all areas. As part of the next steps for safety targets, staff recommended that TxDOT’s safety targets for the 2 percent reduction in all five areas be supported. At the February 14, 2019, RTC meeting, RTC approval will be requested of the overall 2 percent target that is projected to be achieved by 2022 as well as to adopt a resolution that documents this support. Additionally, federal regulations require that NCTCOG report on its targets every 2 years, so staff will be reporting on NCTCOG’s 2018 targets in 2020. Michael Morris noted that the regional safety position that even one death on the transportation system is unacceptable will be reaffirmed as part of the RTC resolution.

Shannon Stevenson discussed performance targets for Transit Asset Management. Transit Asset Management serves as a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair, and also supports regional targets. Over the past year, all transit providers were required to adopt a Transit Asset Management Plan by October 1. Larger agencies receiving funds directly from the Federal Transit Administration were required to develop their own plan while smaller agencies had the ability to join a group plan. The NCTCOG coordinated with public transit providers to ensure all agencies either developed their own plans or participated in a group sponsored plan offered by NCTCOG or TxDOT. Most small providers joined with NCTCOG or TxDOT. Transit Asset Management targets adopted by the RTC in 2017 were highlighted. She noted that the RTC’s primary emphasis area is rolling stock (transit vehicles) and secondary emphasis area is infrastructure (rail track). For all categories (rolling stock, infrastructure, equipment, and facilities), targets were adopted as

zero for each of the metrics. For example, the region will not have any vehicles that meet or exceed the useful life benchmark. FY2017 rolling stock performance compared to the FY2018 targets were highlighted. Ms. Stevenson noted that the 2017 performance was developed from data from the National Transit Database 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. Next steps are to readopt the performance measures for the next four years. Staff proposed that the targets remain the same as previously adopted. In addition, NCTCOG staff will continue to coordinate with transit providers to develop consistent transit definitions and targets, as well as the potential implementation of enhanced performance measures for the region's transit system.

8. **Tolled Managed Lanes Success: Recent Trip to Chicago:** Michael Morris provided a summary of a presentation to transportation entities in the Chicago metropolitan area. Following a peer review on tolled managed lanes, the regional planning agency for metropolitan Chicago requested a presentation to transportation entities in its region regarding the success of tolled managed lanes in the Dallas-Fort Worth region. Mr. Morris highlighted portions of the presentation, provided in Electronic Item 8. Performance measures for various tolled managed lane projects were highlighted, including the improved speeds of the general-purpose lanes despite significant increases in the number of users in both the tolled managed lanes and general purpose lanes. In addition, Mr. Morris presented that maturing of toll financing. Over the past ten years, the number of toll roads in the region have been reduced either through the implementation of tolled managed lanes or non-tolled highways. In addition, in 2017 the Regional Transportation Council approved a resolution to toll during certain hours of the day for reliability and revenue, if needed. Lastly, in Mobility 2045 a tolled managed lane boundary was created to advance tolled managed lanes in the most congestion portions of the region. Mr. Morris also noted that he reviewed with the Chicago area how the managed lane system continues to be managed overtime and provided examples of high-occupancy vehicles lanes that are now tolled managed lanes that can be dynamically priced and used for guaranteed transit and the early deployment of vehicle technology. He reminded members that this is a system of projects/improvements and that tolled managed lanes create leverage for revenue as well as higher levels of service. He noted that this presentation provided an opportunity for him to reflect on the success of the region.
9. **Candidate Top Five Regional Transportation Council Policy Initiatives for 2019:** Michael Morris discussed the initial list of non-legislative policy priorities for the Regional Transportation Council (RTC) to consider in 2019. The first initiative is high-speed rail engineering and planning. He noted that a lot of time has been spent on the Dallas to Houston high-speed service project to ensure it is successful. In addition, there is funding to advance the Tier 2 environmental clearance for the Dallas/Arlington/Fort Worth project. Coordination will continue with the Federal Transit Administration on the best mechanism and which federal agency should oversee expenditures on the project. In addition, the North Central Texas Council of Governments has been asked to update its agreement with Texas Central Partners regarding the possibility of extending its service to Arlington and Fort Worth. He noted that the consultants have been selected for the Fort Worth to Waco effort, which results in all sections of high-speed rail in some form of planning and/or engineering. The second initiative is public transit engineering and planning. Mr. Morris noted that it is important to mature the conversation of public transit in the region, going back to the local option concept in order to grow the revenue stream for current participants in the transit agencies and to have options for those entities that would like to join a transit agency.

Anticipated areas to address include 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 technology-based 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, east of the Galleria, west Plano, the intermodal hub in Dallas, the Alliance area, and others. The final transit focus is passenger rail/freeway interfaces. He discussed transit bridges and 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 tolled facilities. He discussed missing components on current tolled facilities, the short and long term uses of the Dallas North Tollway and Northwest Highway, the status of SH 360, and how the George Bush Extension from IH 30 to the south in eastern Dallas County will proceed in the current tolling climate. The fourth initiative is technology advances in the region. Examples include autonomous vehicles, people mover systems, technology-based transit, and technology-based carpooling. Lastly, although not the direct responsibility of the RTC, is how the RTC may play a more active partnership role to help prepare the region for the next Amazon-type business location selection. Jungus Jordan discussed the economic benefits of transportation improvements in the region and asked if there is a way to develop some type of measurement of what economically the region creates as a result of transportation improvements. Mr. Morris noted that this type of report is something that NCTCOG staff would like to develop, and that it may be good to include gentrification information. Related to the next Amazon, Clay Lewis Jenkins noted the importance of communicating the regulatory environment within the region to future business prospects.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, February 14, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.



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

TO: Regional Transportation Council

DATE: February 7, 2019

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019.

Listed below, and in the following attachment, are proposed modifications to the FY2018 and FY2019 UPWP. Included in Amendment #6 are project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its meeting on January 25, 2019, to recommend Regional Transportation Council approval of the proposed modifications.

Non-Transportation Planning Fund Modifications

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (update text and add \$85,000 Department of Energy funds received for the Clean Cities Outreach, Education, and Performance Tracking initiative in FY2019)
- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (add \$13,000 in local funding from Transportation Energy Partners to support NCTCOG planning and outreach assistance for a fleet workshop at the 2019 EarthX event)
- 3.05 Public Transportation Planning and Management Studies - Regional Transit Planning Assistance (remove \$500,000 Regional Toll Revenue funds and add \$290,000 Federal Transit Administration 5307 funds, and update text to remove reference to use of Regional Toll Revenue funds)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

Non-Transportation Planning Fund Modifications

- 3.03 Air Quality Management and Operations – Technology Improvements (update text and add \$45,000 Regional Transportation Council Local funds to support lease payments and operational costs for the Toyota RAV4 vehicle currently used by NCTCOG staff in the conduct of business and the purchase of a new low-emission vehicle and equipment)
- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (add \$12,500 Regional Transportation Council Local funds as contingency match funding for Department of Energy funds received for the Regional Energy Manager project that seeks to increase local government knowledge related to energy management and increase the number of local governments complying with required energy-related reporting)
- 3.06 Transit Operations – Sustainability for Transit (add \$500,000 Regional Toll Revenue funds removed from Subtask 3.05 above to help support Trinity Metro in continuing the Alliance Link to increase public transit ridership and transportation access in the Fort Worth Alliance area as first/last mile connections)
- 3.06 Transit Operations – Sustainability for Transit (Add the remaining \$151,800 Regional Toll Revenue funds approved to support future transit sustainability initiatives)
- 5.05 Congestion Management Planning and Operations - Transportation System Management and Operations (update text to reflect the accumulation of video footage of signage along the region’s limited access roadway facilities and the evaluation of this footage to identify deficiencies and improve wayfinding as project deliverables utilizing Regional Toll Revenue funds)

Please contact Tara Bassler at (817) 704-2505 or tbassler@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va
Attachment

AMENDMENT #6 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

3.03 Air Quality Management and Operations

Technology Improvements

Other Funding Sources

Technology improvements are achieved through programs, often implemented through regional funding opportunities, which enhance the use of cleaner, sustainable, more fuel-efficient vehicles, equipment, and technologies. Activities may be comprised of accelerated fleet replacement; vehicle emissions repairs; engine repowers, upgrades, and retrofits; alternative fuels and vehicles; advanced truck technologies; idle-reduction technologies; and other low-energy-use technologies. Staff efforts under this element include not only award of funds, but also monitoring of grant-funded activities ensuring adherence to reporting and project fulfillment.

Work also includes promotion of relevant funding initiatives available from other agencies who offer funding programs, such as the US Environmental Protection Agency or the Texas Commission on Environmental Quality. In this case, staff works to improve awareness of such programs among local vehicle or equipment owners to ensure that the region is competitive in seeking and receiving funds. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Environmental Protection Agency funds, Texas Commission on Environmental Quality funds, Regional Transportation Council local funds, other local funds, Transportation Development Credits, and private funding sources. Consultant assistance may be used. NCTCOG may seek assistance from universities through the University Partnership Program for data collection and/or analysis to optimize use of funded improvements. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- Competitive grant applications to seek additional funds to further leverage Calls for Projects (CFPs) and technology implementation efforts;
- Open competitive CFPs to select eligible technology projects for implementation, which may include vehicle or equipment repair, replacement, repower, retrofit, idle reduction technologies, refueling infrastructure, or other emissions reduction technologies;
- Development and implementation of a revolving loan program to fund emission-reduction strategies;
- Executed subgrantee agreements and documentation of subgrantee compliance to grant requirements through monitoring and on-site inspections;
- Implemented technology projects, including, but not limited to, installation of electrified parking space technology, light-duty vehicle replacements, diesel truck or bus replacements, and replacement of diesel airport ground support equipment;
- Technology project reimbursements;
- Reports on funded grant activities, including an assessment of how to optimize utilization of electrified parking space technology; ~~and~~
- Resources to assist vehicle/equipment owners in identifying potential technology improvements and related financial assistance-; ~~and~~

- **Purchase or lease, operation, and maintenance of low-emission vehicles for NCTCOG staff use in traveling on department business such as attendance at outreach events, meetings, and site visits, as well as roadway signage monitoring.**

Partnerships and Collaborations

Other Funding Sources

This element includes participation in collaborative efforts on the local, State, and federal levels to promote or implement projects or programs that help improve air quality. New innovative partnerships may also be sought with local governments, and private and non-profit stakeholders with key connections or interest in air quality or promoting “green” initiatives, such as hospitals, hotels, utility companies, or private developers. Collaborations may also be established with entities having connections to vehicles/equipment/technologies. Staff may also provide technical assistance and develop resources to facilitate involvement and aid decision making among local governments, industry, and the public. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, US Department of Energy funds, Regional Transportation Council Local funds, local funds, and Transportation Development Credits. NCTCOG may seek assistance from universities through the University Partnership Program for data collection and/or analysis to optimize use of funded improvements. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- Continued partnerships with federal, State, and regional/local partners including, but not limited to, the National Association of Regional Councils (NARC) and DOE;
- Continued membership in and support of formal partnership arrangements, including the North Central Texas Stewardship Forum and EPA SmartWay Transport Partnership;
- Administration of a cooperative purchasing initiative to reduce alternative fuel vehicle costs, in conjunction with local fleets and the NARC through the Fleets for the Future project;
- Administration of the Freight Efficiency Outreach Program or similar program, in collaboration with local trucking industry representatives and other entities;
- Comments drafted and submitted on air quality regulations, projects, programs, or studies by federal, State, local, or private entities, as requested and appropriate;
- Periodic meetings and conference calls regarding various air quality initiatives;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- A website that serves as a “clearinghouse” of information regarding energy efficiency and conservation associated with air quality, transportation, and related issues;
- A report evaluating the effectiveness of various funding programs;
- Continued implementation of DFW Clean Cities Coalition activities including, but not limited to, collaboration with stakeholders to identify strategies to increase use of Clean

Cities approaches with regard to ~~resiliency and emergency response efforts~~, hosting of meetings/trainings/workshops/webinars focused on Clean Cities initiatives (including maintenance of the DFW Clean Cities website as noted in Exhibit II-2 of Subtask 1.04), recognition and highlights of local fleet efforts, **collection/submittal of data regarding alternative fuel use in the North Central Texas region**, coordination of alternative fuel and electric vehicle activities ~~including with implementation of facilitating coordination of associated with implementation of the~~ Volkswagen Settlement activities **and other state incentives, facilitation of alternative fuel infrastructure planning activities and alternative fuel corridor development**, ~~collaboration regarding designation of alternative fuel corridors~~ under Section 1413 of the FAST Act, **and fuel and/or technology demonstration and stakeholder listening events** ~~collection/submittal of data regarding alternative fuel use in the North Central Texas region~~; and

- Technical assistance to local governments to help improve energy management efforts, including the monitoring of project impacts and submittal of reports, in collaboration with the NCTCOG Environment and Development Department.

3.05 Public Transportation Planning and Management Studies

Regional Transit Planning Assistance

Other Funding Sources

Efforts will begin in FY2019 to support activities that encourage short- and long-term transit implementation planning for local governments. Activities include providing technical assistance and general planning support to local governments with transit implementation options including internal and regional connections, focus on strategic implementation, near-term implementation, increased transportation options, funding options, and private-sector involvement. Federal Transit Administration, **and** Surface Transportation Block Grant Program, **and Regional Toll Revenue** funds, as well as Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- Planning and implementation assistance to local governments based on requested and identified needs;
- Procurement and executed agreements for consultant assistance; and
- A report on transit implementation options in identified subregions.

5.05 Congestion Management Planning and Operations

Transportation System Management and Operations

Other Funding Sources

This program also uses Surface Transportation Block Grant (STBG) Program funds, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, **Regional Toll Revenue (RTR) funds**, Regional Transportation Council (RTC) Local funds, Texas Department of Transportation funds, and Transportation Development Credits to support activities in this area. Consultant assistance will be utilized. Anticipated products through the use of these dollars include:

- Agreements for regional communication, infrastructure, and information sharing, including The Memorandum of Understanding (MOU) between the Dallas-Fort Worth Regional Intelligent Transportation System (ITS) partner agencies;
- Identification and documentation of standards for interagency communication of data and video, and the implementation of Center-to-Center-related software and requirements to facilitate information sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;
- Identification of needed ITS integration;
- Collection and verification of data, ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Evaluation, improvement, and implementation of the 511DFW System with outreach and communications planning, and advertising and marketing services to enhance public awareness and use of 511DFW;
- Review of statements of consistency with the Regional ITS Architecture;
- Staging of wreckers and other ancillary services for incident clearance and operational improvements; and
- Strategies to integrate operations and rapidly clear collisions and stalled vehicles to improve roadway efficiency.
- **Accumulation of video footage of signage along the region's limited access roadway facilities, and the evaluation of this footage to identify deficiencies and improve wayfinding.**

Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,408,700	\$1,774,100	RTR	
		\$667,000	STBG	
Subtotal				\$4,849,800
3.02	\$1,035,100	\$448,000	TCEQ	
Subtotal				\$1,483,100
3.03		\$6,859,800	CMAQ	
		\$275,400	DOE	
		\$3,000,712	EPA	
		\$8,909,599	Local	
		\$4,460,300	STBG	
		\$46,094,000	TCEQ	
Subtotal				\$69,599,811
3.04		\$2,935,600	CMAQ	
		\$342,515	DOE	
		\$80,200	Local	
		\$380,500	STBG	
Subtotal				\$3,738,815
3.05	\$2,721,100	\$939,700	FTA	
		\$22,100	Local	
		\$0	RTR	
		\$1,150,000	STBG	
Subtotal				\$4,832,900
3.06		\$26,543,720	FTA	
		\$6,615,000	Local	
		\$1,151,800	RTR	
Subtotal				\$34,310,520
Total	\$6,164,900	\$112,650,046		\$118,814,946

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Task 3.0 Funding Summary

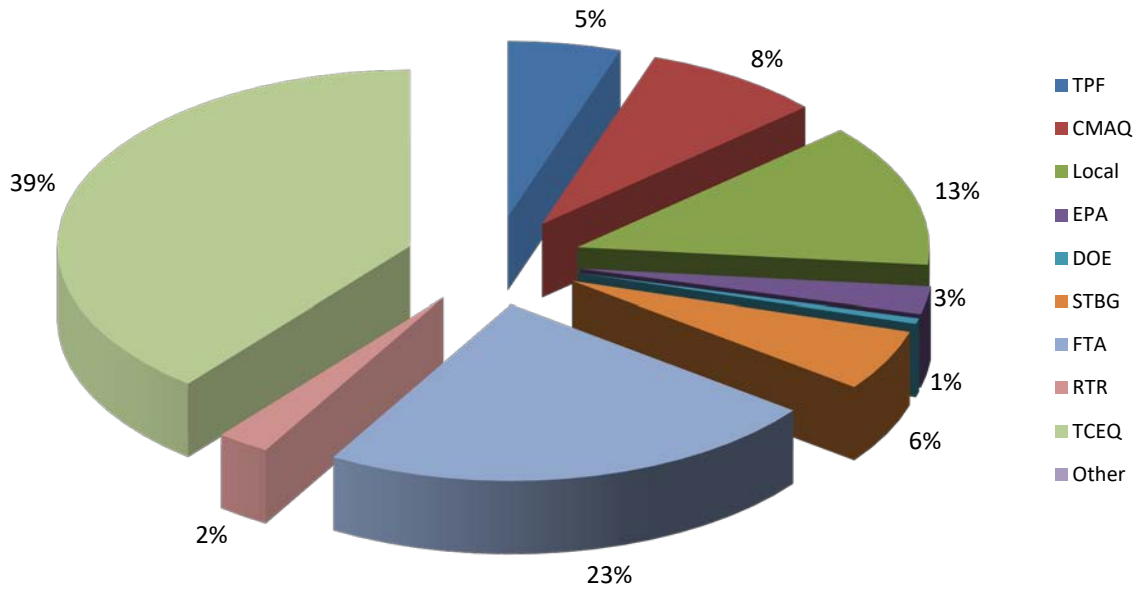
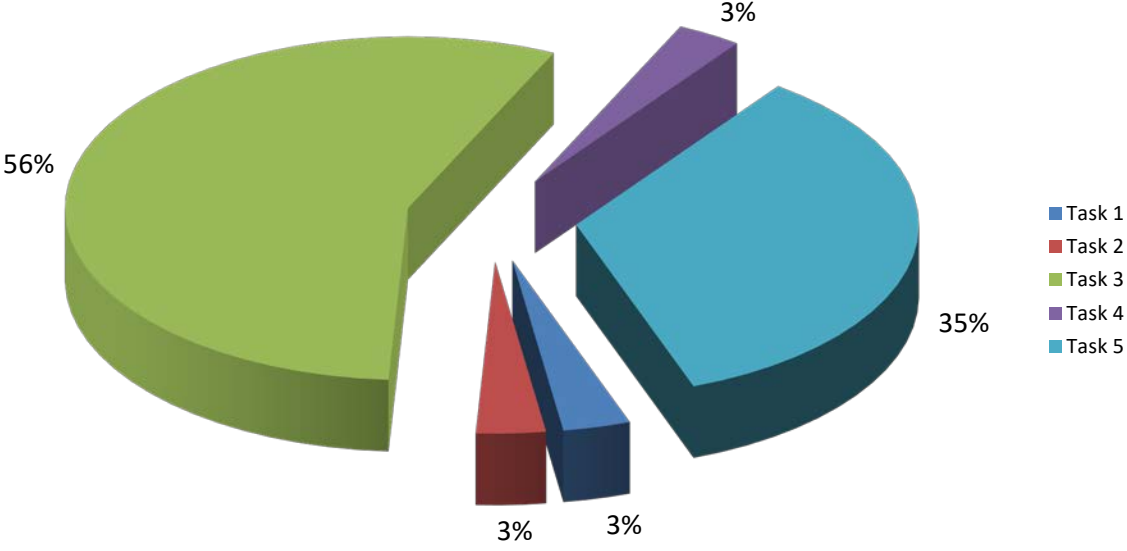


EXHIBIT VIII-3

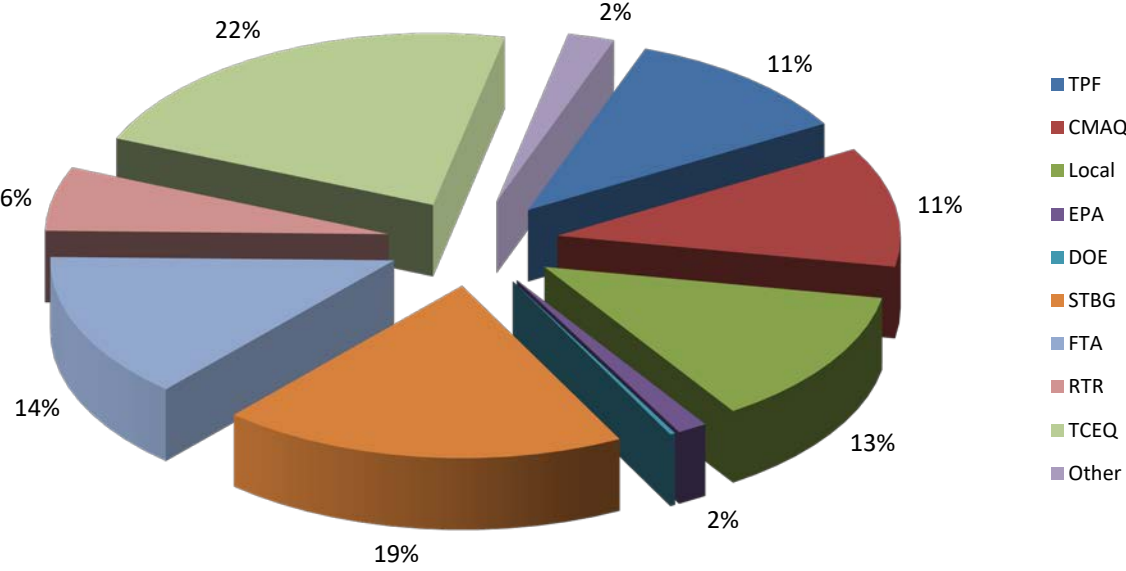
FY2018 AND FY2019 UPWP FUNDING SUMMARY

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$4,790,200	\$3,550,900	\$6,164,900	\$3,078,000	\$5,778,000	\$23,362,000
CMAQ	\$0	\$0	\$9,795,400	\$0	\$14,067,400	\$23,862,800
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
DOE	\$0	\$0	\$617,915	\$0	\$0	\$617,915
EPA	\$0	\$0	\$3,000,712	\$0	\$0	\$3,000,712
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$83,400	\$0	\$83,200	\$80,000	\$246,600
FTA	\$0	\$232,200	\$27,483,420	\$0	\$1,345,000	\$29,060,620
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$166,900	\$665,341	\$15,626,899	\$290,870	\$10,520,380	\$27,270,390
NCTCOG						
Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$202,800	\$0	\$2,925,900	\$3,008,400	\$6,749,900	\$12,887,000
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,239,340	\$2,398,600	\$6,657,800	\$0	\$30,101,900	\$40,397,640
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$173,760	\$0	\$0	\$0	\$4,012,500	\$4,186,260
Subtotal	\$6,722,800	\$6,930,441	\$118,814,946	\$6,460,470	\$72,725,420	\$211,654,077

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Regional Transportation Council
February 14, 2019**

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

Non-Transportation Planning Fund Modifications

Project	Financial Action	Description
Air Quality Management and Operations-Partnerships and Collaborations (Subtask 3.03)	\$85,000 DOE	Add funding for the Clean Cities Outreach, Education, and Performance Tracking initiative in FY2019, and update text to reflect project scope changes
Air Quality Management and Operations-Partnerships and Collaborations (Subtask 3.03)	\$13,000 Local	Add funding from Transportation Energy Partners to support NCTCOG planning and outreach assistance for a fleet workshop at the 2019 EarthX event
Public Transportation Planning and Management Studies - Regional Transit Planning Assistance (Subtask 3.05)	(\$500,000) RTR \$290,000 FTA	Remove Regional Toll Revenue as a funding source and program additional Federal Transit Administration funds; update text to remove reference to use of Regional Toll Revenue

Total Funding Increases from Other Sources

Funding Source	Additional Funding	UPWP Subtask
Local	\$ 70,500	3.03
FTA	\$290,000	3.05
RTR	\$151,800	3.06
DOE	\$ 85,000	3.03
Total	\$597,300	

Modification Schedule

January 14	Online Public Outreach
January 25	Action by Surface Transportation Technical Committee
February 14	Action by Regional Transportation Council
February 28	Action by NCTCOG Executive Board
March 1	Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approve the proposed UPWP modifications

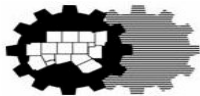
and

Direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications

Contact Information

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



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

<https://www.nctcog.ORG/trans/study/unified-planning-work-program>

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>



**2019
CLIDE
Awards**
Celebrating Leadership In Development Excellence

The CLIDE (Celebrating Leadership in Development Excellence) Awards honor development and planning projects that exemplify the region's Principles of Development Excellence, which outline a vision for sustainable, livable communities in North Texas. The North Central Texas Council of Governments (NCTCOG) is looking for projects and programs from North Texas that exemplify these principles.

**Applications Accepted
February 4 - March 1, 2019**

www.DevelopmentExcellence.com

Contact: Crysta Guzman - cguzman@nctcog.org or (817)-695-9231




North Central Texas
Council of Governments

Categories for Submittal

New Development

Recognizes developments that are constructed on previously undeveloped sites and that successfully exemplify many of the Principles of Development Excellence.

Redevelopment

Recognizes those developments that reuse and/or rebuild existing structures, and that successfully exemplify many of the Principles of Development Excellence.

Special Development

Recognizes projects that exemplify only one or two of the Principles of Development Excellence, but which are outstanding in their promotion of those selected principles. Projects that exemplify the Environmental Stewardship principle may be highlighted here. Examples include but are not limited to a sustainable infrastructure project, an energy conservation initiative, an open space or trail project, or a stormwater best management practice such as low-impact development.

Raising Public Awareness

Recognizes an organization and/or individual for educating the public or raising awareness of development excellence. Submittals may include but are not limited to: A media outlet in the North Central Texas region for a story or series, or an organization or a local government for a public education campaign.

Public Policy and Planning

Recognizes a local government or private/public partnership for implementing a program or policy that facilitates and promotes various aspects of the Principles of Development Excellence. Submittals may include but are not limited to: adopted policies, programs, ordinances, guidelines (mixed use, open space, natural feature protection, historic preservation, or incentives) that can include a public/private initiative; and comprehensive, neighborhood, area, or strategic plans.

Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Updated FAST Act Equity Percentage Share as of December 2018				30.64%	69.36%

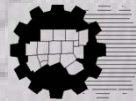
Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,076.54	\$2,436.60
Cumulative Percentage Shares	30.64%	69.36%
RTC Approved Target Shares	32%	68%

TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

February 14, 2019

Berrien Barks

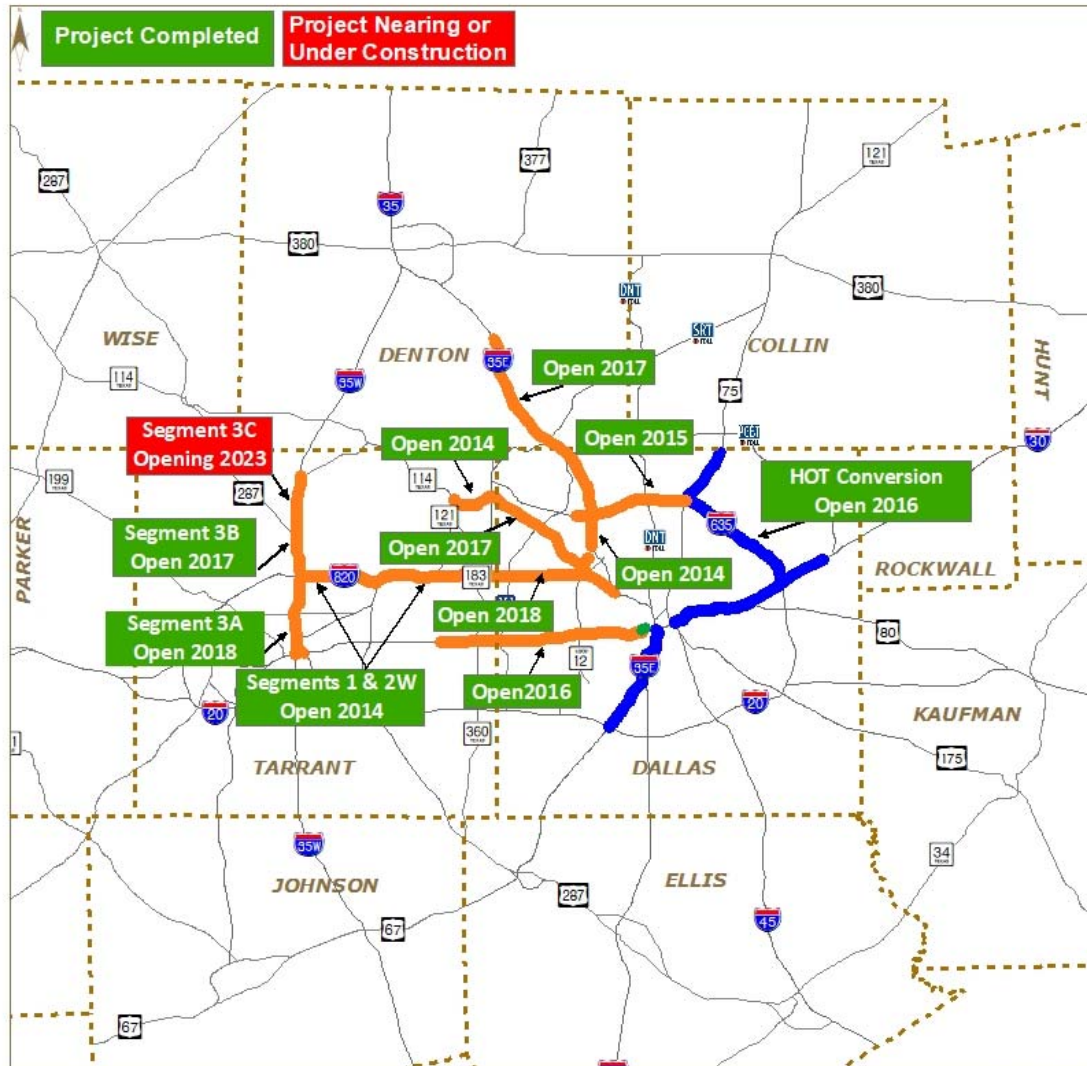


*North Central Texas Council of Governments
Transportation Department*

Near Term Managed Lane System Openings

Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  New TEXpress Managed Lanes
-  Transitional High - Occupancy Vehicle Lane
-  Major Roadways



TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – September 2018

How much HOV 2+ Subsidy has the RTC been responsible for?

\$2,941,113 as of September 2018

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 5,094 from October 2014 – June 2018

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – September 2018

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$1,161,265	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$1,779,848	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

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>

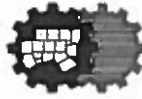
The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning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



PRESENTATIONS

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail

With transit needs increasing throughout the region, NCTCOG is focused on several planning initiatives, including advancing high-speed rail service from Dallas to Fort Worth and Fort Worth to Laredo, completing first-and last-mile connections to rail systems and creating business models for transit initiatives in areas that have no service. An update on the aforementioned transit projects will be presented.

Overview of Volkswagen Settlement

The highly anticipated Beneficiary Mitigation Plan for Texas, under the Volkswagen Environmental Mitigation Trust, will be presented. Attendees will also be provided an overview of air quality funding opportunities available in 2019.

Title VI Program Update/Revised Complaint Procedures

The Title VI Program documents how NCTCOG considers civil rights in all phases of planning; the program includes NCTCOG's procedures for complaints alleging discrimination. Updates to the Title VI Program, including clarifications in the complaint procedures, will be presented.

RESOURCES AND INFORMATION

Electric Vehicle Incentives: www.dfwcleancities.org/evnt

AirCheckTexas Drive a Clean Machine: www.airchecktexas.org

511DFW Traveler Information System: www.511dfw.org

Mobility Plan Administrative Revisions: www.nctcog.org/input

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

**MONDAY, FEB. 11,
2019, 2:30 PM**
North Central
Texas Council of
Governments
616 Six Flags Drive
Arlington, TX 76011

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

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

TRE CentrePort/DFW Airport Station
TRINITY RAILWAY EXPRESS Arrival Options Feb. 11

Eastbound Train 1:49 pm

Westbound Train 1:31 pm



NCTCOGtrans



North Central Texas
Council of Governments

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)



North Texas Ozone Compliance Reclassified to Seri...
 The EPA also designated Dallas-Fort Worth as marginal nonattainment under the 2015 eight-hour NAAQS with an attainment date of August 2021.
 nadallas.com

Autonomous Vehicles

Twitter

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



Autonomous vehicle growth drives investment from regional council
 theshorthorn.com

Bicycle & Pedestrian

Twitter

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



Jeff Kitner @JeffKitner
 Excited to see @NorthavenTrail @CityOfDallas Phase 2A now join @DallasCountyTx Phases 2B/C under construction (pictures below are from Strait and College Park intersections)! cc: @LeeforDallas @cmjsgates ...

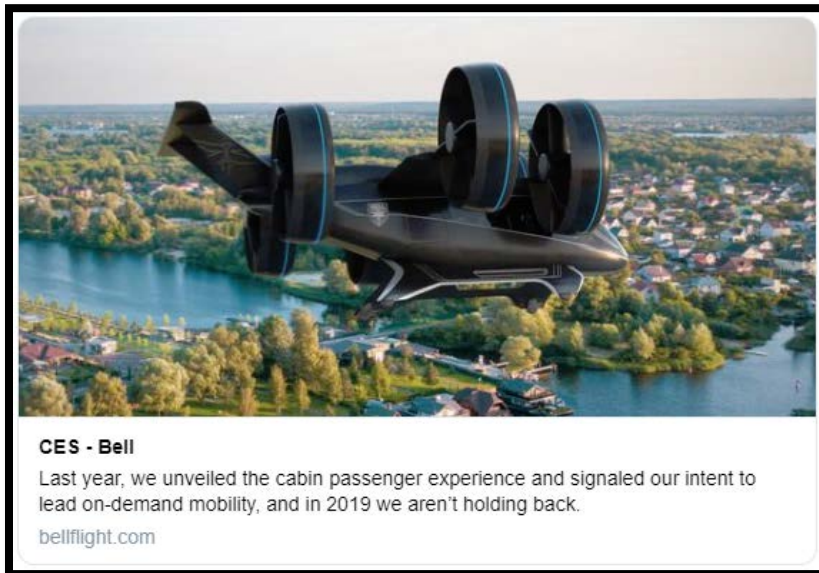
Innovative Vehicles & Technology

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)



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

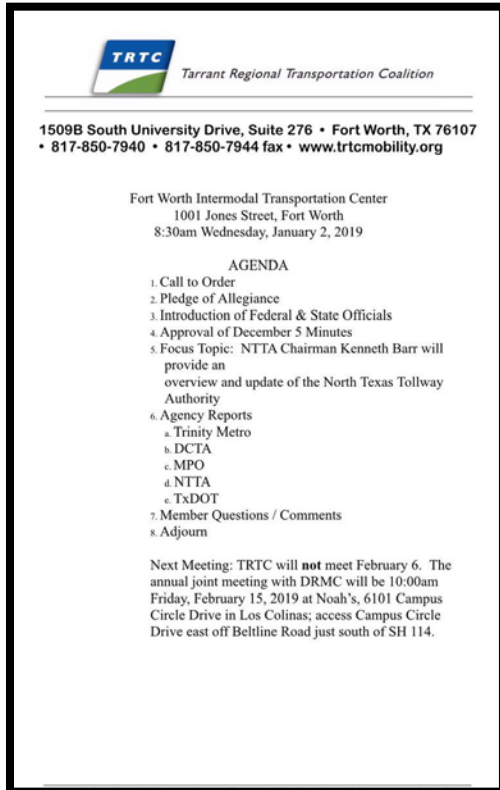


– Loren Stewart

Public Meetings & Forums

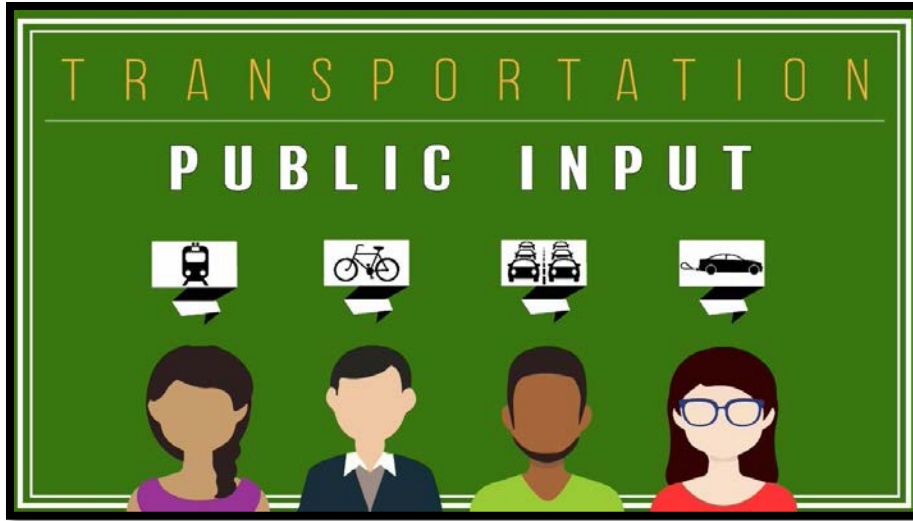
Twitter

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)



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)

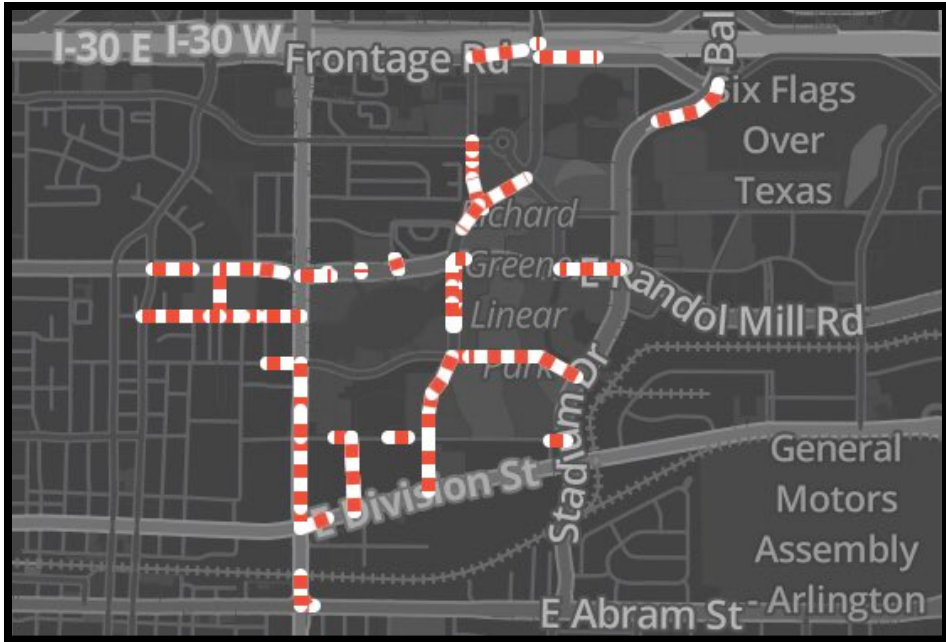


Dedicated Bus Lines can be built and operate for a fraction of the cost....compared to light rail. – J_C.Anderson (@JYakburger)



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

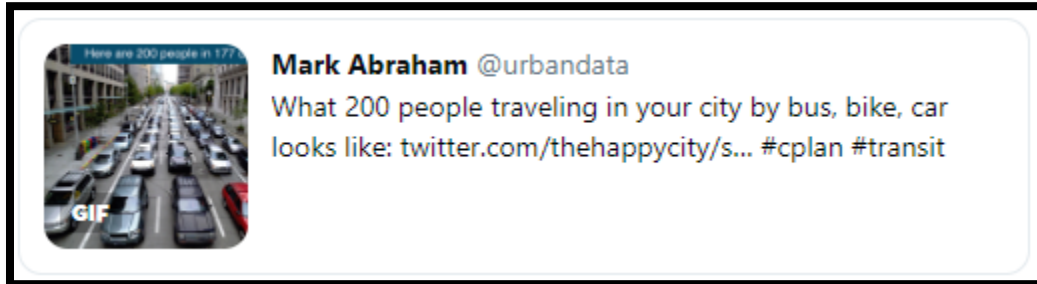
Replying to @kenshetter @txbornviking and 3 others

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.

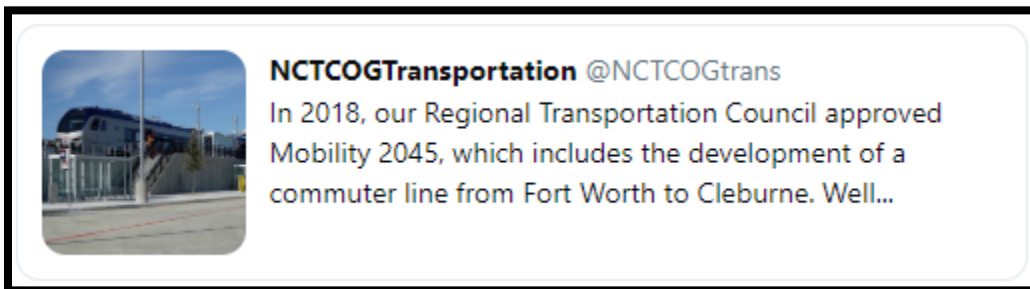
📷 cred: @UrbanFortWorth



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)

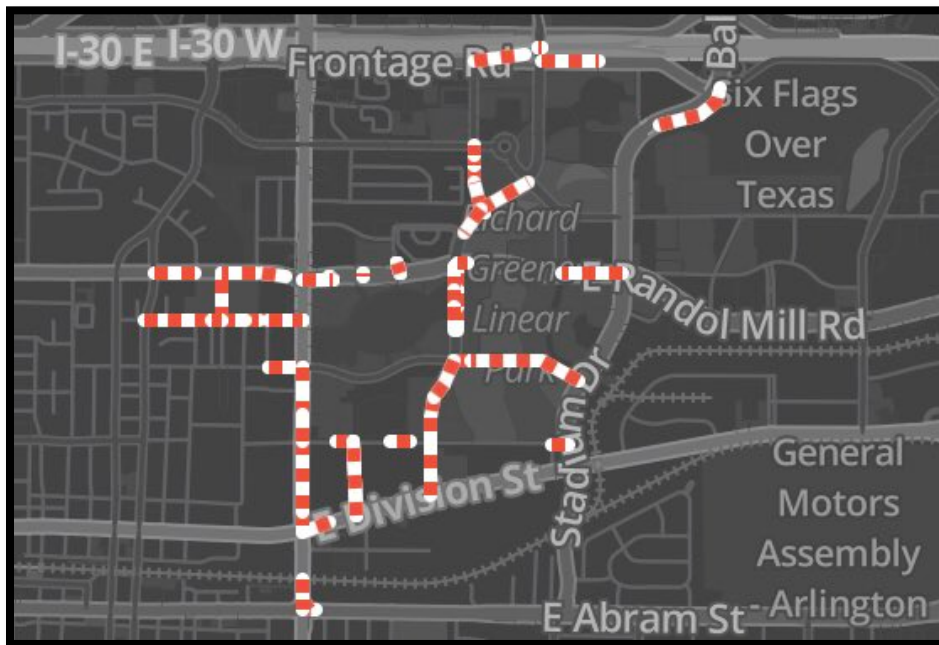


3. One day we'll fix the error that is the Benbrook Traffic Circle in where 183, 377, & Camp Bowie meet. I hope the folks at @NCTCOGtrans & @TxDOT would use this multimodal solution as inspiration. – Loren S. (@txbornviking)



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



December 31, 2018

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005

Dear Michael:

The City of Fort Worth appreciates the opportunity to express interest in participating in planning and cost-reimbursement projects through NCTCOG's Automated Vehicles 2.0 Program.

The City of Fort Worth is interested in participating in NCTCOG's Automated Vehicles 2.0 Program. Planning for the introduction and eventual widespread use of automated vehicles in Fort Worth aligns well with existing transportation and land use policies of the Fort Worth Comprehensive Plan. Furthermore, the City is planning to update the Transportation Chapter of the Comprehensive Plan next year and will create the opportunity to include automated vehicles as part of the Transportation Chapter update.

Please consider this letter as the City of Fort Worth's interest toward participating in NCTCOG's Automated Vehicles 2.0 Program. Let me know if we can provide additional information as your AV 2.0 Program implementation proceeds. Thank you for the opportunity to participate in this important program.

Sincerely,

Steve Cooke, Interim Director
Transportation and Public Works

RECEIVED

JAN 07 2013

TRANSPORTATION

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

THE CITY OF FORT WORTH * 1000 THROCKMORTON STREET * FORT WORTH, TEXAS 76102
817-392-7913 * FAX 817-392-8092



January 3, 2019

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005

Dear Michael:

The City of Fort Worth appreciates the opportunity to express interest in participating in planning and cost-reimbursement projects through NCTCOG's Automated Vehicles 2.0 Program. Our staff has had the pleasure of working with Thomas Bamonte and Clint Hail to learn more about automated vehicle deployment opportunities in DFW, and particularly NCTCOG's efforts to plan responsibly for the introduction of automated vehicles in the Metroplex.

The City of Fort Worth is interested in participating in NCTCOG's Automated Vehicles 2.0 Program. Planning for the introduction and eventual widespread use of automated vehicles in Fort Worth aligns well with existing transportation and land use policies of the Fort Worth Comprehensive Plan. Furthermore, we expect to update the Transportation Chapter of the Comprehensive Plan next year and will have the opportunity to address automated vehicles as part of the Transportation Chapter update. In addition, we recognize the opportunities and challenges that automated vehicles may create for Fort Worth's growth and development, and the potential for automated vehicles to impact transportation infrastructure and access in our growing Downtown, Urban Villages, Transit-Oriented Development areas, and Mixed-Use and Industrial Growth Centers.

Please include Fort Worth in your preparations for NCTCOG's Automated Vehicles 2.0 Program. Let me know if we can provide additional information as your AV 2.0 Program implementation proceeds. Thank you for the opportunity to participate in this important program. Should you have any questions about or require any additional information from me please do not hesitate to contact me at Randle.Harwood@fortworthtexas.gov or at the phone number below.

Sincerely,

Randle Harwood
Planning and Development Director

RECEIVED

JAN 08 2019

TRANSPORTATION

Planning and Development Department

The City of Fort Worth * 1000 Throckmorton Street * Fort Worth, Texas 76102* 817-392-6101*



December 28, 2018

Mr. Michael Morris, P.E.
Director, Transportation Department
North Central Texas Council of Governments
616 Six Flags Drive
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Mr. Morris:

This letter is to signify that the City of Grand Prairie is interested in hosting an Automated Vehicles (AVs) deployment and participating in the Planning and Cost Reimbursement projects in the event an AV deployment comes to City of Grand Prairie.

Recognizing the air quality, congestion, and safety benefits of deployment of Automated Vehicles (AVs), we look forward to working with the North Central Texas Council of Governments (NCTCOG), other public entities and AV experts in the deployment of AV to help achieve the region's mobility goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Hart", written over a horizontal line.

Tom Hart
City Manager

RECEIVED

JAN 10 2019

TRANSPORTATION



January 8, 2018

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005

Dear Michael:

The City of Grapevine appreciates the opportunity to express interest in participating in planning and cost-reimbursement projects through NCTCOG's Automated Vehicles 2.0 Program. Our staff has had the pleasure of working with Thomas Bamonte as we learn more about automated vehicle deployment opportunities in DFW, and particularly NCTCOG's efforts to plan responsibly for the introduction of automated vehicles in the Metroplex.

The City of Grapevine is interested in participating in NCTCOG's Automated Vehicles 2.0 Program. Planning for the introduction and eventual widespread use of automated vehicles aligns well with our existing transportation network and convention tourism efforts.

Please include Grapevine in your preparations for NCTCOG's Automated Vehicles 2.0 Program. Let me know if we can provide additional information as your AV 2.0 Program implementation proceeds. Thank you for the opportunity to participate in this important program.

Sincerely,

Bryan Beck, P.E.
Public Works Director

C: Bruno Rumbelow, City Manager, Grapevine, Texas

RECEIVED

JAN 14 2019

TRANSPORTATION



PUBLIC WORKS DEPARTMENT

THE CITY OF GRAPEVINE P.O. Box 95104 • Grapevine, Texas 76099 • Phone Metro 817/410-3135 • Fax 817/410-3003



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

TO: North Central Texas Legislative Delegation

DATE: January 14, 2019

FROM: Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

SUBJECT: Complimentary Copy of New Book Discussing Highway Funding Solutions

At the Regional Transportation Council (RTC) meeting held on October 11, 2018, members heard a presentation from Robert W. Poole, Director of Transportation Policy for the Reason Foundation. Mr. Poole recently published a new book, *Rethinking America's Highways*. Mr. Poole's proposed solutions to America's highway funding issues have stimulated our discussion of this topic, and members have received a copy of his book. Therefore, I wanted to provide you with a copy as well and invite you to join us in this important discussion.

A renowned expert on surface transportation, Mr. Poole is an MIT-trained engineer and has advised Presidents Ronald Reagan, George H.W. Bush, Bill Clinton, and George W. Bush on infrastructure issues. He serves as a member of the Transportation Research Board's (TRB) Managed Lanes Committee and was a member of TRB's special committee on the long-term viability of fuel taxes for highway funding. In 2008, he was a member of the Texas Study Committee on Private Participation in Toll Projects.

Please find a complimentary copy of *Rethinking America's Highways* enclosed. I hope you will find Mr. Poole's approach to thinking about highway funding informative and consider its applicability to your discussions about transportation funding in the future. If you have questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to be "G. Fickes", written over a horizontal line.

Gary Fickes

KR:al
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG
Robert W. Poole, Director of Transportation Policy, Reason Foundation



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

January 14, 2019

The Honorable Jessica Gonzalez
Texas House of Representatives
P.O. Box 2910, Room E2.820
Austin, TX 78768

Dear Representative Gonzalez:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to congratulate you on your election to the 86th Texas Legislature. We look forward to working with you on transportation issues and will assist you in any way possible.

The RTC is comprised of local elected and appointed officials representing the municipalities and transportation agencies of North Texas. A roster is enclosed. Our work includes guiding the development of multimodal transportation plans and programs and determining the allocation of federal, State and regional transportation funds. Over the years, we have enjoyed working with the North Texas Legislative Delegation to help improve our transportation system.

In pursuit of this goal, we have developed two resources, the enclosed RTC Legislative Program and Transportation Funding Primer. These documents outline the policies we believe will benefit transportation infrastructure and air quality in Dallas-Fort Worth and explain the current transportation funding reality facing Texas.

Again, congratulations on your election and thank you for the work ahead as you advocate for the State of Texas. If you have any questions, please contact me or Michael Morris, P.E., NCTCOG Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

KR:al
Enclosures

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



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

January 18, 2019

The Honorable Jessica Gonzalez
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

Dear Representative Gonzalez:

As the 86th Texas legislative session approaches, the Regional Transportation Council (RTC) wishes to provide North Texas legislators information on three air quality programs that are critical for improving air quality in the Dallas-Fort Worth (DFW) area: the Texas Emissions Reduction Plan (TERP) Program, the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP), and the Local Initiatives Projects (LIP). A brochure with basic information on these programs is enclosed.

Since 1974, the North Central Texas Council of Governments (NCTCOG) has served as the Metropolitan Planning Organization (MPO) for transportation and air quality planning in the DFW Metropolitan Area. The RTC is the policy body for the MPO, and the NCTCOG Transportation Department is responsible for support and staff assistance to the RTC and its technical committees. Accordingly, RTC supports policies and programs that effectively contribute to meeting local air quality needs. Also enclosed are the specific RTC positions regarding these air quality programs, along with background information and explanation of legislative action that may be needed.

As over 6.3 million Texans live in the 10 counties that are classified as nonattainment for ground-level ozone, the RTC requests your support for bills that reinstate revenues and appropriate funding for TERP, LIRAP, and LIP during the 86th legislative session. In addition, you may wish to attend one of the following sessions, both scheduled for Tuesday, January 22:

- TERP educational briefing hosted by the Texas Commission on Environmental Quality from 10 am – noon in room E1.028
- TERP educational briefing hosted by the Texas Clean Air Working Group from 2:30-4:30 pm in the Texas Capitol Auditorium

If you have any questions, please contact Chris Klaus, Senior Program Manager, at (817) 695-9286 or claus@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written in a cursive style.

Gary Fickes
Chair, Regional Transportation Council
Commissioner, Tarrant County

LPC:ch
Enclosures

cc: Jon Niermann, Chairman, TCEQ
Toby Baker, Executive Director, TCEQ
Donna Huff, Director, Office of Air, TCEQ

OPTIMIZING TERP, LIRAP AND LIP

Maximizing Effectiveness of the Texas Emissions Reduction Plan, the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program and Local Initiatives Projects

Programs were established by the Texas Legislature to improve air quality in counties designated nonattainment, at risk of nonattainment status, or contributing to nonattainment status in other counties.

TERP Texas Emissions Reduction Plan	LIRAP Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (AirCheckTexas Drive a Clean Machine Program)	LIP Local Initiatives Projects
<ul style="list-style-type: none"> • Focused primarily on reducing emissions from heavy-duty diesel vehicles • Nine competitive funding incentive programs to reduce emissions from older, high-polluting vehicles and equipment • Funded through various dedicated revenues deposited into the Texas Emissions Reduction Plan Fund • Revenue consists of fees and surcharges established by the Texas Legislature • Over 17,600 vehicles have been replaced or upgraded through the Diesel Emissions Reduction Incentive Program, one of the nine programs under TERP 	<ul style="list-style-type: none"> • Focused on reducing emissions from light-duty, high-emitting gasoline vehicles • Low/medium income vehicle repair and replacement program • Up to \$3,500 incentive for vehicle replacement and up to \$600 for repairs to pass emissions inspection • Counties can opt in to collect fee from residents at time of vehicle registration to fund program • Repaired over 45,000 vehicles statewide in order to pass annual emissions inspection since 2007 • Replaced over 64,000 older, high-polluting vehicles with newer, cleaner vehicles 	<ul style="list-style-type: none"> • Focused on lowering vehicle emissions through local transportation projects • Eligible projects include emissions enforcement task forces and transportation improvements such as signal retiming and public transit • Counties that participate in LIRAP can utilize part of the funds for LIP • Funds local law enforcement to target vehicle inspection stations that are committing fraud, as well as those who are selling counterfeit temporary vehicle registrations—an increasing problem draining revenue from Texas

Texas Ozone Nonattainment and the State Implementation Plan

In Texas, 19 counties exceed federal air quality standards for ground level ozone. This is called nonattainment and it affects some of the most populous regions in our state.

Nearly **16 million Texans live in counties that are classified as nonattainment** for the 2015 National Ambient Air Quality Standard for ozone.

The State Implementation Plan, or SIP, is an enforceable plan created by the state explaining how a nonattainment area will comply with federal air quality standards. The SIP includes implementable emission reduction control strategies.

TERP, LIRAP and LIP exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

TERP

What projects are eligible?

Primarily replacement or repower (engine replacement) of “legacy” high-polluting on-road vehicles, non-road equipment (e.g. construction equipment), marine vessels, locomotives, stationary engines, etc. Other eligible projects have included idle reduction, alternative fuel infrastructure, new technology purchase incentives. Small allocation set aside for research and air monitoring.

How are funds collected?

Fees on a certificate of title and commercial motor vehicle inspections, and surcharges on off-road heavy-duty diesel equipment, on-road motor vehicles, and commercial motor vehicle registration.

What is the balance in the TERP Account?

Projected to be approximately **\$1.75 billion** in dedicated funds at the end of Fiscal Year 2019.

Source: Legislative Budget Board

Why is there a balance?

The Texas Commission on Environmental Quality does not request all TERP funding in their Legislative Authorization Request partly due to direction to reduce agency budgets. Thus, collected revenues are not fully appropriated. Approximately \$1.7 billion was used to balance the FY2018-19 budget.

Is there still a need for this program?

Yes. TERP is one of the most cost-effective strategies available to reduce ozone forming emissions of nitrogen oxides. The North Central Texas Council of Governments estimates that over \$1 billion in TERP grants would be needed to replace the legacy on-road fleet in the Dallas-Fort Worth area alone.

LIRAP/LIP

LIRAP: AirCheckTexas Drive a Clean Machine program to repair polluting automobiles that fail the emissions inspection, or replace vehicles 10 years old or older.

LIP: Projects that improve air quality, such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies.

What projects are eligible?

Air quality fee collected during vehicle registration in counties that have a vehicle emissions inspection program and County Commissioners Court agrees to collect the fee. Ten percent of appropriated funds are directed to LIP under the current funding approach.

How are funds collected?

Approximately **\$142.6 million** in dedicated funds.
Source: Texas Commission on Environmental Quality

What is the LIRAP balance in Clean Air Account 151?

Legislators did not appropriate funding between 2011-2014 in order to balance state budgets, while fee collections continued at the local level. In 2017, the governor vetoed appropriated funding. Recently, participation from eligible vehicle owners has been lower due to outdated program elements in place since 2007.

Why is there a balance?

Yes. LIRAP and LIP are crucial programs that counties support to combat air quality problems and associated health impacts in their local communities. With modernization, both of these programs can be improved to increase flexibility, participation, and make greater air quality improvements.

Is there still a need for this program?

POTENTIAL LEGISLATIVE OPTIMIZATION

TERP



Potential Action	Additional Information
Fully appropriate all TERP revenues	Funds accumulated in the TERP account were collected for a dedicated purpose, to improve air quality. NCTCOG estimates that for every \$1 billion in TERP grants awarded, approximately 67 tons of ozone-forming nitrogen oxides can be reduced each day.
Extend collection of TERP revenues	All fees and surcharges funding TERP are set to expire August 31, 2019. If no new revenue is collected, appropriations to the program will become more difficult. It is critical that revenues continue as long as the program is in effect.
Re-authorize the Alternative Fueling Facilities Program	This program was updated during the 85th Legislative session, but is set to expire August 31, 2019. This program funds 50 percent of the cost of alternative fuel refueling infrastructure and is critical to ensuring that the newest, cleanest technologies—especially zero-emission vehicles—are feasible in Texas.

LIRAP/LIP



Counties have opted out of LIRAP/LIP fee collection after appropriations were vetoed in 2017. Many counties passed resolutions indicating fee collection will restart when appropriations are resumed.

Potential Action	Additional Information
Eliminate LIRAP in its current form, and include a clean vehicle program in the menu of options available to counties under LIP	Last updated in 2007, LIRAP/LIP needs an overhaul to be most effective. Focusing on LIP and providing a menu of options for counties to select allows flexibility and greater air quality results.
Fully appropriate the balance of LIRAP funds in Clean Air Account 151 to counties where the fees were collected, for use in a focused LIP program	Funds accumulated in Clean Air Account 151 were collected for a dedicated purpose, to improve air quality. These funds could be used for a modernized and more effective LIP program. They would also allow important law enforcement efforts to continue without interruption while fee collection restarts under an enhanced program.
Give more flexibility to counties for a broader range of local solutions under LIP to combat air quality problems	Allowing a broader range of projects, including data collection efforts for air quality and multimodal transportation data to improve transportation system efficiency, with reduced regulatory barriers will encourage county participation.

FOR MORE INFORMATION: Chris Klaus, Air Quality Senior Program Manager
 North Central Texas Council of Governments
 (817) 695-9286 or cklaus@nctcog.org



Background on Regional Transportation Council Legislative Positions and Action Needed Regarding Air Quality Programs

RTC Position: Reinstate and protect Texas Emissions Reduction Plan (TERP) revenue; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types.

Background: Established in 2001 by the 77th Texas Legislature, TERP is a grant program that aims to improve air quality in counties designated nonattainment of the National Ambient Air Quality Standards (NAAQS) as well as counties at risk of nonattainment status or contributing to nonattainment status in other counties. Ten counties in DFW are currently designated nonattainment under one of the federal ozone standards. In addition, 9 of these 10 counties are in violation of a second ozone standard. Since its inception, the TERP program has awarded approximately \$428.4 million to projects in the DFW area, resulting in an estimated 64,100 tons of ozone-forming NOx reductions. TERP primarily focuses on reducing emissions from older, high-polluting heavy duty diesel vehicles and equipment and is referenced under Weight of Evidence in the State Implementation Plan (SIP) as an important strategy to improve air quality and protect human health. However, the air quality benefits realized by TERP may be at risk unless key legislative actions are taken this session.

1) Action Needed: Reinstate TERP Revenue Collection.

TERP revenue sources include the Limited Sales and Use Tax, the Motor Vehicle Sales and Use Tax, the Commercial Motor Vehicle Registration Fee, the Commercial Motor Vehicle Inspection Fee and the Certificate of Title Fee which is transferred from the State Highway Fund. In 2017, Senate Bill 1731, 85th Legislature, extended the TERP program to the end of the biennium in which Texas attains the NAAQS for ground-level ozone. However, this bill did not extend TERP revenues. Therefore, revenues are set to expire at the end of fiscal year 2019. Suspension of revenue collection may have consequences for TERP appropriations that are unintended. State budgeting requires that appropriations do not exceed revenues collected. To date, the Texas Legislature has been able to appropriate a portion of TERP revenues collected because a surplus balance was on hand that helped buffer other state expenditures. Once TERP revenues stop, any appropriations to the program would be dipping into the overall spending cap without bringing any new revenues to the overall balance. Thus, it may be difficult to appropriate TERP funds at a level equal to past bienniums due to the overarching spending caps applicable to the state budget as a whole. In addition, at some point the balance will be depleted, but the need for the program funding will remain, leaving the TCEQ with no revenue available to achieve needed emissions reductions. Reinstatement of TERP revenues is a critical element of ensuring future appropriations, whether from newly collected revenues or from the fund balance.

2) Action Needed: Protect TERP Funds and Appropriate Funds for Projects that Meet the Intent of the Program.

It is important to significantly increase TERP appropriations to continue progress toward achieving attainment for the federal standard for ground-level ozone. TERP revenues have increased since the 2010-11 biennium, but a correlated increase in appropriations, and therefore expenditures, has not occurred. In fact, the TERP account balance has increased each biennium since 2004 and is projected by the Legislative Budget Board to have a

balance in excess of \$1.74 billion at the end of Fiscal Year 2019. This large account balance can give the impression that current TERP appropriation amounts are adequately addressing air quality needs and excess funds are available to use for other purposes. This is not the case. The DFW area remains in nonattainment and is in the process of being reclassified to a more strict nonattainment category for failing to attain the 2008 ozone NAAQS by the required deadline. Thus, TERP funding for emissions-reduction projects continues to be an essential tool for attaining the NAAQS in DFW and around the state. Unappropriated funds in the TERP account should be protected so as to remain in the TERP account to be used for its intended purpose: to improve air quality.

To determine how much TERP funding is needed, it is appropriate to look to the need for fleet turnover and emissions reductions rather than starting with the Legislative Authorization Request (LAR) requested by the TCEQ. For example, in the DFW ozone nonattainment area, approximately 53% of registered heavy-duty on-road trucks are powered by engines that pre-date current federal emission standards (i.e. model years 2011 and newer). This equates to over 23,000 trucks in the DFW 10-county ozone nonattainment area. Based on past TERP awards, NCTCOG staff estimates that over \$1 billion in TERP funding would be needed to replace all of these trucks with newer models. Notably, this investment of TERP dollars would be expected to be leveraged with other public and private sector resources well in excess of \$1 billion, as TERP awards often pay for less than half of the total project cost. This estimate does not account for funding needed to replace older, high-polluting on-road trucks in other TERP-eligible counties, or to replace non-road diesel equipment. Hence, both reinstating all TERP revenue sources and increasing TERP appropriations are needed to accelerate fleet turnover of older diesel vehicles and equipment.

RTC Position: Reinstatement of the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements.

RTC Position: Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIP.

Background: LIRAP and LIP complement TERP's objectives as these programs aim to improve air quality in impacted counties by reducing vehicle emissions. LIRAP's primary focus is to reduce emissions from light-duty, high-emitting gasoline vehicles and provide incentives to qualifying low/median income residents for vehicle replacement and for repairs to pass emissions inspections. LIP focuses on lowering vehicle emissions through local transportation projects such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies. Like TERP, LIRAP and LIP exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

- 1) Action Needed: Reinstatement of Appropriation of LIRAP and LIP Revenues and Previously Collected Funds.

These programs are funded through fees collected during vehicle registration in counties that have a vehicle emissions inspection program. Fee collection for participating counties is optional, and counties can opt out at any time. Fees collected accrue in the state Clean Air Account 151 as dedicated revenue until appropriated to participating counties with ten

percent of appropriated funds directed to LIP. TCEQ estimates the Account has approximately \$142.6 million in dedicated funds, of which approximately \$71.3 million is reserved for the North Texas region. This accumulation of funds is due in part to approximately 15% of available funding being appropriated in the 2011-2014 timeframe while full fee collections continued. In 2017, the governor vetoed funding which had been appropriated by the 85th legislature. As a result, counties opted out of LIRAP fee collection, although many counties passed resolutions indicating fee collection will restart when appropriations are resumed. Additionally, participation in LIRAP from eligible vehicle owners has been lower in recent years due to outdated program elements.

2) Action Needed: Restructure and Modernize LIP to Include LIRAP as an Option for Counties.

RTC believes LIRAP can be improved to increase flexibility and participation by eliminating it in its current form and including it as a clean vehicle program in the menu of options available to counties under LIP. Focusing on LIP and providing options will give counties the flexibility to choose from a broader range of local solutions, including data collection efforts for air quality and multimodal transportation data to improve transportation system efficiency. In addition, the balance of LIRAP funds in Clean Air Account 151 should be fully appropriated to the counties where the fees were collected for use in a focused LIP program. The funds could be used for an updated, more effective LIP program and would enable important law enforcement efforts to continue without interruption.



TEXAS HOUSE *of* REPRESENTATIVES

John Turner

State Representative, District 114

February 1, 2019

Mr. Gary Fickes, Chair
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Fickes,

I want to thank you for the copy of Robert Poole's *Rethinking America's Highways* you sent my office. I look forward to reading it and learning more about this innovative approach to transportation policy.

I appreciate you reaching out, and I look forward to working with you and RTC.

Sincerely,

A handwritten signature in black ink, appearing to read "John Turner", with a long, sweeping underline.

John Turner

RECEIVED

FEB 07 2019

TRANSPORTATION

TEXRail makes its first ride

New 27-mile commuter rail will be free through January

By RAY LESZCZYNSKI

Staff Writer

rleszcynski@dallasnews.com

TARRANT COUNTY

FORT WORTH —It was fitting that the tickets were golden. The celebratory color marked the inaugural ride Monday morning of TEXRail, the billion-dollar, 27-mile commuter rail line connecting Fort Worth, North Richland Hills, Grapevine and DFW International Airport.

The sleek silver and blue of the TEXRail set against downtown skyline as Trinity Metro, its partners and elected officials celebrated the completion of the five-year project.

It was still 2018, and Fort Worth Mayor Betsy Price's footwear was, notably, not red.

"The running joke was that if they didn't deliver this by December 31, 2018, my red boot would be on their backsides," Price said.

At his city's Main Street station, another milestone was noted as Grapevine Mayor William D. Tate boarded and pointed out that 50 years had passed since passenger trains had rolled through his city. Tate spearheaded the city's sales tax commitment to help make TEXRail happen, but that was in 2006.

When Trinity Metro board chairman Scott Mahaffey and Paul Ballard, president and chief executive, arrived in 2013, TEXRail was to some already legacy, if not fantasy.

"I was asked to speak to the mayor and council, and Mayor Tate had only one request. He said he wanted to be alive to ride on the train," Mahaffey said Monday.

Despite the officials' references to dreams, tight deadlines and Federal Transit Administration back-checks, TEXRail has been on schedule and under budget. Though service doesn't open to the public until Saturday, every inch of track is operable.

With a smooth, quiet and technologically advanced ride now in place, the remaining burden of proof falls to TEXRail customers. Will it achieve ridership of 8,000 a day by the end of 2019 and 14,000 within a few years, as Trinity Metro predicts? As has proved true in other areas of North Texas that feature commuter rail, all three cities are looking to create mixed residential and retail uses near the stations.

While development around many of the new stations awaited the trains' arrival, Grapevine Main is a prominent project already in motion.

The \$105 million development at the intersection of Main Street and Dallas Road in Grapevine will include a six-story hotel, an outdoor plaza for up to 3,500 guests and a five-story rail station.

Grapevine is also already established as a major tourism draw among the seven new stops in North Texas' passenger rail network. People can step from the station into Grape- Fest in September and see

the Gaylord Texan and Great Wolf Lodge resorts as TEX Rail whizzes by. The Grapevine Vintage Railroad's 1920s Victorian coaches will continue to run, with its specialty events on the same line.

It's a different situation in North Richland Hills, where the city will pay for TEX Rail starting in 2023 and rely on transit more as a service to residents than tourists.

"We're about 90 percent built-out right now," said North Richland Hills Mayor Oscar Trevino.

"How we finish that last 10 percent is going to be critical."

Some of the undeveloped area is near the new Iron Horse station, close to a golf course and other wooded amenities. North Richland Hills has zoned areas near both its stops for transit-oriented development.

"It's amazing how many people you see out on our trails," Trevino said. "If we incorporate some of the new multi-family into the trails system and parks we already have, then incorporate the train, our new residents will not only have a place to recreate, but have a way to work."

Price said TEX Rail gives Fort Worth a direct line into the airport's 62,000 jobs and \$37 billion economic base. She called TEX Rail the cornerstone to redevelopment on the city's North Side and touted the city's \$3 million to further help remake the area near its historic Stockyards.

City Council member Carlos Flores, who represents the North Side, called the mayor "a champion for this decision. This is one of the earliest parts of the city," Flores said. "And I think it's time we revisited it."

Others who spoke at the ribbon cutting included state Rep. Nicole Collier, state Sen.-elect Beverly Powell, County Judge Glen Whitley, Trinity Metro executives Ballard and Bob Baulsir, and Martin Ritter of Stadler U.S., the train builder. A Federal Transit Administration official was on the printed agenda, but according to Trinity Metro, unable to appear because of the government shutdown.

Three trains — one from each city — carried about 500 invited guests to the airport for lunch. Ridership numbers will jump significantly from Saturday until the end of January, when all rides are free.

North Richland Hills resident R.D. Cavazos said he and his wife will likely wait out the early crowds and use the nearby Smithfield Station when regular prices of \$2.50 per trip and \$5 for a day pass kick in Feb. 1.

Both North Richland Hills stops are more than 2 miles from Ernie's Seafood Restaurant, which Cavazos owns near the intersection of three recently widened highways. Yet it is at the business, where there's no more room to build freeway lanes, that he sees the most potential benefit from TEX Rail.

"Hopefully it will help us with our congestion," he said.

"It'll help a lot of people every day if it keeps 500-600 cars off these roads."

Twitter: @RayLeszcynski

USDOT announces \$60M in federal grants for AV programs

Dive Brief:

The U.S. Department of Transportation (USDOT) has announced that up to \$60 million in grant funding is available for autonomous vehicle (AV) demonstration projects.

The money will go toward multiple projects that test the safe integration of AVs onto U.S. streets and their transportation systems. The funding is for AV research and development, including identifying and addressing potential challenges to AV integration, with a focus on safety.

Public entities — not companies or private universities — including local, state and tribal governments as well as transit agencies and public research institutions are eligible to apply. Grant applications are due March 21, 2019.

Dive Insight:

The rosy glow surrounding AVs lost some of its luster last year when safety concerns grew, in a large part because of Uber's deadly collision in Arizona. Public trust in the technology took a hit and calls for greater local and federal regulations intensified. The incident changed the discussion from simply covering what AVs will be able to do to figuring out how to do those things more safely. The deadly collision also appeared to have a slowing effect on the AV industry, in that technology and vehicle developers seemed in less of a rush to release the technology before the competition and put more emphasis on getting it right.

Local, state and federal governments are in a tricky spot with AVs because they don't develop the vehicles or related technology, but they are expected to ensure public safety through regulation. Yet, government's knowledge of such emerging technologies is limited. However, at this point leaders have a better idea of necessary safety requirements or at least the questions to ask about how AVs could affect the public.

Although federal AV regulation did not make it through the most recent session of Congress, the USDOT grants offer federal assistance in a different way. They will help public entities further gather information about and understand how to safely integrate AVs into the existing transportation system. One criterion is that the projects receiving the grant money must gather and share a significant amount of data with USDOT, which will better inform leaders across the country of both the risks of AVs and the opportunities to influence safety policies.

Certain demonstration projects will be prioritized in the funding determination process, such as those that hone in on transportation-challenged populations including aging adults and individuals with disabilities.

<https://www.smartcitiesdive.com/news/usdot-announces-60m-in-federal-grants-for-av-programs/545043/>

Mayor formally announces plan to run for fifth term

BY LUKE RANKER lranker@star-telegram.com

FORT WORTH

Economic growth — spurred by a focus on education and urban redevelopment — will push Fort Worth forward, Fort Worth Mayor Betsy Price said Thursday as she formally announced a re-election bid.

On Thursday, Price touted economic development as leading her priorities if she wins a unprecedented fifth term at an East Fort Worth Business Association lunch. Price told Star-Telegram media partner WFAA/Channel 8 in December she thought “there’s a lot yet to be done” in Fort Worth.

“Fort Worth has more momentum now than ever before,” she said.

If re-elected to the two-year term, Price would be the longest-serving mayor in Fort Worth history.

Price said she would continue a focus on growing and diversifying Fort Worth’s economy. To do that, she said, the city must prioritize education calling it “good business.” Price created Read Fort Worth with the goal of making 100 percent of Fort Worth third-graders capable of reading at grade level by 2025 and Thursday pointed to programs focused on early childhood development and daycare, stabilizing homes for school-aged children and career development.

“We’ve imported talent to Fort Worth, particularly in tech,” she said. “It’s time we grow our own.”

Redevelopment of the city’s core neighborhoods, including improving infrastructure and tackling crime, would also be among her focus. Price mentioned Stop Six and Ash Crescent, two neighborhoods targeted with city dollars for blight clean up and sidewalk, street and lighting improvements. The city council later this month will approve just under \$3 million for the North Side.

She has also championed fitness and health programs like FitWorth, which focuses on active lifestyles for children and adults, and Price pointed to the city’s Blue Zone designation. Price told the crowd health programs would attract businesses while also building a healthy workforce.

Price, elected first in 2011, faced a re-election challenger for the first time in 2017 in newcomer Chris Nettles, a minister and justice of the peace clerk. She sailed to an easy

victory with about 70 percent of the vote. Nettles has appointed a treasurer for a campaign in City Council District 8, currently represented by Kelly Allen Gray.

Luke Ranker: 817-390-7747, @lrankerNEWS

Burleson First On List For New Commuter Rail Service

Burleson is first and then comes Cleburne, as far as plans for a new commuter rail to Fort Worth is concerned.

Earlier this year, the North Central Texas Council of Governments' (NCTCOG) Regional Transportation Council approved Mobility 2045, a comprehensive transportation plan for Dallas-Fort Worth metroplex.

The plan includes the development of Cleburne Line, a commuter rail project which will cost an estimated \$1.7 billion.

NCTCOG initially plans to implement commuter rail service from Fort Worth Intermodal Transportation Center to Burleson as a pilot project or the first segment of the Cleburne Line.

Ideally, the pilot, aka Burleson Commuter Rail is scheduled to complete in 3 years, depending on funding availability, collaborative support, track conditions and vehicle availability, among other factors.

NCTCOG anticipates the Burleson area will have 1,000 to 3,000 rail riders in the coming years, according to reports on Mobility 2045.

Based on the success of the pilot program, the rail service will then extend to Cleburne. The total project may take up to 20 years to complete.

NCTCOG is working on the details with the City of Burleson and BNSF Railway, which owns and operates freight trains on the rail line proposed for the project.

Shannon Stevenson, transit planning and operations program manager at NCTCOG, said the concerned entities will start planning and working in early January 2019.

"This rail line will provide the opportunity for people to live in Burleson and surrounding communities and be able to commute," Stevenson said. "Into downtown Fort Worth, or even take that connection to TEXRail in downtown Fort Worth and go on to the airport. They could theoretically ride the rail from Burleson all the way into DFW Airport and then catch whatever flight they need. It's going to be a great regional connection."

Population in the area along the proposed rail line is expected to increase by 84 percent, from 131,000 residents to 241,389. With that, employment is also expected to increase by 42 percent.

With all the growth coming to the area, Stevenson said the rail line will help ease up traffic congestion.

The project will function as a "stacked" commuter rail service, a cost-effective commuting strategy. Stacked commuter rail is a form of commuter rail that provides service exclusively in peak directions at peak times. Meaning, the rail service will only operate during high-demand periods of the day, e.g., the morning or evening rush hour. At all other times, it will remain "stacked" or stored at the depot.

The train station in Burleson will likely be located at Transit Oriented Development District in West Burleson.

“The City is coordinating with the NCTCOG to ensure that we are prepared for a transit station,” said Mandy Clark, Development Services Director at the City of Burleson. “But we also need to manage current growth in the area.”

The city of Burleson has proposed to have housing, retail, and commercial services within walking distance of the station stop.

However, a fixed timeframe for the train station has not been determined yet.

Clark added: “We are currently evaluating the TOD [Transit Oriented Development District] area with our update to the City’s Comprehensive Plan to ensure that development in the area is appropriate and transitional for a future transit station.”

<https://www.burlesonstar.net/news-local-news-texas-news/burleson-first-list-new-commuter-rail-service>

Texas economy is 'robust,' giving lawmakers \$9 billion more for next budget

Updated at 2:50 p.m.: Revised to add Hegar's additional comments, reactions of other state leaders, budget experts
(Story posted by Dallas Morning News)

AUSTIN -- Texas' booming economy means lawmakers will have almost \$9 billion more in general-purpose state revenue for the next two-year budget, but Comptroller Glenn Hegar warned Monday that the fiscal future is cloudy because of uncertainty in U.S and global economies.

"The economy has been extremely robust," Hegar said, issuing his revenue estimate for the 2020-21 cycle.

But the Republican chief tax collector noted that legislators will have to plug holes in the current budget they passed in 2017 before they start applying some of the additional \$8.9 billion of general revenue to new initiatives.

He mentioned IOUs in the Medicaid health insurance program for the poor, state costs for Hurricane Harvey and other unfunded liabilities.

Hegar also said that while the Texas economy "will continue to outpace" that of other states, he sees a "cloudy" fiscal picture.

"The U.S. and global economies are uncertain and any slowdown will affect Texas," he said, noting that stock markets have been turbulent and interest rates have been rising.

Also, trade tensions with China and President Donald Trump's renegotiating of the North American Free Trade Agreement pose unique risks to Texas, which "has more international trade than the other 49 states," Hegar said.

"That uncertainty can cause a question mark of where we're going as a state economy," he said.

Hegar said he expects "continued but slowing expansion."

Going into last session, Hegar projected a 2.7 percent decrease in general-purpose revenue, after accounting for a voter-approved diversion of sales taxes to highways. For the session that begins Tuesday, he's giving budget writers a cheerier forecast -- \$119.1 billion in general-purpose revenue, an 8.1 percent increase over the current cycle.

That includes a \$4.2 billion cash balance when he closes the books on this cycle on Aug. 31, he said.

Hegar's forecast sets a ceiling on what lawmakers may spend this session as they write the state's next two-year budget.

Rainy day fund available

They also can tap into the rainy day fund. They are expected to do so, at least to defray between \$1 billion and \$2 billion of state costs from Hurricane Harvey.

Hegar said the reserve, which currently has about \$12.5 billion, is expected to grow to \$15.4 billion by Aug. 31, 2021, before any drawdowns by lawmakers.

Compared with past revenue estimates, Monday's was "above average," he said. But he cautioned that the double-digit increases in sales tax collections the state has posted in recent times are probably a thing of the past. Sales tax yields more than half of general-purpose revenue.

"We've had [revenue] growth as though we've had an economic boom, but we don't forecast a boom to continue ... because of those uncertainties" about the national and international economies, Hegar said.

Perhaps the brightest spot in his revenue estimate is a guess that the oil production tax will spin off \$7.4 billion in state revenue over the next two years, an increase of 11.1 percent over this cycle.

With unpaid bills and a desire to boost state funding of public schools while curbing property taxes, lawmakers face "a tight balancing act, as always," said Hegar, a former state representative and senator from the Houston suburb of Katy.

Confidence in boosting funding

On Monday, Gov. Greg Abbott and Lt. Gov. Dan Patrick promptly issued written statements hailing Hegar's forecast as evidence of the Texas economy's continued good health.

Even so, "Texans expect their government to live within its means, while funding its priorities," Abbott said.

Patrick, the Senate's presiding officer, said he and the senators "are committed to property tax reform, increasing teacher pay and school finance reform. We are confident we can accomplish these goals."

Rep. Dennis Bonnen, the House's likely next speaker, had no comment. Though Bonnen is expected to be elected to lead the chamber on Tuesday, the Angleton Republican has avoided commenting on issues, saying that would be presumptuous.

House Democratic Caucus Chairman Chris Turner of Grand Prairie said the revenue estimate shows lawmakers have enough cash to improve teacher pay, "address health care costs for current and retired educators," reduce college costs and improve Medicaid managed care "to better serve medically fragile Texans."

Talmadge Heflin of the conservative Texas Public Policy Foundation said Hegar's forecast "indicates there is taxpayer money available to fund key budget items while lowering the school maintenance and operations property tax."

Dick Lavine of the progressive Center for Public Policy Priorities, though, said Hegar's estimate will allow modest improvements in school funding but isn't rosy enough for leaders to consider tax reductions.

"There's enough to keep current services going but not so much that tax cuts should be a priority," he said.

To be fair, Texas needs to collect every penny of online sales tax it can

Dallas Morning News Editorial

Online retailing is hardly cutting-edge anymore. In fact, it's been cutting out traditional brick-and-mortar stores for some time when it's not just taking them over the way Amazon absorbed Whole Foods.

But the state of Texas still isn't getting its full share, and fair share, of sales tax revenue from online retailers.

That needs to change in 2019. Since June, states have had the power, per the Supreme Court decision in *South Dakota v. Wayfair Inc.*, to collect sales tax on internet sales even if the internet shop has no physical presence in the state.

Texas has been less than aggressive in going after all the state is due — something that needs to change in the coming legislative session.

Look, it's not that we are any more eager than the next guy to see more taxes piled on. But fair is fair. And brick-and-mortar stores that employ Texans and that have invested in real estate and buildings in the state are having to remit sales taxes to the government. The playing field needs to be leveled as fast as possible.

To be clear, Texas isn't leaving everything on the table. Large online retailers like Amazon have been remitting taxes on purchases in Texas. But many smaller retailers and third-party sellers aren't. That amounts to untold revenue — millions of dollars, certainly — should be paid to the state that aren't.

Comptroller Glenn Hegar's office appears to have a slow and careful approach to figuring out how best to collect tax from such retailers, possibly by looking at prior sales to Texas residents.

The figure Hegar's office is considering now is \$500,000. That may or may not be the right number, but it's a start to begin to set a threshold.

Online retailing has been a great convenience to buying and selling. But online retailers need to be just as responsible as old-fashioned retailers in paying what they owe.

The sooner Texas can get them doing it, the better, and fairer, for everyone.

TxDOT makes final decision on East Dallas '3G' intersection; here's why it's the right one

By Sharon Grigsby, Metro Columnist for Dallas Morning News

Updated at 8 p.m. 1/8/19 to include a comment from Sarah Lamb, with Lakewood Citizens for Responsible Traffic.

The majority — and not the loudest, sometimes misinformed voices — has won the day in the makeover of the death-defying East Dallas intersection of Gaston Avenue, Garland Road and Grand Avenue.

I learned Tuesday that the verdict is in on this \$9.4 million gateway to White Rock Lake and the Dallas Arboretum: The Texas Department of Transportation is moving forward with its preferred option of the “reverse T.”

TxDOT had worked with East Dallas residents, businesses and elected officials since 2016 on the reconstruction of the infamous “you yield, no you yield” intersection, an outdated tangle of short-cycle lights, confusing traffic signs and bizarre merges.

As a Hollywood-Santa Monica resident, I regularly become part of a nerves-of-steel game of vehicular chicken that the 3G intersection forces on drivers. And only the most daring pedestrian would try to cross the road, despite the growing number of places to eat, drink and shop on either side of Garland-Grand.

But the reverse T plan was always the option that made the most sense — despite some neighbors' dogmatic belief that it will funnel more traffic onto Gaston. The reverse T plan calls for traffic lights for all directions — finally, everyone has to stop. On paper, at least, it's pedestrian- and bike-friendly, with good crosswalks and landscaping.

State Rep. Eric Johnson, D-Dallas, one of the elected leaders long involved in this redo, got the good news just before going onto the House floor for the convening of the new legislative session. He expressed understandable relief that we are a big step closer to a fix for this massive traffic mess.

“With all of the public comments received and processed, I'm glad that the Texas Department of Transportation can now move forward with improving one of the most dangerous and inefficient intersections in all of Dallas,” Johnson told me from Austin.

Given the headaches involved with this project, TxDOT probably wishes it wasn't in charge. But the department is in the driver's seat because Garland-Grand is also State Highway 78, providing a connection to Interstate 30.

After the last of TxDOT's five public meetings — this one a hearing in mid-November — a three-week public response period produced a final flurry of opinion. When TxDOT tallied the 1,040 comment forms, the results showed 593 supported the preferred option, 398 opposed it, two responded “no build” and the remainder didn't express a preference.

In addition, petitions with roughly the same number of signatures were submitted by various sides; each of those counted as one comment.

Even though the comments tipped toward the reverse T option, TxDOT spokeswoman Michelle Raglon emphasized to me that the public comments weren't a formal vote. “We listened to all sides and made the best possible decision based on all factors, including engineering and environmental,” she said.

With the environmental analysis complete and a letter of support from the city of Dallas in place, now comes land acquisition. Construction is expected to begin no later than 2020.

This is the right decision not just for drivers but for pedestrians and bikers, many of whom use these roads to reach White Rock Lake and the Dallas Arboretum.

“I’m glad that we slowed down the process so that everyone had a voice,” said Dallas City Council member Mark Clayton, whose district is one of three that surround the intersection. “In the end, the preferred option that the community has always supported still won out.”

By no means will this news about the so-called 3G intersection be well-received by everyone. While most East Dallas residents and commuters agree a fix has been needed for decades, how best to rebuild the interchange has sparked testy disagreements.

The loudest opposition to the reverse T is the social media-driven group Lakewood Citizens for Responsible Traffic, which worries that the reverse T will push additional traffic onto Gaston.

Sarah Lamb, co-founder of the coalition, told me Tuesday night that she still believes modifications will be made to address her group's concerns. "We hope that this will allow all of our neighborhoods to come together on this intersection redesign."

Some Gaston-area residents likely will remain convinced that the street will become glutted with more traffic because the new configuration requires that southbound traffic on Garland Road make a left turn to continue onto Grand.

But that argument is a head-scratcher. Cars will move along the path that the drivers want to go, not magically be pulled off course by the redo. Common sense, with an assist from traffic reports and navigation apps, will win out every time.

And consider that southbound traffic currently careens around a curve unimpeded by even a stoplight onto Gaston.

Tim Hopkins, a civil engineer who lives in the area, said something similar as he complimented TxDOT at the November meeting for "trying to do some very honest work on this" without steering traffic to any of the neighborhoods. "To assume you can drastically change how traffic flows today is flawed."

TxDOT deserves extra credit on the 3G work — it went way, way beyond what a process such as this one normally involves. After all, we are talking about an intersection improvement project — an item that would rarely get anywhere near the time and energy put into the 3G.

The most recent 1,000-plus comments proved to be more of a referendum on the plan than suggestions for tweaks. The results reflect what many of us suspected all along — the noisiest voices weren't the majority.

This has been a bruising process, one that often stooped to insults and personal innuendo. Too many times, the first opinion on social media became the fact of the day. Clayton, who showed up for every public meeting, spent a lot of time sorting out truth from fiction with residents.

But in the end, the facts won, and the community has spoken. Now we can all look forward to the end of this dangerous game of chicken and a new entryway to East Dallas' greatest assets.

<https://www.dallasnews.com/opinion/commentary/2019/01/08/txdot-makes-final-decision-east-dallas-3g-intersection-right-one>

Kamp picked as NTTA rep for Denton County

Former Denton City Council member Pete Kamp was appointed Tuesday as Denton County's representative on the North Texas Tollway Authority Board of Directors.

Kamp replaces the outgoing Michael Nowels. Her appointment was made Tuesday morning during Denton County Commissioners Court. She received unanimous approval from the five-member court.

As a council member, Kamp also served as the city's mayor pro tem. She currently sits on the Denton Parks Foundation Board of Directors and has worked on business ventures here, including the former 35 Denton festival.

As an NTTA board member, Kamp is directed to represent Denton County interests as the regional transportation authority makes decisions.

https://www.dentonrc.com/news/denton_county/kamp-picked-as-ntta-rep-for-denton-county/article_20b1b349-dd5a-583f-879e-3fba5a3bde48.html

Work session addresses MPO merger plan

During a public discussion on a proposed Rio Grande Valley Metropolitan Planning Organization, a Council of Governments official offered the Brownsville City Commission solutions to concerns with the plan.

On Tuesday, commissioners continued discussion on the MPO merger in a work session before the regular meeting.

Michael Morris, director of transportation for the Transportation Department of the North Central Texas Council of Governments, presented policy benefits of the proposed merger. According to the presentation, the benefits include:

- creating a larger “Transportation Management Area” status;
- moving to a correct geographic perspective;
- greater impact on gross domestic product;
- minimizing equity concerns;
- and expanding plans, programs, policies, performance, projects, partnerships and public.

The plan would merge the Brownsville, Hidalgo County and the Harlingen-San Benito MPOs.

In a Dec. 18 presentation, Pedro Alvarez, the district engineer for the Texas Department of Transportation’s Pharr District, listed pros and cons of a merger.

Pros include regional transportation planning, unified MPO planning, increased funding for Categories 2 and 7, and operational efficiencies. The proposed Rio Grande Valley MPO would be the fifth largest in Texas.

Cons include lost autonomy for individual MPOs, possible less funding for MPO administration and challenges for policy board members.

Alvarez said the biggest pro of the merger would be having a unified voice for the entire region with the con being loss of autonomy.

“Autonomy would be lost because now each of the individual [MPOs] would not be individual anymore,” he said. “However, the way to overcome that is to improve communication and ensuring that everybody expresses their concerns, expresses the need for the various projects and working together in partnership to develop projects as we move forward.”

MPOs are mandated by federal law with designated areas and where “all the state and federal funds are channeled through,” according to Pete Sepulveda, executive director of the Cameron County Regional Mobility Authority.

“The problem with having three separate MPOs is that you break up the population, and by breaking up the population, you reduce your chances of competing statewide, either for state funds or for federal funds,” Sepulveda said in a phone interview today with The Rider.

Category 2 is state funding and Category 7 is federal funding and are based on population.

“For example, Harlingen and San Benito, their population is very low, so they do not get any federal money,” he said. “Brownsville does because of their population, and Hidalgo County does because of their population, so unless there is a merger, Harlingen and San Benito will never be able to get Category 7 funding.”

Sepulveda said the proposed merger would give the regional MPO a “seat at the table” when funds are distributed on a statewide level.

Discussion on a city whistleblower policy and code of ethics were also items on Tuesday’s work session agenda but were not discussed.

“Just to let the public know, we will not be discussing letters B and C for the work session,” said Griselda Rosas, the city secretary.

The items are scheduled to be placed on the agenda for the Jan. 22 city commission meeting, according to Community Engagement Coordinator Christina Garza.

During their regular meeting, commissioners authorized City Manager Noel Bernal to sign an agreement between Brownsville Metro and Texas Southmost College to provide transportation services.

The pilot program started Wednesday and will continue until May 16.

TSC provided \$20,241.17 to assist Brownsville Metro. The service includes 1,500 free rides for TSC students, faculty and staff who present a valid TSC ID. Free rides are available from Monday through Thursday and will cost 75 cents on Fridays and Saturdays.

The existing Route 14 was realigned and extended to four more hours from Monday through Thursday, according to agenda documents. Stops include the Brownsville & Matamoros International Bridge, International, Technology, Education and Commerce Center and Hope Park. The service is also open to the public at the regular \$1 fee.

Robert Garza, assistant director of Brownsville Metro, said TSC students said the route did not connect with the ITECC building.

“The [students] that were doing studies there wanted to also transport all the way to TSC, so we began a discussion with TSC executives and we formed a committee with them,” Garza said. “They helped us subsidize the project.”

Garza said it is important for students to use the services in order to support the pilot program.

City commissioners also approved a resolution ordering a general municipal election to be held on May 4.

The positions up for election are mayor, city commissioner At-Large “A” and District 1 and 2 city commissioners.

Currently serving are Mayor Tony Martinez, who was first elected in 2011; At-Large Commissioner “A” Cesar De Leon, first elected in 2015; District 1 Commissioner Ricardo Longoria Jr., first elected in 2003; and, District 2 Commissioner Jessica Tetreau, first elected in 2011.

In other business, the commission:

–approved awarding a term contract to Galls Inc. for uniforms for the Brownsville Police Department

–reappointed Adrian Delgado to the Parks and Recreation Advisory Board Committee.

<https://www.utrgvrider.com/work-session-addresses-mpo-merger-plan/>

Here's why the Panther island review has no price

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH --No price tag has been set for the broad review of Fort Worth's \$1.16 billion Panther Island project that city leaders say is necessary to restore confidence in the flood control and economic development effort.

G.K. Maenius, Tarrant County administrator and Trinity River Vision Authority board president, said consultants vying to review the river project should focus on experience and quality, not the cost of doing business. The analysis will look at "management structure, including accountability structure and staff composition and roles."

"It's not good to set a price and then not get what you need," Maenius said. "We don't necessarily have a budget, but price will be one factor."

When Tarrant County looked at long range planning for the the Hospital District around John Peter Smith Hospital, consultants were paid more than \$1 million for reviews, according to the county. Heath Management Associates studied the Hospital District for six months at a cost of \$655,532 and Cumming Construction Management, which focused on the hospital's facilities, was paid \$415,000 for a year's worth of analysis.

Maenius said it would be hard to compare costs to the Panther Island review, which is broader and will be done in a shorter period.

The board met Thursday to briefly explain its request for proposal to prospective consultants. A firm should be selected by March 7 with the review done by June 19.

Calls for an independent review came last fall after the federal government skipped funding the Congress-approved project, also known as the Trinity River Vision Central City project.

Though the project has missed out on 2019 funding, the Panther Island project has about \$9 million held over from past years. Most of that work will be done away from the downtown bypass channel in Gateway Park. To stay on the "critical path," the minimum work to keep the project on schedule, Washington will have to kick in at least \$26 million in 2020, water district officials have said. About \$322 million in local money has been spent since the project's inception more than 10 years ago. Purchasing the land needed for the channel and relocation of displaced businesses has cost about \$140 million.

At least four national consulting firms with offices in Dallas-Fort Worth have shown interest in reviewing Panther Island:

- AlixPartners, a corporate renewal firm.
- BDO, accounting consultants.
- Mercer, specializing in human resources.
- Riveron, a business consulting firm.

Fort Worth-based engineering firm Bannenbaum has also expressed interest while representatives from engineering firms Fort Worth-based Freese and Nichols and Kansas City, Mo.,-based Burns and McDonnell attended Thursday's meeting, said David Owen, Tarrant Regional Water District purchasing manager.

Local firms will not be given preference over national firms, authority board member and city councilman Carlos Flores said. Instead, the board will select a consultant based on overall experience and ability to complete the review in 90 days.

"I think a company's objectivity will be clearly seen in their proposal," Flores said.

When Fort Worth Mayor Betsy Price called for the review in October, she and council members said the city would consider withholding an extension of a special tax district meant to fund \$250 million in bonds to help support the local piece of the Panther Island Project.

Flores said this week it was too early to know if a vote on the extension will come in the year.

<https://www.star-telegram.com/news/local/community/fort-worth/article224229685.html>

Interactive Map Highlights Dallas Region's Smart City Advances

Smart city technologies and strategies that are taking hold across Dallas-Fort Worth. Now you can check out a new map by the Dallas Regional Chamber that spotlights some prime examples.

A robot is crawling under the streets of Arlington, identifying frailties in city sewer mains, saving taxpayers millions in the process.

Autonomous vans—the first in the U.S. to cruise public streets—are shuttling people to The Star in Frisco. Inefficient traditional streetlights are being removed in areas of Dallas-Fort Worth, and are being replaced with poles bristling with sensors and low energy-consumption LED bulbs.

Those are just a few examples of smart city technologies and strategies that are taking hold across the region; they have been compiled and mapped here, by the Dallas Regional Chamber.

“Cities across the Dallas Region are doing more to embrace innovation,” Duane Dankesreiter, the DRC’s Senior Vice President of Research & Innovation, says. “The regional innovation strategy we helped launch in 2018 highlighted the importance of aligning local government needs with innovative solutions. This map is part of our ongoing effort to showcase the smart city projects currently in place and will serve as a go-to resource for those looking to better understand where things are happening in our region.”

Simply put, a smart city is one that takes the initiative to deploy technologies and to use data to improve residents’ quality of life.

Staff from the Dallas Regional Chamber worked for months interviewing engineers, leaders in research, and public works officials to locate, identify, and describe smart city technologies and initiatives. Among them:

Dallas’ smart city test bed in the city’s historic west end, which includes free public WiFi, sensors that detect pedestrian traffic, moisture sensors near the grassy knoll in Dealey Plaza, and an interactive digital kiosk;

A public app-driven ride-share program—called Via Rideshare—launched in Arlington in 2017 that provided more than 60,000 rides across the city during the first 11 months of its use; and

Open-data portals and/or public dashboards, which have been deployed by seven cities in the Dallas Region, including Carrollton, Denton, and Plano. The open-data portals are used during hackathons and by universities, where developers often apply the data to develop solutions for public-safety issues like flooding and crimes in-progress. Public dashboards measure a government’s performance, compared to its goals.

The Dallas-Fort Worth Smart City Breakthroughs map is part of the DRC’s work in connecting the public sector, the private sector, and university research leaders in work that improves daily life in the region and across the nation, and to further efforts in making the region a leader in smart city technology. The map will be updated to reflect additional innovations as they become available to the public. To view and interact with the map, go here.

<https://dallasinnovates.com/interactive-map-highlights-dallas-regions-smart-city-advances/>

Why this congested part of Loop 820 probably won't get any new lanes until 2030

By Gordon Dickson, Fort Worth Star-Telegram

NORTH RICHLAND HILLS -- Every day on her drive home from work, Kali Roberts is taken aback by the angry pile of motorists who converge on westbound Loop 820 in North Richland Hills.

Traffic coming from Texas 121/183 "Airport Freeway" must squeeze from four to two lanes, between Boulevard 26 and Rufe Snow Drive, causing gridlock that persists not only during rush hour periods but most of the day.

Meanwhile, as drivers on the nearby TEXPress lanes whiz by at 75 mph, motorists in the toll-free lanes crawl at about 10 mph and cut each other off, including many who drive illegally on an unusually wide shoulder.

"... I'm still experiencing the inconsiderate drivers taking the shoulder before Holiday Lane in the westbound lanes of 820," Roberts said in a recent email to Honkin' Mad, the Star-Telegram's online feature in which North Texans are invited to submit traffic questions. "It really does need a third lane to help with congestion."

It's a problem the Texas Department of Transportation may not be able to fix until 2030, because of an unusual contract with a toll road partnership of companies.

In 2009, the Texas Department of Transportation inked a contract with North Tarrant Express Mobility Partners, a group of companies that includes Spain-based Cintra, Luxembourg-based Meridiam Infrastructure and the Dallas Police and Fire Pension Fund. Those companies brought most of the money needed to expand Loop 820 and Texas 121/183, in exchange for the right to collect tolls on the TEXPress lanes for 52 years to repay themselves and make a profit.

The North Tarrant Express project was funded for about \$2.153 billion, according to the developer's contract with the state. The money used for the project included \$570 million in tax-supported state funds from the Texas Department of Transportation, a \$459.3 million subsidy bridge loan, \$269.2 million in bond debt, \$269.2 million in bank debt, a \$538.4 million federal transportation loan and \$457.9 million in equity provided by the partners.

Under the contract, the developer must initiate plans to build a third toll-free lane in each direction on Loop 820 beginning July 1, 2029, and complete the work by Dec. 31, 2030.

That would be the latest the area should get traffic relief, a state official said.

"Certain events may require these to be built sooner," James Bass, Texas Department of Transportation executive director, said in a text several weeks ago.

The new toll-free lanes could be added sooner, based on a complicated formula that analyzes whether the money being collected on the nearby toll lanes exceeds a certain level. It's difficult to specify how much money would need to be collected for the new toll-free lanes to be built, because it varies year to year and also depends upon North Tarrant Express Mobility Partners' annual expenses.

The contract also calls upon the Texas Department of Transportation and North Tarrant Express Mobility Partners to calculate jointly toll lane revenues each year, and determine on an annual basis whether the amount collected has hit the threshold needed to require construction of additional lanes.

In addition to adding a third toll-free lane in each direction by 2030, the developer must also add a third toll lane in each direction, Bass said.

Locally, officials said they haven't heard of any plans to add a third toll-free lane or a third toll lane. North Tarrant Express Mobility Partners hasn't announced any new construction schedule for the corridor.

Oscar Trevino, mayor of North Richland Hills, is hopeful that area motorists won't have to wait 11 years for traffic relief.

"With all the traffic in that area, the capacity is there to justify adding another lane," Trevino said in a phone interview.

Meanwhile, Trevino said, North Richland Hills police try to work traffic duty on westbound Loop 820 whenever they can — especially pulling over motorists who drive on the shoulder illegally.

"We regularly enforce it with the motorcycle cops," Trevino said, "but we can't be there all the time."

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article224097370.html>

Legislature shooting for three goals with taxes, schools, budget

By Richard Greene, Fort Worth Star-Telegram

In hockey and soccer a hat trick is accomplished when a player scores three goals in a single game.

The Texas Legislature, now into its first week of the current biennium, is promising a hat trick of its own by crafting laws that will (1) rein in property taxes, (2) increase funding for public education, and (3) balance the state budget.

Four area lawmakers in the Texas House of Representatives appeared before the Greater Arlington Chamber of Commerce just before heading to Austin to kick off the new session, and provided some insight of how that feat could be accomplished.

A previous visit from senior advisers on Gov. Greg Abbott's staff identified the same priorities as has Lt. Governor Dan Patrick.

Firebrand Rep. Jonathan Stickland, sounding a bit more moderate tone now that Joe Straus is no longer Speaker of the House, cautioned the gathering that "voters are sick of campaigns and (empty) rhetoric and want results."

He's on target with that conclusion. Now comes the hard work of providing more funding to boost the state's poor performance in preparing the next generation for success via a quality education, while delivering on promises of property tax relief.

The road to those ends will be bumpy. But the journey begins with encouraging news from state comptroller Glenn Hegar that there will be more revenue for the legislature to work with. An additional \$9 billion or so will be just enough to cover the leftover deferred payments from the last session two years ago.

That should mean state business doesn't have to begin with having to cover what Rep. Chris Turner said were IOU's from the conclusion of the 2017 gathering of the state's lawmakers.

Still, money has to be found if the two competing priority objectives are to be achieved. The discussion among the four all seemed to recognize that the tough business of cutting state spending or using some of the rainy-day reserves would not be enough.

Opportunities abound in one or two resources available if the two houses and the governor can bring themselves to consider what will be immediately declared as tax increases.

Rep. Matt Krause was the first to suggest that the legislature could give school districts the opportunity of up to one-cent in new sales taxes as a means to provide the money needed if the state mandated some new ceiling on what could be raised with property taxes.

The appeal of sales taxes in communities with tourism industries is that of money flowing to local governments comes substantially from visitors, thus reducing the burden on local residents.

Rep. Tony Tinderholt said he thought an increase in gasoline taxes would be better than creating a "new" tax. Currently, five cents per gallon is earmarked for public education. The total of 20 cents per gallon has not been increased in the last 27 years.

With the wide fluctuations in the cost of gasoline experienced these days, an additional tax may be hard to discern by many motorists.

Sales and gasoline taxes are a form of consumption taxes that give people a bit more control on what they pay, and may find favor this session among legislators from both parties. Republicans remain in control throughout the Capitol, but an increase in the number of Democrats could suggest a better chance for compromise.

In the end, voters will judge if the opposing goals of property tax relief and higher funding for public education have been achieved to their satisfaction.

Of course, there are a great many other issues legislators will tackle. If history is any guide, we will see more than 6,000 bills filed.

In the midst of all of that, we'll see if there's enough political will to actually score that hat trick and deliver the desired results for what everyone says is this session's highest priorities.

<https://www.star-telegram.com/opinion/opn-columns-blogs/richard-greene/article224183860.html>

\$250 million mixed-use development coming in Sachse

By Steve Brown, Dallas Morning News

A new \$250 million development in the works for Sachse will bring new housing, commercial and retail space.

Called The Station, the 119-acre mixed-use development will be built on Bush Turnpike between Miles and Merritt roads. The development is on both sides of the turnpike.

The project includes an upgrade for the city's Heritage Park, which will get amenities such as an amphitheater, a boardwalk surrounding a large water feature and walking trails.

Dallas-based PMB Capital Investments is building the project.

The developer bought the property last fall and has been working with the city on plans for the project.

PMB Capital partner Taylor Baird said his firm was looking at other properties nearby in Garland when they found the Sachse tract.

"We knew enough about the area that we could make a quick decision" about buying the vacant property from a medical foundation, he said. "It's great real estate since growth is going this way."

Plans for The Station include 400,000 square feet of commercial and retail, more than 600 apartments and more than 250 single-family homes.

Ashton Woods and K. Hovnanian Homes will build the houses.

"The first phase will be a lot of the major infrastructure and we'll bring on about 225 single-family homes and townhouses and around 300 apartments," Baird said. "This is a big, multi-year project."

The Station is scheduled to open in early 2020.

PMB Capital is working with Kimley-Horn, Gateway Planning and TBG Partners on the planning and design for The Station.

CBRE's Marty Neilon brokered the land sale.

<https://www.dallasnews.com/business/real-estate/2019/01/11/250-million-mixed-use-development-coming-sachse>

Patterson files bill aimed at toll-road transparency

Freshman state Rep. Jared Patterson, R-Frisco, on Monday filed House Bill 803, a transparency measure that would require all Texas toll road entities to publish toll road-specific financial data, instead of just systemwide information.

"Residents of House District 106 are triple-taxed on transportation," Patterson said in a news release. "We pay the gas tax, we pay tolls for our roads, and then we pay tolls to build roads in other areas. It's time to shed light on each toll road individually so Texans have a better understanding of what their tolls are paying for and when the tolls can be reduced or eliminated. This bill is a step toward that goal."

House District 106, which encompasses eastern Denton County, contains three major toll roads: the Dallas North Tollway, the Sam Rayburn Tollway and the Lewisville Lake Toll Bridge. Operated by the North Texas Tollway Authority, revenues from these roads help finance work in other areas of the Dallas-Fort Worth area.

"People have a right to know the financial disposition of each toll project, not just the toll system as a whole, Patterson said in the release. "Currently, this information is not readily available. Tolling authorities need to change that."

https://www.dentonrc.com/news/patterson-files-bill-aimed-at-toll-road-transparency/article_ac85433c-8794-56ee-a5b5-5d67ca162426.html

Northside 'has languished in need for decades,' but now it's getting \$3M investment

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH --Northside, a historic neighborhood between the Stockyards and downtown Fort Worth, received \$3 million Tuesday for sidewalks, lighting and other community improvements.

While some fear the enhancements will lead to gentrification, many in the neighborhood welcome the investment.

"It has languished in need for decades," Councilman Carlos Flores said of the neighborhood where he lives.

The Northside is the third neighborhood targeted with capital improvements designed to improve safety, aesthetics and investment after Stop Six and Ash Crescent. The city has set aside \$3.05 million for Northside.

The historic neighborhood roughly bound by 23rd Street in the north, Jacksboro Highway in the south, Ellis Avenue to the east and Roosevelt Avenue to the west, will be the city's largest targeted for revitalization in this way. Aubrey Thagard, director of the city's neighborhood services department, told the Star-Telegram in December it was the city's "most ambitious undertaking yet."

The neighborhood will be targeted to prevent what Flores has called "decay."

Northside's crime rate of 71 offenses per 1,000 people is higher than the city's 61 but lower than that of Ash Crescent and Stop Six. Nearly 28 percent of its residents live at or below the poverty line and more than 9 percent of the neighborhood is unemployed. About 39 percent of the residential properties are owned by landlords and 15 percent of homes are overcrowded, according to the city.

More than 11,600 people live in Northside, almost three times the populations of Stop Six and Ash Crescent combined.

In Stop Six, a historic east Fort Worth neighborhood, crime has dropped 23 percent and home values have increased 24 percent since the city began work there.

Ash Crescent has also seen improvements since the city started investing earlier this year. About 170 tons of trash and brush were removed from overgrown streets and vacant lots, and the city identified about 15 substandard homes, Councilwoman Kelly Allen Gray said.

The targeted effort was met with optimism from many Northside residents.

Cassie Warren, who moved to the neighborhood more than a year ago, said she immediately noticed the sidewalks "are not up to par."

Former Northside councilman Sal Espino, speaking in Spanish and English, said the revitalization would be community driven and wouldn't work without significant input from neighbors.

"Let's go forward," he said.

Not everyone was so certain the improvements would benefit current residents.

Arnoldo Hurtado, a Northside resident, said many of his neighbors feared the city's plan would increase property values and lead to gentrification.

A canvass of 200 homes found that the majority of residents were unaware of the city's investment, he said. He urged the council to postpone the vote until more residents had been informed.

The vote accepts the money for the program, said Flores, who added that neighborhood meetings and surveys in both Spanish and English will help home in on specific projects. The \$3.05 million allocated Tuesday comes from a half cent municipal property tax used for capital improvement projects.

While the Fort Worth Stockyards is a prominent landmark north of downtown, the Northside target zone stops short of North Main to focus strongly on the residential neighborhood, which has been the target of other city resources.

More than \$5.4 million was invested in the north side Community Center, including Community Development Block Grants, to improve access for residents and expand the facility and programs. In the 1400 block of Lee Avenue, five new homes are under construction through a city partnership designed to encourage home ownership.

<https://www.star-telegram.com/news/local/community/fort-worth/article224529035.html>

What's Next for Preston Center, 'Pink Wall' Areas?

The direction of redevelopment along Northwest Highway could come into focus this spring as separate Dallas zoning cases and ongoing discussions over replacing the Preston Center garage progress.

To the west, Saint Michael and All Angels Episcopal Church seeks to develop a 13-story residential tower and nine-story office building on the church's property between Douglas Avenue and Dallas North Tollway.

To the east and roughly across the street from Park Cities Baptist Church, reconsideration of Planned Development 15 (PD-15) could determine whether future buildings could stand many stories higher than seen now behind the "Pink Wall" – a faded brick wall along Northwest Highway that needs repairs.

In between, Dallas City Council member Jennifer Gates has made addressing the Preston Center parking garage, considered an eyesore by many, a priority of what would be her third term in District 13 if reelected in May.

To that end, Gates set aside in the 2017 bond election \$10 million to leverage with funding from the North Central Texas Council of Government and other sources to replace the garage, she said.

Proposed changes to PD-15 would allow for more highrises similar to Preston Tower, pictured above. (Photo: Tim Glaze)

But so far adjacent property owners have favored faster solutions than constructing an underground garage with a park on top. Another meeting on the matter is scheduled for Jan. 31.

As for rezoning along Northwest Highway, Gates has faced criticism from former Mayor Laura Miller, who has accused the council member of siding with developers who would bring taller buildings, greater residential density, and increased traffic to the area.

But Gates insists her goal is to foster neighborhood input on the issues.

"I haven't taken any position on these zoning cases," she said.

The next public meeting on PD-15, which dates back to the 1940s and restricts residential dwelling units, is expected sometime in February.

In January, nearly 100 residents packed the Walnut Hill Recreation Center community room and heard a likely preview of what will be discussed in February before moving on to the Planning Commission and City Council.

"I'd like for all recommendations to be ready before March," Gates said. "I don't want it to go much later than that."

Andrew Ruegg, city of Dallas senior planner, presented staff recommendations for PD-15, an area that includes the Preston Tower, Diplomat, Royal Orleans, Diamond Head, Athena and Preston Place properties.

PD-15 restricts development to no more than 52 units per acre.

The staff proposes adding height restrictions of 240-feet on the southern half of the development and 96-feet on the northern half and increasing allowable units per acre to 90.

Developers could build up to 120 units per acre by designating some as affordable units available to tenants earning less than the median family income.

“We’re open to more suggestions, but this layout will more than likely be what we bring before the committees,” Ruegg said.

Frisco city council approves plans for thousands of residential units and taller buildings at Hall Park

By Steve Brown, Dallas Morning News

Frisco's city council has given the thumbs up to turning the city's biggest office park into a true mixed-use development.

Developers of the 162-acre Hall Park received approval to add more than 2,000 residential units to the more than 20 year-old project on the west side of the Dallas North Tollway at Gaylord Parkway.

Hall Group also received permission to construct taller buildings in Hall Park, which now includes 2.5 million square feet of office space.

Frisco's planning commission had already okayed the changes.

Developer Craig Hall said the residential units need to be added to the office park if it is continue to attract business to Frisco. Newer office developments in the area include residential construction and extensive retail space - something businesses say they want for their office workers.

"We tried very hard to get Boeing and they told us the specific reason they went to Legacy West (in Plano) was we didn't have live-work-play," Hall said. " It was a great opportunity for the city.

"The idea to add multi-family we think is very necessary for the future," he said. "We are looking at luxury apartments and a combination of for sale and for rental."

Along with the residential units, Hall Group plans to build a large public park in the project, hotels and additional retail.

The developer has also pledged to include a performing arts center in Hall Park, which now is home to thousands of office workers.

"We are happily willing to donate land for the performing arts center and do everything we can do to work with the city and the school board and the private sector," Hall said. "It would be a great addition to the city."

Many residents in nearby neighborhoods opposed changes in Hall Park because of concerns about more traffic and greater building densities.

"Density has become the new 4 letter word," said Frisco mayor Jeff Cheney.

He said that Hall Park needs to evolve and become more mixed use if it is to continue to bring new business and retain the companies already there for the next 20 years.

"It is going to enable us to attract that Fortune 500 company that we have been chasing forever and never have been able to grab by the tail," Cheney said. "When we meet with companies their HR is at the table with us saying what amenities do you have for my employees?"

"Where are they going to live? Where are they going to work?" he said. "Communities that are thinking of it and providing it are the ones that are going to thrive."

Frisco's council voted unanimously to approve the new development plan.

The zoning change will allow Hall Group to build up to 9.5 million square feet, not including parking garages.

With 17 office buildings, Hall Park is Frisco's largest business center.

<https://www.dallasnews.com/business/real-estate/2019/01/16/frisco-city-council-approves-plans-thousands-residential-units-taller-buildings-hall-park>

Fort Worth is crazy over TEXRail, so is now the time to extend the trains south and west?

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH--Commuter rail supporters in Fort Worth say the time to strike is while the iron is hot.

Officials at the new TEXRail train line, which lured more than 11,000 riders in its first weekend, say they want to take advantage of all the buzz created by the service and immediately begin expansion plans.

The commuter line, which connects Fort Worth, North Richland Hills, Grapevine and DFW Airport, currently only goes as far south as the Texas & Pacific Station in downtown Fort Worth.

But officials at Trinity Metro, the transit agency that owns TEXRail, believe it's realistic to extend the line another 1.5 miles to the southwest and open another station in Fort Worth's medical district — possibly in three to four years, if they get started now.

Scott Mahaffey, Trinity Metro board chairman, believes it would be possible to extend service to the medical district within that time frame if the agency initiates the process now, and if there are no funding or bureaucratic bumps in the road. He also would like TEXRail to go another two miles to the south and open a station near Cleburne Road and West Berry Street, to serve nearby Texas Christian University.

"We already have the designs. We know the route. We know what needs to be done," Mahaffey told members of a Trinity Metro committee this week. The committee voted unanimously to recommend to the Trinity Metro board to immediately initiate expansion plans — an item that the Trinity Metro full board will be asked to consider at its next monthly meeting.

"We have the partners we need to serve the medical district, and TCU," Mahaffey said, referring to the elected officials and other area leaders who have praised the quality of TEXRail's service during its initial week.

What about the money?

Using rough estimates, Trinity Metro senior vice president Bob Baulsir told the committee that TEXRail could be extended to the medical district for about \$130 million, and to TCU for another \$70 million.

But much of that cost could be covered by money that is already in hand, officials said.

The just-opened portion of TEXRail was expected to cost more than \$1 billion, but Trinity Metro officials say they came in tens of millions of dollars under budget. Officials declined to provide an exact balance, saying they expect to continue paying contractors' invoices for a few months.

Trinity Metro would need the permission of the Federal Transit Administration to use those funds on the extension, which could be complicated if the federal agency considers the proposed TEXRail extension a whole new project that needs to start anew. If it's considered a whole new project, it would need to get in line for funding with a couple dozen other planned transit projects in the United States.

Also, although an environmental study was completed several years ago that included the stations in the medical district and near TCU, that study would have to be re-opened and updated, a process that could take a year or more and require public hearings.

And, perhaps most importantly, Trinity Metro would need permission from the Fort Worth & Western Railroad, which owns the tracks connecting T&P Station to the medical district, to run passenger trains on the line. When Trinity Metro sought Fort Worth & Western's help for the original piece of TEXRail between the North Side Station and Grapevine, the negotiations dragged on for years before the railroad agreed to allow service.

Officials with Fort Worth & Western declined Thursday to comment on the proposed TEXRail extension.

Also, Trinity Metro does not own property near its proposed station site. One option would be to negotiate with one of the area hospitals to provide land for a station. Baylor Scott & White All Saints operates a medical center with a parking lot adjacent to the railroad tracks, and that property was identified as a viable alternative in the original TEXRail environmental review.

Other hospitals within a mile of the proposed medical district station would include Cook Children's Medical Center, Medical City Fort Worth and Texas Health Harris Methodist.

Getting any sort of rail line built in three to four years seems incredibly ambitious, but area businesses are lining up in support of the plan.

"There's funding that needs to be secured, but I also think that if we're talking about a shorter extension then I think it's much more manageable than a long extension," said Mike Brennan, president of Near Southside Inc., a non-profit organization that represents businesses and other organizations south of downtown.

Near Southside Inc. also wants to push for more frequent bus service connecting both T&P Station and the proposed medical district station to nearby neighborhoods, Brennan said. Right now, four bus routes serve the area, but with buses approximately every 30 minutes — whereas bus service every 15 minutes is considered more desirable in making neighborhoods more walkable, bike-friendly and ripe for transit-oriented development.

As for the proposed TCU station, Trinity Metro already owns several acres of land that can be used for a station near West Berry Street and Cleburne Road. The area was originally supposed to have a TEXRail station on day one of commuter rail service, but those plans were scaled back — and the first phase of TEXRail limited to only the portion of the commuter line from downtown Fort Worth to the north — to help it qualify for federal funding.

Trinity Metro also owns land for future TEXRail stations near Interstate 20 and Granbury Road, as well as land near Summer Creek area of southwest Fort Worth, near Chisholm Trail Parkway.

Some city officials would like to pursue extension of TEXRail all the way to the southwestern edge of Fort Worth.

Fort Worth Councilman Jungus Jordan, who presents a southwest tract of the city with potential TEXRail stops, said he would "demand" that the commuter line expand to the southwest as rapidly as possible. He would like to see the line continued close to the 80-acre Tarleton State University campus currently under construction along Chisholm Trail Parkway.

"The issue of transit is critical," he said, "particularly as we grow."

But most TEXRail supporters agree the first step is to extend TEXRail 1.5 miles to the medical district.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article224598085.html>

Sixth terminal in sight as DFW earns Airport of the Year title

By Bill Hethcock, Dallas Business Journal

Efficient operations, the addition of multiple international flights and strong partnerships with its airlines proved to be a winning combination for Dallas Fort Worth International Airport, which was named 2019 Airport of the Year by a leading industry publication on Thursday.

The award from Air Transport World recognizes DFW's "innovation in providing a world-class customer experience, global leadership in sustainability, cost effective and efficient operations, excellent partnership with airlines, and collaboration with local communities to further develop the economic benefits of aviation in the Dallas-Fort Worth region," according to a news release.

Sean Donohue, CEO of DFW Airport, said the honor is the aviation industry equivalent of receiving an Academy Award. At a ceremony at the airport's headquarters building, Donohue gave credit for the award to the airport's 2,000 employees.

Recent recipients of ATW's Airport of the Year award include global hubs London Heathrow, Hong Kong International Airport and Singapore Changi Airport, Donohue said.

DFW is experiencing its fastest growth in more than a decade, and the expansion is expected to continue as the region's population and economic importance grows and the airport adds flights around the globe, he said.

"In the next year we'll see even more (growth) with new service to Dublin and Munich," Donohue said. "We have got Air France coming in from Paris and additional flights to Madrid. We're going to keep focusing on the international because it's important to the region and it drives a lot of international value."

A sixth terminal is also in the airport's near-term growth plan, Donohue said.

"When we look at the next 10 years, we're probably going to get close to 100 million customers, and we're going to need more facilities," he said.

Through working with the airlines, airport officials have determined DFW will need 20 to 30 new gates over that period, he said.

Major infrastructure such as a terminal takes five or six years to build, so "we need to start making those decisions now," Donohue said.

DFW is the fourth largest airport in the country. The airport added 28 new destinations last year and offers flights to more domestic destinations than any other U.S. airport. It also announced nine new international flights in 2018.

The ATW honor highlights the economic engine that DFW serves as for North Texas, said Dallas Mayor Mike Rawlings.

"Businesses are moving to Dallas-Fort Worth at an astonishing rate, and most of them acknowledge the number of destinations and non-stop flights from DFW as a key part of their decision," Rawlings said.

In 2019, DFW expects to serve an average of nearly 200,000 customers per day and nearly 1,900 flights per day.

In 2018, the airport achieved several milestones:

Announced 28 new destinations, offering more domestic destinations than any other U.S. airport;

Announced nine new international flights, doubling its European destinations and frequencies since 2015;

Completed a \$2 billion renovation and renewal of three terminals;

Achieved carbon neutral accreditation for the third straight year, the largest carbon neutral airport in the world;

And led innovation in the terminals with electrochromic glass technology, the improved "Experience Hub" and a biometric technology pilot program.

<https://www.bizjournals.com/dallas/news/2019/01/17/sixth-terminal-dfw-airport.html>

The road ahead: What TxDOT has going on in highway improvements

By J. Bruce Bugg Jr., Fort Worth Star-Telegram

Yes, things are bigger in Texas, including growing pains. But with those challenges come great opportunities that are worth their rewards when patience and perseverance prevail.

After all, our population and economy are booming for very good reasons — Texas is the 11th-largest economy in the world and one of the world's most desirable places to live, work and do business.

As the second-most populous state in the nation, Texas today grows on average by about 1,100 people per day. As a result, state transportation leaders have taken unprecedented steps to address the challenges of congestion, safety, connectivity and the preservation of existing roads.

One of the biggest undertakings is the Texas Clear Lanes (TCL) initiative established in 2015 by the Texas Transportation Commission and Texas Department of Transportation under the directive of Gov. Greg Abbott. This effort primarily targets the Fort Worth, Dallas, Austin, San Antonio and Houston areas — where 65 percent of the state's population lives and 92 of Texas' 100 most congested roads are located.

Through Texas Clear Lanes, we've made significant strides toward improving the quality of life for millions of Texas drivers. And the work, and its benefits, are far from over.

In Fort Worth and surrounding areas, several projects are in the works to bring traffic relief to drivers. SH 121 is being widened north of DFW Airport to house a new interchange at I-635 with new direct connectors at FM 2499 and SH 26; and work has also begun to widen I-820 between Pipeline Road and Randol Mill Road. This three-mile project will add one lane in each direction, create new direct connectors to and from SH 121, and replace the SH 10 and Trinity River bridges, improving mobility and safety for motorists.

More than \$24 billion has been directed toward congestion in our major metropolitan areas as part of TxDOT's 10-year, \$75.4 billion Unified Transportation Program — the largest funding package in state history — with 30 identified congestion-relief projects.

Additionally, more than 1,300 lane miles have been added to state roads since 2015 and more than 2,600 non-tolled road projects worth \$11 billion have been completed. Other highlights include a historic \$3 billion worth of road project contracts approved during June, July and August of 2018, and nearly \$8 billion in approved road contracts for fiscal year 2018.

Also, a key priority for us is addressing safety and roadway improvements in the energy sector. Over the next decade, a historic \$3.4 billion will be directed toward road repairs and upgrades in the energy-rich Permian Basin. Already, since 2016, the region has benefited from nearly \$1.8 billion in safety and infrastructure investments. On Dec. 6, 2018, TxDOT was awarded \$50 million in federal grants to pay for additional improvements related to safety and connectivity in the booming Permian Basin.

On the topic of safety, there is always room for improvement, but recent statistics are noteworthy.

From 2016-2017, Texas saw fewer fatalities on state roads. Also, bicycle and pedestrian fatalities decreased by 10 percent. Our commitment toward saving lives and positively affecting driver behavior through ongoing education, training and awareness will continue as we aim to make Texas roads safer.

Since the passage of Proposition 1 and Proposition 7 in 2014 and 2015, under Gov. Greg Abbott's leadership, state transportation leaders have made it a priority to turn dirt and make transportation work.

Indeed, keeping up with a booming economy is a formidable challenge, but it's one we look forward to meeting as we all reap the benefits of these opportunities by living and working in the great state of Texas.

<https://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article224592305.html>

DCTA mulls contract changes

The Denton County Transportation Authority could launch its “year of change” in a big way when the full board of directors meets Thursday afternoon.

In addition to electing a new slate of officers, the board could take an unusual step: exercising an option to end its contract with First Transit Management of Denton County. The proposal was considered and endorsed by the board’s finance and program services committees last week.

The company is a subsidiary of First Transit, a for-profit that provides drivers to public transportation agencies around the country. DCTA has contracted with First Transit for bus and train drivers almost since the agency launched 16 years ago. Although the two entities have a multi-year agreement, the contract also contains an option for either side to exit the agreement once they give sufficient notice.

If the change goes through, many frontline workers — customer service clerks, train operators and bus drivers — would become employees of DCTA. DCTA president Raymond Suarez has said the move could help improve customer service.

That change likely means that the drivers would no longer be represented by the Amalgamated Transit Union. Instead, their wages and benefits would be negotiated through “meet and confer,” the same type of civil service agreement that police and firefighters have in Texas cities. Also, the drivers would no longer be able to strike for better working conditions.

Contract negotiations between the union and First Transit broke down last spring. Drivers stepped back from a strike vote last summer after reports that representatives of First Transit tried to bypass the union and talk directly to the drivers.

The union filed a complaint with the National Labor Relations Board and talks eventually got back on track. The two sides signed a new, three-year deal in October.

DCTA bus driver Jim Owen said he recently retired from the union executive committee and was replaced by fellow driver Paula Richardson.

DCTA board meetings are videotaped, but not broadcast online. More information about the upcoming board agenda, as well as archived video and records of past meetings, can be found at <https://bit.ly/2W5vx5l>.

https://www.dentonrc.com/news/dcta-mulls-contract-changes/article_01b6f5f3-052d-5fa7-8b61-f6441a19c076.html

Free school buses from paying tolls, Tarrant lawmaker proposes

By Robert T. Garrett, Dallas Morning News

A North Texas Republican has called for an end to toll-road charges for school buses.

Under House Bill 891, filed Thursday by Bedford Rep. Jonathan Stickland, toll-collecting entities could not make the buses pay, starting Sept. 1.

As government-owned vehicles, public school buses already are exempt from vehicle-registration fees.

Stickland said in a written statement that with education funding the session's top priority, he wants to give school districts a bit of financial relief.

Then he took aim at private toll operators.

"Taxpayer dollars already subsidize and have helped build the sweetheart deals foreign companies received to build the toll roads," said Stickland, a four-term House lawmaker and member of the Texas Freedom Caucus.

"They should not be further enriched by our taxpayer-funded public schools paying any more tolls for school buses."

Former Texas Eagle Forum leader Cathie Adams of Plano responded to Stickland's email blast.

"Bravo! No more toll roads!!" she wrote.

https://interactives.dallasnews.com/2019/texas-tracker/#_ga=2.239975302.429050193.1548105623-759173014.1548105623

Dallas-area planners wary of effects on transit, road projects if shutdown lasts too long

By Tom Benning, Washington Bureau (Posted by Dallas Morning News)

Updated at 8:03 a.m. on Wednesday: Revised to include additional information from DART about the shutdown's impact.

WASHINGTON — Dallas Area Rapid Transit closed on a key \$908 million federal loan late on a Friday last month, marking a significant step toward building the long-awaited east-west commuter rail line known as the Cotton Belt.

Hours later, the federal government shut down.

While DART officials narrowly avoided that potential hiccup — the lending agency, the Federal Railroad Administration, now has half of its staff on furlough — they and other transportation planners across the U.S. are eyeing the partial shutdown with increasing wariness.

It's a function of the budget impasse that is heading deep into uncharted territory, with some officials in Texas and beyond unsure of the long-term impact on rails, roads and other infrastructure.

"It's important for the federal government to get back to work," DART spokesman Morgan Lyons said, citing a range of shutdown complications, including delays to efforts like extending some light-rail station platforms or receiving grants for preventative maintenance.

The early effects on Texas' transportation network have been limited, with officials at DART, the Texas Department of Transportation, the Trinity Metro in Fort Worth and the Denton County Transportation Authority all reporting that it's been largely business as usual.

But that could change as time goes on, with the North Central Texas Council of Governments, the region's metropolitan planning organization, showing how quickly the situation could turn.

Michael Morris, the group's transportation director, said the shutdown has shut off federal repayments from the Federal Transit Administration, the Environmental Protection Agency and others. He's now doing a stress test to figure out when the group will "potentially run out of cash."

At risk would be work on issues ranging from high-speed rail to pollution control to mobility services for the elderly and disabled.

"We're not saying the sky is falling yet," Morris said. "But this is an upcoming crisis."

A growing number of entities — across many different sectors — are coming to grips with the record-setting partial government shutdown, as Democrats and Republicans remain gridlocked over President Donald Trump's demand for \$5.7 billion to build a border wall.

The transportation world is no different.

The U.S. Transportation Department is among those hit by the budget battle, though the effects vary within the agency. The FTA, for instance, is almost entirely mothballed. The Federal Highway Administration, drawing on the Highway Trust Fund, remains open and largely staffed.

National transportation groups have been sounding the alarm on multiple fronts.

The American Association of State Highway and Transportation Officials has expressed concern that the shutdown will delay major projects, pointing out that a couple of states are already holding off on letting bids for highway improvements during the shutdown.

The problem is that even though the feds have made available billions of dollars for new road construction, it's effectively a line of credit that could be further tweaked by the funding fight.

"If this continues to drag on, it will have real impacts," Jim Tymon, executive director of the state highway and transportation officials' group, said on a conference call with reporters this month.

The American Public Transit Association, meanwhile, wrote a letter to Trump and congressional leaders last week that said the shutdown is "having critical impacts on public transportation agencies that are compounding daily." Some agencies are even being forced to cut service.

Texas so far appears to be avoiding the worst.

Federal funding accounts for a lower share of highway and bridge projects in Texas than in most other states, according to an industry group. And TxDOT said the agency would "continue all its operations during a federal government shutdown," with no impact to date on project timelines.

"The traveling public will see no change in service," the agency said, adding that construction, maintenance and safety work would "remain in place."

DART is likewise in "pretty good shape," said Lyons, that agency's spokesman. The agency's operations are largely funded by local tax dollars and fares, shielding it from the more extreme effects some other transit agencies across the U.S. are feeling from the shutdown.

But other potential problems loom large, even after DART closed on the Cotton Belt loan just in time to avoid the shutdown.

The agency at some point needs the distributions from that federal loan. It's also awaiting action on \$128 million in grant applications—including ones for platform extensions on two lines in its light-rail system, preventative maintenance, security and air quality program funds tied to the Cotton Belt.

There are also "regular formula funds which we will need to replace with local sources," Lyons said. That includes \$5.4 million for preventative maintenance and \$200,000 for capital projects.

"We need them back," he said, referring to the Federal Transit Administration.

There are impacts elsewhere in Texas, too.

Some not so big: The opening of Trinity Metro's TEXRail service to DFW International Airport was delayed for a few days by the shutdown. And some big: The North Central Texas Council of Governments is worried about a serious cash crunch.

"We're concerned," said Morris, whose group is involved in nearly every layer of the transportation system in North Texas.

The planning organization has no taxing authority, making it "100 percent dependent on the federal cost reimbursement structure," he said. That means the agency sends money to transit operators or consultants and then sends an invoice to the federal government for repayment.

With key federal agencies closed, those invoices are being ignored, Morris said.

The council has a \$10 million revolving fund to help it weather this kind of problem, though Morris is now figuring out just how long it can keep things going.

He said that major roadway construction — the biggie in North Texas — probably would not be affected.

But if the coffers run dry, tough decisions will have to be made, he said.

That could mean trouble for an effort to re-time area traffic lights. Ditto for a high-profile planning project on high-speed rail. And the same for transit service that small operators — not DART and its ilk — provide in the region to the elderly and disabled.

"What do we do?" Morris said. "No one is ringing our phone to send us temporary cash in order to continue the operations."

<https://www.dallasnews.com/news/transportation/2019/01/22/shutdown-far-causes-transportation-roadblocks-texas-planners-fear-upcoming-crisis>

Would you ride to work? Why Fort Worth is looking to TEXRail stations for development

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH--Fort Worth traffic has been a fact of life basically forever, but a plan propelled by interest in the TEXRail line could cut the need for a car for many who want to live and work in Tarrant County.

The city's economic development department hopes to attract apartments and townhomes, restaurants, bars and grocery stores to the neighborhoods surrounding commuter rail stations. Incentives are no stranger to the city, but these are different — they're specifically geared toward developments dependent on commuter rail passengers.

The idea is to attract developments geared toward people who don't own a car or simply don't want to drive. The developments aren't necessarily "urban villages," said Robert Sturns, Fort Worth's economic development director, but they should be walkable — within a half mile of the train station.

Developers would be able to apply for a 50 percent reduction in the improved property value of the site with some stipulations. Developments must have a commercial component and residential space and buildings must be three stories or taller with an investment of at least \$5 million.

The Fort Worth City Council will vote on the incentives Jan. 29.

"If you've got your station right there, you can hop on the rail and get to work and still have all the amenities you want next to you," he said. "You don't need to have a car."

That's a shift for Fort Worth, where 90 percent of workers drive, according to the recently released 2017 commuting data from the American Community Survey. The Census study found about 82 percent of the city's commuters drive alone, in line with Texas as a whole. Less than 2 percent of drivers in Fort Worth take transit, walk or bike.

Trinity Metro hopes TEXRail attracts 8,000 riders per day by the end of 2019. In the first 12 days of service, 55,000 passengers boarded a TEXRail car, the transit authority said. The Martin Luther King Jr. holiday had the highest number of daily riders to date with 8,287. Riding has been free since opening day, but will cost Feb. 1.

An annual pass for TEXRail is \$800, or about \$3.08 per day. That cost goes up for passes that include TRE lines to Dallas, about \$7.38 a day or \$1,920 a year. A day pass on TEXRail is \$5 or \$2.50 for one way.

Fort Worth has four commuter rail stops, Texas & Pacific Station and the Fort Worth Intermodal Transportation Center in downtown and North Side and Mercantile Center. With the buzz created by TEXRail's opening weekend, which saw about 11,00 riders, officials at Trinity Metro think it's realistic to extend the line to the city's hospital district and maybe even farther south to the TCU campus.

At any station station outside the city's center, a shopping and residential development could dramatically changed the neighborhood.

Sturns said the city doesn't have specific developments in mind and zoning will be handled on a case-by-case basis. Any development will be vetted to make sure it's a good fit for the neighborhood, he said.

"The last thing anyone wants to do is plop in some very dense development that's not consistent with the neighborhood or that might lead to gentrification," he said. "We want to take a broad view and make sure we're creating something that's useful for new residents as well as current residents."

Such development would change the makeup around Fort Worth's Mercantile Center, said Brain Randolph, president of the Mercantile Partners LP, which manages the office park and manufacturing center near the station, which sits southwest of Beach Street and Meacham Boulevard.

A 200 acre swath of land immediately adjacent to the the Mercantile Center station would be the first target for development, he said. That area is not industrial and with Little Fossil Creek running through the land, Randolph said it is prime for a retail and residential development whose residents rely on the train or work at nearby businesses.

Interest in the site has increased since the station opened, he said. Another large track of land near the station can also be developed.

Housing has not been a focus for the business park, but Randolph sees it as vital to the area's growth.

"It certainly would change the tone of what our business park looks like," he said. "Having a place to live close to work is ideal for attracting future business."

Fort Worth is slightly behind other cities on the TEXRail line when it comes to so-called transit oriented development. Stations in Grapevine and North Richland Hills drew development before the commuter line opened.

In Grapevine, a boutique hotel slated to open in 2020 will anchor a site south of the TEXRail station that will also include a great hall and common square that faces the city's historic Main Street, said Bob Farley, Grapevine Economic development director. The combined projects amount to between \$110 million and \$120 million.

Grapevine is also considering a zoning rules that would encourage further development around that station, as long as it fits the the aesthetic of other Main Street buildings, and the DFW Airport North station.

"If you get one corner activated, the chance of getting similar long-term development going is greater," Farley said.

Two TEXRail stops in North Richland Hills are spurring different types of development.

At the Iron Horse stop, townhomes and moderately sized single-family homes are under construction, with approval to build more, and at Smithfield Station, the city is hoping to put out a development request for an urban village. The city has about 150 acres prime for

development between the two stations, said Craig Hulse, North Richland Hills economic development director.

While Fort Worth is mulling incentives and Grapevine used some subsidies for the boutique hotel, North Richland Hills hasn't relied on incentives to spur this growth, Hulse said. But the city wouldn't oppose transit oriented development as long as it shifted the tax burden away from residential properties, he said.

North Richland Hills has long been a car dependent bedroom community, Hulse said, but the city is working to change that culture.

"We're really trying to create an environment that's walkable," he said.

In Fort Worth the commuter rail could help curb urban sprawl.

"The more we can drive development in the urban core — that's good for us," he said.

<https://www.star-telegram.com/news/local/community/fort-worth/article224897215.html>

Hyperloop CEO: Rides coming 'earlier than you would think'

By Annlee Ellingson, L.A. Biz (Posted by Dallas Business Journal)

Hyperloop Transportation Technologies could open its first commercial lines as early as 2022, the company's CEO said this week.

In an interview with CNBC from the World Economic Forum in Davos, Switzerland, Dirk Ahlborn estimated that passengers could ride a hyperloop "probably earlier than you think. The commercial lines we expect to have done approximately in three years."

His Los Angeles-based startup is one of several working to bring Elon Musk's vision for a high-speed transportation system that can move people and cargo at hundreds of miles an hour to reality.

The interview came on the heels of news that HyperloopTT's full-scale passenger capsule arrived at the company's test facility in Toulouse, France.

The capsule, dubbed "Quintero One," was built in Puerto de Santa Maria, Spain, and unveiled there in October. It is constructed almost completely out of HyperloopTT's Vibranium, a specially made dual-layer smart composite material.

Now that it has been delivered to HyperloopTT's research and development center in Toulouse, the capsule will undergo additional assembly and integration into the system in preparation for use on one of the first commercial tracks.

Ahlborn added that the company is working on two more passenger capsules.

In the meantime, HyperloopTT's work is as much regulatory as it is technological.

"The big hurdle is the regulatory framework," Ahlborn said. "A hyperloop is something completely new. It doesn't exist today. It's not an airplane and it's not a train, so there are no laws that regulate it. We need to make sure that the safety standards are in place, that everything is tested and you have your safety records, so it just takes a little to get that done, and of course you have to work with governments around the world to create these safety standards."

<https://www.bizjournals.com/dallas/news/2019/01/24/hyperloop-ceo-rides-coming-earlier-than-you-would.html>

Dallas City Hall beats back TxDOT's early plans for I-30's \$1.3 billion makeover

By Robert Wilonsky, Dallas Morning News

The Texas Department of Transportation last May sent Dallas City Hall a sneak peek at its plans to redo Interstate 30 East, from downtown past Fair Park to Haskell Avenue.

"And I was shocked," said Dallas Transportation Director Michael Rogers.

Shocked because the state's transportation agency proposed to make the highway wider, with more lanes, exit ramps and frontage roads. Shocked because the design created more barriers between downtown and East Dallas, the Cedars, Fair Park and Deep Ellum, and gobbled up enormous swaths of real estate that could be used for development instead of more concrete. And shocked because TxDOT had proposed something that went against its very own CityMAP, the design document City Hall wholeheartedly embraced in the summer of 2016.

Rogers on Monday went to the City Council's Mobility Solutions, Infrastructure and Sustainability Committee with a rebuttal to TxDOT's conceptual rendering.

Dallas leaders have called the \$1.3 billion redo one of the city's biggest transportation priorities and a key battleground in a fight between regional mobility and neighborhood-centric ideals. They hope a redone Interstate 30 can reconnect South Dallas and downtown — especially as they look to revitalize Fair Park. And Texas Central Partners wants to build a high-speed rail station next to Interstate 30, which officials hope will become a transportation hub.

Rogers' briefing — based in part on previous studies and recommendations provided by Downtown Dallas Inc., high-speed rail group Texas Central and TxDOT itself — proposed eight "guiding principles" he wants the state to follow as it rebuilds I-30 from downtown to U.S. 80.

Among them: Provide better connections for cyclists and pedestrians across I-30. Make frontage roads "complete streets," with storefronts and green spaces at street level. Do not let the freeway grow any higher or wider than it currently is. And consider bringing down the elevated portion of the road below grade — like North Central Expressway — to better connect neighborhoods torn asunder by all those lanes of high-speed traffic.

The city also wants TxDOT to maintain the street grid — "where appropriate" — and restore those deck parks seen in renderings dating back more than a decade. And it wants the state to tether the fate of the oft-maligned Interstate 345 — the unmarked 1.4-mile stretch of concrete connecting North Central Expressway with Interstates 30 and 45 — to whatever future plans are in store for I-30.

"And I cannot understand how the conceptual plan did not have this," Rogers said in an interview Monday. "It was mind-boggling to me."

Rogers and other city officials say they have not yet spoken to TxDOT about the contents of Monday's briefing. But in a statement to The Dallas Morning News on Monday, the agency said these guiding principles "offer a solid foundation for TxDOT and the city to shape and refine the future of the I-30 corridor."

"TxDOT welcomes the input," said the statement, "and we will work closely with the city staff on this project. Early communication such as this benefits all parties."

For his work, Rogers was celebrated by a council that isn't used to city staff pushing back against TxDOT's proposals.

"I am not sure to what extent people understand how radical what you've done here is," said East Dallas council member Philip Kingston.

Kingston and committee chair Lee Kleinman of North Dallas told Rogers to demand more from TxDOT — "to be a little more bold," said Kingston. He said Rogers ought to demand TxDOT actually make I-30 narrower, and to do away with access roads that do nothing more than eat up real estate while encouraging drivers to travel at high speeds down one-way lanes. Kleinman, too, supported slow "smart streets" above the new-and-improved I-30 that would be safer for pedestrians.

Pleasant Grove's Rickey Callahan and Kleinman also want Dallas Area Rapid Transit included in the conversation, if only to discuss the possibility of a high-speed bus lane somewhere on I-30. Rogers said after the meeting he couldn't believe he neglected to include DART among his possible to-dos.

"I don't know what came over me to not put that as a guiding principle," he said.

The council plans to vote to accept these guiding principles at its Feb. 27 meeting. Then, the city and TxDOT will try to hash out their differences and kick off a lengthy public input process. It's too soon yet to say how long that process will take.

"I welcome this great opportunity to establish a great partnership not just with TxDOT, but with all the stakeholders who want to move Dallas forward," Assistant City Manager Majed Al-Ghafry said after Monday's meeting.

The I-30 makeover is already years in the making. In 2009, construction company HNTB completed a 72-page document called "Connecting Dallas: I-30 East Gateway Vision." That document came about with input from, among others, the city, TxDOT, DART, the State Fair of Texas, Baylor Health Care Systems, John Scovell and Ray Hunt's Woodline Development Corp. And the plan pushes many of the same concepts Roger demanded Monday, especially a restitched city and more economic development.

That document also contains two deck parks, including one at Exposition Boulevard, and a new bridge at Commerce Street that looks like the art deco entryways into Fair Park. Many of the renderings in that document date back to 2005.

"Connecting Dallas" wasn't part of Monday's briefing. But many ideas could surface, or resurface, between now and whenever TxDOT begins designing I-30 East.

"We should be thinking boldly here," Kleinman said. "We should be asking for a lot, knowing that we're not going to get everything."

<https://www.dallasnews.com/news/dallas-city-hall/2019/01/28/dallas-city-hall-beats-back-txdots-early-plans-30s-13-billion-makeover>

Lyft says it reduces impaired driving and boosts the Dallas-Fort Worth economy. But at what cost?

By Dom DiFurio, Dallas Morning News

New data from Lyft suggests its Dallas-Fort Worth riders added \$70.7 million to the local economy last year and are 67 percent less likely to drive impaired due to the availability of the ride-hailing service.

But at what cost?

Lyft's data detailing its impact on spending comes on the tail of another study pointing to ride-hailing companies as contributing to the declining use of public transit.

That study, conducted by civil engineers at the University of Kentucky, found that for every year ride-hailing companies are present in a city, rail ridership can be expected to decrease 1.3 percent and bus ridership can be expected to drop by 1.7 percent. It also suggests the effect "builds with each passing year."

Ride-hailing companies often tout their services as supplementing public transportation — filling in gaps where transit systems don't meet commuters' needs. Lyft's report estimates that ride-hailing increases public transit ridership by 5 percent in two years for the average transit agency, citing a 2018 study.

Uber has also produced economic impact data about its Texas service that calculates everything from riders' savings on single trips and parking costs to more speculative measures, such as time savings and the cost of car ownership.

In Dallas, public transit use has remained stagnant or declined in recent years. The most recent data from Dallas Area Rapid Transit shows bus ridership has generally been in decline for a decade but has fallen more significantly since 2015, and light rail ridership has remained flat in recent years.

In a 2018 ridership report, DART cited competition from ride-hailing companies as a reason for losses in ridership, though the agency does partner with prominent companies in order to help riders get to difficult-to-reach rail stations.

"Almost all of these studies – and our analysis of the phenomenon – are based upon correlations rather than causation," said DART spokesman Mark Ball, "We can't confirm with certainty that transit riders are actually moving to [ride-sharing services] from transit, but it appears to be happening in some situations."

The University of Kentucky study led by Gregory Erdhardt examined 22 transit agencies in large American cities, including Dallas' DART. It determined that factors such as gas prices, car ownership and service changes were important but insufficient in understanding what leads to declining public transportation use.

"For a long time, it's been about ride-hailing complementing transit in different ways. That is true to a degree. But it's a question of whether it's happening enough," Erdhardt told CityLab.

<https://www.dallasnews.com/business/economy/2019/01/28/dallas-fort-worth-lyft-says-reduces-impaired-driving-boosts-economy-cost>

Interstate 30 divided Dallas. Its reconstruction must knit us back together

Dallas Morning News Editorial

Upon learning of TxDOT's draft plan for the reconstruction of Interstate 30 through downtown, our first impulse was to find a wall and bang our heads against it.

A wider highway with more lanes and frontage roads designed for the speed of cars and not the health of neighborhoods?

How many times has this city cried out that the design of I-30 has hurt our city, and that its reconstruction must focus on stitching Dallas back together.

We truly believed the message had been received. When the Texas Department of Transportation released its groundbreaking CityMAP initiative in 2016, we thought it represented an awakening for an agency that had focused so singularly on moving cars that it has hurt neighborhoods and damaged cities.

The document addressed the need for restoring the city and respecting the fact that people get around in ways that don't include racing down the freeway.

We were naive.

The draft plan that TxDOT sent to City Hall in May is a rewind to 1955, before the dream of automotive freedom met the reality of neighborhood isolation, urban decline and the loss of opportunity.

Yes, TxDOT's draft plan for the reconstruction of I-30 is just that, a draft. We accept that the engineers wanted to get something on paper to begin the process. There is time yet for vast improvement to this draft to match what Dallas needs — a highway that helps connect the neighborhoods around it and that safely integrates other forms of transportation, especially pedestrian mobility.

What's so frustrating is the fact that this early draft failed to account for the deep-seated feelings of our communities about this highway and what its presence has done. And it seemingly failed to consider that, for well over a decade, serious plans have come forward about what Dallas wants this reconstruction to look like.

In 2005, TxDOT itself suggested a redesign that would put the road below grade and create a deck park at Exposition Avenue.

In 2009, a serious design proposal emerged that focused on keeping the freeway in a small footprint and using deck parks and existing streets to reconnect downtown, East Dallas and South Dallas.

In 2014, this newspaper wrote the following: "The greatest infrastructure opportunity facing Dallas is reconstructing and lowering Interstate 30 below grade from downtown past Fair Park...The chance to restore the physical connection between East Dallas and South Dallas, with a walkable link to Fair Park, would change the face and function of two of the most important and historic areas of the city. Both East and South Dallas suffered decline after the interstate's construction."

There is really no excuse at this point to present Dallas with a plan that doesn't incorporate the concerns the city has voiced over and over or that at least acknowledges in a plain and public way that this draft must and will change.

For its part, Dallas City Hall has to go to greater lengths to engage TxDOT at every possible opportunity. The draft plan for I-30 has been on file since May. The council got an earful about it from staff just this week. More could have been said sooner and should have been said sooner, to TxDOT, to the council and to the public.

Transportation and mobility are important to our region's success. But they cannot come at the expense of the city.

The reconstruction of I-30 must focus on Dallas' needs. And the first need is for TxDOT to show us it's listening.

<https://www.dallasnews.com/opinion/editorials/2019/01/29/interstate-30-divided-dallas-reconstruction-must-knit-us-back-together>

Plano's new city manager is a 19-year veteran of the city's government

By Charles Scudder, Dallas Morning News

PLANO — The city of Plano has chosen a new city manager, less than a month after longtime City Manager Bruce Glasscock announced he will retire at the end of April.

Senior Deputy City Manager Mark Israelson, a Plano native, will take over the post effective May 1.

"It is with great enthusiasm that we'd like to appoint Mark Israelson," Mayor Harry LaRosiliere said at Monday's City Council meeting.

The council's vote in a preliminary meeting was nearly unanimous, with member Tom Harrison running late to the meeting. LaRosiliere made a point of noting that Harrison also approved of Israelson's hire, and the appointment passed unanimously in the council's regular session.

"Welcome aboard, Mark. You've still got a job," he said to Israelson, who was present in council chambers. Turning to Glasscock, the mayor joked, "Short-timer, what do you think?"

"I think it's great," said Glasscock, who turns 75 in March.

Glasscock arrived in Plano as police chief in 1990. He became deputy city manager in 1998 and was appointed city manager in 2011.

Israelson, 48, grew up in Plano and graduated from the University of North Texas. He has been working for the city since October 1999. Among his roles, he has worked as a budget analyst, assistant city manager in a number of departments, and director of policy and government relations. In 2015, he served briefly as interim city manager in Kilgore before returning to Plano.

"There's a lot of work to be done," he said. "I'm optimistic and very grateful for the opportunity to lead this city."

<https://www.dallasnews.com/news/plano/2019/01/28/planos-new-city-manager-20-year-veteran-citys-government>

Walkable urban neighborhoods translate into GDP. Here's what's holding DFW back

By Claire Ballor, Dallas Business Journal

Suburbs have dominated real estate development throughout the country for decades, but a reemergence of walkable urban communities is revealing a growing demand for a different way of living.

Researchers at the Center for Real Estate and Urban Analysis at the George Washington University School of Business, Dr. Tracy Hadden Loh and Christopher Leinberger, recently conducted an in-depth study on what they call walkups, or walkable urban places, in Dallas-Fort Worth and the economic impact they have on the region that surrounds them.

Loh and Leinberger, who have executed extensive research on walkable communities around the country, presented their North Texas findings last week at an event hosted by The Real Estate Council. What they found is that walkups will be where much, and quite possibly most, of the Metroplex's economic growth and development will come from in the coming years, but that Dallas-Fort Worth lags behind other metros due to a lack of social equity.

Defining walkups

The report Loh and Leinberger compiled defines walkups as neighborhoods that are centers of economic activity, have agglomerations of commercial real estate and jobs, and, as their name suggests, are walkable. They are also areas that are regionally significant, meaning they offer development that serves the regions around them, not just their own communities.

While many walkups are located in dense urban areas, it's wrong to assume that these walkable communities are limited to city centers, Loh said.

"We're used to thinking about things in terms of urban versus suburban," she said. "Think about the geography of your community in a fundamentally different way. Don't think about it as downtown versus everywhere else. Instead, think about different ways of building communities anywhere ... There are two kinds of communities that can be built – walkable urban communities or driveable suburban communities."

Drivable suburban development, which rapidly rose to prominence in the 1950s, is low density and characterized by spatially segregated buildings that are connected almost exclusively by vehicular transportation. Walkable urban communities, on the other hand, are dense pockets of development that integrate many different kinds of real estate products and utilize multiple forms of transportation within a walkable environment.

One type of community isn't better than the other, the report says, but they differ when it comes to current and future supply and demand.

Walkups in Dallas-Fort Worth

Out of the more than 600 walkable urban places in the country, Leinberger and Loh identified 38 spread throughout Dallas-Fort Worth as well as 17 emerging walkups and 22 potential walkups in the region. They then gave each existing walkup an economic ranking and social equity ranking of copper, silver, gold or platinum based on how effective the neighborhoods are in each category.

To identify economic ranking, they looked at gross regional product, total jobs per acre and asking rents per square foot, which were adjusted for vacancy in office, retail and residential real estate.

The North Texas walkup that received the highest economic ranking — and the only one in the region to receive a platinum rating in this category — was Dallas' Preston Center. Seventeen neighborhoods, including Uptown and downtown Dallas, received a gold economic ranking; 12 neighborhoods, including Deep Ellum and the Design District, received a silver ranking; and six neighborhoods received a copper ranking.

Social inequity stunts growth

Leinberger and Loh said they found that the most walkable urban metros in the country have the highest social equity, but not in Dallas-Fort Worth.

Preston Center, the walkup that received the highest economic ranking, is one of two walkups in the Metroplex to receive the lowest social equity ranking — something Leinberger and Loh said they have never seen before. The other walkup given a copper ranking is Southlake Town Center.

Only one neighborhood, the Jefferson area of Oak Cliff, received a platinum ranking for social equity. Most of the walkups in Dallas-Fort Worth were given a silver ranking and four received a gold ranking.

“A particular problem that is unique to Dallas-Fort Worth amongst the regions we've studied is that the highest performing places, in terms of economic performance, have the poorest social equity outcomes,” said Loh. “We have not found this in any of the other regions that we have studied in part because many of the regions we've looked at have very aggressive affordable housing policies or social housing strategies, or because they have much more extensive transit accessibility and bigger systems.”

To determine the social equity ranking for each walkup, Loh and Leinberger analyzed transit accessibility, housing costs, and a mix of housing stock that allows people to buy and rent.

Both Preston Center and Southlake Town Center, which are among the highest economic performers in North Texas, lack rental housing, have high housing costs, and Southlake has no meaningful transit options available, the report said.

“It's not impossible to do well and do good at the same time” was Loh's response to these findings.

She said Dallas-Fort Worth has “work to do in terms of improving existing walkable urban places to make them more inclusive and creating new walkable urban places that can succeed on both axes of our indexes,” but the economic benefits thriving walkups provide cities show they are worth investing in.

Financial benefits of walkable communities

Leinberger pointed to gross domestic product as an indicator of the success of walkable neighborhoods.

“It translates directly into GDP. When you look at the top six metros [for walkups] in the country, the average GDP per capita is over \$72,000. Every man, woman and child generates \$72,000 in GDP per capita,” he said. “The least walkable generate \$48,000. That’s a 49 percent premium ... It’s a first world to second world gap.”

The data shows that 26 percent of multifamily development in Dallas-Fort Worth during the current real estate cycle has been in established or emerging walkups. And only .52 percent of for-sale housing in the Metroplex is located in walkups.

Average rent in income real estate products, which includes office, retail and multifamily rental, in existing Dallas-Fort Worth walkups is 37 percent higher on a vacancy-adjusted, rent per-square-foot basis than the regional average, according to the report.

The few for-sale homes located within walkups have a 103 percent price per square foot premium over suburban houses in Dallas-Fort Worth. For-sale homes that fall within a half mile radius of walkups have a 71 percent price per square foot premium over the average house in the Metroplex. These are the places investors should be watching, Leinberger said.

Particular focus should be put on emerging and potential walkups in suburban area, he said.

“Walkable urbanism in the suburbs is possibly even a bigger trend over the next 20 years, and this research definitely shows that,” Leinberger said. “The urbanization of the suburbs is the biggest trend possibly in real estate.”

He said this urbanization will likely be focused around aging malls that are well-suited for redevelopment.

“We think about a third of the regional malls are going to go dark in the next recession,” he added.

But in order for Dallas-Fort Worth to fully capitalize on the growing demand for walkups, public policy has to get up to speed, and the necessary infrastructure and zoning need to be put in place, the report said.

Specific recommendations for Dallas-Fort Worth included in the report are addressing restrictive zoning and “nimbyism,” investing in transportation alternatives and developing conscious social equity strategies designed to minimize displacement and provide more affordable housing.

Loh was direct in her advice for North Texas.

“We particularly recommend being proactive about social equity,” she said. “Inequality isn’t inevitable; it doesn’t have to be that way. In order to make money, it doesn’t mean that you have to get rid of poor people. It is possible to create mixed-income communities, but it’s something you have to plan for and it’s something that you have to figure out how to pay for. It’s not going to happen by itself ... It is in fact everybody’s job to take up this work and figure out how to get it to happen.”

https://www.bizjournals.com/dallas/news/2019/01/29/walkable-urban-neighborhoods-walkups-dfw.html?iana=hpmvp_dal_news_headline

Free tickets draw gleeful riders to Fort Worth's new TEXRail train

TEXRail, the 27-mile commuter rail line that runs from downtown Fort Worth to Dallas Fort Worth International Airport's Terminal B, has been killing it with record riders since it was launched on January 10.

Thanks to nice weather, free fares, and curiosity, the weekend of January 26-27 set a new record with nearly 20,000 riders in two days: 10,477 on Saturday and 9,111 on Sunday, for a total of 19,588 riders.

This eclipsed the previous weekend record of 18,002, which was set during the three-day holiday weekend that included Martin Luther King Jr. Day.

In a statement, Trinity Metro CEO Paul Ballard says that the turnout has exceeded their expectations.

"We offered complimentary fares in January because we wanted everyone to experience TEXRail, and we are delighted that so many North Texans and tourists are riding," Ballard says.

Since service began on January 10, the grand total is 82,733.

North Texans gave TEXRail a warm welcome during the commuter rail line's opening weekend, Jan. 12-13. More than 11,000 riders experienced the new TEXRail train that travels across a 27-mile route from downtown Fort Worth to Dallas Fort Worth International Airport's Terminal B.

Numbers from the opening weekend showed popular stops to be the T&P Station, Grapevine/Main Street Station, DFW Airport Terminal B Station, the Downtown ITC/Fort Worth Station, and North Richland Hills/Smithfield Station.

Ballard said that some were taking family day trips, some were commuters testing out the route, and some were travelers with luggage going to or from the airport.

The free party won't last forever. Beginning February 1, local fare will be \$2.50 one way or \$5 for a local day pass, which includes all Trinity Metro bus and rail service in Tarrant County.

A regional day pass is \$12 and includes all Trinity Metro, Dallas Area Rapid Transit, and Denton County Transportation Authority trains and buses.

Trinity Metro is a regional transportation system that provides public transportation to meet the mobility needs in Tarrant County. The agency oversees buses, vanpools, and the Trinity Railway Express (TRE), the 34-mile commuter rail line that's jointly owned and operated with Dallas Area Rapid Transit (DART). Trinity Metro is the sole owner and operator of TEXRail.

<http://fortworth.culturemap.com/news/city-life/01-28-19-textrail-tickets/>

House party at Lockheed Martin? Watch how the Dutch react when they get a new F-35

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH--Even at a military-style ceremony, the Dutch know how to have fun.

With electronic dance music forming a throbbing audio backdrop, Lockheed Martin Aeronautics on Wednesday delivered its first operational F-35 stealth fighter jet to the Netherlands, during one of the most sprightly ceremonies ever held at the company's Fort Worth factory.

About 500 guests, including dozens who flew in from the Netherlands as well as high-ranking military and civilian officials from both countries, donned orange cowboy hats accented by the red, white and blue stripes of the Dutch flag. Well known Amsterdam electro/house music disc jockeys Sunnery James and Ryan Marciano provided the beats as the curtain dropped to reveal the new aircraft, which is the F-35A Lightning II version built for the Royal Netherlands Air Force.

The Fort Worth-built aircraft will be taken to Luke Air Force Base in Arizona for several months of training before it is permanently stationed at Leeuwarden Air Base, just off the Netherlands' North Sea coast, later this year. The jet will be the Netherlands' first operational F-35, although the United States NATO ally has two other F-35s stationed at Edwards Air Force Base in California since 2013 for testing purposes.

In all, the Netherlands has committed to buying 37 F-35s and several Dutch companies provide parts for the aircraft.

The delivery of the aircraft to the Dutch Royal Air Force is the latest example Lockheed Martin's effort to expand the sales and lower the average price of its F-35s. The F-35A model now costs \$89.2 million, but Lockheed Martin is on course to lower that cost to \$80 million per plane by 2020, said Michele Evans, executive vice president of Lockheed Martin Aeronautics.

The company plans to deliver 131 F-35s this year, up from 91 sold last year.

Marillyn Hewson, Lockheed Martin chairman, president and chief executive officer, spoke of the importance of having the Netherlands government as well as many Dutch defense contractors as allies in northern Europe.

"As we look to the future, the Netherlands will serve as a sustainment hub in the European region for maintenance, repair, overhaul and upgrade projects," she told the crowd of about 500 people, who also enjoyed a performance by the Royal Netherlands Air Force Orchestra.

President Trump in 2016 and 2017 criticized the F-35 program as too costly, although officials from his administration have since said they are satisfied that Lockheed Martin is doing what it can to lower costs through efficiencies, as the Fort Worth aeronautics plant gets closer to full production capability.

"Our collective efforts in development, production, testing and fielding of the F-35 has allowed both our nations to deliver an incredible, efficient, suitable, survivable and I believe affordable air power for our war fighters," Kevin Fahey, assistant U.S. secretary of defense for acquisition, told the crowd Wednesday.

Lt. Gen. Dennis Luyt, commander of the Royal Netherlands Air Force, said his country aims to become a more prominent military force in Europe, and development of a Dutch F-35 program is a key step.

“It’s always been our steadfast ambition to be part of what we call the Champions League of air forces,” Luyt told the Fort Worth crowd. “We can only achieve this if we allow our airmen to make a difference in what they bring to the coalition, and the F-35 will be a force multiplier that will allow us to deliver just that.”

“Receiving this F-35 at Leeuwarden Air Base later this year is going to be a huge driver for change for our air force and will have tremendous impact on the relevance of our Air Force as part of the coalition,” Luyt said. “We want to be among the best air forces of the world, and the platform of F-35 allows us to do that.”

Since the F-35 program began, more than 360 aircraft have been delivered and are now working in 16 bases worldwide.

Lockheed Martin Aeronautics is based in Fort Worth, where it employs about 14,000 people. It is part of Lockheed Martin, a publicly-traded company based in Bethesda, Md.

<https://www.star-telegram.com/news/business/aviation/article225057360.html>

Massive New Industrial Development Coming to North Fort Worth

Stream Realty Partners' new 1.1 million-square-foot development is right in the heart of the booming industrial submarket.

North Fort Worth is on deck for the next major industrial development.

Next month, Stream Realty Partners will break ground on a 1.1 million-square-foot industrial project, which is dubbed Northwest Commerce Park.

The firm has been piecing together the deal since late 2017. Stream and an undisclosed institutional investor own the site and project as part of a joint venture.

The spec project's square footage will be split between three buildings on a 66-acre tract in the booming North Fort Worth submarket, located near the BNSF Intermodal and the Fort Worth Alliance Airport.

"North Fort Worth and the Alliance area has proven to be a dominate industrial market within all of Dallas-Fort Worth, historically attracting some of the biggest and most recognizable users of industrial space," said Seth Koschak, managing director of Stream's Fort Worth office.

"We expect NCP to benefit from tenants' desire to be in this location to serve not only North Texas but the surrounding region."

North Fort Worth's momentum in the industrial market is only accelerating. CBRE Research from Q4 reveals that despite 3.8 million square feet of deliveries in 2018, the market absorbed 2.4 million square feet and held its vacancy rate to 5.8 percent in Q4. North Fort Worth also booked two of largest leases last quarter with Dematic taking 707,000 square feet in Synergy Crossing and Smart Warehousing snapping up 269,500 square feet in Alliance Center North 15. The submarket's proximity to transportation hubs has make it one of the metro's prized submarkets, and as competition puts other submarkets out of reach, North Fort Worth is poised to receive overflow from other nearby submarkets.

<https://www.dmagazine.com/commercial-real-estate/2019/01/massive-new-industrial-development-coming-to-north-fort-worth/>

Developer hopes mixed-use project south of downtown Dallas will be SoGood for the area

By Steve Brown, Dallas Morning News

Developers are hatching a plan to turn a vacant chicken plant south of downtown into a centerpiece for an entire new neighborhood.

Mike Hoque's vision for the project south of Interstate 30 includes apartments, retail, office and townhomes across the freeway from downtown Dallas' Farmers Market.

Hoque is calling the project SoGood @ Cedars — a take on the property's close-in location along South Good-Latimer Expressway.

"It's all about building a community," said Hoque, who's invested heavily in downtown real estate and runs several successful restaurants in Dallas' core. "We want to connect that area with the Farmers Market.

"I think there is going to be a lot of opportunity on the south side."

Hoque's real estate plays in Dallas are all about the southern quadrant of downtown.

Starting several years ago, he bought up blocks of parking lots and old buildings south of City Hall along Canton and Cadiz streets. He partnered with one of Dallas' biggest developers, KDC, to design a mixed-use development on the land.

Last year, when digital retail giant Amazon came to town looking for a potential office campus site, the Seattle-based firm zeroed in on Hoque and KDC's south side property.

Hoque Global and KDC are still working to attract a major office employer to the site.

Heading south

Two years ago, Hoque headed farther south from downtown to the edge of the Cedars district.

He bought the 15-acre former Pilgrim's Pride chicken plant on Cesar Chavez Boulevard, which closed in 2011.

"Pilgrim had 1,200 people working down there when it closed," Hoque said. "When we acquired the land, we wanted to see what we could do to have the biggest impact on the neighborhood."

His idea for the defunct poultry plant is to connect the property to downtown with a long, linear park that would run between Good-Latimer and Cesar Chavez along an abandoned rail line.

Two old pedestrian and rail bridges across I-30 will link the SoGood development site with the booming Farmers Market.

"From the Farmers Market to the project is a five-minute walk," Hoque said. "I believe if you create that linear park, people will walk from the Farmers Market there."

Hoque Global has also bought a vacant tract at the corner of Cesar Chavez and I-30 to create an entry to the SoGood development. "That's the gateway," he said.

SoGood will include a combination of renovated buildings and new construction.

"On the first phase, we are repurposing three of the old buildings and doing one apartment ground up," Hoque said. "We are going to create a retail component for artists and entrepreneurs who are getting pushed out of Deep Ellum and the Design District.

"We want to do a truck yard kind of project — an entertainment and food venue to give back to the community."

Townhouses and other developments are also in the works.

Design firm TBG Partners did the masterplanning for the project.

Hoque has already been meeting with other property owners and neighborhood representatives in the Cedars district.

"We took a lot of time to get the neighbors on board," he said. "We are new in the area and want to make sure we are helping them.

"They have been waiting for something to happen there for a long long time," Hoque said. "Everyone understands that this can be a catalyst project."

Ideas from afar

Hoque has looked at redeveloping areas in downtown Denver, Brooklyn and Miami for inspiration.

He's working with city planners and with Dallas Area Rapid Transit, which owns the unused rail right-of-way, to plan the project.

The Cedars area across the freeway canyon from downtown is already seeing widespread townhouse construction and renovation of old buildings for commercial, retail and residential uses.

"Thousands of new residents will come to that area if we are successful," Hoque said.

<https://www.dallasnews.com/business/real-estate/2019/02/01/developer-hopes-mixed-use-project-south-downtown-dallas-will-sogood-area>

Letters: The battle continues on what to do about climate change

Letters to the Editor, Dallas Morning News

Yes, we can cut emissions

Re: "We've done it before. We can do it again. Humans are pretty good at making changes that benefit the Earth," by Randolph Brandt, Jan. 27 Points.

This op-ed about the ozone layer took me back to my elementary school days in Toronto. I remember we sang a song about "we're killing the ozone." It ended with the phrase "Can't we just start using less? The answer must be 'yes!'" At the time, I remember being worried, but also having faith that the adults would fix the problem. And they did.

Fast forward to today, where that song could easily swap in the word "climate." School kids today will remember if we don't do anything, because they'll be left with the impacts.

Like the op-ed said, "We already know how to handle this. So, let's do it." Economists agree that a carbon fee and dividend solution would harness the power of the market to effectively reduce carbon emissions.

The Dallas City Council recently passed a climate action resolution that supports such a plan. In Congress, a bipartisan bill was re-introduced that would reduce America's emissions by 40 percent in the first 12 years (Energy Innovation and Carbon Dividend Act, HR 763). I think about where current elementary students will be in 12 years. Can we enact solutions that improve their adulthood? The answer must be: yes!

Breanna Cooke, East Dallas

Let's hope governor listens

Re: "A climate change lesson for Abbott — Protecting communities from global warming isn't a partisan issue," by Andrew Dessler, Wednesday Viewpoints.

Thank you for publishing Andrew Dessler's plea to Gov. Greg Abbott to listen to the climate scientists.

Abbott has received, over the course of seven races for elected office, \$24,562,945 from the energy and natural resources sector, according to followthemoney.org.

I don't think those contributors expect Abbott to recognize climate change. In my opinion, he wasn't paid those millions to phase out the fossil fuels that have largely caused it; or to install solar panels on the Governor's Mansion to promote renewable energy; or to heed and act on the warnings of thousands of climate scientists like Dessler.

We can only hope that Abbott soon realizes that the longer his denial, the greater the damage to all of us and to future generations of Texans.

Ed Soph, Denton

Follow this story

Please continue to follow this story. I am interested if Gov. Greg Abbott breaks away from his political "master" in Washington and decides to take a leadership position in addressing climate

change. As far as Texas Railroad Commissioner Wayne Christian is concerned, the U.S. may lead all other countries last year in lowering carbon emissions is because we lead the world in producing carbon emissions last year!

Bob Krangle, Plano

Abbott should hear both sides

Andrew Dessler would join other "climate scientists and experts" to brief Gov. Greg Abbott on climate change threats. Fine. The governor should hear from well-informed thinkers on all sides of this issue. The gathering should include professor Roger Pielke Jr., who is neither a "fossil fuel interest" nor "climate denier" and would remind all that disaster frequency/intensity may be rising as the consequence of anthropogenic climate change, but neither the United Nations Intergovernmental Panel on Climate Change nor the U.S. Global Change Research Program has concluded as much.

The IPCC report "Impacts, Adaptation and Vulnerability" (WG II, 2014) on storm losses states: "E]conomic growth, including greater concentrations of people and wealth in periled areas and rising insurance penetration, is the most important driver of increasing losses." More: "[A]part from detection, loss trends have not been conclusively attributed to anthropogenic climate change; most such claims are not based on scientific attribution methods." Additionally, the 2017 U.S. GCRP Climate Science Special Report (NCA4, Vol. 1) indicated the following in Chapter 8 on flooding: "No formal attribution of observed flooding changes to anthropogenic forcing has been claimed." Fair and balanced.

Dan Delich, Plano

Back carbon fee and dividend

Re: "What can slow climate change? Economics. A possible solution lies in a proposal by economists, politicians and business," by Kevin Simmons.

Thanks to Kevin Simmons for his column on climate change solutions. Even if we want a solution to climate change, what can we do? Simmons details the free market solution to reduce CO2 emissions: a carbon fee and dividend. Fortunately, there is currently a bill in the U.S. House proposing a carbon fee and dividend: The Energy Innovation and Carbon Dividend Act of 2019. This bill provides an action we can all take.

Please call your congressional representatives and ask them to support this bill. I will be contacting my representative, Rep. Kenny Marchant, to request his support. It's great news that support for a carbon fee and dividend is gaining ground; even the city of Dallas' climate resolution urges Congress to enact a carbon fee and dividend.

Jacqueline Carney, Southlake

Carbon pricing just one tool

Kevin Simmons' column essentially treats climate change as a "market failure" that can be corrected by the magic bullet of carbon pricing. Unfortunately, carbon taxes or pricing works well only in price-sensitive industries such as the power generating and heating sectors and industries like paper, pulp, steel, concrete and chemical. In these industries, the carbon price

can be incorporated into the costs of production. These industries may account for 25 percent of global emissions.

It doesn't work in buildings, transportation or food, agriculture and land use. For example, in Europe the gas tax is the equivalent of \$400 a ton, yet fuel efficiency standards are still needed. The price of fuel is such a small part of the total cost that it doesn't deter use. Moreover, carbon pricing is not working in 42 countries and 25 subnational jurisdictions that account for 50 percent of Global GDP and 25 percent of carbon emissions. One reason it fails is because in the sector where it would work, the price is set too low for political reasons. We need a series of policies that address the specifics of these CO2 emitting sectors. Carbon pricing is just one of the tools that is needed.

Anthony Perri, Downtown Dallas

Rely on empirical evidence

Professor Andrew Dessler and his climate alarmist colleagues claim a deep understanding of climate yet cannot accurately predict the next El Nino. Their predictions of climate catastrophe are based upon computer models, but for over 30 years those models have been inaccurate.

Hurricanes have actually been less frequent in recent decades. NOAA data shows the rate of sea level rise has been the same for the last 130 years, less than 2 mm per year.

Dessler proposes wind and solar to replace fossil fuel energy. But they are not economic or reliable. Ask the residents of Georgetown how their experiment in 100 percent renewable energy is working out. It has been a disaster.

Scientific progress relies upon empirical evidence, not speculative modeling. Records from Earth's history show no correlation between CO2 and global temperature. Historical, observational and experimental evidence indicates climate change is predominantly driven by natural forces, while the effects of CO2 are small.

Robert P. Smith, Dallas/Preston Hollow

Be part of the solution

Thank you to Kevin Simmons for his excellent column on climate change. It was informative to hear his economic expertise on the most efficient method to address climate change — through pricing the externalities of greenhouse gases with a dividend check returned to households. I'm a fan of this strategy, especially since it has bipartisan support that has growing momentum nationally and locally.

Last week, the U.S. House reintroduced the Energy Innovation and Carbon Dividend Act, which outlines a carbon fee and dividend policy that Simmons suggests. The Dallas City Council also passed a climate resolution last week, which includes support of this policy solution.

The health and economic impacts of climate change can be overwhelming, but there are tangible solutions with the leadership of Simmons, the Dallas City Council and the House of Representatives that makes me optimistic. Be a part of the solution by asking your representative to support the Energy Innovation and Carbon Dividend Act and to join the Citizens' Climate Lobby. (Visit EnergyInnovationAct.org and CitizensClimateLobby.org.)

Joanna Suh, Carrollton

Cruz and Cornyn, back plan

Re: "Ill-fated plastic bag fees to be spent on climate action plan," Jan. 26 Metro & State story.

Dallas City Council member Adam McGough is right. There will be an impact for all of us across the city about our electric bills when a carbon fee and dividend bill is passed. It will encourage the biggest electricity-consumers to be more virtuous and it will reduce the bill for people who are more modest. We would kill two birds with one stone: reduce greenhouse emissions as well as America's inequalities.

It's a brilliant idea, and we can be proud that Dallas is leading the discussion on this.

We need now Sens. Ted Cruz and John Cornyn to back up this plan in Congress by supporting the Energy Innovation and Carbon Dividend Act (HR 7173) and show how Texas keeps on innovating by curbing carbon pollution and returning all revenue to households equally with a market-based approach.

Tristan de Cande, Dallas

Keep electric car credit

For many, the growing climate crisis as documented in both the U.N.'s Intergovernmental Panel on Climate Change and the U.S. government's own National Climate Assessment still takes a back seat to an argument that frames the issue only in terms of money. In sharp contrast, countries around the world are recognizing that the existential threat posed by the crisis creates a moral imperative to end our dependence on pollution-creating fossil fuels and begin to reduce the pollution that has created the crisis. One step those countries have taken is to set a date to ban and phase out gasoline and diesel engines. For Norway and the Netherlands, this is as soon as 2025, only six years away! The credit in the U.S. for purchase of an electric car falls short of that but still contributes to the goal of moving us toward a robust clean energy economy. It should be continued.

Roger Knudson, Dallas

<https://www.dallasnews.com/opinion/letters-to-the-editor/2019/02/02/letters-battle-continues-climate-change>

Starting today, TEXRail is no longer free. Are people riding the trains anyway?

By Gordon Dickson, Fort Worth Star-Telegram

NORTH RICHLAND HILLS--Will TEXRail riders put their money where their mouth is?

On Friday, the new 27-mile commuter train service from downtown Fort Worth to DFW Airport began charging fares to its customers. Since the passenger rail line opened Jan. 10, it had been available to the public at no charge as a way to encourage North Texans to try it out.

The rail line has been extremely popular, with nearly 5,000 riders per day during the free period.

And early Friday morning at Smithfield Station in North Richland Hills, even though the rides were no longer gratis, plenty of commuters were seen waiting on the platform — most huddling under a canopy as a light mist fell.

A westbound train arriving from DFW Airport pulled up to Smithfield Station on time at 7:16 a.m. About 30 people were already on the train, and about another eight people boarded from the platform, as the train headed for downtown Fort Worth.

Ryan Bledsoe was among the riders who boarded at the next stop, North Richland Hills Iron Horse Station.

"I love this train. It's awesome," Bledsoe said as he settled into a seat with a table, which he used to work on his laptop.

Bledsoe said he bought a day pass at Iron Horse Station, although he plans to start using a monthly pass.

Fares are \$2.50 per ride, or \$5 for a day pass that allows unlimited use of trains and buses in Tarrant County. For those who also want access to all trains and buses in Dallas, a regional day pass is \$12.

But most regular riders like Bledsoe probably will prefer a monthly pass for \$80, or an annual pass for \$800.

On Friday, ticket checkers were on each train to make sure riders were paying. And at each station, employees of Trinity Metro, the transit agency that built the line, were stationed at ticket machines to help riders submit their payments by cash or credit card.

However, there were some problems with some of the ticket machines.

At Smithfield Station, the ticket machine froze when a customer tried to pay with a credit card, and a handful of passengers were told it would be OK to board without tickets.

Earlier, that same machine had been dispensing tickets for those who paid with cash bills, but the coin slot wasn't working properly, an employee said.

A few minutes later, at North Side Station, workers were seen cutting power to the ticket machines and attempting to repair them.

Despite those glitches on the first day of fare collection, TEXRail was luring a steady stream of commuters.

The scene at each platform was nothing like the crowds during the free period in January, when throngs of curious residents came out to experience the trains. But none of the platforms was empty, either.

Through Jan. 27, TEXRail carried 82,733 riders, according to Trinity Metro, the Fort Worth transit agency that built the line. That's an average of 4,866 riders per day.

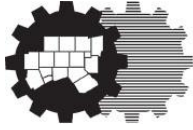
But those weren't paying customers.

Now that the fares are being charged, Trinity Metro will get a much better idea in the coming months of how much daily traffic to expect. Trinity Metro officials have said they expected smaller crowds to take the train once fares are enforced, and they hope that throughout 2019 those crowds will consistently grow.

When TEXRail was being planned, computer-aided modeling conducted by the North Central Texas Council of Governments projected that the rail line would average 8,000 riders per day by the end of its first year of service.

That would make it a more popular commuter rail line than the Trinity Railway Express, another North Texas train service that opened in 1996 and connects Fort Worth to downtown Dallas.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article225385440.html>



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
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NCTCOG Seeks Public Input on Work Program Modifications

Online comment period begins Jan. 14

Jan. 14, 2018 (Arlington, Texas) —The North Central Texas Council of Governments will provide an online public input opportunity on proposed modifications to the Unified Planning Work Program (UPWP) starting Jan. 14. Comments will be accepted through Feb. 12.

Staff will post information at www.nctcog.org/input. For printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

The UPWP provides an overview of transportation and air quality planning tasks to be implemented by the metropolitan planning organization.

AirCheckTexas Drive a Clean Machine will also be highlighted online. For more information about how North Texans can apply for vehicle assistance through AirCheckTexas and whether your vehicle is eligible for up to \$3,500, visit www.airchecktexas.org or call 800-898-9103.

How to submit comments and questions:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Phone: 817-695-9240

Fax: 817-640-3028

Mail: P.O. Box 5888

Arlington, TX 76005

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North

Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 167 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit [NCTCOG.org/trans](https://www.nctcog.org/trans).

For more news from the NCTCOG Transportation Department, visit <https://www.nctcog.org/trans/about/news>.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

#

DRAFT

**RESOLUTION SUPPORTING HIGHWAY SAFETY IMPROVEMENT PROGRAM
PERFORMANCE TARGETS AND REGIONAL SAFETY POLICY POSITION
(R19-01)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

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

WHEREAS, under Title 23 Code of Federal Regulations (CFR) Part 490, States and MPOs must coordinate to develop targets for federally required performance measures; and,

WHEREAS, on August 31, 2017, the Texas Department of Transportation (TxDOT) established Highway Safety Improvement Program performance targets (i.e., PM1) that were identical to targets included in the Strategic Highway Safety Plan and the Highway Safety Plan.

WHEREAS, the performance targets were developed using a data-driven, multi-year, collaborative process that utilize a methodology that would result in a two percent reduction from the original trend line projection in 2022. The proposed reduction would be achieved by reducing each intermediated year by 0.4% in 2018, 0.8% in 2019, 1.2% in 2020, 1.6% in 2021, and 2.0% in 2022;

WHEREAS, TxDOT provided notice of the established performance targets to MPOs across the State, which triggered a 180-day deadline for MPOs to establish their own targets or support TxDOT targets; and,

WHEREAS, the RTC has considered the establishment of targets for the Highway Safety Improvement Program performance measures for the North Central Texas region.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council supports the federally required PM1 (Highway Safety Improvement Program) performance targets as adopted by the Texas Department of Transportation for 2018 – 2022 as reflected in Attachment 1.

Section 2. The Regional Transportation Councils adopts the regional safety position that “Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”

Section 3. The Regional Transportation Council directs staff to transmit the recorded support of the adopted targets to the Texas Department of Transportation.

Section 4. This resolution shall be in effect immediately upon its adoption.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 14, 2019.

Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County

ATTACHMENT 1

HIGHWAY SAFETY IMPROVEMENT PROGRAM (PM 1) SAFETY PERFORMANCE MEASURES

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

TEXAS DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS REDUCTION SCHEDULE: 2018 – 2022¹

2018 – 2022 Target Crash Reduction Schedule	
Year	Reduction
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

¹ The Regional Transportation Council previously affirmed support for the 2018 TxDOT Highway Safety Improvement Program Performance Targets on December 14, 2017.

A two percent reduction from the original trend line projection will be achieved by calendar year 2022. The proposed reduction only applies to positive slope projection trends and will be achieved by reducing each intermediate year by the reduction percentages specified in the above schedule. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

DRAFT

**RESOLUTION SUPPORTING TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS
(R19-02)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

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

WHEREAS, under Title 23 Code of Federal Regulations (CFR) Part 490, States and MPOs must coordinate to develop targets for federally required performance measures; and,

WHEREAS, the Fixing America's Surface Transportation (FAST) Act requires the adoption of regional Transit Asset Management (TAM) performance targets for four asset categories: 1) Rolling Stock – Revenue Vehicles; 2) Infrastructure – Rail Track; 3) Equipment – Non-Revenue Vehicles; and 4) Facilities – Buildings, Stations, Park and Rides in the fiscal years 2018 – 2022; and,

WHEREAS, the MPO has coordinated public transportation providers to establish regional Transit Asset Management performance measures for the North Central Texas region; and,

WHEREAS, the RTC has considered the establishment of targets for the Transit Asset Management performance measures for the North Central Texas region.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council supports the federally required Transit Asset Management performance targets for Fiscal Years 2018 – 2022 as reflected in Attachment 1.
- Section 2.** The Regional Transportation Council directs staff to continue to coordinate with transit providers to develop consistent Transit Asset Management definitions and targets.
- Section 3.** The Regional Transportation Council directs staff to transmit the adopted targets to the Texas Department of Transportation.
- Section 4.** This resolution shall be in effect immediately upon its adoption.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 14, 2019.

Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County

ATTACHMENT 1

**TRANSIT ASSET MANAGEMENT REGIONAL PERFORMANCE TARGETS
Fiscal Years 2018 – 2022¹**

Asset Category	Regional Target	Metric
Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard ² , defined as the Federal Transit Administration's Default Useful Life Benchmark
Infrastructure (rail track)	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard ² , defined as the Federal Transit Administration's Default Useful Life Benchmark
Facilities (buildings, stations, park-and-rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale

¹The Regional Transportation Council previously adopted Fiscal Year 2018 Regional Targets on December 14, 2017.

²These vehicles are old as or older than the industry standard.

**PERFORMANCE MEASURES TARGET SETTING:
ROADWAY SAFETY AND
TRANSIT ASSET MANAGEMENT**

Regional Transportation Council

**Sonya Landrum and Shannon Stevenson
North Central Texas Council of Governments
Action Item
February 14, 2019**

Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually or biennially.

2018 Performance Targets approved by RTC in December 2017
Highway Safety Improvement Program (PM1)
Transit Asset Management

Established Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Re-emphasized focus on safety-related improvements and funding.

RTC approved funding for future Safety project implementations.

TxDOT Safety Performance Targets and Reduction Schedule

Safety Performance Targets	2018 TxDOT Targets	2018 NCTCOG Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 Targets	2021 Targets	2022 Targets
	0.4% Reduction		0.8% Reduction		1.2% Reduction	1.6% Reduction	2.0% Reduction
No. of Fatalities	3,703.08	665.2	3,791.0	599.2	-	-	-
Fatality Rate	1.432	0.960	1.414	0.838	-	-	-
No. of Serious Injuries	17,565.4	3,647.8	17,751.0	3999.6	-	-	-
Serious Injury Rate	6.740	5.180	6.550	5.568	-	-	-
No. of Non-motorized Fatalities and Serious Injuries	2,150.6	560.0	2,237.6	582.4	-	-	-

Two percent reduction by Target Year 2022.

Targets are based on a five-year rolling average (2014 – 2018) for 2019.

Proposed reduction from original trend line projections.

Recommended RTC Safety Performance Targets Resolution Components

Affirm Support for TxDOT Safety Performance Targets for 2018 – 2022.

Affirm Regional Safety Position with Aspirational Goal:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.



Transmittal of NCTCOG Support for TxDOT Safety Targets to TxDOT.

Transit Asset Management (TAM)



Images: DART, DCTA, FUTA, and NCTCOG

Transit Asset Management Regional Targets Adopted: Propose to Maintain

	Asset Category	Target	Metric
	Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
	Infrastructure (rail track)	0%	Rail track segments with performance restrictions
	Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
	Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale

Rolling Stock Performance Compared to Targets

Asset Type	Fiscal Year 2017 Observed	Fiscal Year 2018 Target	Fiscal Year 2018 Observed
Bus*	6%	0%	?
Small Bus*	3%	0%	?
Light Rail Vehicle*	0%	0%	?
Commuter Rail Locomotive*	0%	0%	?
Commuter Rail Passenger Car*	0%	0%	?
Articulated Bus	0%	0%	?
Commuter Rail Passenger Coach**	35%	0%	?

*RTC Policy Emphasis Area

**Includes a number of assets that were rebuilt near the end of their useful life. The analysis above assumes a minimum extension of 10 years of useful life, which may be too conservative (i.e., vehicles may be in better condition than expected based on completed rebuild activities).

Transit Asset Management Next Steps

Continue to Coordinate with Transit Providers

- Consistent Transit Asset Management Definitions

- Consistent Transit Asset Management Targets

- Potential Enhanced Performance Measures for the Region's Transit System

Observe Data and Adjust Actions Based on Performance

Recommended RTC Action*

Reaffirm support for TxDOT Safety Performance Targets for 2018 and agree to support TxDOT targets for 2019 – 2022.

Reaffirm Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Reaffirm Transit Asset Management Regional Targets for 2018 and approve targets for 2019 – 2022.

* STTC Recommended RTC Adoption of Proposed Targets

Contacts

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Transit Asset Management

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sstevenson@nctcog.org

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirements of the coastwise trade laws to allow the carriage of no more than twelve passengers for hire on vessels, which are three years old or more. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before January 22, 2019.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD-2018-0182 by any one of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Search MARAD-2018-0182 and follow the instructions for submitting comments.

- *Mail or Hand Delivery:* Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of Transportation, MARAD-2018-0182, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific docket number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT: Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email Bianca.carr@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel WAXI 1 is:

—*Intended Commercial Use of Vessel:* waterborne passenger transportation throughout Boston Harbor via water taxi. The applicant is the exclusive provider of such services to and from the Boston Harbor Hotel At Rowes Wharf and Logan International

Airport, both points located within the Port of Boston, Massachusetts.
 —*Geographic Region Including Base of Operations:* “Massachusetts” (Base of Operations: Port of Boston, Massachusetts)
 —*Vessel Length and Type:* 25.6’ small passenger ferry

The complete application is available for review identified in the DOT docket as MARAD-2018-0182 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the vessel name, state the commenter’s interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD’s regulations at 46 CFR part 388.

Public Participation

How do I submit comments?

Please submit your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. Be advised that it may take a few hours or even days for your comment to be reflected on the docket. In addition, your comments must be written in English. We encourage you to provide concise comments and you may attach additional documents as necessary. There is no limit on the length of the attachments.

Where do I go to read public comments, and find supporting information?

Go to the docket online at <http://www.regulations.gov>, keyword search MARAD-2018-0182 or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). We recommend that you periodically check the Docket for new submissions and supporting material.

Will my comments be made available to the public?

Yes. Be aware that your entire comment, including your personal identifying information, will be made publicly available.

May I submit comments confidentially?

If you wish to submit comments under a claim of confidentiality, you should submit three copies of your

complete submission, including the information you claim to be confidential business information, to the Department of Transportation, Maritime Administration, Office of Legislation and Regulations, MAR-225, W24-220, 1200 New Jersey Avenue SE, Washington, DC 20590. Include a cover letter setting forth with specificity the basis for any such claim and, if possible, a summary of your submission that can be made available to the public.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. To facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121) * * *

Dated: December 18, 2018.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.

Secretary, Maritime Administration.

[FR Doc. 2018-27681 Filed 12-20-18; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation’s Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Year 2019

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

ACTION: Notice of funding opportunity.

Infrastructure for Rebuilding America (INFRA) Program

FY 2019 Notice of Funding Opportunity

SUMMARY: The Nationally Significant Freight and Highway Projects (INFRA) program provides Federal financial assistance to highway and freight

projects of national or regional significance. This notice solicits applications for awards under the program's fiscal year (FY) 2019 funding, subject to the availability of appropriated funds.

DATES: Applications must be submitted by 8:00 p.m. EST March 4, 2019. The *Grants.gov* "Apply" function will open by January 7, 2019.

ADDRESSES: Applications must be submitted through *www.Grants.gov*. Only applicants who comply with all submission requirements described in this notice and submit applications through *www.Grants.gov* will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact the Office of the Secretary via email at *INFRAgrants@dot.gov*, or call Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's website at <https://www.transportation.gov/buildamerica/INFRAgrants>.

SUPPLEMENTARY INFORMATION: The organization of this notice is based on an outline set in 2 CFR part 200 to ensure consistency across Federal financial assistance programs. However, that format is designed for locating specific information, not for linear reading. For readers seeking to familiarize themselves with the INFRA program, the Department encourages them to begin with Section A (Program Description), which describes the Department's goals for the INFRA program and purpose in making awards, and Section E (Application Review Information), which describes how the Department will select among eligible applications. Those two sections will provide appropriate context for the remainder of the notice: Section B (Federal Award Information) describes information about the size and nature of awards; Section C (Eligibility Information) describes eligibility requirements for applicants and projects; Section D (Application and Submission Information) describes in detail how to apply for an award; Section F (Federal Award Administration Information) describes administrative requirements that will accompany awards; and Sections G (Federal Awarding Agency Contacts) and H (Other Information) provide additional administrative information.

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A. Program Description

1. Overview

The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. To maximize the value of FY 2019 INFRA funds for all Americans, the Department is focusing the competition on transportation infrastructure projects that support four key objectives, each of which is discussed in greater detail in section A.2:

- (1) Supporting economic vitality at the national and regional level;
- (2) Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
- (3) Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and
- (4) Holding grant recipients accountable for their performance.

This notice's focus on the four key objectives does not supplant the Department's focus on safety as our top priority. The Department is committed to reducing fatalities and serious injuries on the surface transportation system. To reinforce the Department's safety priority, the USDOT will require projects that receive INFRA awards to consider and effectively respond to data-driven transportation safety concerns. Section F.2.a describes related requirements that the Department will

impose on each INFRA project. These requirements focus on performing detailed, data-driven safety analyses and incorporating project elements that respond to State-specific safety priority areas.

2. Key Program Objectives

This section of the notice describes the four key program objectives that the Department intends to advance with FY 2019 INFRA funds. These four objectives are reflected in later portions of the notice, including section E.1, which describes how the Department will evaluate applications to advance these objectives, and section D.2.b, which describes how applicants should address the four objectives in their applications.

a. Key Program Objective #1: Supporting Economic Vitality

A strong transportation network is critical to the functioning and growth of the American economy. The nation's industry depends on the transportation network not only to move the goods that it produces, but also to facilitate the movements of the workers who are responsible for that production. When the nation's highways, railways, and ports function well, that infrastructure connects people to jobs, increases the efficiency of delivering goods and thereby cuts the costs of doing business, reduces the burden of commuting, and improves overall well-being. When the transportation network fails—whether due to increasing bottlenecks, growing connectivity gaps, or unsafe, crumbling conditions—our economy suffers. Projects that address congestion in our major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in our rural areas, and projects that attract private economic development, all have the potential to support national or regional economic vitality. Therefore, USDOT seeks applications for these types of infrastructure projects under the INFRA program.

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

The Department is committed to supporting the President's call for more infrastructure investment. That goal will not be achieved through Federal investment alone, but rather requires States, local governments, and the private sector to maximize their own contributions.

To increase the leveraging of Federal funding, the INFRA program will give priority consideration to projects that

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

By emphasizing leveraging of Federal funding, the Department expects to expand the total resources being used to build and restore infrastructure, rather than have Federal dollars merely displace or substitute for State, local, and private funds.

c. Key Program Objective #3: Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) The deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. This objective supports the Department's strategic goal of innovation, with the potential for significantly enhancing the safety, efficiency, and performance of the transportation network. DOT anticipates INFRA projects will support the integration of new technology and facilitate increased public and private sector collaboration. In section E.1.c (Criterion #3), the Department provides many examples of innovative technologies, practices, and financing. It encourages applicants to identify those that are suitable for their projects and local constraints.

d. Key Program Objective #4: Performance and Accountability

The Department seeks to increase project sponsor accountability and performance by evaluating each INFRA applicant's plans to address the full lifecycle costs of their project and willingness to condition award funding on achieving specific Departmental goals.

To maximize public benefits from INFRA funds and promote local activity that will provide benefits beyond the INFRA-funded projects, the Department seeks projects that allow it to condition funding on specific, measurable outcomes. For appropriate projects, the Department may use one or more of the

following types of events to trigger availability of some or all INFRA funds:

(1) Reaching construction and project completion in a timely manner; (2) achieving transportation performance objectives that support economic vitality or improve safety; and (3) making specific State or local policy changes that facilitate interstate commerce.

The Department does not intend to impose these conditions on unwilling or uninterested INFRA recipients, nor does it intend to limit the types of projects that should consider accountability mechanisms. Instead, in section E.1.d (Criterion #4), the Department provides a framework for accountability measures and encourages applicants to voluntarily identify those that are most appropriate for their projects and local constraints.

3. Changes From the FY 2017–2019 NOFO

The FY 2019 INFRA Notice includes changes to multiple selection criteria, including criterion #2, criterion #3, and criterion #4. Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2019 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

B. Federal Award Information

1. Amount Available

The FAST Act authorizes the INFRA program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$950 million¹ for FY 2019, to be awarded by USDOT on a competitive basis to projects of national or regional significance that meet statutory requirements. This notice solicits applications for the \$855–902.5 million in FY 2019 INFRA funds that the Department anticipates will be available for awards. The estimate may be higher or lower than the final amount, which is dependent on fiscal year 2019 appropriations, which have yet to be enacted. Any award under this notice will be subject to the availability of appropriated funds.

¹ Funds are subject to the overall Federal-aid highway obligation limitation, and funds in excess of the obligation limitation provided to the program are distributed to the States. While \$950 million is authorized for FY 2019, the Department anticipates between \$855 and \$902.5 million available for award. The number will be finalized following enactment of full year FY 19 Appropriations. For additional information see FAST Act § 1102 (f) and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, Public Law 114–113, div. L § 120.

2. Restrictions on Award Portfolio

The Department will make awards under the INFRA program to both large and small projects (refer to section C.3.ii. for a definition of large and small projects). For a large project, the FAST Act specifies that an INFRA grant must be at least \$25 million. For a small project, including both construction awards and project development awards, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects.

The FAST Act specifies that not more than \$500 million in aggregate of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 may be used for grants to freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. After accounting for FY 2016–2018 INFRA selections, approximately \$200 million within this constraint remains available. Only the non-highway portion(s) of multimodal projects count toward this limit. Grade crossing and grade separation projects do not count toward the limit for freight rail, port, and intermodal projects.

The FAST Act directs that at least 25 percent of the funds provided for INFRA grants must be used for projects located in rural areas, as defined in Section C.3.iv. The Department may elect to go above that threshold. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

C. Eligibility Information

To be selected for an INFRA grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project that meets the Minimum Project Size Requirement.

1. Eligible Applicants

Eligible applicants for INFRA grants are: (1) A State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States;

(7) a tribal government or a consortium of tribal governments; or (8) a multi-State or multijurisdictional group of public entities.

Multiple States or jurisdictions that submit a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed by each applicant. The applicant that will be responsible for financial administration of the project must be an eligible applicant.

2. Cost Sharing or Matching

This section describes the statutory cost share requirements for an INFRA award. Cost share will also be evaluated according to the “Leveraging of Federal Funding” evaluation criterion described in Section E.1.a.ii. That section clarifies that the Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described here.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds or other funding sources of non-Federal origins. If a Federal land management agency applies jointly with a State or group of States, and that agency carries out the project, then Federal funds that were not made available under titles 23 or 49 of the United States Code may be used for the non-Federal share. Unless otherwise authorized by statute, local cost-share may not be counted as non-Federal share for both the INFRA and another Federal program. For any project, the Department cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements described in Section F.2.b as awarded funds.

For the purpose of evaluating eligibility under the statutory limit on total Federal assistance, funds from the TIFIA and RRIF credit assistance programs are considered Federal assistance and, combined with other Federal assistance, may not exceed 80 percent of the future eligible project costs.

3. Other

a. Eligible Projects

Eligible projects for INFRA grants are: highway freight projects carried out on the National Highway Freight Network (23 U.S.C. 167); highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility. A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network. Improving freight movement on the National Highway Freight Network may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the National Highway Freight Network. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

b. Eligible Project Costs

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Statutorily, INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, the Department is seeking to use INFRA funding on projects that result in construction. Public-private partnership assessments for projects in the development phase are also eligible costs.

INFRA grant recipients may use INFRA funds to pay the subsidy and administrative costs necessary to receive TIFIA credit assistance.

c. Minimum Project Size Requirement

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for an INFRA grant. Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.3.b. and were expended as part of the project for which the applicant seeks funds. Although those previously incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with INFRA grant funds, nor will they count toward the project’s required non-Federal share.

i. Large Projects

The minimum project size for large projects is the lesser of \$100 million; 30 percent of a State’s FY 2018 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State’s FY 2018 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2018 for both single and multi-State projects.

State	FY19 NSFHP (30% of FY18 apportionment) one-state minimum (millions)	FY19 NSFHP (50% of FY18 apportionment) multi-state minimum* (millions)
Alabama	\$100	\$100
Alaska	100	100
Arizona	100	100
Arkansas	100	100
California	100	100
Colorado	100	100
Connecticut	100	100
Delaware	53	89
Dist. of Col	50	84
Florida	100	100
Georgia	100	100
Hawaii	53	89
Idaho	90	100
Illinois	100	100
Indiana	100	100
Iowa	100	100
Kansas	100	100
Kentucky	100	100
Louisiana	100	100
Maine	58	97
Maryland	100	100
Massachusetts ..	100	100
Michigan	100	100
Minnesota	100	100
Mississippi	100	100
Missouri	100	100
Montana	100	100
Nebraska	91	100
Nevada	100	100
New Hampshire ..	52	87

State	FY19 NSFHP (30% of FY18 apportionment) one-state minimum (millions)	FY19 NSFHP (50% of FY18 apportionment) multi-state minimum* (millions)
New Jersey	100	100
New Mexico	100	100
New York	100	100
North Carolina ..	100	100
North Dakota	78	100
Ohio	100	100
Oklahoma	100	100
Oregon	100	100
Pennsylvania	100	100
Rhode Island	69	100
South Carolina ..	100	100
South Dakota	89	100
Tennessee	100	100
Texas	100	100
Utah	100	100
Vermont	64	100
Virginia	100	100
Washington	100	100
West Virginia	100	100
Wisconsin	100	100
Wyoming	81	100

* For multi-State projects, the minimum project size is the largest of the multi-State minimums from the participating States.

ii. Small Projects

A small project is an eligible project that does not meet the minimum project size described in Section C.3.c.i.

d. Large/Small Project Requirements

For a large project to be selected, the Department must determine that the project generates national or regional economic, mobility, or safety benefits; is cost-effective; contributes to one or more of the goals described in 23 U.S.C 150; is based on the results of preliminary engineering; has one or more stable and dependable funding or financing sources available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases; cannot be easily and efficiently completed without other Federal funding or financial assistance; and is reasonably expected to begin construction no later than 18 months after the date of obligation. These requirements are discussed in greater detail in section D.2.b.vii.

For a small project to be selected, the Department must consider the cost-effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out.

e. Rural/Urban Area

This section describes the statutory definition of urban and rural areas and the minimum statutory requirements for

projects that meet those definitions. For more information on how the Department consider projects in urban, rural, and low population areas as part of the selection process, see Section E.1.a. Criterion #2, and E.1.c.

The INFRA statute defines a rural area as an area outside an Urbanized Area² with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as a designated by the U.S. Census Bureau, with a population of 200,000 or more.³ Rural and urban definitions differ in some other USDOT programs, including TIFIA and the FY 2018 BUILD Discretionary Grants program. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under section C.3.f or C.3.g., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, including networks of projects under section C.3.g that cover wide geographic regions, this component-by-component determination may result in INFRA awards that include urban and rural funds.

f. Project Components

An application may describe a project that contains more than one component. The USDOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C, including the requirements for large projects described in Sections C.3.d and D.2.b.vii; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement

² For Census 2010, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

³ See www.transportation.gov/buildamerica/InFRAGrants for a list of Urbanized Areas with a population of 200,000 or more.

that is usable and represents a reasonable expenditure of USDOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. If an application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the INFRA program. An applicant should not add multiple components to a single application merely to aggregate costs or avoid submitting multiple applications.

Applicants should be aware that, depending upon applicable Federal law and the relationship among project components, an award funding only some project components may make other project components subject to Federal requirements as described in Section F.2.b. For example, under 40 CFR 1508.25, the NEPA review for the funded project component may need to include evaluation of all project components as connected, similar, or cumulative actions.

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

g. Network of Projects

An application may describe and request funding for a network of projects. A network of projects is one INFRA award that consists of multiple projects addressing the same transportation problem. For example, if an applicant seeks to improve efficiency along a rail corridor, then their application might propose one award for four grade separation projects at four different railway-highway crossings. Each of the four projects would independently reduce congestion but the overall benefits would be greater if the projects were completed together under a single award.

The USDOT will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in Section C.3.f is applicable to networks of projects, and applicants should follow that guidance on how to

present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section F.2.

h. Application Limit

To encourage applicants to prioritize their INFRA submissions, each eligible applicant may submit no more than three applications. The three-application limit applies only to

applications where the applicant is the lead applicant. There is no limit on applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address

Applications must be submitted through www.Grants.gov. Instructions for submitting applications can be found

at <https://www.transportation.gov/buildamerica/InFRAGrants>.

2. Content and Form of Application

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

a. Cover Page

Each application should contain a cover page with the following chart:

Basic Project Information:	
What is the Project Name?	
Who is the Project Sponsor?	
Was an INFRA application for this project submitted previously? (If Yes, please include title).	
Project Costs:	
INFRA Request Amount	\$
Estimated federal funding (excl. INFRA)	\$
Estimated non-federal funding	\$
Future Eligible Project Cost (Sum of previous three rows)	\$
Previously incurred project costs (if applicable)	\$
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	\$
Are matching funds restricted to a specific project component? If so, which one?	
Project Eligibility:	
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network (NHFN)?	\$
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?	\$
Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?	\$
Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	\$
Project Location:	
State(s) in which project is located.	
Small or large project	Small/Large.
Urbanized Area in which project is located, if applicable.	
Population of Urbanized Area.	
Is the project currently programmed in the:	Yes/no (please specify in which plans the project is currently programmed).
<ul style="list-style-type: none"> • TIP. • STIP. • MPO Long Range Transportation Plan. • State Long Range Transportation Plan. • State Freight Plan? 	

b. Project Narrative for Construction Projects

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.b.i
II. Project Location	See D.2.b.ii.
III. Project Parties	See D.2.b.iii.
IV. Grant Funds, Sources and Uses of all Project Funding.	See D.2.b.iv.
V. Merit Criteria	See D.2.b.v.
VI. Project Readiness	See D.2.b.vi and E.1.c.ii.

VII. Large/Small Project Requirements.

See D.2.b.vii.

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps, and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (*i.e.*, a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 25 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 25-page limit are documents supporting assertions or

conclusions made in the 25-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different USDOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive final names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. The USDOT recommends applications include the following sections:

i. Project Summary

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. If the project is located within the boundary of a Census-designated Urbanized Area, the application should identify the Urbanized Area.

iii. Project Parties

This section of the application should list all project parties, including details about the proposed grant recipient and other public and private parties who are involved in delivering the project, such as port authorities, terminal operators, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, and freight industry workforce organizations.

iv. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. At a minimum, it should include:

(A) Previously incurred expenses, as defined in Section C.3.c.

(B) Future eligible costs, as defined in Section C.3.c.

(C) For all funds to be used for future eligible project costs, the source and amount of those funds.

(D) For non-Federal funds to be used for future eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application.

(E) For Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

(F) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: Non-Federal; INFRA; and other Federal. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2.

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

(H) The amount of the requested INFRA funds that would be subject to the limit on freight rail, port, and intermodal infrastructure described in Section B.2.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

v. Merit Criteria

This section of the application should demonstrate how the project aligns with the Merit Criteria described in Section E.1 of this notice. The Department encourages applicants to address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the following organization, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Merit Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

Criterion #1: Support for National or Regional Economic Vitality

This section of the application should describe the anticipated outcomes of the project that support the Economic Vitality criterion (described in Section E.1.a of this notice). The applicant should summarize the conclusions of the project's benefit-cost analysis, including estimates of the project's benefit-cost ratio and net benefits. The applicant should also describe economic impacts and other data-supported benefits that are not included in the benefit-cost analysis.

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

Criterion #2: Leveraging of Federal Funding

While the Leveraging Criterion will be assessed according to the methodology described in Section E.1.a., this section of the application may be used to include additional information that may strengthen the Department's understanding of the project sponsor's effort to improve non-federal leverage, including:

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

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

(C) a description of any fiscal constraints that affect the applicant's ability to increase the amount of non-Federal revenue dedicated for transportation infrastructure.

Criterion #3: Potential for Innovation

This section of the application should contain sufficient information to evaluate how the project includes or enables innovation in: (1) The accelerated deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. If the project does not address a particular innovation area, the application should state this fact. Please see Section E.1.a for additional information.

Criterion #4: Performance and Accountability

This section of the application should include sufficient information to evaluate how the applicant will advance the Performance and Accountability program objective. In general, the applicant should indicate which (if any) accountability measures they are willing to implement or have implemented, along with the specific details necessary for the Department to evaluate their accountability measure. The applicant should also address the lifecycle cost component of this criterion in this section. See Section E.1.a for additional information.

vi. Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(A) Technical Feasibility. The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the INFRA application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(B) Project Schedule. The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program), start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

(1) All necessary activities will be complete to allow INFRA funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2022 for FY 2019 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of INFRA funds, and that the grant funds will be spent expeditiously once construction starts; and

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

(C) Required Approvals.

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

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

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,⁴ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

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

(d) A description of discussions with the appropriate USDOT modal administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

⁴ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and STIP or TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all INFRA projects, but for port, freight, and rail projects, planning requirements of the operating administration that will administer the INFRA project will also apply,⁵ including intermodal projects located at airport facilities.⁶ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate

planning agency that actions are underway to include the project in the relevant planning document.

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

Because projects have different schedules, the construction start date for each INFRA grant will be specified in the project-specific agreements signed by relevant modal administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(D) Assessment of Project Risks and Mitigation Strategies. Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact USDOT modal field or headquarters offices as found at www.transportation.gov/infragrants for information on what steps are pre-requisite to the obligation of Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vii. Large/Small Project Requirements

To select a large project for award, the Department must determine that the project satisfies several statutory requirements enumerated at 23 U.S.C. 117(g) and restated in the table below. The application must include sufficient information for the Department to make these determinations. Applicants should use this section of the application to summarize how their project meets each of the following requirements. Applicants are not required to reproduce the table below in their application, but following this format will help evaluators identify the relevant information that supports each large project determination. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

Large project determination	Guidance
1. Does the project generate national or regional economic, mobility, or safety benefits?	Summarize the economic, mobility, and safety benefits described in Section V of the application, and describe the scale of their impact in national or regional terms.
2. Is the project cost effective?	Highlight the results of the benefit cost analysis described in Section V of the application.
3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150 (and shown below)?	Specify the Goal(s) and summarize how the project contributes to that goal(s). This information may also be found in Section I or Section V.
(b) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals: <ul style="list-style-type: none"> (1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. (2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair. (3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System. 	

⁵ In accordance with 23 U.S.C. 134 and § 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive an INFRA grant until it is included in such plans. Projects not currently included in these plans

can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive an INFRA grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction.

Port planning guidelines are available at StrongPorts.gov.

⁶ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: Must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

Large project determination	Guidance
<p>(4) System reliability.—To improve the efficiency of the surface transportation system.</p> <p>(5) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p> <p>(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.</p> <p>(7) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.</p>	
<p>4. Is the project based on the results of preliminary engineering?</p>	<p>Yes/No. Please provide evidence of preliminary engineering. For more information on preliminary engineering activities, please see: https://www.fhwa.dot.gov/federalaid/150311.cfm.</p>
<p>5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?</p>	<p>Please indicate funding source(s) and amounts. Historical trends, current policy, or future feasibility analyses can be used as evidence to substantiate the stable and dependable nature of the non-Federal funding or financing.</p>
<p>5b. Are contingency amounts available to cover unanticipated cost increases?</p>	<p>Contingency amounts are often, but not always, expressly shown in project budgets or the SF-424C. If your project cost estimates include an implicit contingency calculation, please say so directly.</p>
<p>6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?</p>	<p>Discussion of the impact that not having any Federal funding, including an INFRA grant, would have on project's schedule, cost, or likelihood of completion, can help convey whether a project can be completed as easily or efficiently without Federal funding available to the project sponsor.</p>
<p>7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?</p>	<p>Please reference project budget and schedule when providing evidence.</p>

For a small project to be selected, the Department must consider the cost effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out. If an applicant seeks an award for a small project, it should use this section to provide information on the project's cost effectiveness and the project's effect on the mobility in its State and region, or refer to where else the information can be found in the application.

c. Guidance for Benefit-Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.b.v.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to consider cost-effectiveness (small projects), determine whether the project will be cost effective (large projects), estimate a benefit-cost ratio and calculate the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, the applicant should submit a BCA that quantifies the

expected benefits and costs of the project against a no-build baseline. Applicants should use a real discount rate (*i.e.*, the discount rate net of the inflation rate) of 7 percent per year to discount streams of benefits and costs to their present value in their BCA.

The primary economic benefits from projects eligible for INFRA grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project (including both previously incurred and future costs), as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period (net of future maintenance and rehabilitation costs) as a deduction from the estimated costs. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by USDOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar

terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the INFRA program (see <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>).

Applicants for freight projects within the boundaries of a freight rail, water (including ports), or intermodal facility should also quantify the benefits of their proposed projects for freight movements on the National Highway Freight Network, and should demonstrate that the Federal share of the project funds only elements of the project that provide public benefits.

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

Each applicant must: (1) Be registered in SAM before submitting its application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make an INFRA grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make an INFRA grant, the Department may determine that the applicant is not qualified to receive an INFRA grant and use that determination as a basis for making an INFRA grant to another applicant.

4. Submission Dates and Timelines

a. Deadline

Applications must be submitted by 8:00 p.m. EST March 4, 2019. The *Grants.gov* "Apply" function will open by January 7, 2019.

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

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

Please note that the *Grants.gov* registration process usually takes 2–4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with *Grants.gov* applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If interested parties experience difficulties at any point during the registration or application process, please call the *Grants.gov* Customer Service Support Hotline at 1(800) 518–4726, Monday–Friday from 7:00 a.m. to 9:00 p.m. EST.

b. Consideration of Application

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

c. Late Applications

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties outlined in Section D.4.d.

d. Late Application Policy

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

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding *Grants.gov* "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF–424;
- (4) The AOR name submitted in the SF–424;
- (5) The DUNS number associated with the application; and
- (6) The *Grants.gov* Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its website; (3) failure to follow all of the instructions in this notice of funding opportunity; and (4) technical issues

experienced with the applicant's computer or information technology environment. After the Department reviews all information submitted and contacts the *Grants.gov* Help Desk to validate reported technical issues, USDOT staff will contact late applicants to approve or deny a request to submit a late application through *Grants.gov*. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

a. Merit Criteria for Construction Projects

To differentiate among applications for construction projects under this notice, the Department will consider the extent to which the project addresses the follow criteria, which are explained in greater detail below and reflect the key program objectives described in Section A.2: (1) Support for national or regional economic vitality; (2) leveraging of Federal funding; (3) potential for innovation; and (4) performance and accountability. The Department is neither weighting these criteria nor requiring that each application address every criterion, but the Department expects that competitive applications will substantively address all four criteria.

Criterion #1: Support for National or Regional Economic Vitality

The Department will consider the extent to which a project would support the economic vitality of either the nation or a region. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the applicant-supplied benefit-cost analysis described in Section D.2.d. In addition to considering the anticipated outcomes of the project that align with this criterion, the Department will consider estimates of the project's benefit-cost ratio and net quantifiable benefits.

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

- Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
- Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
- Eliminate bottlenecks in the freight supply chain;
- Ensure or restore the good condition of infrastructure that supports commerce and economic growth;

- Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people; and

- Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.

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

Criterion #2: Leveraging of Federal Funding

To maximize the impact of INFRA awards, the Department seeks to leverage INFRA funding with non-Federal contributions. To evaluate this criterion, the Department will assign a rating to each project based on how the calculated non-federal share of the project's future eligible project costs compares with other projects proposed for INFRA funding. The Department will sort large and small project applications' non-federal leverage percentage from high to low, and the assigned ratings will be based on quintile: Projects in the 80th percentile and above receive the highest rating; the 60th–79th percentile receive the second highest rating; 40th–59th, the third highest; 20th–39th, the fourth highest; and 0–19th, the lowest rating.

DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions. If an applicant describes broader fiscal constraints that affect its ability to generate or draw on non-Federal contributions, the Department may consider those constraints. Relevant constraints may include the size of the population taxed to supply the matching funds, the wealth of that population, or other constraints on the raising of funds. In addition, the Department may consider whether there are obstacles to collecting non-federal revenue from a project's beneficiaries, including the extent to which a project's beneficiaries reside in the sponsor's jurisdiction.

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

Criterion #3: Potential for Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) The accelerated deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. The project will be assigned an innovation rating based on how it cumulatively addresses these areas. Applications which address at least two of these three areas will be assigned a high rating. Applications which address one of these areas will be assigned a medium rating. Applications which address none of these areas will be assigned a low rating.

In Innovation Area #1: Technology, the application will be determined to have addressed the Technology Innovation Area if the INFRA project incorporates any of the following:

- Conflict detection and mitigation technologies (e.g., intersection alerts, signal prioritization, or smart traffic signals);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- V2X Technologies (e.g. technology which facilitates passing of information between a vehicle and any entity which may affect the vehicle);
- Cybersecurity elements to protect safety-critical systems;
- Technology at land and sea ports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Other Intelligent Transportation Systems (ITS) which directly benefit the project's users.

The application will also address the Technology Innovation Area if the project facilitates broadband deployment and the installation of high-speed networks concurrent with project construction.

In Innovation Area #2: Project Delivery, the Department will assess whether the applicant intends to pursue an innovative strategy to improve project delivery. These strategies will result in more efficient project implementation. Some of these strategies may require the use of a SEP-14 or SEP-15 waiver, but many do not: An application can address this innovation area without requiring a waiver. Examples of innovative project delivery include:

- Contracting/Procurement:
 - *Indefinite Quantity/Indefinite Delivery Contracting*

- *Alternative Pavement Type Bidding*
- *No Excuse Bonuses*
- *Lump Sum Bidding*
- *Best Value Procurement*
- *System Integrator Contracts*
- *Progressive Design-Build*
- *P3 DBFOM Procurements*
- Environmental Requirements
 - *NEPA/Section 404 Merger*
 - *Use of Permitting/Authorization Agency Liaisons*
 - *Establishment of State/Local "One-Stop-Shop" for Permitting*
 - *Programmatic Agreements*
- Every Day Counts Initiative
 - *Use of proven technologies and innovations to shorten and enhance project delivery listed at https://www.fhwa.dot.gov/innovation/everydaycounts/edc_innovation.cfm*

Finally, in Innovation Area #3, Innovative Financing, the Department will consider if the project financial plan incorporates funding or financing from innovative sources, or if the applicant describes recent or pending efforts to raise significant new revenue for transportation investment across its program.

Examples of innovative sources in a financial plan include:

- *Private Sector contributions, excluding donated right-of-way, amounting to at least \$5 million,*
- *Revenue from the competitive sale or lease of publicly owned or operated asset, or*
- *Financing supported by direct project user fees*

Examples of significant new revenue—provided it is dedicated to transportation investment across an applicant's program—include:

- *Revenue resulting from recent or pending increases to sales or fuel taxes*
- *Revenue resulting from the recent or pending implementation of tolling*
- *Revenue resulting from the recent or pending adoption of value capture strategies such as tax-increment financing*
- *Revenue resulting from the recent or pending competitive sale or lease of publicly owned or operated assets*

Criterion #4: Performance and Accountability

The Department encourages applicants to describe a credible plan to address the full lifecycle costs associated with the project and implement an accountability measure as described in Section A.2.d of this NOFO.

A credible plan to address full lifecycle costs should include, at a minimum, (1) an estimate of the lifecycle costs of the project; (2) an identified source of funding that will be sufficient to pay for operation and maintenance of the project; and (3) a description of controls in place to ensure the identified funding will not be diverted away from operation and

maintenance. Examples of such controls include if a private sector entity is contractually obligated to maintain the project, if a project sponsor has a demonstrated history of fully funding maintenance on its assets, or if the sponsor describes an asset management plan or strategy.

Applicants intending to address the accountability measure portion of this criterion should describe how they meet at least one of the three options below:

(1) The applicant should agree to meet a specific construction start and completion date, detailed in the application. If the project sponsor does not meet these deadlines, the project will be subject to forfeit or return of up to 10% of the awarded funds, or \$10 million, whichever is lower.

(2) The applicant should propose a specific indicator of project success that will be evident within 12 months of project completion. The indicator should relate to a benefit estimated in the BCA (*e.g.*, travel time savings), and the level of performance should be consistent with the estimates in the BCA. If the project fails to produce this specific outcome in the time allotted, it will be subject to forfeit or return of up to 10% of the awarded funds, or \$10 million, whichever is lower.

(3) The applicant should describe a specific recent example of enacting state or local policy change to facilitate interstate commerce. Examples include:

- a. Collaborating with neighboring states on interstate toll financing
- b. Collaborating on cross-state energy distribution infrastructure

The project will be assigned a Performance and Accountability rating based on how it addresses these areas. Applications that address both lifecycle costs and accountability measures will receive a high rating. Applications that address either lifecycle costs or accountability measures, but not both, will receive a medium rating. Applications that address neither area will receive a low rating.

b. Additional Considerations

i. Geographic Diversity

By statute, when selecting INFRA projects, the Department must consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities. However, the Department also recognizes that it can better balance the needs of rural and urban communities if it does not take a binary view of urban and rural. Accordingly, in addition to considering whether a project is "rural" as defined by the INFRA statute and described in section C.3.e, when balancing the needs of rural and urban communities, the Department will consider the actual

population of the community that each project serves.

ii. Project Readiness

During application evaluation, the Department considers project readiness in two ways: To assess the likelihood of successful project delivery and to confirm that a project will satisfy statutory readiness requirements.

First, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks is more competitive than a comparable project with unaddressed risks.

Second, by statute, the Department cannot award a large project unless that project is reasonably expected to begin construction within 18 months of obligation of funds for the project. Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Depending on the nature of pre-construction activities included in the awarded project, the Department may obligate funds in phases. Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other pre-construction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects. By statute, INFRA funds must be obligated within three years of the end of the fiscal year for which they are authorized. Therefore, for awards with FY 2019 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2022 are not reasonably expected to begin construction within 18 months of obligation.

iii. Previous Awards

The Department may consider whether the project has previously received an award from the TIGER, BUILD, FASTLANE, INFRA, or other departmental discretionary grant programs.

2. Review and Selection Process

The USDOT will review all eligible applications received before the

application deadline. The INFRA process consists of a Technical Evaluation phase and Senior Review. In the Technical Evaluation phase, teams will, for each project, determine whether the project satisfies statutory requirements and rate how well it addresses the selection criteria. The Senior Review Team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately select the projects for award. A Quality Control and Oversight Team will ensure consistency across project evaluations and appropriate documentation throughout the review and selection process.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notices

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at <https://www.transportation.gov/buildamerica/INFRAgrants>. Following the announcement, the Department will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific agreement.

2. Administrative and National Policy Requirements

a. Safety Requirements

The Department will require INFRA projects to meet two general requirements related to safety. First, INFRA projects must be part of a thoughtful, data-driven approach to safety. Each State maintains a strategic

highway safety plan.⁷ INFRA projects will be required to incorporate appropriate elements that respond to priority areas identified in that plan and are likely to yield safety benefits. Second, INFRA projects will incorporate appropriate safety-related activities that the Federal Highway Administration (FHWA) has identified as “proven safety countermeasures” due to their history of demonstrated effectiveness.⁸

After selecting INFRA recipients, the Department will work with those recipients on a project-by-project basis to determine the specific safety requirements that are appropriate for each award.

b. Other Administrative and Policy Requirements

All INFRA awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by USDOT at 2 CFR part 1201. A project carried out under the INFRA program will be treated as if the project is located on a Federal-aid highway. All INFRA projects are subject to the Buy America requirement at 23 U.S.C. 313. Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive INFRA grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department’s other highway, transit, rail, and port grant programs. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to an INFRA grant, please see http://www.ops.fhwa.dot.gov/Freight/infrastructure/nsfhp/fy2016_gr_exhbt_c/index.htm.

The applicability of Federal requirements to a project may be affected by the scope of the NEPA reviews for that project. For example, under 23 U.S.C. 313(g), Buy America requirements apply to all contracts that are eligible for assistance under title 23, United States Code, and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds.

⁷ Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

⁸ Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

3. Reporting

a. Progress Reporting on Grant Activity

Each applicant selected for an INFRA grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project’s progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the INFRA program.

b. Reporting of Matters Related to Integrity and Performance

If the total value of a selected applicant’s currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the System for Award Management (SAM) that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at INFRAgrants@dot.gov. For other INFRA program questions, please contact Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT’s website at <https://www.transportation.gov/buildamerica/INFRAgrants>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact USDOT directly, rather than through intermediaries or third parties, with questions.

H. Other Information

1. Protection of Confidential Business Information

All information submitted as part of, or in support of, any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission “Contains Confidential Business Information (CBI)”; (2) mark each affected page “CBI”; and (3) highlight or otherwise denote the CBI portions.

The Department protects such information from disclosure to the extent allowed under applicable law. In the event the Department receives a Freedom of Information Act (FOIA) request for the information, USDOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

2. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., the Department may make application narratives publicly available.

Issued in Washington, DC, on December 17, 2018.

Elaine L. Chao,

Secretary of Transportation.

[FR Doc. 2018-27695 Filed 12-20-18; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Proposed Collection; Comment Request for Iranian Financial Sanctions Regulations Report on Closure by U.S. Financial Institutions of Correspondent Accounts and Payable-Through Accounts

AGENCY: Office of Foreign Assets Control, Treasury.



INFRA INFRASTRUCTURE FOR
REBUILDING AMERICA

GREATER LEVERAGE =
GREATER IMPACT

STREAMLINED PERMITTING =
FASTER PROJECT DELIVERY

HIGHER ACCOUNTABILITY =
BETTER PERFORMANCE

BROADER REACH =
STRONGER RURAL CONSIDERATIONS



Source: USDOT INFRA Discretionary Grants – www.transportation.gov/buildamerica/infragrants

January 25, 2019

Surface Transportation Technical Committee – Information Item
INFRA Discretionary Grant Program Overview & FY 2019 Notice of Funding Opportunity

INFRA Discretionary Grant Program

Program Overview

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- **INFRA – Infrastructure For Rebuilding America**
- Discretionary grant program authorized under the Fixing America's Surface Transportation (FAST) Act through 2020
- Fiscal Year (FY) 2019: **\$855 – 902.5 million** available nationwide
- Key program objectives:
 - ▣ Supporting economic vitality at the national and regional level
 - ▣ Leveraging Federal funds to attract non-Federal infrastructure investment sources
 - ▣ Deploying innovative technology, encouraging innovative project delivery approaches, and incentivizing use of innovative financing
 - ▣ Holding grant recipients accountable for their performance
- TxDOT awarded \$65 million in INFRA FY 2018 funds for North Tarrant Express Segment 3C – IH 35W (Eagle Parkway to North Tarrant Parkway)

INFRA Discretionary Grant Program

Applicant/Project Eligibility

3

- Eligible applicants:
 - ▣ State, U.S. territory, local, or tribal governments
 - ▣ Government subdivisions including transit agencies, port authorities, and metropolitan planning organizations
- No more than 3 applications may be submitted by each applicant
- Eligible projects:
 - ▣ Highway freight project on the National Highway Freight Network (23 U.S.C. 167)
 - ▣ Highway or bridge project on the National Highway System including projects that add capacity on the Interstate System to improve mobility
 - ▣ Railway-highway grade crossing or grade separation project
 - ▣ Freight project within boundaries of a public or private freight rail, water (including ports), or intermodal facility

INFRA Discretionary Grant Program

Award Details, Cost Sharing, and Utilization

4

- Project award minimum and distribution:
 - ▣ Large Project (> \$100 million) = **\$25 million**; Small Project (< \$100 million) = **\$5 million**
 - ▣ 25% of available funding to be dedicated to rural projects
 - ▣ Approximately \$200 million of authorized FY 2016-2020 INFRA funds remain for freight rail, port, and intermodal projects (\$500 million aggregate of \$4.5 billion under the FAST Act)
- Cost sharing:
 - ▣ Maximum share of future eligible project costs – **60% INFRA / 80% total Federal assistance**
 - ▣ Cost share requirements differ from the Leveraging Selection Criteria, which considers the extent to which an applicant proposes to use non-Federal funding
- FY 2019 INFRA grant funds must be obligated by **September 30, 2022**
- Project construction must begin by **March 30, 2024**

INFRA Discretionary Grant Program

Merit Criteria Evaluation

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- Support for National or Regional Economic Vitality
 - ▣ Benefit-Cost Analysis
 - ▣ Economic Competitiveness
- Leveraging of Federal Funds
- Potential for Innovation
 - ▣ Technology Deployment
 - ▣ Streamlined Project Delivery
 - ▣ Financing
- Performance and Accountability
- Project Readiness
- Large/Small Project Requirements



INFRA Discretionary Grant Program

Regional Project Selection Methodology

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- Select projects in both the east and west sub-regions of North Central Texas
- Evaluate project readiness and prioritization (TIP, 10-Year Plan/UTP, etc.)
- Identify partnership opportunities with TxDOT, other transportation providers (public and/or private), and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, BUILD, INFRA, etc.), USDOT debriefings, and composition of awarded projects
- Analyze locations with potential to maximize non-Federal revenue leverage
- Examine “exposed” corridor segments, advanced phasing prospects, and potential to address system deficiencies
- Determine significant economic development opportunities with needed transportation catalysts

INFRA Discretionary Grant Program

Possible Project Candidates – Freight/Passenger Rail Integration

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- Regional transit agencies desire to expand passenger service to accommodate growing population
- Freight capacity through Dallas-Fort Worth is limited by Trinity Railway Express passenger operations
- System plan under development to match capacity investments between private rail and public rail entities enabling an improved network for all users



INFRA Discretionary Grant Program

Possible Project Candidates – Freight/Passenger Rail Integration (cont.)

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INFRA Discretionary Grant Program

Possible Project Candidates – Roadway

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- DFW Connector North Airport Interchange (including SH 114 TEXpress direct connections to DFW Airport and SH 121)
- IH 30 Dallas/Tarrant County – Cooper Street to SH 161/PGBT (including ultimate main lanes, TEXpress, and frontage roads)
- IH 30 Rockwall County – Dalrock Road to SH 205 (Lake Ray Hubbard bridge)*
- IH 35E/IH 35W Merge Interchange (Denton)
- IH 820 East – Ultimate Phase
- SH 114 Main Lanes – FM 156 to US 377 (Fort Worth/Northlake/Roanoke)
- SH 360 – Six Flags Drive to Abram Street (profile “flip” of Randol Mill Road interchange)

** Possible submittal by TxDOT*

INFRA Discretionary Grant Program

Timeline

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December 21, 2018	INFRA Notice of Funding Opportunity Announced
January 25, 2019	STTC Information
February 14, 2019	RTC Action
February 15, 2019	Request Deadline for Letters of Support (send to Rebekah Hernandez – rhernandez@nctcog.org)
February 22, 2019	STTC Endorsement of RTC Action
February 28, 2019	Executive Board Approval
March 4, 2019	INFRA Application Deadline (www.grants.gov)

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January 25, 2019

Surface Transportation Technical Committee – Information Item
INFRA Discretionary Grant Program Overview & FY 2019 Notice of Funding Opportunity

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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- 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 ZAYDI, Shebl; a.k.a. AL ZAYDI, 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

REGIONAL TRANSPORTATION COUNCIL

FEBRUARY 14, 2019

Shannon Stevenson
Program Manager, 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, 2018

Grant Application Deadline

March 28, 2019

Executive Board Action (Endorsement)

Contact Information

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Program Manager

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817-608-2304

Policy Position on Communication with Tribal Nations

Regional Transportation Council
Information Item
February 14, 2019

Jeff Neal



North Central Texas
Council of Governments

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.

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.

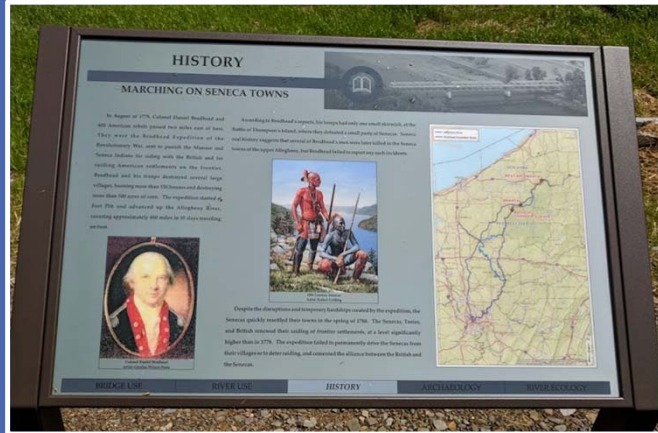
Developing and delivering internal staff training on how to communicate respectfully and effectively with tribal nation governments.

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.

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.

Regional Transportation Council Attendance Roster
February 2018-January 2019

RTC MEMBER	Entity	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19
Tennell Atkins (09/17)	Dallas	P	A	P	A	P	A	A	P	A	A	A	A	P
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	A(R)	P	P	P	P	P	P	P
Sue S. Bauman (10/17)	DART	P	P	E(R)	P	E(R)	P	A	P	E	P	A	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	P	P	P	P	P	E(R)	P	E(R)
Loyl Bussell (05/17)	TxDOT, FW	P	P	E(R)	P	P	P	E	P	P	P	E(R)	P	E(R)
Rickey D. Callahan (09/17)	Dallas	P	E	P	P	P	P	A(R)	P	P	P	E(R)	P	P
George Conley (07/18)	Parker Cnty	--	--	--	--	--	--	P	P	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	P	P	P	E(R)	P	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	--	--	--	--	--	--	P	P	A
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	E	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	E	P	P	P	P	P	E(R)	P	E(R)	P	P
Gary Fickes (12/10)	Tarrant Cnty	E(R)	P	P	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	A	P	P	P	P	E(R)	P	P	E(R)	P	E(R)	P
George Fuller (07/17)	McKinney	A	A	E(R)	P	E(R)	P	E(R)	P	A	A	P	P	A(R)
Rick Grady (09/13)	Plano	--	--	--	--	--	--	--	--	P	P	A	P	P
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	--	--	--	--	--	--	--	--	P
Sandy Greyson (11/11)	Dallas	E	P	P	P	P	P	A	E	P	P	P	P	P
Jim Griffin (06/18)	Bedford	--	--	--	--	--	P	P	E(R)	P	E(R)	P	P	P
Mojoy Haddad (10/14)	NTTA	E	P	P	A	E	E	P	A	P	P	P	P	P
Roger Harmon (1/02)	Johnson Cnty	E(R)	E	P	A(R)	P	P	P	P	E	E	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	A	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	A	P	P	E	E(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	E	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	E	P	P	P	P	A(R)	P	A	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	E	E	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	P	P	P	P	P	E(R)	P	P	P	P
B. Adam McGough (07/16)	Dallas	P	E	P	P	P	A	P	P	A	P	E(R)	P	A(R)
William Meadows (02/17)	DFW Airport	E(R)	E	E(R)	P	P	A	P	A	E(R)	E(R)	P	E	P
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	E(R)	P	P	P	E(R)	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	E(R)	E(R)	P	P	P	A	E	P	A
Stan Pickett (06/15)	Mesquite	P	P	E	E(R)	P	P	P	P	E(R)	E	P	P	P
John Ryan (05/18)	Denton	--	--	--	--	P	P	A	P	P	P	P	P	P
Will Sowell (10/17)	Frisco	P	E(R)	P	A	P	E(R)	A	P	P	E(R)	P	P	A
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	A(R)	P	E(R)	E	P	P	E(R)	P	A(R)	P	E(R)	E(R)	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
February 2018-January 2019**

RTC MEMBER	Entity	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	--	--	--	--	--	--	--	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	E(R)	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	E(R)	A	P	E	A	E(R)	P	P	P	E	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	E	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	P	E(R)	E(R)	E	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	E	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
December 2017-December 2018

STTC MEMBERS	Entity	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18
Joe Atwood	Hood County	--	--	--	--	--	--	--	P	A	P	A	P
Antoinette Bacchus	Dallas County	A	P	P	P	A	A	A	A	A(R)	A	A	P
Micah Baker	Dallas County	P	A	A	A	A	P	P	P	A	P	P	P
Bryan Beck	Grapevine	P	P	P	P	P	A(R)	P	P	P	P	P	P
Katherine Beck	Fort Worth	P	P	P	P	P	A	P	P	P	P	P	A
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	P	A	A	A	P	A	A	A	A	A
Curt Cassidy	Mesquite	--	P	P	P	P	P	P	P	P	P	P	P
Ceason Clemens	TxDOT, Dallas	P	A	P	P	P	A	P	P	P	P	P	P
Robert Cohen	Southlake	P	R	P	A	A	A	P	A	A	A	A	A
Kent Collins	Coppell	P	P	R	A	R	P	A(R)	P	A	P	P	A
John Cordary, Jr.	TxDOT, FW	A	P	P	P	P	P	P	P	P	P	P	E
Hal Cranor	Eules	P	P	P	P	P	P	A	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	R	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	P	P	A	A
Pritam Deshmukh	Denton	--	--	--	--	--	--	--	--	--	--	--	P
Greg Dickens	Hurst	R	R	R	R	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)
David Disheroon	Johnson County	P	A	A	A	A	P	P	P	A	P	A	P
Phil Dupler	FWTA	P	P	P	P	P	P	P	A	P	P	P	P
Chad Edwards	DART	P	P	P	P	P	A	P	P	P	P	P	P
Claud Elsom	Rockwall County	A	P	P	P	P	P	P	A	P	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	A	P	P	P	P	A	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	--	--	--	--	P	A	P	P
Gary Graham	McKinney	R	P	P	P	P	A	P	P	P	A	P	A
Tom Hammons	Carrollton	A	A	P	P	A	P	A	A	P	A	A	A
Ron Hartline	The Colony	R	R	R	R	A	P	A(R)	A	A(R)	A(R)	A(R)	A
Kristina Holcomb	DCTA	R	R	P	R	E	P	P	P	P	P	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	E	A	A	P	P	P	P	P
Kirk Houser	Dallas	A	P	P	P	P	P	A(R)	A	P	P	P	A
Terry Hughes	Weatherford	P	P	P	P	P	P	P	P	P	P	A	P
Tony Irvin	DeSoto	--	--	--	--	--	--	--	--	--	--	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	A	P	A	P	A	P	A(R)
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A(R)	A	A
Sholeh Karimi	Grand Prairie	P	P	A	P	A	A	A	P	A	A	P	A
Paul Knippel	Frisco	A	A	P	P	P	A	A	A	A(R)	A	A	A
Chiamin Korngiebel	Dallas	A	P	A	A	P	P	P	A	P	P	A	A
Alonzo Liñán	Keller	P	P	P	P	P	P	A	P	P	P	A	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	A(R)	P	A
Stanford Lynch	Hunt County	R	P	P	A	P	P	P	P	P	P	P	A(R)
Alberto Mares	Ellis County	P	R	P	P	P	P	A(R)	P	A(R)	P	P	P

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
December 2017-December 2018

STTC MEMBERS	Entity	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18
Wes McClure	Mesquite	--	--	--	--	--	--	--	--	--	P	A(R)	P
Laura Melton	Burleson	A	P	P	A	P	P	A	A	P	P	A	P
Brian Moen	Frisco	P	P	P	A	P	A	A	P	A	P	P	P
Cesar Molina, Jr.	Carrollton	P	P	P	A	A	A	P	A	A	P	A	P
Mark Nelson	Richardson	--	--	--	--	--	--	--	--	--	--	--	P
Jim O'Connor	Irving	A	P	P	P	P	P	P	P	P	P	P	A
Kenneth Overstreet	Bedford	A	A	A	A	A	A	A	A	A	P	A	A
Kevin Overton	Dallas	P	P	P	P	P	P	A	P	P	P	A	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	A(R)	A
Todd Plesko	DART	P	P	P	P	P	A	P	P	A	P	A	P
Shawn Poe	Richardson	--	--	--	--	--	--	--	--	--	--	--	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	P	A	P	P	P	P	P	P	A	P	P
Bryan G. Ramey II	Duncanville	--	--	R	P	R	P	P	P	P	P	P	P
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Greg Royster	DFW Int. Airport	P	A	A	P	A	P	P	A(R)	E	P	P	P
Moosa Saghian	Kaufman County	P	P	P	P	P	A	P	A	P	P	P	A
David Salmon	Lewisville	P	P	R	P	P	A(R)	P	P	P	A(R)	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	--	P	P	P	P	P	A(R)	P
Jason Shroyer	Addison	--	--	--	--	--	--	--	--	--	--	--	P
Walter Shumac, III	Grand Prairie	A	P	P	P	P	P	P	P	P	P	P	P
Tom Simerly	Fort Worth	A	P	A	P	A	A	P	A	P	P	P	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	P	P	A	E	E	P	A	P	P	A	P
Chelsea St. Louis	Dallas	P	P	P	P	P	P	P	A	P	P	A	P
Cheryl Taylor	Cleburne	--	--	--	--	--	--	--	--	--	P	P	P
Caleb Thornhill	Plano	A	A	P	P	A	P	P	A	A	A	A	P
Matthew Tilke	McKinney	--	P	P	P	P	P	P	P	A	P	A	A(R)
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Joe Trammel	Tarrant County	--	--	--	--	--	--	--	--	--	--	--	P
Gregory Van Nieuwenhuize	Haltom City	P	P	A	P	P	A	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	E	A	P	A(R)
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	P	A	P	A	A	A	A	P	P	A	P
Robert Woodbury	Cedar Hill	P	P	R	P	P	P	P	P	P	P	P	P
John Wright	Greenville	--	--	--	--	A	P	P	P	P	A	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 7, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 7, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Antoinette Bacchus, Micah Baker, Bryan Beck, David Boski, Curt Cassidy, Ceason Clemens, Hal Cranor, Clarence Daugherty, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Kristina Holcomb, Matthew Hotelling, Terry Hughes, Monsur Ahmed (representing Paul Iwuchukwu), Alonzo Liñán, Chris Bosco (representing Stanford Lynch), Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Kevin Overton, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, David Salmon, Lori Shelton, Brian Shewski, Jason Shryer, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Caleb Thornhill, Robyn Root (representing Matthew Tilke), Joe Trammel, Gregory Van Nieuwenhuize, Cody Owen (representing Daniel Vedral), Caroline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Chris Bosco, Tanya Brooks, Jesse Brown, John Brunk, Sara Clark, Chad Coburn, Brian Crooks, Brian Dell, Cody Derrick, Ryan Dufour, Kevin Feldt, David Garcia, Austin Gibson, Dorothy Gilliam, Ray Gwin, Jeff Hathcock, Victor Henderson, Amy Hodges, Michael Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Nancy Luong, Mindy Mize, Erin Moore, Michael Morris, Bailey Muller, Jenny Narvaez, Jeff Neal, Evan Newton, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Kathryn Rush, Christina Sebastian, Daniel Snyder, Shannon Stevenson, Mitzi Ward, Brendon Wheeler, and Brian Wilson.

1. **Approval of October 26, 2018, Minutes:** The minutes of the October 26, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of December 2018 out-of-cycle (Electronic Item 2.1.1) and February 2019 revisions (Electronic Item 2.1.2) to the 2019-2022 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
 - 2.2. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the Call for Projects was provided in Electronic Item 2.2.1, and a detailed project listing was provided in Electronic Item 2.2.2.

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

3. **Metroplex Freight Rail Mobility Study:** Jeff Hathcock highlighted ongoing regional railroad coordination efforts. He noted that for many years the North Central Texas Council of Governments (NCTCOG) has established relationships with Class 1 railroads, transit agencies, and short line railroads within the region. This helps NCTCOG provide greater opportunities for public-private partnerships and helps collaboration to balance city, county, and rail interests. Ongoing coordination activities include the Regional Rail Study, multiple city and county initiatives with Fort Worth and Dallas District Texas Department of Transportation (TxDOT) offices, and grant application submissions. Project advancement and funding for design/engineering to ensure projects are shovel ready is also important. NCTCOG staff also engages in funding discussions between agencies to maximize efficiency and use of funds.

Sara Clark, a consultant for the TxDOT Rail Division, provided an overview of the North Central Texas Freight Mobility Study that is currently underway. The purpose of the project is to analyze the freight and passenger rail network in the 16-county Metropolitan Area and to identify improvements focused on mobility. Previous work by TxDOT identified infrastructure improvements such as highway-rail grade separation projects and crossing closures. Projects were also identified in the TxDOT Freight Mobility Plan which was completed in 2017. While previously identified projects have continued to advance, conditions have changed over the past ten years. Both freight and passenger rail volumes have increased and the region has continued to grow, which has resulted in changing land use and traffic patterns. The Metroplex Freight Mobility Study will reassess the existing and projected conditions of the freight transportation network in order to update the program of passenger rail and freight improvement projects. As the project sponsor, TxDOT will incorporate stakeholders to assist in the analysis. NCTCOG has provided matching funds for the project and is an active stakeholder assisting in defining project details. Understanding existing rail volumes, planned rail capacity improvements, and other rail operational information helps identify priority areas for improvements. Corridors with high train volumes or high train speeds are an area of focus. In addition, understanding existing roadway volumes near rail crossings, planned roadway improvements, and other local traffic patterns helps identify priority areas. The project will follow an approximate 12-month schedule, follow a stepped process, and take two paths. One path will focus on the freight and passenger network where improvements related to the rail infrastructure will be identified. There will also be a focus on roadway mobility at the interfaces with the rail corridors. Ms. Clark noted that stakeholder input is a valuable part of this process. TxDOT has made available a Metroplex Survey to allow input on the freight and passenger rail mobility issues in communities. Members were encouraged to complete the survey available at www.txdot.gov/inside-txdot/projects/studies/statewide/metroplex-freight-study.html, as well as provide to others for increased participation within the region. Ms. Clark also noted that the Committee will be provided updates at key milestones.

4. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program:** Brian Dell presented staff recommendations for projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program that are part of the 2017-2018 Congestion Management and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that staff plans to bring the Assessment Policy Program and the Management and Operations, NCTCOG Implemented, and Regional/Air Quality Programs before the Committee in early 2019. Projects in the third round of the Strategic Partnerships Program are those with multiple non-Regional Transportation Council (RTC) stakeholders/contributors in which local partners are contributing more than the standard 20 percent match or projects of strategic importance

within/to the region. Intersection Improvement projects address safety and traffic flow issues at various locations within the region. The MTP Policy Bundle TDC Program provides agencies with an opportunity to use MTP Policy Bundle TDCs as local match on federally eligible local projects that are of mutual interest to the agencies and the RTC. He noted that projects were divided into project categories and evaluated against similar project types. Mr. Dell also highlighted the east/west funding distribution as a result of the projects recommended for funding. Proposed funding targets (federal portion only) for each project category were highlighted, for a total amount of \$171 million. Details of the evaluation criteria were provided in Electronic Item 4.1. Additional information on the funding amounts for each category, and the resulting eastern/western subregion balances were provided in Electronic Item 4.2. A summary of the proposed funding recommendation was provided: approximately \$70 million CMAQ, \$101 million STBG, \$5.8 million in Regional Toll Revenue, \$49 million in local match, and 15.5 million TDCs. A timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through 2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan Policy Bundle Transportation Development Credit Program. Action also included a recommendation for the Regional Transportation Council to permit staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Mark Nelson (M); John Polster (S). The motion passed unanimously.

5. **Alternative Fuel Corridor Nomination:** David Garcia provided an overview of the current alternative fuel corridor designations and related signage. In addition, he presented alternative fuel corridor designation and signage recommendations proposed to be included in the Texas Department of Transportation's (TxDOT) submittal. As a requirement of the Fixing America's Surface Transportation (FAST) Act, the United States Department of Transportation (US DOT) must designate national alternative fuel corridors to improve mobility of vehicles using certain alternative fuels such as electric charging, hydrogen, propane, and natural gas. The main benefit of this initiative is that it will help prioritize future fueling station investments, accelerate public interest/awareness with signage, and improve the user experience. Mr. Garcia noted that this is the third consecutive year that US DOT is soliciting nominations, and highlighted the history of previous nominations. In addition, he noted that another component of the initiative includes signage for alternative fuel corridors and fuel stations. In June 2018, TxDOT adopted a signage policy that expands on the eligibility requirement of fueling stations that are interested in signage, as well as on sign placement and design guidelines. Details on the three different types of signs, their purposes, and installation was highlighted and provided Electronic Item 5. TxDOT has indicated that it will focus only on the general and specific services signage because it believes those types provide the most benefit to motorists. Maps identifying the currently designated corridors for each fuel type, new stations, and status of signage were highlighted. Mr. Garcia noted that hydrogen is the most undeveloped corridor, but that there is growing interest in the fuel type. Federal Highway Administration designated alternative fuel corridors include eight interstates, one State highway, and one US highway. Finally, Mr. Garcia highlighted corridors proposed to be submitted to TxDOT for its third round of nominations and requested approval of corridor and signage recommendations to the Texas Department of Transportation. Details were provided in Electronic Item 5. A motion was made to recommend Regional Transportation Council approval to submit a request to the Texas Department of Transportation that it include the following corridors in its third round nominations: IH 635, IH 820, US 67, US 287, and US 380. Action included a recommendation that the Regional Transportation Council approve in the request to post general services signage for all fuel types and qualifying stations and corridor identification signage. John Polster (M); Bryan Beck (S). The motion passed unanimously.

6. **Trinity Railway Express Shuttle:** Shannon Stevenson provided an update on the Trinity Railway Express (TRE) shuttle from the Centerport Station to the Remote South Parking lot at the Dallas Fort Worth International Airport (DFW Airport). In 2009, the DFW Airport received funds to implement this service. In March 2018, airport staff notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue the shuttle service once TEXRail was fully operational. In April 2018, NCTCOG reached out to the DFW Airport and Trinity Metro about the future of the service. Staff has been working with partners to transition the service from the airport to Trinity Metro and to transfer remaining Federal Transit Administration (FTA) funds previously approved for the project to Trinity Metro. In order to assume responsibility of the shuttle service, Trinity Metro will combine the service with its existing routes. Bridge funding will be needed during project transition, and existing revenue previously authorized for transit will be utilized. This effort assumes that existing local financial commitments will remain the same among Trinity Metro, DFW Airport, and Dallas Area Rapid Transit who share the local match requirement. Details were provided in Electronic Item 6. A motion was made to recommend Regional Transportation Council approval: 1) for Trinity Metro to assume responsibility in 2019 for shuttle service between the Trinity Railway Express Centreport Station and the Dallas Fort Worth International Airport, 2) to transfer the remaining Federal Transit Administration funds previously approved for this project from Dallas Fort Worth International Airport to Trinity Metro for implementation, 3) to utilize up to \$200,000 in existing revenue previously approved for transit for project transition, and 4) to revise administrative documents to allow Trinity Metro access to remaining federal funds to implement the shuttle service. Todd Plesko (M); John Polster (S). The motion passed unanimously.
7. **Mobility 2045 Status, Transportation Conformity Determination, and Ozone Standards Update:** Kevin Feldt provided an update regarding North Central Texas Council of Governments efforts to implement Mobility 2045. He noted the final document and project tables will be available at www.nctcog.org/mobility2045 in the coming week, and will include modifications based on the conformity analysis. Staff continues to coordinate with federal, State, transit, and local agencies as well as the public. Federally required performance measures have been adopted, and efforts to advance the IH 635 East project continue. Efforts also continue to identify solutions in Collin County for US 380 and north/south mobility. Other efforts include high-speed rail, US 75 technology lanes, and auto occupancy detection technology. Additional efforts were provided in Electronic Item 7.2. In addition, he noted work on the next Mobility Plan has begun, which must be adopted no later than November 2022.

Jenny Narvaez provided information regarding transportation conformity and other air quality actions that impact North Central Texas. She noted that the region received its United States Department of Transportation (US DOT) conformity determination on November 21, 2018. The determination covers multiple State Implementation Plan actions including the adequacy of Motor Vehicle Emission Budgets and conformity requirements for both the 2008 and 2015 ozone standards. A copy of the US DOT conformity approval was provided in Electronic Item 7.1. She also noted that the end of November closed out the 2018 ozone season. During 2018, the region experienced 31 exceedance days and a regional design value of 76 parts per billion (ppb). As a result, the region did not attain the 2008 ozone standard of 75 ppb. The region now falls under both the 2008 75 ppb standard and the 2015 70 ppb standard. An overview of both the ozone standards was provided. The Environmental Protection Agency classified the region as marginal for nonattainment under the 2015 ozone standard this past year. Under this classification, the region is not required to develop a State Implementation Plan but must show attainment by August 3, 2021. The implementation rule was published in November 2018. Historically, when a final rule is published for a new standard the old standard is revoked. However, this was not the case in

this instance. As a result, the region is in nonattainment of the 2008 ozone standard because it did not reach attainment by the June 20 deadline. The region is in the process of being reclassified from moderate to serious nonattainment, and this gives the region until July 20, 2021, to reach attainment of the 2008 standard. This puts the region under two ozone standards which must be met in 2021. Members discussed various efforts required for both the 2008 and 2015 ozone standards.

8. **High-Speed Rail: Fort Worth to Laredo:** Michael Morris provided an update regarding efforts on the conceptual study for high-speed rail between Fort Worth and Laredo. He noted that the procurement process is proceeding and four proposals have been received. The North Central Texas Council of Governments (NCTCOG) Executive Board will be asked to approve a consultant at its January 24, 2019, meeting to provide assistance on the conceptual study. NCTCOG staff will also initiate a meeting with Texas Department of Transportation staff responsible for the trade fair of revenues among metropolitan planning organizations (MPO) to prepare for the transfer of \$200,000 in Congestion Mitigation and Air Quality Improvement Program funds from the Alamo Area MPO as part of the partnership. Staff will continue to provide updates to the Committee as efforts continue.
9. **High-Speed Rail: Dallas/Arlington/Fort Worth:** Michael Morris provided an update regarding recent efforts for the Fort Worth to Dallas Core Express Service high-speed passenger service. A recent meeting with the Federal Railroad Administration (FRA) was highlighted, and he noted that the environmental process is advancing. The North Central Texas Council of Governments (NCTCOG) is also working with Texas Central Partners on a new agreement regarding interest in potentially extending the service west of downtown Fort Worth. In addition, the \$5 million Texas Department of Transportation agreement has been signed. As a result of the requirement that environmental clearance of projects must be completed within two years, staff will be working to reduce the number of options to the most feasible options for the environmental phase of the project. Mr. Morris also noted that a master agreement with the FRA will be needed, and conversations are continuing regarding the oversight of funds. Staff will continue to provide updates to the Committee as efforts continue.
10. **Status Report on US 75:** Michael Morris highlighted results from a meeting with representatives from the Federal Highway Administration (FHWA) in Washington, DC, on several options to implement improvements on US 75. North Central Texas Council of Governments (NCTCOG) staff has proposed to apply the technology lane concept from SH 161 on US 75 as an innovative way to move traffic on the congested corridor. However, technology lanes are not permitted legally on the project because US 75 was originally advanced as a high-occupancy vehicle (HOV) lane. Several options were presented to FHWA at the recent meeting, and were provided in Electronic Item 10. He noted that a follow up meeting will be scheduled with FHWA to determine which options are considered feasible. Clarence Daugherty asked what options might be likely and the anticipated timeframe for resolution. Mr. Morris noted that the goal is to determine as many viable options as possible, without use of any legislative options. He added that those options considered viable would be presented to the Committee and the Regional Transportation Council.
11. **Transportation Alternatives Set-Aside Program Call for Projects:** Daniel Snyder presented information on the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects utilizing Fiscal Year (FY) 2020 funds. Similar to the 2017 call for projects, eligible projects include: shared-use paths (trails), on-street bicycle facilities, bicycle/pedestrian signalization, signage, sidewalks and others. A total of \$7.94 million is available, with approximately \$5.2 million available in the eastern subregion and

approximately \$2.7 million in the western subregion. The maximum federal funding award per project is \$5 million. The associated evaluation and scoring criteria is consistent with the 2017 call for projects and serves to implement Mobility 2045, which prioritizes implementing the Regional Veloweb, connections to transit and large employers, projects that improve safety, and others. Details of the project types and evaluation/scoring criteria were provided in Electronic Item 11. Additional considerations include project readiness and innovation, including the ability to obligate funds and initiate construction quickly. Emphasis will be given to nominating entities that contribute a cash overmatch of local funds. Mr. Snyder noted that the TA Set-Aside Call for Projects will open on December 17, 2018, and close at 5 pm on March 1, 2019. Staff will review applications received and provide project recommendations to the public and the Committee in May 2019 and the Regional Transportation Council in June 2019. Mr. Snyder also noted that application materials will be posted online at www.nctcog.org/TAP on December 17. In addition, he noted two additional funding opportunities through the Texas Department of Transportation (TxDOT): 1) State TA Set-Aside Program Call for Projects for rural areas and 2) Safe Routes to Schools (SRTS) projects. Both funding opportunities through TxDOT are anticipated to open in February 2019, and additional information can be obtained from TxDOT district staff.

12. **Volkswagen Settlement Update:** Nancy Luong presented an overview of the Volkswagen Settlement final Beneficiary Mitigation Plan for Texas. On November 16, 2018, the Texas Commission on Environmental Quality (TCEQ) released the final Beneficiary Mitigation Plan for Texas that allocates the \$209 million portion of funds for Texas. Of the five eligible on-road project categories, government owned project types received a slight increase to 80 percent as the maximum reimbursement allowed per activity. The non-government owned category received a slight decrease to 50 percent. This funding is for the replacement or repower of an old diesel vehicle with a new, cleaner-burning vehicle or equipment of any fuel type. For other type project categories, funding also increased to 80 percent for government owned projects and decreased to 50 percent for non-government owned projects. She noted that TCEQ was more forthcoming about its funding methodology in the final plan, as noted in Electronic Item 12.1. Approximately 33 percent of the funds were allocated based on a percentage of the affected Volkswagen vehicles, 15 percent base level funding for nonattainment areas, and approximately 33 percent based on a strategic assessment to achieve or maintain attainment in the near term. As a result, the Dallas-Fort Worth region received a slight increase in funding, and the City of Austin and Bell County were added to the list of areas to receive funding. This funding represents the 81 percent allocated for mitigation actions in priority areas. The Regional Transportation Council (RTC) submitted comments on the draft Mitigation Plan in a letter dated September 13, 2018, and the TCEQ addressed some of the North Central Texas Council of Governments' (NCTCOG) original comments. NCTCOG originally requested \$63 million based on its technical analysis but received an increase of \$4.2 million instead. Despite acknowledging the recommendation of allowing the regional Council of Governments to administer the funding, TCEQ will continue to be the sole administrator. Other RTC recommendations were not addressed. TCEQ has requested information from NCTCOG based on the region's priorities. A copy of the correspondence was provided in Electronic Item 12.2. Proposed comments were highlighted, and members were asked to provide feedback. Comments included recommending: government owned and non-government owned projects be funded separately so there is equal competition, applications be considered competitively to maximize the emissions reduction benefits, a cost threshold be established for eligibility, eligible mitigation actions be allowed to compete at the same time to expedite projects, applicants be required to demonstrate broader commitment, lowest emission vehicles be prioritized, and charging infrastructure be placed in corridors with the most need. Details were provided in Electronic Item 12.1. Ms. Luong requested that members provide feedback to staff by December 12. John Polster discussed the cost

proposed by TCEQ for administration of the funds. Chris Klaus noted that the funds will cover administration of the funds through multiple calls for projects within multiple areas, which could be cumbersome. He noted that the Mitigation Plan does not rule out the potential for a future 3rd party administrator, but TCEQ has indicated that it plans to carry out the role at this time.

13. **Fast Facts:** April Leger noted that the 2019 meeting schedule for the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) were provided in Electronic Item 13.1.

Shannon Stevenson provided an update on Trinity Railway Express (TRE) positive train control (PTC) implementation. The Federal Railroad Administration (FRA) issued a press release on November 21 that included at-risk railroad progress. The TRE is not included in the list and is no longer considered to be at risk for not meeting the FRA requirements for achieving certain progress on PTC implementation by December 31.

Brian Dell noted that the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle Program was open. The deadline for early submittals is March 15 and the final deadline is April 15. Additional details are available at www.nctcog.org/trans/plan/mtp/policy-bundle. In addition, entities with candidate projects that have TDCs they would like to be considered should contact staff to begin discussions. He noted that TDCs not assigned by Fiscal Year 2019 will be returned to the pool.

Cody Derrick noted that the Texas Department of Transportation is requesting proposals for the Fiscal Year 2020 General Traffic Safety Grant and the Selective Traffic Enforcement Safety Grant. Proposals must be completed and submitted by January 10, 2019. Details were provided at www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html.

Jessica Scott noted that in coordination with the National Association of City Transportation Officials (NACTO), a training opportunity for local governments and transit agency officials is available through two, one-day trainings on January 29 in Dallas and January 30 at the North Central Texas Council of Governments. The flyer, including links to registration, was provided in Electronic Item 13.2.

Kyle Roy provided a legislative update. He noted that approval of the RTC Legislative Program for the 86th Texas Legislature and the 2019 RTC Principles for Federal Surface Transportation Authorization would be proposed at the December 13 RTC meeting. Regarding federal legislation, he noted the President has signed a continuing resolution that provides federal appropriations at current levels through December 21. In addition, he noted that the 86th Texas Legislature will convene on January 8 and that staff will begin sending weekly legislative updates at that time.

Arash Mirzaei provided information related to preparation for Census 2020. He noted that the Census Bureau will launch a project for updating the statistical area across the nation called the Participant Statistical Area Program. The effort within the region will be led by the North Central Texas Council of Governments (NCTCOG) Transportation Department. This program is significant because it allows input on how the statistical areas are defined. A coordination group of local governments and non-government entities will be created for those interested. Additional information regarding the program was provided at www.nctcog.org/census2020psap.

David Garcia highlighted current air quality funding opportunities for vehicles. He noted applications for the Light-Duty Motor Vehicle Purchase or Lease Program and the Texas

Natural Gas Vehicle Grant Program would be accepted through May 2019. He also noted that eligible applicants for electric vehicle incentives can receive up to \$16,500 in combined savings per vehicle if the federal tax credit, State rebates, and local rebates are used. Additional information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

David Garcia also highlighted upcoming Dallas-Fort Worth Clean Cities events. He noted that the new year start up meeting is schedule for January 22, 2019, at NCTCOG. Discussion topics will include the new Clean Cities annual survey, the Volkswagen Settlement Mitigation Plan, and how to evaluate fleets for Volkswagen funding. Additional details and registration information was provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Kimberlin To presented the 2017-2018 Air North Texas Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, City of Cedar Hill received the Outstanding Initiative award, City of Plano received the Outstanding Outreach award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award. Additional information was provided at www.airnorthtexas.org/partnerawards18.

Brian Wilson noted that the fall edition of the Mobility Matters publication was distributed at the meeting. A copy of the publication is also available online at www.nctcog.org/mobilitymatters. He noted that additional printed copies were available upon request.

Carli Baylor highlighted October public meetings minutes provided in Electronic Item 13.3 and November public meeting minutes provided in Electronic Item 13.4. Discussions at the public meetings included performance measures, auto occupancy vehicle technology, and air quality initiatives/funding opportunities.

Carli Baylor also noted the upcoming public meeting comment opportunity announced in Electronic Item 13.5. Members of the public can provide online input on quarterly Transportation Improvement Program modifications from Monday, December 10, 2018, to January 8, 2019.

Victor Henderson noted that the Public Comment Report, provided in Electronic Item 13.6, was a compilation of general public comments submitted by members of the public from September 20-October 19. The majority of comments received during this period were regarding plans for future projects, transit systems, and autonomous vehicles.

The current Local Motion was provided in Electronic 13.7 and transportation partner program reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** Dan Kessler introduced new staff in attendance at the meeting, Brendon Wheeler. He also noted Michael Morris' new Executive Assistant, Angela Alcedo.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 25, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.



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.

REGIONALNews

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.