

AGENDA

**Regional Transportation Council
Thursday, September 14, 2017
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 August 10, 2017, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Rob Franke, RTC Chair
Item Summary: Approval of the August 10, 2017, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

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

2.1. Fiscal Year 2018 Advertising for Transportation Initiatives
Presenter: Mindy Mize, NCTCOG
Item Summary: Support to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of new funding of up to \$1,250,000 for Fiscal Year (FY) 2018 advertising for transportation initiatives will be requested. Last month, the Surface Transportation Technical Committee recommended Regional Transportation Council (RTC) approval.
Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. [Reference Item 2.1.1](#) provides information on FY2018 advertising costs, along with examples of past advertising. Advertising campaigns will support the Bicycle/Pedestrian Safety Program, Ozone Season Emissions Reduction Campaign, Vehicle Technologies Program, notifications of opportunities for public input/public meetings, the North Texas Aviation Education Initiative, procurement outreach, the Congestion Management Program, regional freight, the Mobility Plan, and 511DFW. [Electronic Item 2.1.2](#) explains the benefits of this initiative and showcases cost savings obtained from bulk advertising purchasing for the Transportation Department.

2.2. Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects
Presenter: Natalie Bettger, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval is sought for the eligible project categories, process, scoring criteria, and schedule for the Regional Traffic

Signal Retiming Program and Minor Improvement Program Calls for Projects.
Background: Approximately \$2 million and \$2.9 million, respectively, is anticipated to be available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects in the 10-county nonattainment area. Projects eligible under these programs are proposed to include on-system and off-system roadway facilities. Details regarding the proposed eligible and ineligible project types, evaluation criteria, and schedule for the Call for Projects are included in [Electronic Item 2.2](#).

2.3. Extension of Funding for Transit Service in Collin County

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: This item requests an extension of the Regional Transportation Council's (RTC) approval of New Freedom Operating Assistance for transit service in Collin County for up to two years.

Background: On May 12, 2016, the RTC approved operating funding for transit service in Collin County for Dallas Area Rapid Transit (DART) to leverage local dollars and a donation from Toyota. The approval supported transit service through September 2017 and three cities opted to partner with DART for service using this funding: Allen, Fairview, and Wylie. These cities wish to continue existing service for up to two years. The operating funding approved by RTC in May is sufficient to allow this extension without changing the total dollar amount approved for operating transit service in Collin County. There will still be excess federal funds from this project if the extension is approved. This federal funding will be reprogrammed through a larger transit grant cleanup effort in late 2017 and early 2018. Details are provided in [Reference Item 2.3](#).

1:05 – 1:20

3. Orientation to Agenda/Director of Transportation Report

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

1. Regional Transportation Council (RTC) Member Representation at Events
 - Mike Taylor, National Drive Electric Week Event, September 9
 - Victor Vandergriff and Glen Whitley, 2017 Irving Summit, August 15-16
2. RTC Subcommittee Appointments, Chair Rob Franke
3. Ozone Season Update ([Electronic Item 3.1](#))
4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
5. Air Quality Webinar: Light-Emitting Diode (LED) Street Light Retrofit, September 26 ([Electronic Item 3.3](#))
6. August Public Meeting Minutes ([Electronic Item 3.4](#))
7. September Public Meeting Notice ([Electronic Item 3.5](#))
8. Mobility Matters (Yogi Berra Column) (Handout)
9. New Executive Order on Infrastructure ([Electronic Item 3.6](#))

- 10. Texas Commission on Environmental Quality Updated Nonattainment Recommendation Excludes Hood County ([Electronic Item 3.7](#))
- 11. T-HUD Floor Amendment-Rescission of Contract Authority ([Electronic Item 3.8](#))
- 12. Public Comments Report ([Electronic Item 3.9](#))
- 13. Recent Correspondence ([Electronic Item 3.10](#))
- 14. Recent News Articles ([Electronic Item 3.11](#))
- 15. Recent Press Releases ([Electronic Item 3.12](#))
- 16. Transportation Partners Progress Reports

1:20 – 1:30

4. **Big Projects in Texas and the Dallas-Fort Worth Region**

Action Possible Action Information Minutes: 10

Presenters: Victor Vandergriff, Texas Transportation Commission and Michael Morris, NCTCOG

Item Summary: Commissioner Victor Vandergriff will continue the conversation that began at the Irving Transportation Summit regarding getting Big Projects completed in Texas. Michael Morris will highlight the needs and benefits for the eastern and western subregions of the Dallas-Fort Worth area.

Background: The Texas Transportation Commission is advancing projects from the December 2016 Regional Transportation Council (RTC) action. This is one of the top five priorities for the RTC this year. The Commission is reviewing uncommitted resources, year 11 Unified Transportation Program allocations, and the desire to advance large projects in urban areas.

1:30 – 1:40

5. **2017 Infrastructure for Rebuilding America Grants**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the 2017 Infrastructure for Rebuilding America (INFRA) grant program for highway and freight projects of national and regional significance. Action will be sought on a partnership with the Texas Department of Transportation on project selection, as well as a policy on supporting other projects.

Background: In July 2017, the United States Department of Transportation (US DOT) announced the replacement of the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program with the 2017 INFRA grant program for surface transportation projects 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 \$1.75 billion discretionary grant program for Fiscal Years (FY) 2017 and 2018, as well as the application requirements. Applications are due to the US DOT by November 2, 2017.

For agencies in the region submitting projects, please be aware that you must complete the www.grants.gov registration process before submitting the application, and that this process usually takes two to four weeks to complete.

[Electronic Item 5.2](#) details the most recent discretionary grant program efforts in the Dallas-Fort Worth region and the resulting funding decisions. An overview of the FY2017 INFRA grant program process is available in [Electronic Item 5.3](#).

1:40 – 1:50

6. **Assistance to Texas and Evacuees to the Region**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will present potential assistance proposed to be offered to the State of Texas as a result of the recent hurricane impacting portions of southern Texas. Regional Transportation Council (RTC) approval will be sought to authorize actions by the Director of Transportation in support of these efforts. Examples could include RTC Local funds for transit passes, staff assistance to the Texas Department of Transportation (TxDOT) for identifying certified bridge inspectors, assistance to the City of Dallas in its emergency operation centers, and metropolitan planning organization (MPO) staff assistance to other MPOs.

Background: In late August 2017, a major hurricane made landfall on the coast of Texas. Disaster recovery will be a long-term effort. Local governments, State authorities, and federal agencies as well as many non-profit disaster assistance agencies are currently responding to assist citizens. Partners continue to mobilize personnel and resources to support citizens along the coast and those relocated to the Dallas-Fort Worth region. At the request of City of Fort Worth Mayor, Betsy Price, and in support of TxDOT Commissioner Bruce Bugg, assistance for 200 TxDOT families along the coast was also transmitted recently. These funds cannot be used for this purpose. The funds above may or may not be eligible for reimbursement.

1:50 – 2:00

7. **Follow Up to the Cotton Belt Public Meeting**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the Cotton Belt regional passenger rail public meeting held on August 17, 2017.

Background: Transit recommendations from previous metropolitan transportation plans for the North Central Texas region included regional rail service from southwest Fort Worth to Plano. At the August 17 public meeting, North Central Texas Council of Governments staff provided background information on the Cotton Belt passenger rail project that will extend from the Dallas Fort Worth International Airport to Plano, as well as an overview of the innovative financing process essential to the delivery of the project. [Electronic Item 7](#) contains a copy of the presentation from August 17. Staff is finalizing documentation of the Dallas Fort Worth International Airport, Coppell, and Coppell/Dallas/private-developer commitments and the release of Regional Transportation Council funds for advancing the Cotton Belt corridor.

2:00 – 2:10

8. **Mobility 2045 Update and Survey**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the progress to date including special initiatives. In addition, staff will present preliminary findings from a recent survey and a preview of a Mobility 2045 Workshop.

Background: The last comprehensive update of the metropolitan transportation plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next ten months with draft recommendations expected later this year. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. In addition, staff will provide an update regarding the recent survey conducted by North Central Texas Council of Governments seeking public input for Mobility 2045. [Electronic Item 8.1](#) is a copy of the survey. A link to the online survey is found in [Electronic Item 8.2](#).

2:10 – 2:20

9. **Regional Transportation Council Transit Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: Staff will present a summary of draft recommendations for projects submitted through the Regional Transportation Council (RTC) Transit Call for Projects.

Background: On February 27, 2017, the RTC issued a Call for Projects to competitively award Federal Transit Administration (FTA) funding for two programs: the Enhanced Mobility of Seniors and Individuals with Disabilities Program (§5310) and Job Access/Reverse Commute (JA/RC) projects through the Urbanized Area Formula Program (§5307). Approximately \$6.5 million was available for award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas for projects addressing the transportation needs of low-income persons, seniors, and individuals with disabilities. Staff evaluated 15 projects requesting federal funding of approximately \$6.2 million. [Electronic Item 9](#) provides a summary of projects evaluated and draft funding recommendations.

2:20 – 2:30

10. **Aviation Update**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Multiple efforts are ongoing within the North Central Texas Council of Governments aviation program area. Staff will brief the Council on this year's progress to date, including special initiatives.

Background: Staff continues to work with regional stakeholders on numerous aviation-related initiatives. Primary efforts include airport

funding, Unmanned Aircraft Systems (UAS) regulations, and the North Central Texas Aviation Education Initiative. To better understand and track airport project selection and programming for Texas airports, the Air Transportation Advisory Committee (ATAC) formed the Funding Subcommittee. The subcommittee is also working to see if more federal and State funding could be made available for aviation projects. ATAC also formed a UAS Subcommittee to monitor federal and State regulations and develop a draft regional ordinance available for local municipalities to mitigate reckless UAS operations. Outreach initiatives are ongoing to promote aviation-related education and careers to schools and other institutions. This update was presented to the Surface Transportation Technical Committee August 25, 2017. See [Electronic Item 10.1](#) and [Electronic Item 10.2](#) for additional information.

The following items will be presented if time permits

- 2:30 – 2:40** 11. **Blue-Green-Gray Grant Opportunities**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: Staff will outline new grant opportunities that integrate infrastructure (i.e., gray) projects that have a water (i.e., blue) and environmental (i.e., green) component.
 Background: [Electronic Item 11](#) summarizes a new program that was generated out of the Irving Summit last year. The initiatives address working outside traditional silos to develop innovative projects. More information will be presented at the meeting.
- 2:40 – 2:50** 12. **Transportation Improvement Program Quarterly Update: East/West Equity**
 Action Possible Action Information Minutes: 10
 Presenter: Adam Beckom, NCTCOG
 Item Summary: Staff will provide an update on new developments regarding east/west equity in the region and present the final equity shares for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in the 21st Century (MAP-21) Act surface transportation bills.
 Background: The Regional Transportation Council (RTC) has taken a position to monitor the equity allocation of Texas Department of Transportation (TxDOT) non-formula commitments. The RTC appreciates the receipt of additional money to help the region build transportation projects and will monitor and reallocate funds when necessary to maintain similar equity levels established by the RTC during its own selection process.

In December 2015, the Fixing America’s Surface Transportation (FAST) Act surface transportation bill was signed into law. In accordance with RTC policy, staff began monitoring the east/west equity under the FAST Act. As the funding from the previous surface transportation bills is no longer being allocated

in the region, staff is proposing to close out the tracking of SAFETEA-LU and MAP-21, and include the final balances for those bills as line items in future tracking.

[Electronic Item 12.1](#) contains the final inventories for the TxDOT non-formula commitments under SAFETEA-LU and MAP-21. [Electronic Item 12.2](#) inventories the TxDOT non-formula commitments under the current surface transportation bill. Additional details regarding the closeout of SAFETEA-LU and MAP-21 are available in [Electronic Item 12.3](#).

- 2:50 – 3:00** 13. **CMAQ/STBG Funding: Local Bond Program Partnerships**
 Action Possible Action Information Minutes: 10
Presenter: Adam Beckom, NCTCOG
Item Summary: Staff will brief the Council on the proposed partnerships with local agencies under the Local Bond Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program Funding Program.
Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding via several funding programs. After receiving requests from local agencies that have upcoming bond elections or recently approved bond programs, staff is proposing an amount of funding that each entity is proposed to receive through this program. Details on those amounts and the overall funding program can be found in [Electronic Item 13](#). Additional details on the proposed projects, funding, and timing will be presented at the October Regional Transportation Council meeting for action.
- 3:00 – 3:10** 14. **Heavy-Duty Diesel Inspection and Maintenance Pilot-Phase 2**
 Action Possible Action Information Minutes: 10
Presenter: Chris Klaus, NCTCOG
Item Summary: Staff will present results on the recently completed Heavy-Duty Diesel Inspection and Maintenance (I/M) Pilot-Phase 2.
Background: Heavy-duty diesel vehicles contribute approximately 48 percent of on-road emissions in the Dallas-Fort Worth (DFW) region, yet they are excluded from the State's I/M Program. To evaluate the feasibility of incorporating diesel vehicles into the I/M Program, the North Central Texas Council of Governments partnered with the Texas Department of Transportation, Texas A&M Transportation Institute, Texas Department of Public Safety, and the University of Denver to implement a pilot program to evaluate an emissions testing system. In October 2016, over 900 heavy-duty diesel vehicles were tested to characterize nitrogen oxides emissions. The system produced reliable emissions data that will help support additional applications. More details can be found in [Electronic Item 14](#).

15. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 15.1](#))
- STTC Attendance and Minutes ([Electronic Item 15.2](#))
- Local Motion ([Electronic Item 15.3](#))

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

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

18. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, October 12, 2017, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
August 10, 2017**

The Regional Transportation Council (RTC) met on Thursday, August 10, 2017, 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: Douglas Athas, Sara Bagheri, Carol Bush, Loyl C. Bussell, Mike Cantrell, Ray Smith (representing Jeff Cheney), David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, George Fuller, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, Scott Mahaffey, B. Adam McGough, Steve Mitchell, Cary Moon, Stan Pickett, Kelly Selman, Rick Stopfer (representing Gary Slagel), Mike Taylor, T. Oscar Trevino Jr., Taylor Armstrong (representing William Tsao), Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Melissa Baker, Tom Bamonte, Berrien Barks, Jay Barksdale, Natalie Bettger, Brandi Bird, Jonathan Blackman, David Boski, Eric Brown, Kyndall Brown, Ron Brown, Ken Bunkley, Pamela Burns, Drew Campbell, Jack Carr, Angie Carson, Ying Cheng, Ceason Clemens, Jim Cline, Tom Cochill, Michael Copeland, Clarence Daugherty, Brian Dell, David Dryden, Chris Dyson, Chad Edwards, Traci Enna, Bob Golden, Christie Gotti, Scott Hall, Allen Harts, Tony Hartzel, Shannon L. Hebb, Rebekah Hernandez, Mark Hilderbrand, Robert Hinkle, Jodi Hodges, Ivan Hughes, Tim James, Ron Kelley, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, April Leger, Alonzo Linan, Paul Luedtke, Stanford Lynch, Norman Marquart, Steve McCullough, Michael Miles, Cliff Miller, Mindy Mize, Rebecca Montgomery, Erin Moore, Ron Natinsky, Jeff Neal, John Nguyen, Thun Nguyen, Josey Parks, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Christina Roach, Greg Royster, Steve Salin, Devin Sanders, Russell Schaffner, Walter Shumac III, Randy Skinner, Chelsey Smith, David Smith, Tom Stallings, Dean Stuller, Vic Suhm, Don Szczesny, Gary Thomas, Marian Thompson, Lauren Trimble, Jett Tullos, Sherry Unger, Dan Vedral, Sam Werschky, Sandy Wesch, Amanda Wilson, and Susan Young.

1. **Approval of July 13, 2017, Minutes:** The minutes of the July 13, 2017, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Rob Franke noted he has appointed Mayor Douglas Athas, City of Garland, as the new chair of the RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee. Members interested in that Subcommittee or the Ad Hoc Legislative Finance and Partnership Subcommittee were asked to contact Chair Franke. In addition, Chair Franke noted that the RTC Bylaws and Operating Procedures require that the Bylaws be reviewed every four years. Members interested in serving on the Bylaws Revision Subcommittee or with proposed topics to be addressed during the review were also asked to contact Chair Franke. Following the meeting, staff will provide members with additional details and contact information for Chair Franke. Michael Morris reviewed items on the Director of Transportation report. He thanked William Meadows for his attendance at a recent meeting with the Secretary of Transportation and the Federal Railroad Administration and Mayor Franke for his attendance at the recent Urban Land Institute Austin meeting.

Clean Air Action Day results were provided in Electronic Item 3.1, air quality funding opportunities in Electronic Item 3.2, and an ozone season update in Electronic Item 3.3. In addition, information on the Southern Transportation and Air Quality Summit was provided in Electronic Item 3.4. A link to a 511DW Traveler Information System survey was distributed at the meeting. Details for an upcoming Complete Streets Design and Implementation Workshop was provided in Electronic Item 3.5. A flyer announcing the August 17 Cotton Belt corridor public meeting was provided in Electronic Item 3.6. Recent correspondence on the Environmental Protection Agency's withdrawal of the one-year extension for the 2015 ozone standard designations was provided in Electronic Item 3.7. The public comments report was provided in Electronic Item 3.8, recent correspondence in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partner progress reports were distributed at the meeting.

4. **Air Quality Project Funding:** Lori Clark presented recommendations for three air quality funding programs. The first program is the Zero-Emission Vehicle Rebate. Ms. Clark noted that through an existing contact focused on emissions reduction strategies for ozone precursors, staff is tasked with administering vehicle technology improvement projects. Approximately \$300,000 was proposed to administer this type of technology improvement projects as a rebate for the purchase of public-sector zero-emission vehicles. In addition, staff proposed to leverage the rebates as an additional discount through the Fleets for the Future Cooperative Procurement project. A maximum \$2,500 rebate per vehicle or actual incremental cost was proposed. The second program is the electrified parking space project. Several years ago, the North Central Texas Council of Governments (NCTCOG) was awarded \$300,000 to partner with an electrified parking space company, Convoy Solutions (now known as IdleAir). The funds were to be used to install 80 electrified parking spaces at four trucking terminals across the nonattainment area. The original project required IdleAir to cover 75 percent of the total project cost. Due to the significant fall in diesel fuel prices since the project was awarded, the 75 percent funding for IdleAir is currently not feasible. There has been discussion about rescoping the project to approximately 40 spaces at two trucking terminals. In addition, the Environmental Protection Agency (EPA) has indicated that Congestion Mitigation and Air Quality Improvement Program funds are not eligible for the project. Staff proposed that approximately \$100,000 in Regional Transportation Council (RTC) Local funds be used to reduce IdleAir's contribution to 50 percent. As a result, IdleAir would be required to enter into a revenue sharing agreement to offset the RTC Local contribution. Mr. Clark noted the location of the first terminal and added that if the second site cannot be secured, the contribution from RTC and EPA would be reduced proportionately. The third program is related to a Diesel Emission Reduction Act (DERA) project. Earlier in the year, NCTCOG submitted its DERA proposal to the EPA for Fiscal Year 2017 funding. The proposed project requested approximately \$2 million in EPA funds for NCTCOG to subgrant to local governments and private-sector contractors to replace diesel vehicles or owned equipment. Subgrantees will provide the required match, and a portion of the EPA funds will be used for staff administration. Staff proposed up to \$25,000 in RTC Local funds as a backstop for administrative costs for this project to allow staff to begin implementation until the match is collected at the point of subgrantee reimbursement. A motion was made to approve the proposed administration of the Zero-Emission Vehicle Rebate in conjunction with the Fleets for the Future and proposed rebate structure, the use of up to \$100,000 in RTC Local funds to facilitate the implementation of the electrified parking spaces at truck terminals, and up to \$25,000 in RTC Local funds as a backstop to facilitate staff administration of the DERA 2017 EPA proposal until the match is collected, as provided in Reference Item 4 and revised at the meeting. Mike Cantrell (M); Oscar Ward (S). The motion passed unanimously.

5. **Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards:**

Tom Bamonte presented a recommendation of awards for the Traffic Signal Data Sharing and 511DFW/Waze grant programs. Evaluation criteria previously approved by the Regional Transportation Council (RTC) for each of the programs was provided in Electronic Item 5.1. Traffic Signal Data Sharing program funding was available for projects that make traffic signal data accessible to auto manufacturers and travel navigation services to build connected vehicle applications. Reference Item 5.2 contained a list of the applications received and the recommended awards for this program. Eight projects totaling \$200,000 were recommended for award. When completed, over one-fourth of signals in the region will be connected. In addition, Dallas, Richardson and Irving are concluding a procurement process for an upgraded traffic signal system that includes a data sharing component. This will bring the region up to over two-thirds of the signals in the region will be connected. 511DFW/Waze program funding was available as a first step to update the 511DFW Traveler Information System to include a data sharing portal for the region. Access through the Waze Connected Citizens Program (CCP) allows entities to inform Waze of closures and also gives the entities access to roadway incidents that supplement 911 calls, which gives entities powerful safety and emergency response tools. Reference Item 5.3 contained a list of the applications received and the recommended awards for this program. Six cities applied for funding to help implement the data sharing process in their communities, totaling \$131,500. With these projects, plus Fort Worth and Tarrant County which have joined already, over one-third of the population in the core counties are in the Connected Citizens Program. RTC Chair Rob Franke asked if data regarding signal changes made by first responders is incorporated into the data sharing. Mr. Bamonte noted that the involvement of law enforcement is encouraged for these types of initiatives. Mike Taylor asked what type of data is input into Waze and why an entity would not be interested in participating. Mr. Bamonte noted that data is primarily input by citizen users, and it is found that approximately 70 percent of roadway incident information is reported in Waze first versus the 911 system. He added that Waze is looking for relatively limited data from local governments such as road closures. Barriers to participation are primarily lack of education regarding the program and competing priorities. A motion was made to approve the proposed awards for the Traffic Signal Data Sharing program in Reference Item 5.2 and the 511DFW/Waze Data Sharing program in Reference Item 5.3. Mike Taylor (M); Ann Zadeh (S). The motion passed unanimously.

6. **Funding Changes to IH 635 East and Proposition 1 Projects:** Christie Gotti presented funding adjustments for projects originally funded with Proposition 1 under the 10-Year Plan/Proposition 1 Adjustments portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. Staff anticipates that this action is the first phase, and additional adjustment phases will occur later in the year. The changes are needed early for projects to be included in the 2018 Unified Transportation Program (UTP). The second phase will include year-of-expenditure/total project cost updates, adjustments due to revised construction costs, and adjustments due to changes in funding allocations. As a reminder, in 2015 the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Years 2015 to 2019. Since that time, revenue projections have been reduced. In addition, as projects have let or have been implemented there are cost overruns and underruns. As staff reviews projects that will move forward in 2018, adjustments will also be made to those projects. Approximately \$82 million in CMAQ funds from an unallocated balance were proposed to be used for eligible expenses to offset the funding changes. The CMAQ funds are primarily for a series of grade separations along US 380, with the remaining for bicycle, pedestrian, and intersection-type improvements. She noted all projects on the list remain funded, but as 2018 UTP allocations become available, another year of projects will be

brought into the final year of the 10-Year Plan. As a result of funding changes, some of the 2027 funding will be used to backfill later projects that are being impacted by earlier projects. Proposed changes were provided in Reference Item 6.1.

Michael Morris presented funding adjustments for the IH 635 East project. Last December, the RTC made a commitment to implement IH 635 East. Since that time, the Texas Legislature did not pass a bill that would have authorized the project to be funded through a Comprehensive Development Agreement (CDA). Therefore, the RTC must now identify a new option to deliver the IH 635 East project. The proposal does not change the allocation of revenue to Collin, Denton, or other counties, and is simply of reprogramming of funding sources along the corridor to advance the IH 635 East project and the Skillman/Audelia project together and as soon as possible. Staff proposed that the RTC approve 100 percent of the cost of the IH 635 East project from US 75 to Royal/Miller. This will affirm to the Texas Department of Transportation (TxDOT) Austin that the region is committed to the advancement of IH 635 East. This action will be considered to be a contingency, since the intention is to fully fund and construct IH 635 from US 75 to IH 30, including the IH 30 interchange. The three phases of the project were noted. Staff proposed to reallocate existing Category 2 funds (toll-eligible) from the 10-Year Plan to IH 635 East Phase 1 (US 75 to Royal/Miller) since the CDA is no longer possible and the project is already environmentally cleared as a tolled managed lane facility. In addition, Category 2 funds from later phases of IH 635E and four projects in Collin County were proposed to be moved to IH 635 East Phase 1. The funds from those four projects were proposed to be replaced with Category 4 and Category 12 funds from later phases of IH 635 East. The total funding in each county remains the same. Approval to switch the funding categories for projects was outlined in Reference Item 6.2. In addition, eight potential solutions to fully fund the IH 635 East project were highlighted. The first solution is to fully fund Phase 1 of IH 635 East with \$469 million of Category 2 funds from US 75 to Royal/Miller. Second, approximately \$293 million has been allocated to the IH 635 East project from Royal/Miller Road to the IH 30 Interchange. Some of the funding is Category 4 and Category 12. Depending on what elected officials decide regarding tolling the entire project, the funds could stay allocated or will need to be switched out with toll-eligible funds. Third, in Phase 1 of IH 635 East, the TxDOT and the RTC own the revenue associated with the project and revenue could be programmed for the later phases to receive 100 percent of the toll revenue from Phase 1 until fully funded. Fourth, there is \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan that could be allocated to this project. Fifth, there are potential private-sector partners that may be interested in the corridor and other legal tools that the private sector could use besides a concession working with TxDOT. A Transportation Infrastructure Finance and Innovation Act (TIFIA) loan could provide an opportunity for additional funding for the corridor. Sixth, the Texas Transportation Commission is reviewing the UTP and action to fully fund the project, including Skillman/ Audelia, would be a positive communication to the Commission as it considers funding. Seventh, funding from a federal infrastructure program may be an option. Lastly, if needed, staff will seek consensus from Garland, Dallas, and Mesquite on tolling the project from Royal/Miller to IH 30 in order to complete the project.

Christie Gotti summarized the action being requested. Duncan Webb noted he was supportive of moving the IH 635 East project forward, but expressed his concern that Category 2 funds seem more certain than the Category 12 funds proposed by staff for Collin County projects. Michael Morris clarified that while the TTC selects the projects for Category 12 funds, the funds are allocated to the region and are not available to other regions. If the TTC were to decide not to place the Category 12 funds on the Collin County projects, then staff would propose other funds. Lee Kleinman asked the total funding gap for the project

after the proposed changes and how staff proposed to fund the gap. Mr. Morris noted that the project costs approximately \$1.8 billion, leaving an \$800 million gap assuming TxDOT receives TxDOT preliminary engineering and right-of-way money for the project and that the strategies to fund the gap were the eight solutions presented. Mr. Kleinman asked if Regional Toll Revenue or revolver funds were available funding sources. Staff noted that Regional Toll Revenue funds for Dallas County were encumbered and that before other funds are utilized, innovative partnership should be used first if possible. He added that staff is reviewing every possible funding source. Action will indicate to the TTC that the RTC is serious about the implementation of IH 635 East. Stan Pickett noted that Mesquite was supportive up the proposal. A motion was made to approve funding changes to the affected Proposition 1 projects as summarized in Reference Item 6.1 and funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 6.2, contingent that there are no negative impacts to cities/counties as a result of the funding exchanges. Action also included approval to review options to build IH 635 East as a single project and directed staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Duncan Webb (M); Douglas Athas (S). The motion passed unanimously.

7. **Legislative Update:** Amanda Wilson provided an update on legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal legislation, both the House and Senate have now moved appropriation bills. The Senate Appropriations provides the United States Department of Transportation (US DOT) with \$1.5 billion above the current year's funding, restores Transportation Investment Generating Economic Recovery (TIGER) grants, funds the transit Capital Investment Grants program, and does not include funds for automated vehicle research. The House Appropriations provides the US DOT with \$1.1 billion less funding than the current year's funding, cuts all TIGER funding, cuts the Capital Investment Grants program, and includes \$100 million for automated vehicle research. Staff will continue to monitor efforts as the bills either move individually, as one omnibus-type bill, or whether continuing resolutions are passed. Regarding State legislative actions, the Special Session began on July 18 and is a 30-day session. Committee hearings are being held on many topics, including the 20 items included in the Governor's call. The AirCheckTexas Program and emissions testing items have had Committee hearings and action is not expected since the items were not part of the Governor's call. Related to the items on the Governor's Call, the only legislation that must pass is Sunset legislation for several agencies, and those are expected to move through both chambers. Both chambers have passed their own bills on tree regulations, school finance, and property tax reform. Most directly related to transportation is Senate Bill 15, the preemption of local texting while driving regulations. The bill was passed by the Senate and has been sent to the House. Future updates will be provided to members, as needed.
8. **Top Five Regional Transportation Council Policy Initiatives for 2017:** Michael Morris provided an update on the top five Regional Transportation Council (RTC) policy initiatives for 2017, presented earlier in the year. Related to a new federal initiative on transportation, the federal governments appears to be moving forward regarding infrastructure with focus on leveraging funds for projects. Recently, the RTC took action requesting of the Legislature a contingency to allow certain public-private partnerships if it would mean that the region could participate in potential future federal programs using a private-sector component. The second initiative is the implementation of Texas Department of Transportation/RTC project selection for the Regional 10-Year Plan in December 2016. The Texas Transportation Commission is discussing the next year of allocations and innovative options to advance transportation projects. The third initiative is high-speed rail. The Texas Legislature

supported some components of high-speed rail between Houston and Dallas. In addition, North Central Texas Council of Governments staff had positive meetings with the Federal Railroad Administration who is looking for the RTC to take a leadership position to help get environmental clearance completed for the portion of high-speed rail between Dallas and Fort Worth. The fourth initiative, the Texas Legislative Session, did not move forward as hoped. However, staff will continue to discuss innovative options to deliver projects in the region. Finally, efforts are continuing related to TEXRail, the Cotton Belt, and transit in the region. He noted a public meeting was scheduled to discuss innovative options to move transit forward in the Cotton Belt corridor. In addition, rail service in Collin County is being discussed. Oscar Ward asked when the route determination for the Dallas-Fort Worth Core Express project would be complete. Mr. Morris noted that staff may step back and work to ensure that all options are being considered and that efforts are transparent.

9. **Transportation Alternatives Program Funds Update:** Ken Bunkley provided an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014. As a reminder, federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Any federal funds apportioned in FY2014 must be obligated before the end of end of FY2017 or be at risk of lapse. Staff has coordinated with individual agencies and the Texas Department of Transportation (TxDOT) to review projects and has assigned low, medium, or high risk levels to each project. Mr. Bunkley noted that as of July, all \$8.2 million in TAP funding has obligated and no FY2014 funds are at risk of lapse. An additional \$700,000 has obligated and four projects totaling \$2.2 million are anticipated to obligate. Once obligated, this \$2.9 million will help to satisfy the FY2015 apportionment. Staff will continue to coordinate with TxDOT and local agencies to identify project status for projects programmed in FY2018. In addition, he noted Surface Transportation Technical Committee members were encouraged to coordinate within their cities/agencies to ensure that their project(s) are advancing within the year programmed.

10. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Process and Scoring Criteria:** Natalie Bettger presented the recommended eligible project categories, process, scoring criteria, and schedule for the proposed Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. The RTSRP is a signal retiming program to maximize the capacity of the roadway system by improving traffic operations through signal retiming. The Minor Improvement Program is intended to increase the capacity of roadways through low-cost operational improvements. Projects in the 10-county North Central Texas Council of Governments (NCTCOG) air quality nonattainment area are eligible for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. For the RTSRP Call for Projects, proposed project eligibility would require that 80 percent of the traffic signals must not have been retimed in the last four years, 80 percent of the traffic signals must be located along a route of significance, eight or more consecutive traffic signals must be proposed, and no construction is planned within two years. A total of \$2 million is available for award. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ratio and air quality, and also includes communication, environmental justice distribution, multi-modal operations, multi-jurisdictional corridor, and providing traffic signal data to the cloud. For the Minor Improvement Program Call for Projects, proposed project eligibility would require projects to be along a route of significant, have no construction planned within two years, limited to \$50,000 per project request for low-cost improvements, and staff time would not be eligible. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ratio, air quality benefit and also includes recommended improvements from previous RTSRP Calls, additional local match, and environmental justice distribution.

A total of \$2.9 million is available for award. For both Call for Projects, a 20 percent minimum local match in cash is required. The proposed schedule for the Call for Projects was reviewed. Approval of selection criteria is anticipated by STTC in August and the RTC in September. Following approval, the Call for Projects will open September 15 with proposals due October 13, 2017. Public meetings will be scheduled in the October/November timeframe. Final action on the proposed project selection is anticipated in December 2017. Douglas Athas asked if staff have looked into advanced technologies such as adaptive signals. Ms. Bettger noted that some of the cities within the region have reviewed adaptive signal options, and that an adaptive signal call for projects was held for corridors parallel to US 75. One of the past challenges has been the cost of field devices. Hopefully, new connected vehicle technology will provide an opportunity to reduce the number of necessary field devices and lower costs. In addition, she noted that entities have differing traffic signal systems. Staff has worked to tie the systems together using center-to-center communication that standardizes the format for exchange of data across jurisdictions. Michael Morris noted that adaptive signals will be considered as staff reviews the next management and operations project scheduling.

11. **Joint Land Use Study Project:** Amanda Wilson provided an update on the Regional Joint Land Use Study (JLUS) being conducted for four military installations and surrounding communities in North Texas, as well as updates on transportation projects underway around Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB). The JLUS was a collaborative effort among local governments, military installations, citizens and other stakeholders to identify encroachment issues affecting both surrounding communities and current and future military missions. Recommendations are now available and include strategies to promote compatibility through communication, education, and the local planning process. The study area included Fort Wolters in Mineral Wells, NAS Fort Worth JRB, Camp Maxey near Paris, and Redmond Taylor Army Heliport in Dallas. Ancillary sites also included the military operating areas where aircraft training missions occur. A number of potential compatibility issues were studied both at individual installations and those issues that impact all installations. Issues include aviation and air space safety, communication, coordination, economic development potential, energy infrastructure, noise management, transportation improvements, and others. Over 150 recommended actions were identified through the study, including strategies for each installation and its surrounding community as well as regional strategies. A copy of the recommendations was provided in Electronic Item 11. The study found a strong support for military missions and a desire for more coordination. At the NAS Fort Worth JRB, it has been found that a formal channel of communication between the installation and surrounding communities is successful, and efforts will be made to replicate this formal communication at other installations. Another strategy is to build on the collaboration among NAS Fort Worth JRB and neighboring communities and refining existing compatibility tools. Strategies also include addressing aviation and security risks associated with unmanned aircraft systems and energy infrastructure siting, as well as promoting regional and statewide compatibility solutions. Another impact from the 2008 JLUS was the study of transportation needs around the NAS Fort Worth JRB. The RTC funded a number of projects that have been completed or are in the planning phase. Some of the most significant include SH 199, SH 183, and IH 30. These roadway improvements are an example of transportation related-improvements that should be analyzed for other installations to help improve surrounding communities.
12. **Texas Transportation Innovation Activities:** Tom Bamonte provided a briefing on recent Texas transportation innovation activities. The Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) is a fully funded federal program for the large-scale installation and operation of advanced transportation technologies. Three years

of the program are remaining for municipalities interested in investing in transportation technology. The North Central Texas region was responsible for three of the five Texas applications submitted for FY 2017: 1) micro on-demand rideshare system in Arlington, 2) North Central Texas regional smart transportation system in Dallas, and 3) integrated operations by Dallas Area Rapid Transit. In addition, Mr. Bamonte provided information on the Texas Innovation Alliance, a loose federation of universities, municipalities, TxDOT, and others working to advance statewide initiatives. The group is submitting an application for a National Science Foundation 5G research platform in Texas for the next generation of wireless communication. This platform could be used by universities, public and private sector entities, and others to develop next generation technologies and businesses. Preliminary applications have been approved and Texas has submitted a final application. The National Science Foundation is contributing \$400 million in funds to support the research platforms. SMU will participate and the platform will be opened to developers throughout the state. In addition, Mr. Bamonte noted an upcoming Mobility Summit in mid-October where teams from the region will tackle various transportation programs in a "shark tank" environment, getting input, and sharing information with others from throughout the state.

13. **Dallas-Fort Worth Clean Cities Annual Report Results:** Pamela Burns highlighted the results of the 2016 Dallas-Fort Worth Clean Cities (DFWCC) Annual Report and progress made towards meeting United States Department of Energy (US DOE) petroleum-reduction goals. For many years, the North Central Texas Council of Governments (NCTCOG) has been the host organization for DFWCC. The DOE has a goal to save 2.5 billion gallons of petroleum annually by the year 2020. To help contribute to those effort, local coalitions have a goal to increase their petroleum reductions by 15 percent each year. Petroleum reductions measured in calendar year 2016 were highlighted. In the region, over 25 million gallons of gasoline were reduced. In order to meet the goal assigned by the DOE, 2017 reductions must increase by 3.8 million gallons. Resulting emissions reductions include over 220 tons per year of nitrogen oxides and 7 tons per year of volatile organic compounds. Reductions are primarily coming from alternative fuel vehicles, with the largest from compressed natural gas and biodiesel. Details were provided in Electronic Item 13. The adoption of the Clean Fleet Policy is encouraged for local governments, cities, counties, school districts, transit authorities, and others. In order to be eligible for clean vehicle funding in the region, entities must adopt the Clean Fleet Policy and submit an annual report. The annual report is how staff gathers the data for submittal to the US DOE. Upon submitting the annual report, coalitions also score the annual reports to provide recognition to fleets in the area. In summary, the DFWCC 2016 petroleum reduction was short of the 15 percent goal. Accurate data gathering is critical to this goal, and although accurate data is being received not all stakeholders are submitting the annual report. Members were encouraged to ensure that their entity has adopted the Clean Fleet Policy and is also submitting annual reports. This not only helps with petroleum reduction efforts, but also helps the region improve emissions and meet attainment of the ozone standard. RTC Chair Rob Franke asked that staff provide a notice to those entities that have adopted the Clean Fleet Policy but that are not submitting annual reports.
14. **Volkswagen Settlement Update:** Lori Clark provided an update on the status of initiatives established as a result of the Volkswagen Clean Air Act civil settlements. Many of the efforts related to the settlements will not move forward until the trustee effective date. The North Texas region is expected to be entitled to a portion of the \$209 million Environmental Mitigation Trust anticipated for the State of Texas. In an effort to encourage the State of Texas to pursue funding made available as part of the Environmental Mitigation Trust, the North Central Texas Council of Governments (NCTCOG) provided comments to the

Governor's office, provided in Electronic Item 14.1. In addition, NCTCOG has developed a survey to gather information on fleet interest in the event Texas does file as a beneficiary of the Environmental Mitigation Trust. Members were encouraged to provide feedback at www.nctcog.org/airquality or to staff. Details on eligible mitigation actions were included in Electronic Item 14.2. Ms. Clark noted that staff will continue to provide updates to the Council in the future.

15. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 15.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 15.2, and the current Local Motion in Electronic Item 15.3.
16. **Other Business (Old or New):** Michael Morris discussed the decision by Dallas City Council to no longer include the Trinity Parkway transportation recommendation as part of its overall comprehensive vision for the Trinity corridor. As the Council's direction is communicated to North Central Texas Council of Governments staff, the Regional Transportation Council will implement the direction on relevant items.
17. **Future Agenda Items:** There was no discussion on this item.
18. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, September 14, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.

Fiscal Year 2018 Advertising for Transportation Initiatives

Regional Transportation Council

Mindy Mize

**Transportation Marketing
September 14, 2017**

Transportation Advertising Overview

Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department.

This effort allows for:

- Lower Advertising Rates**
- Increased and Broader Audience Reach**
- Increased Website Traffic**
- Greater Public Participation**
- Cross Communication for Campaigns**
- Improved Efficiencies with Media Outlets**

FY2018 Advertising for Transportation Initiatives were part of the FY2018 and FY2019 Unified Planning Work Program (UPWP) that was recently approved by the Executive Board on July 27, 2017.

Anticipated Project Funding

Purchase and Placement of Advertising for Transportation Initiatives for FY 2018					
Program Name	Funding Source	Funding Amount	Match Source	Match Amount	Total
Bike/Pedestrian Safety Program	State Farm Grant	\$25,000	N/A	N/A	\$25,000
Ozone Season Emissions Reduction Campaign	CMAQ	\$205,000	TDC*	\$51,250	\$205,000
Vehicle Technologies Program (i.e. AirCheckTexas, Idling Education, High Emitting Vehicles projects, and Alternative Fuels/Electric Vehicles)	CMAQ/EPA/DOE	\$332,500	TDC*	\$39,075	\$332,500
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$70,000	N/A	N/A	\$70,000
North Texas Aviation Education Initiative	RTC Local	\$5,000	N/A	N/A	\$5,000
Procurement Outreach	STBG	\$1,600	RTC Local	\$400	\$2,000
Congestion Management Program	STBG	\$200,000	TDC*	\$40,000	\$200,000
Regional Freight	STBG	\$67,500	TxDOT/Local	\$22,500	\$90,000
Transportation Planning	TPF	\$22,000	N/A	N/A	\$22,000
511DFW	STBG	\$160,000	TxDOT	\$40,000	\$200,000

*TDC in the amount of \$130,325 are being used as match but are not included in the total dollar amount.

Total up to \$1,250,000 to cover advertising expenses for approval.

Transportation Advertising Examples

Billboard



Publication



Online & Social Media



Does This Look Familiar? Make A Change.
www.tryparkingit.com



AirCheckTexas
Up to \$600 for emissions repairs or up to \$3500 for vehicle replacement
www.nctcog.org/airchecktexas



Radio

Transportation Advertising Examples

Transit & Display



Mobile



Proposed Schedule

Event	Anticipated Time
STTC Action on Recommended FY2018 and FY2019 UPWP	June 23, 2017
RTC Action on Recommended FY2018 and FY2019 UPWP	July 13, 2017
Executive Board Action on Recommended FY2018 and FY2019 UPWP	July 27, 2017
STTC Action on Advertising for Transportation Initiatives FY2018	August 25, 2017
RTC Action on Advertising for Transportation Initiatives FY2018	September 14, 2017
Executive Board Authorization of Advertising for Transportation Initiatives FY2018	September 28, 2017

Proposed Action

Support NCTCOG Executive Board to Approve New Funding up to \$1,250,000 for FY2018 Advertising for Transportation Initiatives, such as:

Bike/Pedestrian Safety Program

Ozone Season Emissions Reduction Campaign

Vehicle Technologies Program

Notifications of Opportunities for Public Input/Public Meetings

North Texas Aviation Education Initiative

Procurement Outreach

Congestion Management Program

Regional Freight

Mobility Plan

511DFW

Contact Information

Pamela Burns
Communications Supervisor
pburns@nctcog.org
817-704-2510

Hilary Nguyen
Communications Specialist
hnguyen@nctcog.org
817-704-5689

Mindy Mize
Program Manager
mmize@nctcog.org
817-608-2346

Benefits of Advertising Transportation Initiatives

By working with advertisers and combining bulk purchases for several of the Transportation Department advertising campaigns at once, significant savings have been gained.

For instance, four Transportation Department programs entered a bulk purchase to advertise on the NBC 5 Weather App, NBC 5 desktop and mobile websites. With this achievement, NCTCOG gained flexibility to adjust run times, change program artwork, and saw approximately 15 percent in savings throughout the year. For Ozone Season Emissions Reduction advertising in 2017, NCTCOG gained about 11 percent for Lauren Publications print advertising and about 17 percent for The Dallas Examiner print advertising. Additionally, Natural Awakenings North Texas and Dallas, provides a 50 percent added value, through featured articles, paid advertising and calendar postings about Transportation Department programs throughout the year. Mackay and Intersection transit and transit station advertising saves NCTCOG staff printing and production costs by extending advertising contracts and planning for long-term campaigns. Transit advertising for Mackay and Intersection gained a savings of 17 percent and 62 percent, respectively. For the Texas Emissions Reduction Plan, regional construction newspapers provided a combined 45 percent in added value.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Due to cost savings, it has allowed NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- With a media outlet, NCTCOG can get stories and ads in the same publication that were not originally scheduled; and
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

CALL FOR PROJECTS

Regional Transportation Council

Natalie Bettger

September 14, 2017



North Central Texas
Council of Governments

Presentation Overview



- **Program Overview**
- **Eligible Projects**
- **Funding**
- **Proposed Evaluation and Scoring**
- **Proposed Schedule**

Program Overview

What are
these
Programs?

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming.

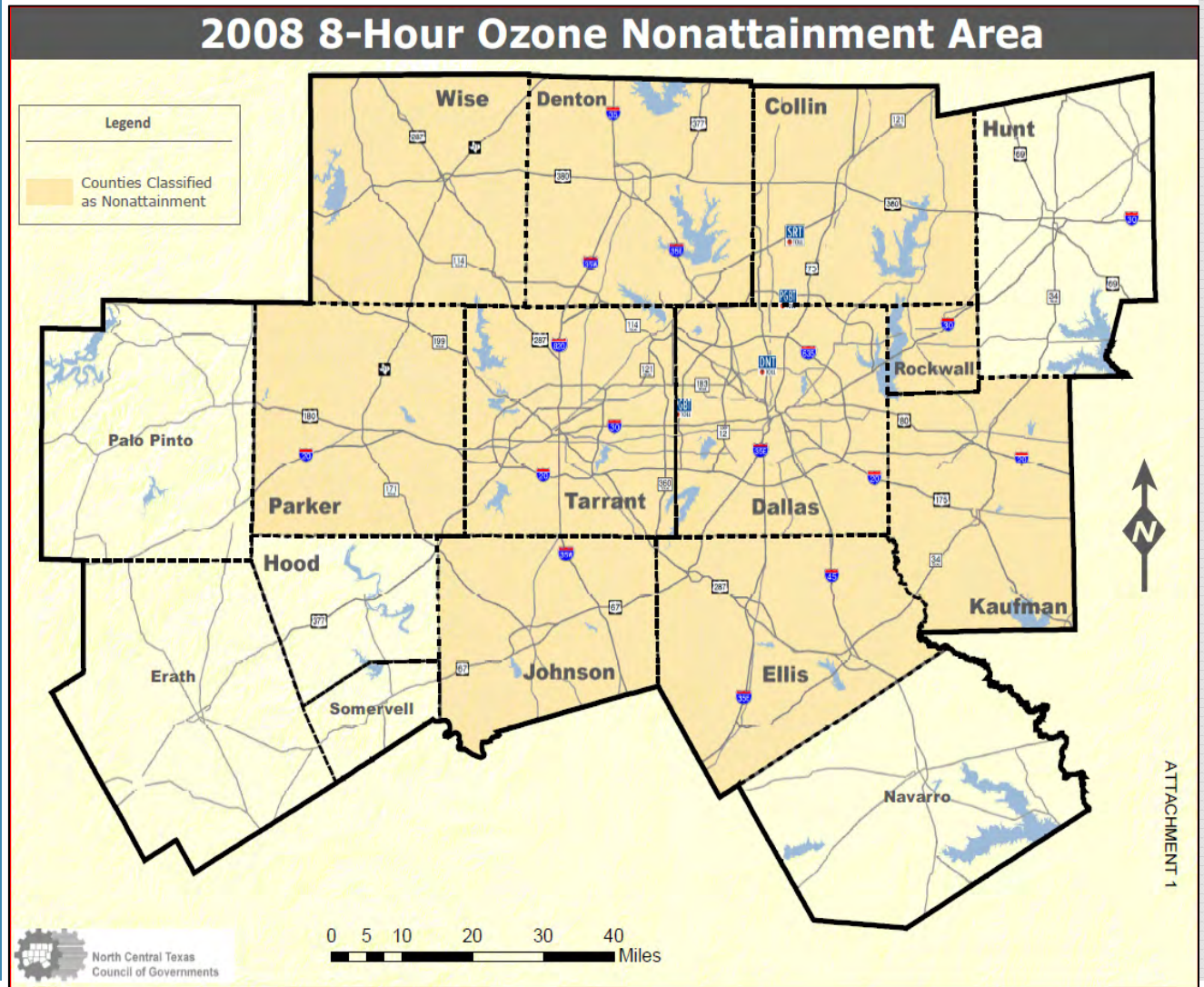
The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.



Eligibility



Eligible Project Areas Under NCTCOG's Call for Projects



Project
Eligibility
(Proposed)

2017
Call for Projects
RTSRP

- Eighty Percent of Traffic Signals have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible

Project
Eligibility
(Proposed)

2017
Call for Projects
Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed \$50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time Not Eligible

Congestion
Mitigation
Air Quality
Funding

Local Match

Regional Traffic Signal Retiming Program	Minor Improvement Program
\$2,000,000	\$2,900,000

- Twenty Percent (Minimum) Local Match
- Local Match Must be Cash



Evaluation and Scoring

Photo Credit: TxDOT

Proposed Evaluation and Scoring Criteria for RTSRP Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Communication	10	Communication technology that keeps traffic signals in sync.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.
Multi-Modal Operations	5	Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.
Multi-Jurisdictional Corridor	5	Corridors passing through more than one agency's jurisdictional boundary.
Data Cloud	5	Provide traffic signal data to the cloud.

Proposed Evaluation and Scoring Criteria for Minor Improvement Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Recommended improvements	20	Recommended improvements from previous RTSRP phases by consultants.
Additional Local Match	5	Agency willing to contribute more than twenty percent local match.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.



Schedule

Proposed Schedule

Description	Meeting	Date
Information - Corridor Selection Criteria	STTC	July 28, 2017
Information - Corridor Selection Criteria	RTC	August 10, 2017
Action - Approval of Selection Criteria	STTC	August 25, 2017
Action - Approval of Selection Criteria	RTC	September 14, 2017
NCTCOG Call for Projects		September 15, 2017
Proposals Due		October 13, 2017 5:00pm
Scoring by NCTCOG		November 15, 2017
Public Meeting		October/November 2017
Action - Projects Selected	STTC	December 1, 2017
Action - Projects Selected	RTC	December 14, 2017

Requested Action

Requested
Action of
RTC Today

Approval of:

- **Proposed Project Eligibility**
- **Funding Amounts**
- **Evaluation Scoring Criteria**
- **Project Schedule**



Questions?

Contact Information

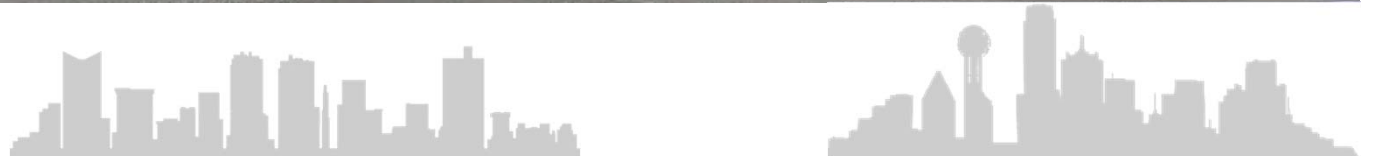
Natalie Bettger
Senior Program Manager
nbettger@nctcog.org
817-695-9280

Marian Thompson, P.E.
Transportation System
Operations Supervisor
mthompson@nctcog.org
817-608-2336

Gregory Masota
Transportation Planner
gmasota@nctcog.org
817-695-9264



North Central Texas
Council of Governments





EXTENSION OF FUNDING FOR TRANSIT SERVICE IN COLLIN COUNTY

Regional Transportation Council

Sarah Chadderdon, AICP
September 14, 2017

RTC Approved Funding – May 2016

Expense Item	Federal Funding Requested by DART	Existing Federal Funding Available	Geography	Source
Operating (e.g. fuel and salaries)	\$650k to \$850k	\$650k	South Collin County; McKinney Area; Rural Collin County	FTA New Freedom funding for people with disabilities and seniors
Capital (e.g. vehicles, maintenance, IT, planning)	\$3.22M	\$3.22M	South Collin County	CMAQ funding available to support service outside transit authority service areas

\$3.87M



Extend Use of Funding

In May 2016, RTC Approved Funding for DART to Leverage Local Funds and a Donation from Toyota, Supporting Transit Service in Collin County Through September 2017

Participating Cities Wish to Continue Existing Service for up to Two Years (Allen, Fairview, Wylie)

Excess Funds from this Project will be Reprogrammed through a Larger Transit Grant Cleanup Effort in Late 2017 and Early 2018



Requested Action

Approve an Extension for up to Two Years of Available New Freedom Operating Assistance for Transit Service in Collin County



Contact

Sarah Chadderdon

Program Manager

(817) 695-9180

schadderdon@nctcog.org

Karina Maldonado

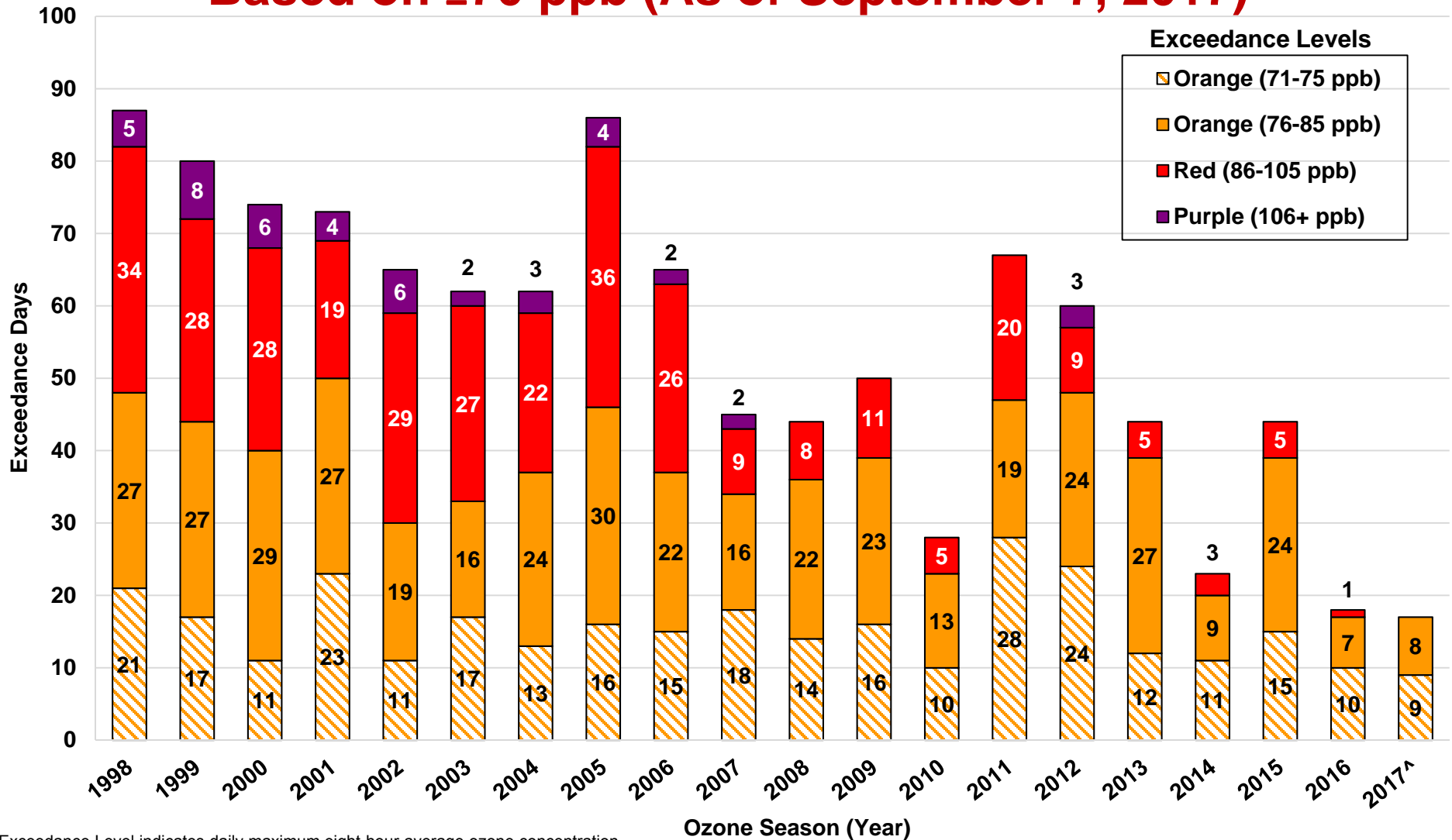
Senior Transportation Planner

(817) 704-5641


kmaldonado@nctcog.org

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of September 7, 2017)



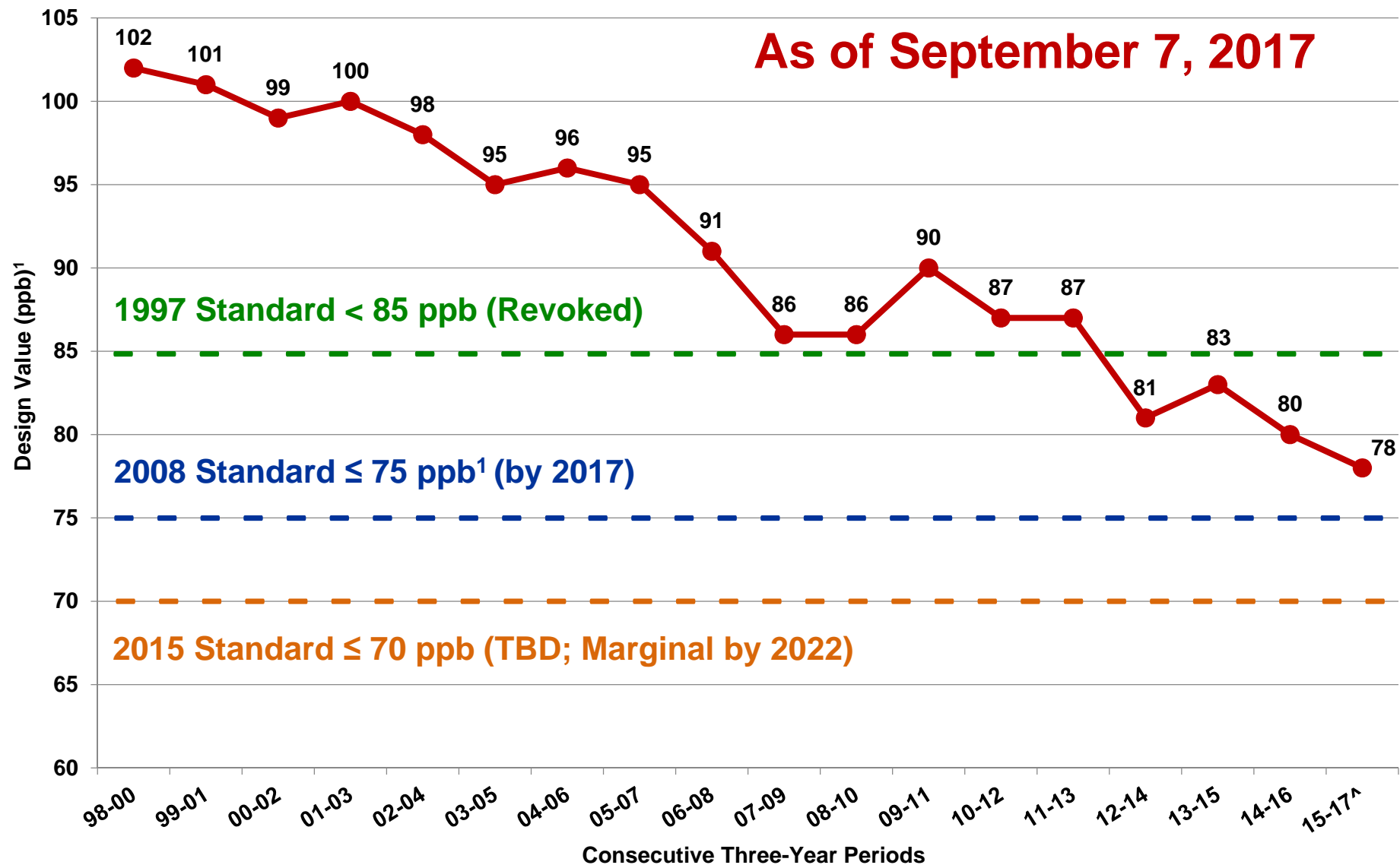
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data.

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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



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

[^]Not a full year of data.

- Air Quality Home
- Air Quality Programs
- Air Quality Committees
- Air Quality Policy and Regulations
- Car Care Clinics
- Clean Vehicle Information
- Major Air Pollutants
- Funding Opportunities
- Ozone Information >
- State Implementation Plan (SIP)
- Transportation Conformity
- Transportation Home

Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available from a number of Federal, State, local, and non-profit entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology and infrastructure. It also provides information that is helpful once you have received grant funding through NCTCOG.

- Air Quality Funding Home
- Other Air Quality Funding Opportunities
- Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

Select Language ? ?

	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
Click the links below for a program description and relevant dates and details.										
AirCheckTexas Drive a Clean Machine Program							X			General Public
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

If you have any questions on upcoming funding opportunities, please e-mail AQgrants@nctcog.org.

7/7/2017 5:3/2016 AP/IMG

Join the North Central Texas Council of Governments for the webinar:

Lighting Up Cities:

Benefits and Strategies for Transitioning Municipal Lighting to LEDs

Thinking of retrofitting your city's street lights? Join to learn about light emitting diode retrofit best practices, what conditions are required for retrofits to be cost effective, and recommendations on how cities can best engage with their utilities.

Hear from: Oncor Electric, the City of Frisco, Kimley-Horn, the South-Central Partnership for Energy Efficiency as a Resource, and more.

When: Tuesday, September 26 from 11 am— 12 pm CDT

To attend: Register at www.nctcog.org/energy

Feel free to contact Kristina Ronneberg at kronneberg@nctcog.org with any questions.



MINUTES

Regional Transportation Council PUBLIC MEETINGS

Cotton Belt Regional Passenger Rail Update

Meeting Dates and Locations

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

1. Thursday, August 17, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 69; moderated by Michael Morris, Director of Transportation

Public Meeting Purpose and Topics

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

1. Cotton Belt Regional Passenger Rail Update – presented by Michael Morris

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

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

Summary of Presentation

Presentation slides are available at: <http://www.nctcog.org/trans/outreach/meetings/2017/08/CottonBelt.pdf>

Summary of presentation by Michael Morris: Our staff is developing the Mobility 2045 Plan, and we need to deliver a passenger rail system. We need to figure out how to level private sector interest in the Cotton Belt project in case the federal government decides they are not interested in funding passenger rail systems.

Over two-thirds of Cotton Belt riders will transfer to or from other rail lines, and ridership is projected to reach 5.5 million by the year 2040. The majority of funding for the Cotton Belt will be provided by DART through the issuance of \$908 million long-term debt, the nature of which may be a federal loan or conventional long-term, tax-exempt debt. In addition, DART has committed an additional \$20 million in current funds to the project. Other funding sources for the local share include contributions in aid of construction from local developers and the cities of Addison, Richardson and Plano.

We're requesting feedback today on several innovative funding ideas for the Cotton Belt corridor, including public-public partnership, private-private partnership, capital cost/operating cost synergy, capital cost/operating cost/ridership synergy, capital cost/operating cost/ridership synergy, capital cost/operating cost/revenue risk transfer and capital cost economies of scale between multiple projects.

ORAL COMMENTS RECEIVED AT MEETING

Cotton Belt Regional Passenger Rail Update

Karl Ziebrath, Ziebarth & Associates/Texas Rail Advocates

- A. Funding method for Cotton Belt corridor

Comment: I'm a professional transportation advisor. As long as highways are perceived as free goods, people will always prefer them over other methods of transportation. SH 121 connects people to work and to distribution and manufacturing activities. This is why SH 121 has become such a challenge. We can't keep paving over taxable land. The Cotton Belt corridor needs to be preserved, and we need to figure out how to develop it. The benefit of better transit facilities is translated into higher real estate values. You can either have incremental taxing or have real estate developers actively participate in the transit-building process. The idea of having the private sector involved is a good one, but we need to make sure we have the cash flow for sustainability.

Mark Hilderbrand, Kiewit Infrastructure South Co.

- A. Innovative funding discussion during procurement process

Question: Why are we promoting innovative funding ideas during an active procurement of this project?

Summary of response by Michael Morris: We were not aware DART is in the procurement process. DART has always known that if the RTC provides funding for a project, they have to prove they can use it in an innovative manner. DART has asked us to help close the financial gap. We're not trying to tell DART what to do. We want to pass along innovative funding ideas.

Steve Medina, Kiewit Infrastructure South Co.

- A. Promoting innovative financing during procurement process

Comment: This meeting has disrupted the DART procurement process.

Summary of response by Michael Morris: We have no intent to disrupt the process. We're trying to help provide innovative funding ideas.

Ron Natinsky, Tirgo LLC

- A. Expediting the Cotton Belt project

Comment: I've been following the Cotton Belt for a while. There is a group that is composed of experienced people to help close the gap between the money DART obtains and the money they need to finish the project. If you have experienced people who want to team up with DART and bring resources to the table, it will help get the project across the finish line. We either kick the can down the road or come up with innovative ideas to get it done now.

Jim Wilson, Benbrook City Council

- A. Inclusion of areas south of Fort Worth in connectivity plans

Comment: I'm very encouraged by what Michael and NCTCOG have done to expedite this project. I do, however, have some concerns. Areas south of Fort Worth were not included in the TEX Rail project plans. I strongly support the rail plans, but I'm disappointed areas south of Fort Worth have not been included.

Summary of response by Michael Morris: The last time we did a Mobility Plan, we looked at moving to high-intensity bus. The Fort Worth Transportation Authority said we needed more innovative ideas for connecting to southwest Fort Worth. They made a short-term decision to advance to the airport. They are ready to get the project rolling. We need to come up with ways to advance these corridors.

Lee Lowrie, Citizen

A. Financing the Cotton Belt with gasoline tax

Comment: Companies will come to Texas if we have better public transportation. Public transportation benefits everyone. The people who benefit the most are people who drive cars. Can we finance the Cotton Belt with the gasoline tax?

Summary of response by Michael Morris: We can't use the gasoline tax in Texas for that purpose, but we are working on going back to the legislature to either change state law or find other funding sources.

Paul Carden, Citizen

A. Land-use issues

Comment: We're talking about land use. A lot of times we see public-private partnerships, and we enforce higher-density zoning. When it comes to passenger rail, the system is the same as our roads. Is there a way for the RTC to provide funding to cities to help accelerate land-use issues?

Summary of response by Michael Morris: We sent a letter out to the transportation authorities requesting they give us station locations. I want to go back and look at areas and develop criteria to decide which ones we need to work on. I'd like to do it at two or three different stations. Yes, we think it's a great idea.

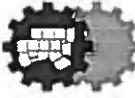
David Leininger, Executive Vice President & Chief Financial Officer of DART

A. Appreciation for innovative ideas

Comment: We'd like to express our appreciation. We share your enthusiasm for the project being advanced. The financial plan for DART included funding for the Cotton Belt. We have a significant set of decisions to make and should be sorted out by the end of September once we know our board's thoughts. We are certainly open to innovation.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Mary Reynolds	Citizen	Passenger rail fees to aid in Cotton Belt funding	Attachment 1
Karl Ziebarth	Ziebarth & Associates/Texas Rail Advocates	Support for funding efforts	Attachment 2
Mark Hilderbrand	Kiewit	Promotion of innovative finance during procurement process	Attachment 3
Jim Wilson	Benbrook City Council	Inclusion of areas south of Fort Worth in connectivity plans	Attachment 4
Paul Carden	Citizen	Land-use issues	Attachment 5
Peter Le Cody	Texas Rail Advocates	Resolution of support for Cotton Belt Corridor	Attachment 6



Public Meeting Comment Form

Instructions:

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

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

Name MARY REYNOLDS

Organization _____

Date 8-17-17

Meeting Location _____

Please provide written comments below:

Is there consideration in using passenger facility charges
to aid in funding?



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 KARL ZIEBARTH
 Organization TEXAS RAIL ADVOCATES, ZIEBARTH ASSOC. INC
 Date 17 AUG 2017
 Meeting Location NCT COG MEETING ROOM

Please provide written comments below:

STRONGER SUPPORT PPP AS BEST WAY TO
CREATE - PAY FOR - CRITICALLY NEEDED
TRANSIT LINK, NO MORE LAND, LOTS MORE
PEOPLE, CAN'T PAVE IT ALL OVER

⇒ Higher Incentive Value to
⇒ PPP real estate developer



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.

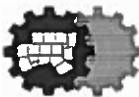
- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Mark Hilderbrand
 Organization Kiewit Infrastructure South Co.
 Date 8/17/17
 Meeting Location PTC Committee conf. room

Please provide written comments below:

Question on the purpose of promoting innovative financing for the cotton belt line from Plano to DFW Airport, while DART has an ongoing Design-Build delivery procurement.

Changing the type of project delivery during an active procurement is highly unorthodox and disruptive to the process.



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

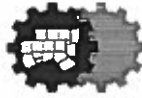
Name Jim Wilson
 Organization BENBROOK City Council
 Date _____
 Meeting Location NCTCOG

Please provide written comments below: do not

THE TX RAIL STATIONS INCLUDE SOUTH OF FW TO INCLUDE
I-20 / GRANBURY RD TCU AREA, AND GRANBURY RD /
ALTEMESA... WERE THESE LEFT OF TEX RAIL DUE
TO FUNDING CONSTRAINTS AND/OR PROJECTED
RIDERSHIP?

I STRONGLY SUPPORT THE PRESENTED RAIL PROJECT
PLANS BUT AM DISAPPOINTED IN NOT INCLUDING
AREAS SOUTH OF F.W. THESE MULTI FAMILY HOUSING
AREAS WOULD BE PROVIDED IMMEDIATE ASSISTANCE
WITH CONNECTIONS TO WORKSITES

CAN/WILL THESE AREAS BE REVIEWED / ADDED IN
THE NEXT FUTURE EXPANSIONS?



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 Paul Corden
 Organization NA
 Date 8-17-17
 Meeting Location NCTCOG HQ

Please provide written comments below:

Is it possible for NCTCOG/RTC to provide funding
to cities to encourage them to rezone to uses that
encourage denser uses near rail stations? Perhaps doing so
in exchange for limiting opening in areas that are far
away from rapid transit could be a fair trade.

Just a thought!!



RESOLUTION

Whereas,

The dream of a cross-county East-West passenger rail line linking Fort Worth to Dallas and eastern suburbs using an existing rail line across the north portion of Dallas County has been discussed and shown in plans dating back to the early 1980's; and

Whereas,

The section of the Cotton Belt rail line between DFW Airport and Plano would complete the gap between the Tarrant County TEXRail project now being built between downtown Fort Worth and the airport and would allow transit from Fort Worth eastward through Coppell, Carrollton, Addison, North Dallas and into Richardson and Plano, connecting with DART rail lines; and

Whereas,

After over thirty years of promises to northern Dallas County and Southern Collin County residents that the Cotton Belt section would be built, there is still no firm timeline nor firm public funding now in place; and

Whereas,

If innovative funding solutions are available from the private sector then these sources should be immediately engaged in the process with the full support of any and all public sector entities involved to move this section of the Cotton Belt project forward now; so

Therefore,

The Board of Directors of Texas Rail Advocates urges the North Central Texas Council of Governments and all other governmental entities at the local, county and state level to support and promote innovative financing processes involving both the private and public sector which will permit and further the development of the Cotton Belt rail line.

Adopted by the Board of Directors, Texas Rail Advocates
This 2nd Day of August, 2017.

Texas Rail Advocates
800 Jaguar Lane
Dallas, Texas 75226

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Robert A. Parmelee, August 15, 2017

Question: Will there be any coverage in presentations or planned discussion of the southern end of the original Fort Worth Tex Rail route—from downtown FW to far SW fort Worth?

Response by Christi Gotti, NCTCOG

Mr. Parmelee,

Thank you for contacting the NCTCOG Transportation Department.

The focus of Thursday's public meeting presentation will be on the rail section from DFW Airport to Plano and includes elements presented to the Regional Transportation Council during their July 2017 meeting. Additionally, staff will also summarize funding approved by the RTC for the Cotton Belt Corridor.

A copy of the July RTC presentation can be found here:

http://www.nctcog.org/trans/committees/rtc/documents/Item4_CottonBelt_MM.noanimation.pdf

Let us know if you have additional questions.

JT Samford, August 21, 2017

Can I get a copy of the Cotton Belt Rail Update from 8/17/17. Thanks for your assistance.

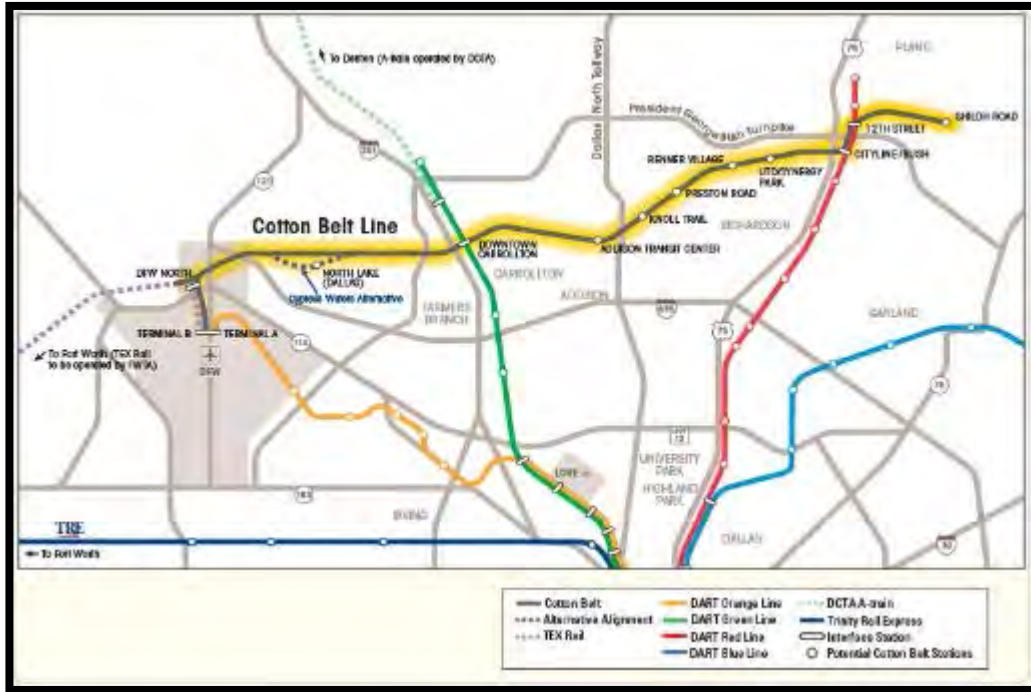
Response by Carli Baylor, NCTCOG

Hi, Mr. Samford

Please see the attached version of the Cotton Belt presentation from last week's public meeting.

COMMENTS SUBMITTED VIA SOCIAL MEDIA

1. Calling all N Texas rail advocates! Must go @NCTCOGtrans meeting August 17 on Cotton Belt rail funding. <http://tinyurl.com/y7fvmlvx> Private co? – Peter LeCody (@railadvo)



2. NTX rail advocates: August 17 2:30pm meeting @NCTCOGtrans hear about innovative funding needed to build Cotton Belt <http://tinyurl.com/y7fvmlvx> – Peter LeCody (@railadvo)



3. Cotton Belt: \$100M @NCTCOGtrans available if innovative passenger rail can be developed <http://tinyurl.com/ybccupc9> Private group interested. – Peter LeCody (@railadvo)



- Officials at @NCTCOGtrans Want Input On Possible Cotton Belt Commuter Rail | @CBSDFW – <http://cbsloc.al/2uLicFM#.WZbWXFEGWHg.twitter> ... #Metroplex #DFW #Dallas #TX – RAIL Magazine (@RAILMag)



- Seems worthy of consideration as a way to extend #CottonBelt for DART. Grow ridership & eventually convert to rail. Maybe extend #TexRail too? – Loren S. (txbornviking)



21st Century City @urbanthoughts11
The O-bahn busway in Adelaide
youtube.com/watch?v=8439M1...
via Busproductions 101

1:57

Private funders are already available to build the Cotton Belt rail line if DART would agree today. @NCTCOGtrans meeting last Thursday. – Peter LeCody (railadvo)

TRANSPORTATION PUBLIC MEETINGS

Unified Planning Work Program (UPWP) Modifications

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2018 and FY2019 UPWP will be presented.

Local Bond Program Partnerships

Over the last several months, NCTCOG staff have reached out to agencies that are undergoing local bond efforts. The goal of the effort is to leverage bond funds for projects of strategic importance to local governments and the region. Staff will present projects recommended for federal mobility and air quality funds through the Local Bond Program partnerships effort.

Call for Projects Recommendations: Federal Transit Administration Funding Programs

NCTCOG issued a Call for Projects to competitively award Federal Transit Administration funding from two programs that support transportation services for seniors, persons with disabilities and low-income individuals. Approximately \$6.5 million in funding was available to award in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized areas. Staff will present recommendations to award ten projects the available federal funding.

Electric Vehicles in North Texas Update

Electric vehicle sales are on the rise due to a number of factors, including the renewed EV rebate program, new makes and models, and educational events.

Staff will highlight elements of this year's National Drive Electric Week

celebration as well as other information about regional EV trends and resources. For more information, visit www.dfwcleancities.org/evnt.

Other Information to be Highlighted at the Meetings:

- Mobility 2045 Survey
- Proposed Modifications to the List of Funded Projects
- Public Transportation Agency Programs of Projects
- AirCheckTexas Drive A Clean Machine Program

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

MONDAY, SEPT. 11, 2017

6:00 PM

Splash Dayz Water Park & Conference Center
8905 Clifford St.
White Settlement, TX 76108
(Parking located at 400 block North Las Vegas Trail)

WEDNESDAY, SEPT. 13, 2017

2:30 PM

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

MONDAY, SEPT. 18, 2017

6:00 PM

Lewisville Public Library
1197 Main St.
Lewisville, TX 75067

For special accommodations due to a disability or 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.



CentrePort/DFW Airport Station
Arrival Options Sept. 13

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

For anyone wanting to ride transit to the Sept. 13 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-served basis. For more information, contact Carli Baylor at least 72 hours prior to the meeting.



NCTCOGtrans



North Central Texas Council of Governments

Title 3—

Executive Order 13807 of August 15, 2017

The President

Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects

By the authority vested in me as President by the Constitution and the laws of the United States of America, and in order to ensure that the Federal environmental review and permitting process for infrastructure projects is coordinated, predictable, and transparent, it is hereby ordered as follows:

Section 1. Purpose. America needs increased infrastructure investment to strengthen our economy, enhance our competitiveness in world trade, create jobs and increase wages for our workers, and reduce the costs of goods and services for our families. The poor condition of America's infrastructure has been estimated to cost a typical American household thousands of dollars each year. Inefficiencies in current infrastructure project decisions, including management of environmental reviews and permit decisions or authorizations, have delayed infrastructure investments, increased project costs, and blocked the American people from enjoying improved infrastructure that would benefit our economy, society, and environment. More efficient and effective Federal infrastructure decisions can transform our economy, so the Federal Government, as a whole, must change the way it processes environmental reviews and authorization decisions.

Sec. 2. Policy. It is the policy of the Federal Government to:

- (a) safeguard our communities and maintain a healthy environment;
- (b) ensure that Federal authorities make informed decisions concerning the environmental impacts of infrastructure projects;
- (c) develop infrastructure in an environmentally sensitive manner;
- (d) provide transparency and accountability to the public regarding environmental review and authorization decisions;
- (e) be good stewards of public funds, including those used to develop infrastructure projects, and avoid duplicative and wasteful processes;
- (f) conduct environmental reviews and authorization processes in a coordinated, consistent, predictable, and timely manner in order to give public and private investors the confidence necessary to make funding decisions for new infrastructure projects;
- (g) speak with a coordinated voice when conducting environmental reviews and making authorization decisions; and
- (h) make timely decisions with the goal of completing all Federal environmental reviews and authorization decisions for major infrastructure projects within 2 years.

Sec. 3. Definitions. The terms of this order shall be applied consistently with those defined under 42 U.S.C. 4370m and implementing guidance to the maximum extent possible. The following definitions shall specifically apply:

- (a) "Authorization" means any license, permit, approval, finding, determination, or other administrative decision issued by a Federal department or agency (agency) that is required or authorized under Federal law in

order to site, construct, reconstruct, or commence operations of an infrastructure project, including any authorization under 42 U.S.C. 4370m(3).

(b) “CAP Goals” means Federal Government Priority Goals established by the Government Performance and Results Act (GPRA) Modernization Act of 2010, Public Law 111–352, 124 Stat. 3866, and commonly referred to as Cross-Agency Priority (CAP) Goals.

(c) “Federal Permitting Improvement Steering Council” or “FPISC” means the entity established under 42 U.S.C. 4370m–1.

(d) “Infrastructure project” means a project to develop the public and private physical assets that are designed to provide or support services to the general public in the following sectors: surface transportation, including roadways, bridges, railroads, and transit; aviation; ports, including navigational channels; water resources projects; energy production and generation, including from fossil, renewable, nuclear, and hydro sources; electricity transmission; broadband Internet; pipelines; stormwater and sewer infrastructure; drinking water infrastructure; and other sectors as may be determined by the FPISC.

(e) “Major infrastructure project” means an infrastructure project for which multiple authorizations by Federal agencies will be required to proceed with construction, the lead Federal agency has determined that it will prepare an environmental impact statement (EIS) under the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq.*, and the project sponsor has identified the reasonable availability of funds sufficient to complete the project.

(f) “Permitting timetable” means an environmental review and authorization schedule, or other equivalent schedule, for a project or group of projects that identifies milestones—including intermediate and final completion dates for action by each agency on any Federal environmental review or authorization required for a project or group of projects—that is prepared by the lead Federal agency in consultation with all cooperating and participating agencies.

Sec. 4. Agency Performance Accountability. Federal agencies should follow transparent and coordinated processes for conducting environmental reviews and making authorization decisions. These processes must include early and open coordination among Federal, State, tribal, and local agencies and early engagement with the public. Holding Federal agencies accountable for their progress on implementing the policy set forth in section 2 of this order should, among other things, produce measurably better environmental outcomes with respect to infrastructure development.

(a) *Performance Priority Goals.*

(i) *CAP Goal.* A CAP Goal is a Federal tool for accelerating progress in priority areas that require active collaboration among multiple agencies to overcome organizational barriers and to achieve better performance than one agency could achieve on its own. Within 180 days of the date of this order, the Director of the Office of Management and Budget (OMB), in consultation with the FPISC, shall establish a CAP Goal on Infrastructure Permitting Modernization so that, where permitted by law:

(A) Federal environmental reviews and authorization processes for infrastructure projects are consistent, coordinated, and predictable; and

(B) the time for the Federal Government’s processing of environmental reviews and authorization decisions for new major infrastructure projects should be reduced to not more than an average of approximately 2 years, measured from the date of the publication of a notice of intent to prepare an environmental impact statement or other benchmark deemed appropriate by the Director of OMB.

(ii) *Agency Goals.* All Federal agencies with environmental review, authorization, or consultation responsibilities for infrastructure projects shall modify their Strategic Plans and Annual Performance Plans under the

GPRA Modernization Act of 2010 to include agency performance goals related to the completion of environmental reviews and authorizations for infrastructure projects consistent with the new CAP Goal on Infrastructure Permitting Modernization. The agencies shall integrate the achievement of these performance goals into appropriate agency personnel performance plans, such as those of the agency Chief Environmental Review and Permitting Officers (CERPOs) or other appropriate officials, consistent with guidance to be provided by OMB, in consultation with the Office of Personnel Management. Progress on these goals shall be reviewed and analyzed by agency leadership, pursuant to the GPRA Modernization Act of 2010.

(b) *Accountability.* Within 180 days of the establishment of the CAP Goal on Infrastructure Permitting Modernization, as described in subsection (a) of this section, or such longer period of time as determined by the Director of OMB, OMB, in consultation with the FPISC, shall issue guidance for establishing a performance accountability system to facilitate achievement of the CAP Goal.

(i) *Tracking of Major Infrastructure Projects.* The performance accountability system shall track each major infrastructure project. The performance accountability system shall include, at a minimum, assessments of the agency's performance with respect to each of the following areas, as applicable:

(A) whether major infrastructure projects are processed using the "One Federal Decision" mechanism, as described in subsection 5(b) of this order;

(B) whether major infrastructure projects have a permitting timetable;

(C) whether major infrastructure projects follow an effective process that automatically elevates instances in which permitting timetable milestones are missed or extended, or are anticipated to be missed or extended, to appropriate senior agency officials;

(D) whether agencies are meeting the established milestones in the permitting timetable;

(E) the time it takes to complete the processing of environmental reviews and authorizations for each major infrastructure project; and

(F) the costs of the environmental reviews and authorizations for each major infrastructure project.

(ii) *Scoring.* The accountability system shall include a scoring mechanism that shall follow, at a minimum, the following procedures:

(A) agencies will submit information to OMB, consistent with existing reporting mechanisms to the maximum extent possible, on the assessment areas described in subsection (b)(i) of this section;

(B) at least once per quarter, OMB will produce a scorecard of agency performance and overall progress toward achieving CAP Goal targets;

(C) where an agency's inability to meet a permitting timetable milestone results in a significant delay of the project timeline, after consulting with the project sponsor and relevant agencies, agencies will submit (based on OMB guidance) an estimate of the delay's costs to the project; and

(D) the Director of OMB will consider each agency's performance during budget formulation and determine whether appropriate penalties, including those authorized at 23 U.S.C. 139(h)(7) and 33 U.S.C. 2348(h)(5), must or should be imposed, to the extent required or permitted by law, for those that significantly fail to meet a permitting timetable milestone or in other situations deemed appropriate by the Director of OMB after considering the causes of any poor performance.

(iii) *Best Practices.* Agencies shall implement the techniques and strategies the FPISC annually identifies as best practices pursuant to 42 U.S.C. 4370m-1(c)(2)(B), as appropriate. The performance accountability system

shall track and score agencies on the incorporation and implementation of appropriate best practices for all infrastructure projects, including the implementation of such best practices at an agency's field level.

Sec. 5. *Process Enhancements.* In furtherance of the policy described in section 2 of this order, Federal agencies shall follow a more unified environmental review and authorization process.

(a) *Processing of Major Infrastructure Projects.* In processing environmental reviews and authorizations for major infrastructure projects, Federal agencies shall:

(i) use "One Federal Decision" described in subsection (b) of this section;

(ii) develop and follow a permitting timetable, which shall be reviewed and updated at least quarterly by the lead Federal agency in consultation with Federal cooperating and participating agencies; and

(iii) follow an effective process that automatically elevates instances where a permitting timetable milestone is missed or extended, or is anticipated to be missed or extended, to appropriate senior agency officials of the lead Federal agency and the cooperating and participating Federal agency or agencies to which the milestone applies.

(b) *One Federal Decision.*

(i) Each major infrastructure project shall have a lead Federal agency, which shall be responsible for navigating the project through the Federal environmental review and authorization process, including the identification of a primary Federal point of contact at each Federal agency. All Federal cooperating and participating agencies shall identify points of contact for each project, cooperate with the lead Federal agency point of contact, and respond to all reasonable requests for information from the lead Federal agency in a timely manner.

(ii) With respect to the applicability of NEPA to a major infrastructure project, the Federal lead, cooperating, and participating agencies for each major infrastructure project shall all record any individual agency decision in one Record of Decision (ROD), which shall be coordinated by the lead Federal agency unless the project sponsor requests that agencies issue separate NEPA documents, the NEPA obligations of a cooperating or participating agency have already been satisfied, or the lead Federal agency determines that a single ROD would not best promote completion of the project's environmental review and authorization process. The Federal lead, cooperating, and participating agencies shall all agree to a permitting timetable that includes the completion dates for the ROD and the federally required authorizations for the project.

(iii) All Federal authorization decisions for the construction of a major infrastructure project shall be completed within 90 days of the issuance of a ROD by the lead Federal agency, provided that the final EIS includes an adequate level of detail to inform agency decisions pursuant to their specific statutory authority and requirements. The lead Federal agency may extend the 90-day deadline if the lead Federal agency determines that Federal law prohibits the agency from issuing its approval or permit within the 90-day period, the project sponsor requests that the permit or approval follow a different timeline, or the lead Federal agency determines that an extension would better promote completion of the project's environmental review and authorization process.

(iv) The Council on Environmental Quality (CEQ) and OMB shall develop the framework for implementing One Federal Decision, in consultation with the FPISC.

(A) The framework should be consistent with the model processes established under 42 U.S.C. 4370m-2, 23 U.S.C. 139, 33 U.S.C. 2348, the 2015 "Red Book" (officially entitled "Synchronizing Environmental Reviews for Transportation and Other Infrastructure Projects"), and CEQ guidance on efficient and timely environmental reviews under NEPA.

(B) The framework shall also include guidance on the development of permitting timetables by the lead Federal agencies, in collaboration with Federal cooperating and participating agencies. Permitting timetables shall identify estimated intermediate and final completion dates for all environmental reviews and authorizations that are reasonably anticipated as being needed for a project, including the process for granting extensions of any established dates. The guidance shall specify that lead Federal agencies need not include the estimated intermediate and final completion dates of any such reviews or authorizations until the design of a project has sufficiently advanced so that they can be developed. In such cases, the guidance shall instruct lead Federal agencies to estimate when the project's design will be advanced enough to determine such dates. The timelines shall account for any federally required decisions or permits that are assumed by, or delegated to, State, tribal, or local agencies and the extent to which any approval or permit to be issued by a Federal agency is dependent upon the issuance of such a decision or permit.

(C) CEQ and OMB shall also develop guidance for applying One Federal Decision whenever the lead agency is a State, tribal, or local agency exercising an assignment or delegation of an agency's NEPA responsibilities.

(c) *Dashboard*. All projects subject to 23 U.S.C. 139 and "covered projects" under 42 U.S.C. 4370m shall be tracked on the Dashboard established under 42 U.S.C. 4370m-2(b). Other projects or classes of projects subject to special environmental review and authorization streamlining processes similar to those referenced in this subsection may also be tracked on the Dashboard at the discretion of the FPISC Executive Director. The dates for milestones of all projects tracked on the Dashboard shall be updated monthly, or on another appropriate timeline as may be determined by the FPISC Executive Director.

(d) *Executive Order 13766*. For purposes of implementing Executive Order 13766 of January 24, 2017 (Expediting Environmental Reviews and Approvals for High Priority Infrastructure Projects), all infrastructure projects that meet the criteria for, and are subject to, 23 U.S.C. 139, 33 U.S.C. 2348, or 42 U.S.C. 4370m-4370m-12 shall qualify as high priority projects under Executive Order 13766. Other projects or classes of projects subject to special environmental review and authorization streamlining processes, similar to those referenced in this subsection as may be determined by the FPISC Executive Director in consultation with OMB and CEQ, shall also qualify as high priority infrastructure projects under Executive Order 13766. The CEQ Chairman's responsibilities under sections 2 and 3 of Executive Order 13766 shall be satisfied by referring the project to the FPISC Executive Director, the Secretary of Transportation, or the Assistant Secretary of the Army for Civil Works, as appropriate.

(e) *Council on Environmental Quality*.

(i) *Directives*. Within 30 days of the date of this order, the CEQ shall develop an initial list of actions it will take to enhance and modernize the Federal environmental review and authorization process. Such actions should include issuing such regulations, guidance, and directives as CEQ may deem necessary to:

(A) ensure optimal interagency coordination of environmental review and authorization decisions, including by providing for an expanded role and authorities for lead agencies, more clearly defined responsibilities for cooperating and participating agencies, and Government-wide applicability of NEPA decisions and analyses;

(B) ensure that environmental reviews and authorization decisions involving multiple agencies are conducted in a manner that is concurrent, synchronized, timely, and efficient;

(C) provide for agency use, to the maximum extent permitted by law, of environmental studies, analysis, and decisions conducted in support

of earlier Federal, State, tribal, or local environmental reviews or authorization decisions; and

(D) ensure that agencies apply NEPA in a manner that reduces unnecessary burdens and delays as much as possible, including by using CEQ's authority to interpret NEPA to simplify and accelerate the NEPA review process.

(ii) *Dispute Resolution.* Except where dispute resolution processes are otherwise provided for in law, including under 42 U.S.C. 4370m-2, or by Executive Order or other Presidential directive, upon request of a lead Federal agency, cooperating agency, or participating agency, CEQ may mediate interagency disputes arising between Federal agencies concerning Federal environmental review or authorization decisions for any infrastructure project pertaining to any environmental law, regulation, order or policy, and shall facilitate resolution of any conflicting positions of the relevant agencies.

(iii) *Agency Procedures.* CEQ shall form and lead an interagency working group, consisting of the Director of OMB, agency CERPOs, and such other representatives of agencies as CEQ deems appropriate. The working group shall review the NEPA implementing regulations and other environmental review and authorization processing policies of agencies that are members of the FPISC to identify impediments to efficient and effective environmental reviews and authorizations for infrastructure projects. The working group shall also identify those agencies that require an action plan to address identified impediments. Based on this review, agencies shall develop action plans that set forth the actions they will take and timelines for completing those actions, and they shall submit those action plans to CEQ and OMB for comment. Each agency's action plan shall, at a minimum, establish procedures for a regular review and update of categorical exclusions, where appropriate.

(f) *Federal Permitting Improvement Steering Council.*

(i) *Organizational Support.* Unless otherwise determined by the Director of OMB, the General Services Administration (GSA) shall provide necessary administrative and organizational support to the FPISC, including personnel, procurement, and budget support. The GSA Administrator, or the head of another agency designated by the Director of OMB, may delegate any authority to the FPISC Executive Director necessary for the operation and administration of the FPISC and the Office of the Executive Director, and the Executive Director may redelegate these authorities, as appropriate.

(ii) *Additional Duties.* In addition to the duties and responsibilities charged to the FPISC Executive Director under 42 U.S.C. 4370m-4370m-12 and this order, the FPISC Executive Director may, upon request of a FPISC member agency or a project sponsor, work with the lead agency or any cooperating and participating agencies to facilitate the environmental review and authorization process for any infrastructure project regardless of whether the project is a "covered project" under 42 U.S.C. 4370m, including by resolving disputes and promoting early coordination. The FPISC Executive Director, the Director of OMB, or the Chairman of CEQ may establish any appropriate policies or procedures concerning the FPISC Executive Director's facilitation of the environmental review and authorization process under this subsection. Agencies must cooperate with the FPISC Executive Director with respect to the implementation of these additional duties.

(g) *Energy Corridors.* The Departments of the Interior and Agriculture, as appropriate, shall be the lead agencies for facilitating the identification and designation of energy right-of-way corridors on Federal lands for Government-wide expedited environmental review for the development of energy infrastructure projects.

(h) The Department of the Interior shall provide to OMB a strategy and recommendations for a multi-agency reorganization effort that would further

the aims of this order. OMB, in consultation with the Department of the Interior, shall coordinate with the heads of other agencies affected to incorporate the strategy, as appropriate, into the comprehensive reorganization plan developed under Executive Order 13781 of March 13, 2017 (Comprehensive Plan for Reorganizing the Executive Branch).

Sec. 6. Executive Order 13690 of January 30, 2015 (Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input), is revoked.

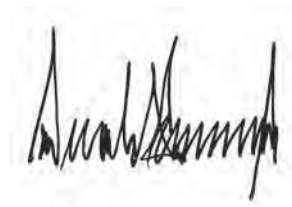
Sec. 7. General Provisions. (a) Nothing in this order shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department, agency, or the head thereof; or

(ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals.

(b) This order shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.



THE WHITE HOUSE,
August 15, 2017.

Bryan W. Shaw, Ph.D., P.E., *Chairman*
 Toby Baker, *Commissioner*
 Jon Niermann, *Commissioner*
 Richard A. Hyde, P.E., *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 23, 2017

Samuel Coleman, P.E.
 Acting Regional Administrator
 United States Environmental Protection Agency, Region 6
 1445 Ross Avenue, Suite 1200
 Dallas, Texas 75202-2733

RE: Updated State Designation Recommendations for the 2015 Ozone National Ambient Air Quality Standards (NAAQS)

Dear Administrator Coleman:

The United States Environmental Protection Agency (EPA) revised the primary and secondary eight-hour NAAQS for ozone to 0.070 parts per million, or 70 parts per billion (ppb), on October 1, 2015. Section 107(d) of the Federal Clean Air Act requires the governor of each state to submit to the EPA a list of all areas with a designation recommendation of attainment, nonattainment, or unclassifiable within one year of promulgation of a new or revised NAAQS. On September 30, 2016, the State of Texas submitted a designation recommendation to the EPA based on certified 2013 through 2015 data, the latest complete data available at the time that recommendations were due.

The EPA is expected to make designations by October 1, 2017, based on 2014 through 2016 monitoring data. The Texas Commission on Environmental Quality (TCEQ) is submitting this update to the September 2016 Texas recommendation considering the latest available, certified monitoring data for all areas in Texas from the 2014 through 2016 period. This takes into account the exceptional event demonstration related to El Paso currently pending before EPA. This is consistent with Texas' original designation recommendation that the recommendation be revised to attainment should any area in Texas monitor attainment based on 2016 data. Based on 2014 through 2016 monitoring data, Hood County is now attaining the 70 ppb standard with a design value of 69 ppb and should be designated as attainment. In addition, the TCEQ submitted an exceptional event demonstration for the El Paso UTEP (CAMS 12) monitoring site for a wildfire event that occurred on June 21, 2015, which supports an attainment designation for El Paso County.

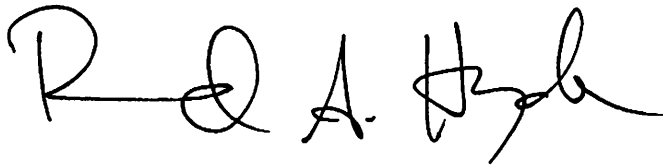
The TCEQ has also identified at least one additional exceptional event day that affected the El Paso UTEP monitor in 2016 that further supports an attainment designation for El Paso County. Submittal of additional exceptional event demonstration packages for 2016 is not necessary to demonstrate attainment should the EPA concur with the demonstration already submitted. However, should the EPA disapprove the 2015 exceptional event, then the TCEQ is prepared to notify the EPA consistent with 40 Code of Federal Regulations §50.14(c)(2) Treatment of Data Influenced by Exceptional Events, Initial Notification of Potential Exceptional Event that at least one additional exceptional event demonstration submittal will be developed to further demonstrate that El Paso County is in attainment of the 2015 ozone NAAQS based on the 2016 monitoring design value when exceptional events are taken into consideration.

Acting Regional Administrator Sam Coleman
Page 2
August 23, 2017

Accordingly, Hood and El Paso Counties should be designated attainment for the 2015 ozone NAAQS.

If you have any questions or need additional information, please feel free to contact me at 512-239-3900.

Sincerely,

A handwritten signature in black ink that reads "Richard A. Hyde". The signature is written in a cursive style with a large, stylized "R" and "H".

Richard A. Hyde, P.E., Executive Director
Texas Commission on Environmental Quality



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

September 6, 2017

North Central Texas Congressional Delegation
United States House of Representatives
Washington, DC 20515

Dear Members of the US House of Representatives:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to express concern for an amendment submitted by Representative Woodall that would remove language protecting Surface Transportation Block Grant Program (STBGP) sub-allocated funds from highway program rescissions.

In the DFW area, the RTC implements programs with Congress through federal STBGP funds. Without these vital funds, local governments would lose the ability to implement innovative transportation projects, which would harm mobility throughout the region. The RTC opposes the Woodall amendment (No. 28) and asks that you vote no.

In light of Hurricane Harvey, Texas needs this flexibility as it faces a long recovery process that affects transportation infrastructure in large portions of our State.

Thank you for your service and leadership on transportation issues in the United States Congress. If needed, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmoris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke".

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

RH:tw

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



Rescission of Contract Authority

FY 2018 Update

Robin Ayers, Federal Affairs

Rescission of Contract Authority

A federal rescission of funds reduces the amount of federal funds provided through previous legislation. Rescissions are not unique to Texas. All 50 states have been directed to return federal transportation funds to the Federal Highway Administration (FHWA). Since 2006 there have been 11 rescissions to transportation contract authority. During that time Texas had \$1.59 billion rescinded, which was 8.28 percent of the total amount rescinded from all states.

There have been three recent legislative actions which create new rescission requirements. The first was included in the FY 2017 Omnibus Appropriations Bill in the Transportation, Housing and Urban Development Appropriations (THUD) section of the bill. This legislation became law on May 5, 2017. This language rescinded \$857million nationwide. Secondly, the FY 2018 House THUD bill also contains a rescission in the amount of \$800million.

Finally, the Fixing America's Surface Transportation Act (FAST Act) contains a significant rescission. Section 1438 of the FAST Act would rescind \$7.569 billion of unobligated contract authority on July 1, 2020.

Together, these pieces of legislation would result in a total contract authority rescission of \$9.2billion. For Texas, the FY 2017 THUD bill took \$85 million and it is estimated that the State would lose \$80 million under the FY 2018 THUD bill and \$757 million under the FAST Act. This is calculated by applying the same percentage of total funding Texas receives annually to the amount of the rescission. In Texas' case the percentage is approximately 10 percent.

All the bills protect certain categories of funds from rescission, including sub-allocated Surface Transportation Program Block Grant funds used by localities, safety funds, and allocated programs such as earmarks, Federal Lands Highways, and TIFIA funds. The Appropriations bills go further than the FAST Act by also excluding funds exempt from obligation limitation, as well as Appalachian or equity bonus funds that had special no-year obligation limitation from rescission.

Further, both the FAST Act and Appropriations bills require States to rescind contract authority in a proportional manner across all applicable program categories, regardless of the relative balance contained within each program category. In the past States have had the ability to decide which categories from which to draw the rescinded funds. In 2007 TxDOT worked with Metropolitan Planning Organizations to create a Standing Working Group on Rescissions. This group met multiple times over the next two years to decide how best to distribute rescissions.

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Thursday, July 20, 2017 through Sunday, August 20, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Transit Comments

Website & Email

1. Rose Bolden

We need more seats at bus stops on GASTON AVE ALL DOWN GASTON AVE

2. Connor W. Endicott

I write to file a complaint regarding one of NCTCOG member, namely, Dallas Area Rapid Transit (DART). Firstly, DART has managed the servicing and development of Dallas's public transit in a manner that significantly discriminates poor and ethnic communities. The South side of Dallas, which is rather impoverished, has, unlike the wealthy north side, no rail lines in it, and fewer buses that have longer times between stops. This means that the people who most need public transit in Dallas are given the least access and the poorest quality. This creates a de facto division between the wealthy and poor areas of Dallas, as the poor neighborhoods have to use public transit that moves at a snail's pace just to even get to the nice transit hubs in north Dallas. I don't see how this underdevelopment can be construed as anything other than a purposeful ghettoization of ethnic minorities and the impoverished. Furthermore, the DART board has been making moves towards instituting a significant increase in fare prices, thus making public transit even less accessible to those in most need of it. The changes I would like to see are: 1 - A more equitable development of public transit so as to address actual needs of the citizenry rather than the interests of land developers. 2 - A reasonable pricing scheme that doesn't price out the economically disadvantaged. 3 - The repeal or reduction of regulations that require new developments to install a minimum number of parking spaces. Reducing the number of mandatory parking amounts encourages greater use of public transit systems and curbs urban sprawl. I understand that not all of these things are in the direct control of the NCTCOG, but hope the NCTCOG addresses these complaints to the fullest extent possible.


Response letters from NCTCOG are Attachment 1

Twitter

1. Let's instead invest in mass transit options so acres of parking aren't necessary but instead we can have acres of economic opportunities! – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans

How will parking need to evolve as our region grows? Attend "Flexible Parking for the Future" on 8/2 to learn more!
nctcog.org/parking



2. Cityplace station is a disgrace to Dallas. If #DART wants a D2 line they need to be ready to cleanup urine and profanity. – Eric Wallace (@ecrosstexas)

@ecrosstexas Hey @CityOfDallas @dartmedia @NCTCOGtrans @TxDOT @WalkableDFW – Eric Wallace (ecrosstexas)

3. W/ @TexasCentral linking Hou-Dal it'll be exciting to see #DFWCore continue to FtW. Next, okc-ftw-waco-austin-sanantonio then to Monterrey! – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans

The August edition of Local Motion highlights the progress made to link DFW by high-speed rail: nctcog.org/localmotion



4. Fluor Enterprises, Lane Construction to design, build Texas' proposed bullet train [https://www.dallasnews.com/business/business/2017/08/14/fluor-enterprises-lane-construction-track-design-build-texas-proposed-bullet-train ...](https://www.dallasnews.com/business/business/2017/08/14/fluor-enterprises-lane-construction-track-design-build-texas-proposed-bullet-train...) @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



Fluor Enterprises, Lane Construction on track to design, build Texas'...

Irving-based Fluor Enterprises and the Lane Construction Corp. have been chosen to help with the design and construction of the high-speed rail line ...
dallasnews.com

@LeeforDallas @NCTCOGtrans Or, companies will be ones to profit from taking private property. #AnotherWayToSay – #txlege (@TXlege)

@Txlege @NCTCOGtrans Tell you what, stop expanding the state's civil asset forfeiture. Then you can gripe about private companies doing it. – LibertarianRed (@libertarian_red)

5. North Texas will benefit from transit improvements in the near future. – Southwest ELGL (@SWELGL)



6. @NCTCOGtrans is seeking responses on #publictransit. Help identify unmet public transit needs & develop solutions. <http://ow.ly/SQ7p30dUEY2> – McKinney EDC (McKinneyTxEDC)

Project Planning Comments

Website & Email

1. Terry Millican

Number 1 on the list of traffic improvements needed should be - COORDINATE ALL TRAFFIC SIGNALS. Use the best available software to time lights dynamically. This needs to be done by a regional agency that does nothing but optimize our existing urban roadways. So much of our existing lane capacity is wasted due to uncoordinated signals and poorly designed intersections. The result is wasted fuel, air pollution and lost time and productivity.

Response by Natalie Bettger, NCTCOG

Terry,

Thank you for your comments. One project that the North Central Texas Council of Governments works with local agencies to implement is the Regional Traffic Signal Retiming Program. The goal of this program is to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming and implementation of technology that allows traffic signals to be coordinated to keep traffic moving and improving air quality.

We are challenged within the Dallas-Fort Worth Region because all jurisdictions operate their own traffic signals. Coordination across jurisdictional lines also needs to be better coordinated. The program mentioned above focuses on major corridors that cross jurisdictional lines. NCTCOG continues to work with partner agencies to identify ways to better operate the existing transportation system and look for ways to provide a seamless system to the users.

We appreciate your insight regarding the transportation system operations and ideas to get the most out of our existing transportation system.

Please do not hesitate to contact us with further questions.

Response by Terry Millican

I really appreciate your response. It was right on target. Now the question is how to wrestle local control and funding of traffic signals from the individual municipalities and place them in control of a competent regional agency. Has NCTCOG had any luck working through the legislature to make this happen?

Response by Rebekah Hernandez, NCTCOG

Hi, Terry

During the 84th Legislative Session in 2015, Representative Sanford from Collin County did offer an amendment to House Bill 13, which proposed a study to be conducted by the Texas Department of Transportation related to a traffic light synchronization program and to consider the study when prioritizing projects. NCTCOG staff did reach out to the Representative at that time and provided him with information on our traffic signal retiming program. However, there were no bills filed on traffic signal funding during the 85th Legislative Session that concluded in May or the Special Session that concluded earlier this week.

2. Ron Whitley

Are there plans to alleviate the congestion on 820 at NE Mall where traffic merged going South to 820 S and 121? This area is getting more dangerous with traffic from west to South. Also is there any relief in sight for the continuing congestion On 820 N and S between int 30 and Trinity Blvd.

Response by Berrien Barks, NCTCOG

Mr. Whitley,

Thank you for contacting the NCTCOG Transportation Department.

The Texas Department of Transportation is currently working on a long-term project that will address congestion concerns along IH 820 and SH 121 near the Northeast Mall. This long term project will be built in two phases, an interim project as well as an ultimate project. The interim project will help alleviate the congestion along SB IH 820 between Randol Mill Road and Trinity Blvd. TxDOT will be conducting a public hearing on the ultimate project in mid to late September/early October and obtaining environmental clearance and schematic approval by the end of October/early November. The interim project will let in December 2017.

For more information on the interim or ultimate project you can contact John Tillinghast of the Texas Department of Transportation at John.Tillinghast@txdot.gov.

Feel free to let us know if you have any more questions.

3. Elaine Laisure

We need I20 from Fort Worth to Brock, expanded or a New Toll Road. It appears the traffic West from Fort Worth to Weatherford, will have to get as congested as North I35 Traffic BEFORE you do anything. There is no other quick way around I/20.

Twitter

1. I support your rearrangement of deck chairs – R T (@waterhauler)



2. BIG NEWS! The first I-35W TEXpress Lanes from I-820 to US 287 are now open!
<http://bit.ly/NTETEXPRESS> – NCTCOGTransportation (@NCTCOGtrans)



@NCTCOGtrans @NTEExpress Got to start making that money ! – John Giglio (@skydrol64)

@NCTCOGtrans @NTEExpress You guys are crazy with these high a-- tolls. One express lane by my house costs almost \$5 to drive about 2 miles. F----- ridiculous. – Ministry_of_Truth (@Cowboy1brian)

@NCTCOGtrans @NTEExpress What a freaking sham. – Joshua Thompson (@joshua_TdH)

3. Kay says using #TEXpressLanes helps her get to her destination happy & relaxed. Learn more about TEXpress Lanes here <http://bit.ly/TXPLN> – NCTCOGTransportation (@NCTCOGtrans)



@NCTCOGtrans Hopefully Kay doesn't get on the texpress by accident and get raked out of \$10 to get to the exit like I did. #texpresslanes @nctcogtrans – tdavis (@clardykid)

4. The Dallas City Council this morning is discussing pulling its support for Trinity Parkway, which could kill the controversial project – Brandon Formby (@brandomformby)

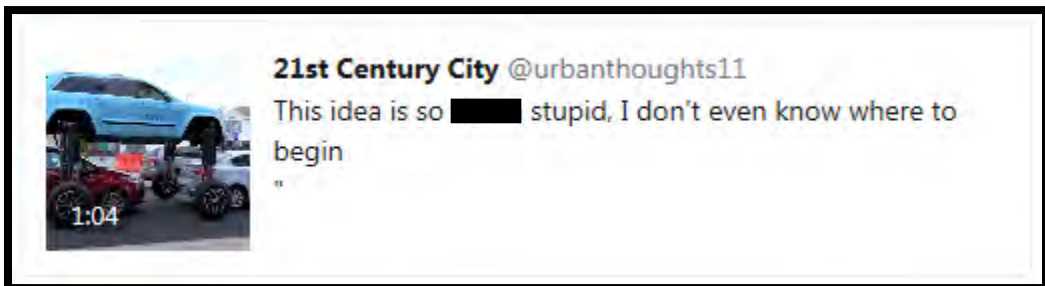
City staff: @NCTCOGtrans and @txdot spent \$40 million designing the road w/ assumption that whoever built it would pay that back – Brandon Formby (@brandomformby)

5. @TxDOTDallasPIO falsely told us that no highway improvements could be made in Dallas urban core until Trinity was built. – Wylie H Dallas (@Wylie_H_Dallas)

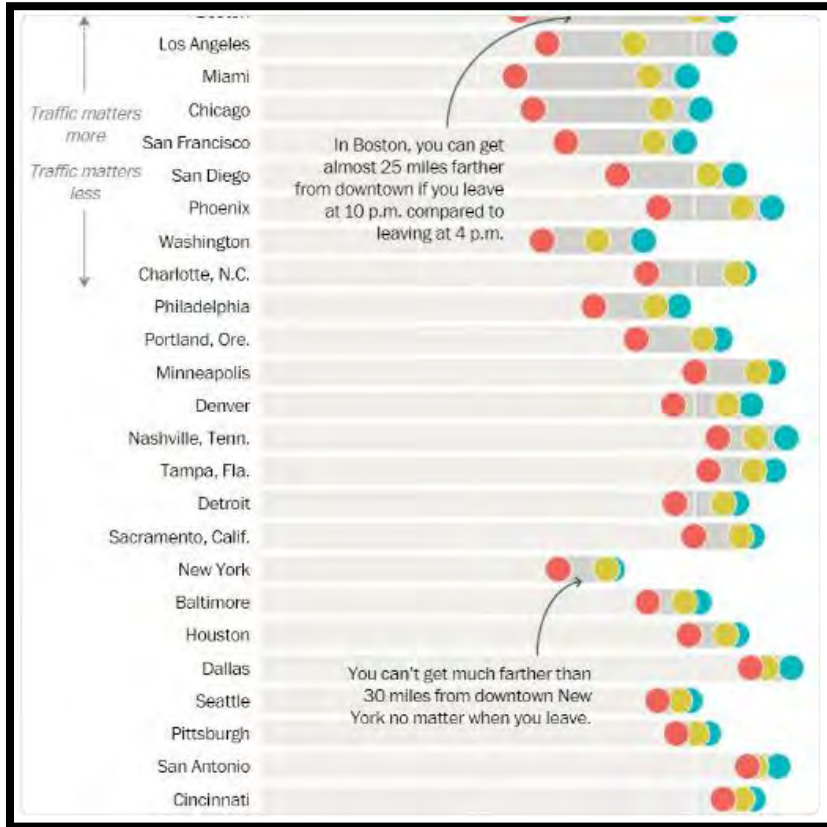
@Wylie_H_Dallas @NCTCOGtrans backed up those lies. – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans Why I ripped Michael Morris in open mike. First speaker. Brutal analogy. Got chuckles. – Larry (@LarryBrautigam)

6. We need these in Dallas, to get more utilization out of our highway network. Tagging @NCTCOGtrans to research this further. – Wylie H Dallas (@Wylie_H_Dallas)



7. Despite what @NCTCOGtrans tells you, Dallas actually has the best traffic in the nation. Even during rush hour. https://www.washingtonpost.com/graphics/2017/national/escape-time/?utm_term=.83bbae95e0f8 ... – Dallas May (@1DaIM)



8. How can we get @NCTCOGtrans to stop obsessing over highways and start addressing urban mobility more effectively? – Wylie H Dallas (@Wylie_H_Dallas)



9. RTC took action to advance the 635E project today. Thanks @NCTCOGtrans for your leadership on the innovative funding! – Judge Clay Jenkins (@JudgeClayJ)

Facebook

1. Today, during our monthly Regional Transportation Coalition meeting, the NCTCOG Transportation Department briefed members on a new site developed for constituents to learn about TEXpress lanes and provide data and other resources. If you have ever had questions

about what TEXpress lanes entail, their location, usage, and data, please feel free to visit <http://www.nctcog.org/trans/toolkit/> for more information.
 #NorthRegionalTransit #TEXpress #Transportation TxDOT – Adam McGough, Dallas City Council, District 10



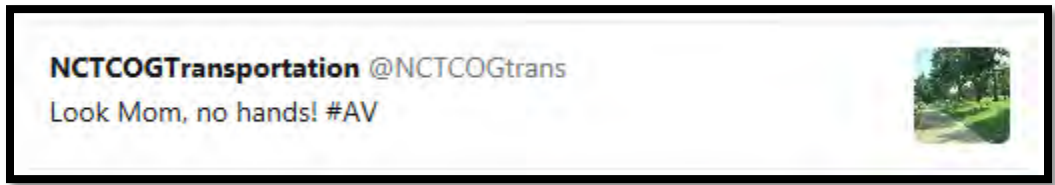
Innovative Vehicle & Technology Comments

Twitter

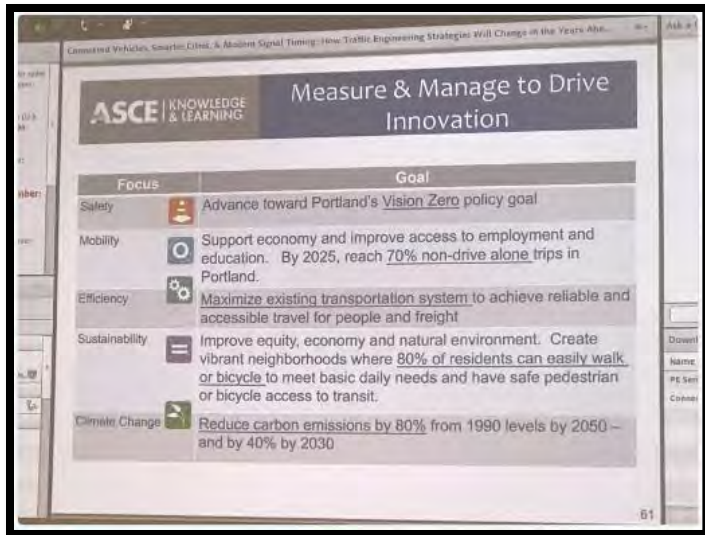
1. Exciting to see #automated shuttle testing hitting road with hopefully a multimodal AV world in mind! – Greg Rodriguez (@smartertranspo)



2. #AV test ride in @CityOfArlington – IUStudies (@IofUrbanStudies)



3. Transportation engineers now must factor in #VisionZero safety principles and equity/access issues with traditional engineering. @pkoonce – Thomas Bomante (@TomBomonte)



@TomBomante Why won't @NCTCOGtrans or @CityOfDallas embrace #VisionZero? – Wylie H Dallas (@Wylie_H_Dallas)

Facebook

1. Is North Texas ready for electric cars? We think so! Thanks to Lexie Houghtaling NBC5 for visiting with us and NCTCOG Transportation Department for your help! Do you want to learn more about electric cars? Come join us at National Drive Electric Week on September 9 and learn all about them from real electric car owners at the largest NDEW event outside California. <https://driveelectricweek.org/event.php?eventid=984> <http://www.nbcdfw.com/.../Can-North-Texas-Keep-Electric-Cars-...> – Tesla Owners Club of North Texas



2. The past two months have been huge for electric cars in Texas! 310 cars have been registered since May, plus the newly tracked Bolt (5 cars) Spark (32 cars) and Fiat 500e (226 cars!). This brings the Texas total to 10,450 cars. There are now 3130 Model S & 991 Model X in Texas (an addition of 187 in two months). In North Texas, we have 1345 Model S & 388 Model X (an addition of 71 in two months). Thanks to our friends NCTCOG Transportation Department for the data and don't forget to see many electric cars at National Drive Electric Week on Saturday, September 9. Register now to view OR show at the largest NDEW event outside

California. <https://driveelectricweek.org/event.php?eventid=984> – Tesla Owners Club of North Texas



Bicycle & Pedestrian Comments

Twitter

1. Vehicle crashes with pedestrians at Mockingbird and 75 as reported by @NCTCOGtrans – Dallas May (@1DaIM)

Table 1: Crash Data Summary

MAIN ST	CROSS ST	Ped Crashes	Bike Crash	date	Crash ID	Cause
Mockingbird	Bishop	1		2010		
Mockingbird	Midblock	1		2010		
Mockingbird	Midblock		1	2011		
Mockingbird	Midblock		1	2012		
Mockingbird	Midblock		1	2012		
Mockingbird	Midblock	1		3/13/2014	2014087998	FY ROW ¹ to Ped
		1		2010		
Mockingbird	US 75	1		10/26/2014	2014436326	FY ROW to Ped
		1		12/12/2104	2014547836	Ped FY ROW to Car
Mockingbird	Dart Station			2010		
				2009		
Mockingbird	McMillian	4		2011		
				2012		
				2013		
Mockingbird	Greenville	0	1	2009		
SMU Blvd	Midblock	1		2009		
University	Greenville	1		2012		
		1		2012		
Lovers	US 75	1		2013		
		1		6/17/2015	2015248487	Ped FY ROW to car
Lovers	Greenville	1		2011		
		1		2012		
Lovers	Matilda	1		2013		
US 75	Twin Sixties	1		2011	2011237635	FY ROW to Ped

¹ FY ROW = Failed to Yield Right of Way

@1DaIM Correction: People driving vehicles crashes with people as pedestrians... – Jay Blazek Crossley (@JayCrossley)

@JayCrossley That is correct. My bad. – Dallas May (1DaIM)

Air Quality Comments

Twitter

1. Level Orange again today. Consider carpooling! – Grand Prairie, TX (@gp_tx)



NCTCOGTransportation @NCTCOGtrans
DFW-area ozone on 8/4 is predicted to be at Level Orange, unhealthy for sensitive groups. bit.ly/9nC9vy

2. Texas Energy Summit – Clean Air Through Energy Efficiency 2017, 11/13-15 Plano, TX <https://catee.tamu.edu/> #cleanair #energyefficiency – Tiffany Harris (@harris_tnt)



CATEE 2017 **TEXAS ENERGY SUMMIT** Plano, Texas
November 13-15, 2017
You, UNT Engineering, NCTCOG EP and TAMU EnergyInstitute

3. #DidYouKnow When vehicles like this @IMCWastDisposTX are dispensing such #toxins you can get them help @NCTCOGtrans <http://www.nctcog.org/trans/air/smoking/formn.asp> ... – N.R. Goldsmith (@motsresponse)



Alternative Fuels Comments

Twitter

1. Struggling with financing alt-fuel for your #fleet? Our free guide can help: <http://bit.ly/2mXv4RO> – FleetsForTheFuture (@Fleets4future)

			Premium	Premium	OpEx	CapEx
Competitive Request for Proposals (RFPs)	Obtain competitive pricing by bid	Own, finance, or lease	X	X		
Cooperative procurement	Joint procurement efforts with peer agency, saving time and enabling bulk discounts	Own, finance, or lease	X	X		
Leasing	Spread the cost of vehicle or infrastructure procurement over time; test new technology without ownership	Lease	X	X	X	X
Third Party Financing, Energy Service Companies (ESCOs)	Avoid the need to pay for vehicles through the capital budget	Finance or lease	X	X	X	X
Green or Revolving Loan Funds	Make money available to the capital budget by repaying out of the operating budget over the term of the loan	Own			X	
Bundling vehicle investments for overall acceptable payback	Justify the purchase of slow payback vehicles by combining with faster payback vehicles to show acceptable payback	Own, finance, or lease			X	
Financing fueling equipment through fuel contract	Procure infrastructure without needing to spend extra money upfront	Finance or lease		X		

Mobility 2045 Comments

Website & Email

1. Cary Fitzgerald

I just took your mobility survey and would like to add that hike and bike paths should be connect to all rail stations and some bus hubs. I would ride the TRE daily if parking at Medical Center was not an issue or if the stop was connected by bike path. Thanks and good luck!

2. Mary Hogan

The print was too small for me to read the survey comfortably.. This "Comment" is even smaller. If this survey is for older people, you may not get any "takers."

3. Lou Ragan

Where is the five-question survey? I am fairly tech savvy & unable to locate it. I'm sure it's something simple, but still no go. Please advise.

Response by Kyle Roy, NCTCOG

Mr. Ragan,

Thank you for your feedback, and for your interest in Mobility 2045. I'm sorry for the difficulty you had finding the survey link. The link below should work, and you can also share it with your friends, neighbors and coworkers. Please let me know if it works or if I can further assist you.

<https://www.surveymonkey.com/r/YP93FFH>

Twitter

1. Want to give input on long-range #transpo plans? Then check this out. #Mobility2045 – City of Allen (CityofAllenTX)



2. Be heard! – Loren S. (txbornviking)



3. Give feedback on new long-range transportation plan. @NCTCOGtrans planners seeking input on Mobility 2045. <http://ow.ly/xPA730eLLv> #dfw – Carlos Flores (@carlosfloresfw)



4. @NCTCOGtrans is looking for your input on a New Long-Range Transportation Plan. Here's the link: <http://ow.ly/9LyE30ep6SD> – Andy Nguyen (@AndyNguyenTC)



Facebook

1. Do you ever have difficulty getting to your destination? How do you get to places in Dallas-Fort Worth? Answer five questions by the North Central Texas Council of Governments to help us plan the future of transportation here. Whether you walk, bike, take transit or drive, your voice counts. #Mobility2045 – NCTCOG Transportation Department

We need your input!
 How can we improve travel in North Texas? Help us plan.
 SURVEYMONKEY.COM/R/MOBILITY2045 [Learn More](#)

I've been saying the same things for over 10 years--it hasn't made any difference. – Nancy Wagner Johnstone

Crosswalks do not work or not enough time to cross to the other side. – Andi Champagne Morgan

Don't allow "EXIT AND ON-RAMP" every 50 feet. Use all motor-fuel tax for "ROAD MAINTENANCE". A "DRIVER" should get in line to take an exit, not exit from the far left lane at the exit. There is revenue right there. The only time I take any toll road is by force (the lane markings are clearly confusing. – Eddie Stephens

Is necessary to teach in general to All drivers how to Drive It's a Bunch of bad drivers All over Texas. – Miguel A Carranzs

Would love more light rail – Blake Ward

Raise the gasoline tax! – Jim Duncan

How is it that I cannot take DART directly to Love Field? – Trey Rozelle

interurban trains! – Gina Raye

I avoid dallas – Stephen Neumann

Dispose of the foreign owned toll roads. – Dan Rowell

2. Surveys are an important part of the planning process. Please lend a few minutes of your time to help out the NCTCOG Transportation Department with their #Mobility2045 survey! – City of Denton Sustainability




3. How do you move? Help the NCTCOG Transportation Department with this quick Mobility 2045 survey. Mobility 2045 is the next long-term transportation plan that is a blueprint for the region's multimodal transportation system. – TRWD - Tarrant Regional Water District



4. NCTCOG Transportation Department wants to hear from you! They're seeking public input on their transportation plan for the region, 'Mobility 2045'. Take the survey today. – Keep Fort Worth Beautiful



5. Have an opinion about transportation in North Texas? Highways, transit, bikes, walking? Take this quick survey to help NCTCOG Transportation Department plan the future of transportation in North Texas: bit.ly/2vd2tiH #Mobility2045 – City of Roanoke, Texas




Mobility 2045 Survey
Web survey powered by SurveyMonkey.com. Create your own online survey now with SurveyMonkey's expert certified FREE templates.
SURVEYMONKEY.COM

A long-exposure photograph of a multi-lane highway at night, showing light trails from cars and streetlights. The image is used as a background for a survey advertisement.

Fix 377/114 quickly. That intersection is ridiculous. – Jay Darsie

6. NCTCOG SURVEY: How would you improve transportation in North Texas? Help the North Central Texas Council of Governments figure it out by taking their survey: bit.ly/2vd2tiH #Mobility2045 NCTCOG Transportation Department – City of Fate



We need your input!
How can we improve travel in North Texas? Help us plan.

SURVEYMONKEY.COM/R/MOBILITY2045 [Learn More](#)

7. Transportation is a population health issue, and here in Tarrant County the NCTCOG Transportation Department wants your help with our diagnosis. #UniteTarrant – TD Smyers

 **NCTCOG Transportation Department**
July 21 · 🌐

Do you ever have difficulty getting to your destination? How do you get to places in Dallas-Fort Worth? Answer five questions by the North Central Texas Council...

[See More](#)



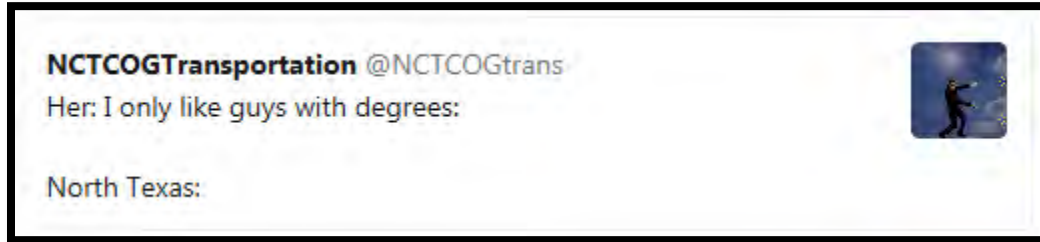
We need your input!
How can we improve travel in North Texas? Help us plan.

SURVEYMONKEY.COM/R/MOBILITY2045 [Learn More](#)

Other Comment

Twitter

1. We've got all the degrees... 😎☀️ #texasheat – DFWConnector (@DFWConnector)



2. It's a beautiful Saturday afternoon in Arlington, Texas! What are you up to today? – NCTCOGTransportation (@NCTCOGtrans)



@NCTCOGtrans Waiting for the cool front to blow in ☁️. – Southwest ELGL (@SWELGL)

@SWELGL Yes! – NCTCOGTransportation (@NCTCOGtrans)



3. Back when a @FWStreetcar was connecting our city's neighborhoods. – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans 

On this day in 1897, Downtown Fort Worth streets were filled with horse-drawn buggies. #HorsePower #TBT

Photo: UTA Special Collections

4. Now this is what we call a Throwback Thursday! – Downtown Fort Worth (@DTFortWorth)

NCTCOGTransportation @NCTCOGtrans 

On this day in 1897, Downtown Fort Worth streets were filled with horse-drawn buggies. #HorsePower #TBT

Photo: UTA Special Collections

5. Now this is what we call a Throwback Thursday! – Fort Worth Now (@FortWorthCP)

NCTCOGTransportation @NCTCOGtrans

On this day in 1897, Downtown Fort Worth streets were filled with horse-drawn buggies. #HorsePower #TBT



Photo: UTA Special Collections

6. #bringbackthestreetcartrack – Fort Worth Urban (@UrbanFortWorth)

NCTCOGTransportation @NCTCOGtrans

On this day in 1897, Downtown Fort Worth streets were filled with horse-drawn buggies. #HorsePower #TBT



Photo: UTA Special Collections

7. How about this for a #FlashbackFriday ?! – Betsy Price (@MayorBetsyPrice)

NCTCOGTransportation @NCTCOGtrans

On this day in 1897, Downtown Fort Worth streets were filled with horse-drawn buggies. #HorsePower #TBT



Photo: UTA Special Collections

Facebook

1. #StayCoolMyFriends – NCTCOG Transportation Department



NCTCOGTransportation @NCTCOGtrans

Her: I only like guys with degrees:
North Texas:

Weather Forecast
TODAY 100°
TOMORROW 102°

Johan Petterson COG's got jokes! – Maegan Nunley



City of Dallas

August 31, 2017

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

Re: Trinity Parkway

Dear Mr. Morris:

The Dallas City Council voted on August 9, 2017, to reject the Trinity Parkway Alternative Alignment 3C as the locally-preferred alternative for the Trinity Parkway Project. Attached is a copy of Council Resolution No. 17-1200. We are requesting the following action and any others necessary to ensure the Trinity Parkway Alternative Alignment 3C is no longer being considered by your organization:

Remove the Trinity Parkway Alternative Alignment 3C from all planning, budgeting forecasts and any other agency implementation resources documents including, but not limited to, the Metropolitan Transportation Plan (MTP).

Please contact me should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'S Standifer'.

Sarah Standifer, Director
Trinity Watershed Management Department

Attachment

c: Jo M. Puckett, Interim Assistant City Manager
Dan Lamers, Senior Program Manager, NCTCOG
Sandy Wesch, Project Manager, NCTCOG
Christie Gotti, Senior Program Manager, NCTCOG
Kelly Selman, P.E., District Engineer, TxDOT



August 31, 2017

Gerry Carrigan, P.E.
CEO/Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, Texas 75093

Re: Trinity Parkway

Dear Mr. Carrigan:

The Dallas City Council voted on August 9, 2017, to reject the Trinity Parkway Alternative Alignment 3C as the locally-preferred alternative for the Trinity Parkway project. Attached is a copy of Council Resolution No. 17-1200. We are requesting the following actions and any others necessary to ensure the Trinity Parkway Alternative Alignment 3C is no longer being considered by your organization:

1. Remove the Trinity Parkway Alternative Alignment 3C from all planning, budgeting forecasts and any other agency implementation resources documents.
2. Close all contracts associated with the development of the Trinity Parkway Alternative Alignment 3C and submit final invoices thereto.
3. Notify FHWA and TxDOT of your organization's consent to the elimination of Trinity Parkway Alternative Alignment 3C as a potential Trinity Parkway alignment which may result in a federal notice to withdraw the Record of Decision.
4. Termination of the Trinity Parkway's Interlocal Agreement between NTTA, City of Dallas and TxDOT. A request for the termination of the Interlocal Agreement by mutual consent is also being made to TxDOT. We shall consider the Interlocal Agreement terminated by mutual consent upon receipt of notifications from NTTA and TxDOT supporting the termination of the Interlocal Agreement.
5. Authorize the release of City funds which have not been advanced to pay for professional services associated with the Trinity Parkway prior to terminating the Interlocal Agreement between NTTA, City of Dallas and TxDOT.

Trinity Parkway, Cont'd.
Page 2

Please contact me should you have any questions.

Sincerely,



Sarah Standifer, Director
Trinity Watershed Management Department

Attachment

c: Jo M. Puckett, Interim Assistant City Manager
Elizabeth Mow, P.E., Assistant Executive Director of Infrastructure, NTTA
Kelly Johnson, P.E., Sr. Manager of Project Development, NTTA
Kelly Selman, P.E., District Engineer, TxDOT



August 31, 2017

Kelly Selman, P.E.
District Engineer
Texas Department of Transportation
4777 E. Highway 80
Mesquite, Texas 75150-6643

Re: Trinity Parkway

Dear Mr. Selman:

The Dallas City Council voted on August 9, 2017, to reject the Trinity Parkway Alternative Alignment 3C as the locally-preferred alternative for the Trinity Parkway project. Attached is a copy of Council Resolution No. 17-1200. We are requesting the following actions and any others necessary to ensure the Trinity Parkway Alternative Alignment 3C is no longer being considered by your organization:

1. Remove the Trinity Parkway Alternative Alignment 3C from all planning, budgeting forecasts and any other agency implementation resources documents including, but not limited to, the Unified Transportation Plan (UTP).
2. Notify FHWA and NTTA of your organization's consent to the elimination of Trinity Parkway Alternative Alignment 3C as a potential Trinity Parkway alignment which may result in a federal notice to withdraw the Record of Decision.
3. Termination of the Trinity Parkway's Interlocal Agreement between NTTA, City of Dallas and TxDOT. A request for the termination of the Interlocal Agreement by mutual consent is also being made to NTTA. We shall consider the Interlocal Agreement terminated by mutual consent upon receipt of notifications from NTTA and TxDOT supporting the termination of the Interlocal Agreement.

Trinity Parkway, Cont'd.
Page 2

Please contact me should you have any questions.

Sincerely,



Sarah Standifer, Director
Trinity Watershed Management Department

Attachment

c: Jo M. Puckett, Interim Assistant City Manager
Mo Bur, P.E., Deputy District Engineer, TxDOT
Ceason Clemens, P.E., Director of Transportation Planning, TxDOT
Gerry Carrigan, P.E., CEO/Executive Director, NTTA



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 8A36
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

August 21, 2017

Michael Morris, Director of Transportation
North Central Council of Governments
616 Six Flags Dr # 200
Arlington, TX 76011

Re: Proceeds from Sale of Vehicles

Dear Mr. Morris:

The Federal Transit Administration (FTA) has received the North Central Council of Government's (NCTCOG) request to use the net sales proceeds from 4 vehicles to reduce the gross project cost of other capital projects. It is understood that these vehicles have met their useful life. All 4 vehicles were purchased under FTA grant TX-96-X020 and had a useful life of 5 years.

Below is a table of the vehicles which were sold:

Description	VIN	Sale Price
2010 StarTrans Supreme Senator II (hybrid)	1FDFE4FL0ADA79180	\$7,500.00
2010 StarTrans Supreme Senator II (hybrid)	1FDFE4FL4ADA90232	\$8,275.00
2010 StarTrans Supreme Senator II (hybrid)	1FDFE4FLXADA82412	\$6,850.00
2010 StarTrans Supreme Senator II (hybrid)	1FDFE4FL9ADA84698	\$5,503.75

Per Circular 5010.1E, if asset sales proceeds exceed \$5000, FTA is owed a percentage of its initial participation; however, with FTA approval, the net income from asset sales may be used to reduce the gross project costs of other capital projects carried out under Federal Transit Laws 49 USC Section 5334(h)(4).

Upon review, the FTA approves NCTCOG's request to apply the net sales proceeds of the of the 4 vehicles towards subsequent capital projects. Please refer to Circular 9300.1B, Appendix C, "Proceeds from the Sale of Assets".

If you have any questions or comments on this matter, please feel free to phone Abel Ayala, Program Management Specialist, at (817) 978-0550.

Sincerely,

Laura Wallace, Director
Office of Program Management & Oversight

RECEIVED

AUG 24 2017

TRANSPORTATION

JOHN CORNYN
TEXAS

United States Senate

WASHINGTON, DC 20510-4305

July 11, 2017

The Honorable Rob Franke
Post Office Box 5888
Arlington, TX 76005-5888

Received
AUG 8 2017
NCTCOG
Administration Dept

Dear Mayor Franke:

Thank you for contacting me regarding funding for the Environmental Protection Agency (EPA). I appreciate having the benefit of your comments on this important issue.

I support efforts to improve our nation's environmental quality and welcome an open debate on how to be a good steward of our environment. Nonetheless, Congress must target and eliminate wasteful federal government spending. Going forward, Americans deserve a reliable and honest budget that holds the federal government accountable for excessive spending.

I cannot support EPA actions that create massive new government bureaucracy, raise energy prices, increase taxes, and send American jobs overseas. Under the Obama Administration, the EPA overstepped or abused its authority on many occasions. For example, the EPA sought to expand its limited federal jurisdiction under the Clean Water Act to regulate ditches, streams, and wetlands not in proximity to "navigable" waterways by ignoring two recent U.S. Supreme Court decisions. When federal agencies discount real-world data or fail to follow due process, they needlessly destroy jobs and threaten whole industries, increasing economic uncertainty and hampering job creation.

I appreciate having the opportunity to represent Texas in the United States Senate, and I will continue to support policies that ensure economic viability while protecting public health. Thank you for taking the time to contact me.

Sincerely,



JOHN CORNYN
United States Senator



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

August 8, 2017

The Honorable Laura Ryan
Commissioner
Texas Transportation Commission
125 E. 11th Street
Austin, TX 78701

Dear Commissioner Ryan:

In April, our senior management staff met with you to discuss innovative partnerships that can help expedite the implementation of transportation projects in Texas. As part of that discussion, we raised concerns about the Texas Department of Transportation (TxDOT) contracting process. Our staff met with TxDOT Transportation Planning & Programming (TP&P) and Contract Service Division (CSD) staff later in April to review the contracting process and renew our commitment to a collaborative approach to move agreements through the process. I am happy to report, since that time there has been tremendous improvement in the contracting process and our partnership with TP&P and CSD staff. As of today, all of our FY2017 agreements have been fully executed. We understand you have helped to bring about these improvements and appreciate your support.

As we continue to move 20+ agreements through the TxDOT contracting process each year, it is continually reinforced that the current contracting process is an extremely bureaucratic way for partners to do business. As such, I wanted to follow up with you on one of the proposed strategies that was presented during our meeting, which could reduce the number of agreements moving through the contracting process each year.

We introduced a new Streamlined Project Delivery proposal in which we suggested that TxDOT directly provide funding to our Metropolitan Planning Organization in the amount of approximately \$5-7 million a year to support work activities related to post-National Environmental Policy Act (NEPA) refinements, project design, engineering, and project financing. These activities are not eligible under our annual allocation of Transportation Planning Funds, which are restricted to system and corridor planning in the pre-NEPA stage. We would then reallocate our Category 5 and 7 funds to project implementation.

I have attached a copy of the graphic that was presented at that meeting for your reference. These requested TxDOT funds could be provided under one three-year agreement, eliminating the need for multiple project-specific agreements, and work activities could be carried out through task orders under the supervision of the TxDOT Districts in our region. Again, if we received the direct TxDOT funds, then we could put our funds (i.e., Surface Transportation Block

August 8, 2017

Grant Program and Congestion Mitigation and Air Quality Improvement Program) directly on transportation projects. Lessening the number of project agreements requiring TxDOT review would also be an added benefit, resulting in timelier processing of those agreements that would still be needed.

We are still very interested in this potential pilot program and wanted to follow up with you to see if you had given this proposal any more thought. I would be happy to discuss our ideas further with you or TxDOT staff. We remain committed to our partnership with the Commission and TxDOT to expedite projects in our region and believe this new initiative could be a win-win for all. I look forward to hearing your thoughts. Please feel free to contact me at 817/695-9241 or mmorris@nctcog.org if you would like to discuss.

Sincerely,

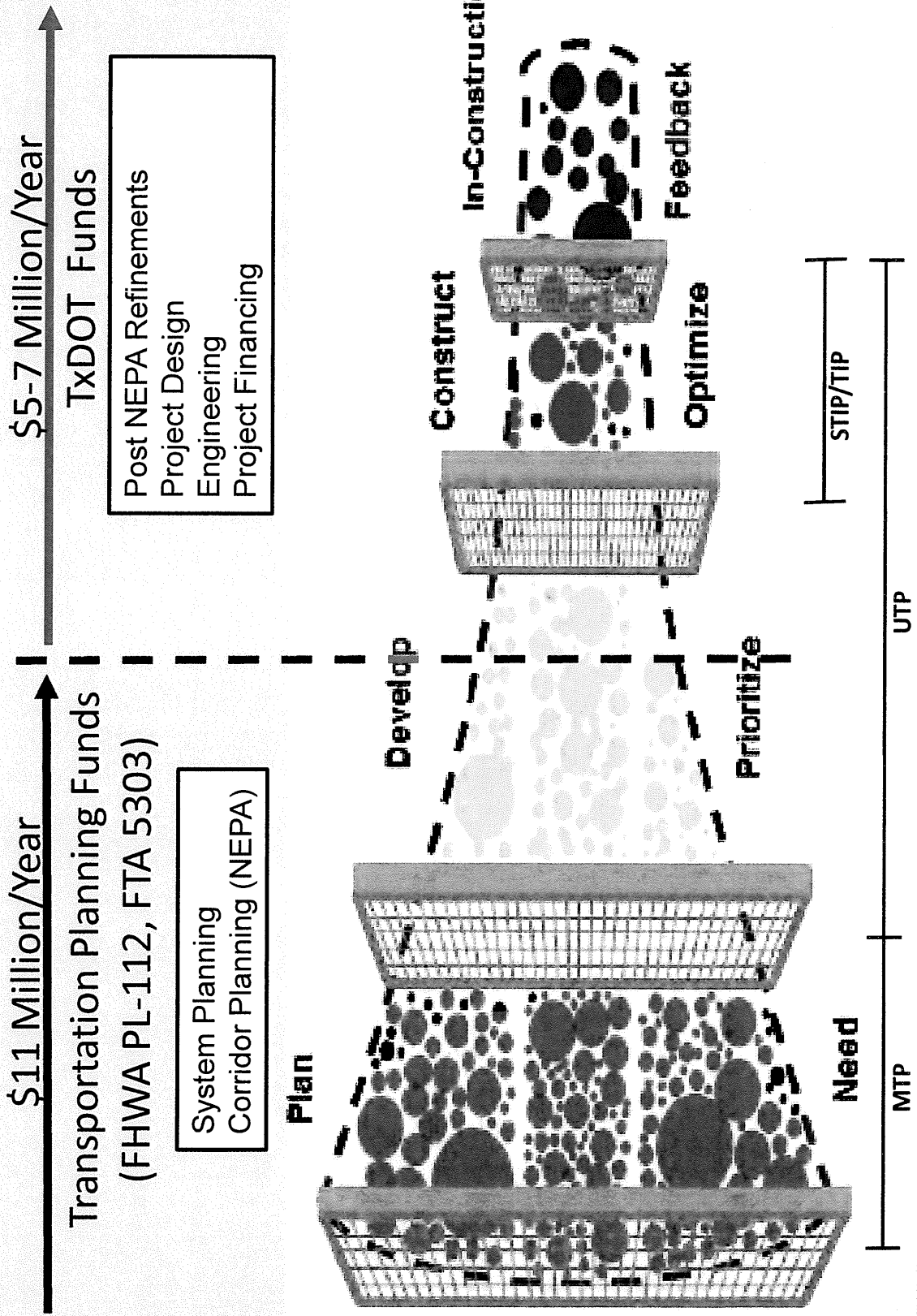
A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large initial "M" and a long, sweeping tail.

Michael Morris, P.E.
Director of Transportation

va
Attachment

cc: The Honorable Victor Vandergriff, Texas Transportation Commission
James Bass, Texas Department of Transportation
Bill Hale, P.E., Texas Department of Transportation

NEW STREAMLINED PROJECT DELIVERY





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

August 10, 2017

The Honorable Elaine Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support the application submitted by Dallas Area Rapid Transit (DART) for grant funding to purchase 41 new compressed natural gas (CNG) buses under the Federal Transit Administration's (FTA) Bus & Bus Facilities Infrastructure Investment Program for Bus Program Routes 378, 400, 466, 467 and Legacy Plano Express.

DART identified the need for service expansion in a 2015 Comprehensive Operations Analysis (COA) and this request for the additional buses is in accordance with the COA findings. The buses will expand DART's existing fleet, while addressing two initiatives. One initiative is a five-year effort to make critical schedule adjustments aimed at on-time performance, and the second initiative involves offering expanded service to the Legacy area of Plano, Texas, through service improvements planned for 2018. The additional buses will serve existing routes within cities that are experiencing the highest economic growth and add important connections between customers and major employers, such as Toyota's new headquarters in Plano's high-growth Legacy area.

This project is consistent with the programs and policies in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2017-2020 Transportation Improvement Program for North Central Texas.

Again, the RTC supports DART's grant application for the FTA Bus & Bus Facilities Program. This important project would greatly enhance transit service in the North Texas region. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments at (817) 695-9241 or mmoris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke", is written over a light gray rectangular background.

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

RH:al

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



**U.S. Department
of Transportation
Federal Transit
Administration**

**REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas**

**Fritz Lantham Federal Building
819 Taylor Street, Room 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)**

July 25, 2017

The Honorable Creta L. Carter II
Board Chair, Texoma Area Paratransit System
101 E. Sam Rayburn Drive, Suite 101
Bonham, Texas 75418

**Re: Approval to Utilize Transportation
Development Credits**

Dear Judge Carter:

As Texoma Area Paratransit Systems (TAPS) is aware, a Financial Management Oversight Review conducted in June 2015 found that TAPS was missing drawdown documentation which resulted in questioned Federal Transit Administration (FTA) drawdowns of \$13,646,919. TAPS has since provided drawdown documentation for \$9,241,743 of the questioned cost amount, leaving a balance of \$4,405,176 to be repaid.

The Texas Department of Transportation (TXDOT) and North Central Texas Council of Governments (NCTCOG) have preliminarily agreed to allow the use of Transportation Development Credits (TDCs) as local share for the grants identified in these oversight reviews. This action would require FTA in this case to waive FTA policy which precludes the retroactive use of TDCs for match.

Upon review, FTA approves the retroactive application of TDCs to the following grants in order to document the repayment of funds identified in 2015 Financial Management Oversight Review:

TX-04-0093	TX-90-X922	TX-90-X979
TX-90-Y005	TX-90-Y025	TX-90-Y109
TX-90-Y111	TX-90-Y112	TX-90-Y125

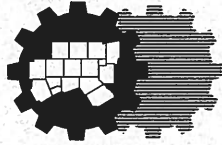
This action would satisfactorily resolve outstanding local match issues, eliminate some of the potential financial liabilities of the system, and allow TAPS to continue to provide public transportation in TAPS' service area.

If you have any questions, please contact Laura Wallace, Director, Program Management & Oversight, or Abel Ayala, Program Management Specialist, at 817-978-0550.

Sincerely,

Robert C. Patrick
Regional Administrator

cc: Josh Walker, GM, TAPS
Eric Gleason, Director of Transportation, TXDOT
Michael Morris, Director of Transportation, NCTCOG



North Central Texas Council Of Governments

July 20, 2017

The Honorable James Bruce Wood
County Judge
Kaufman County
Kaufman County Courthouse
100 W. Mulberry
Kaufman, TX 75142

Dear Judge Wood:

On June 12, 2017, Governor Abbott vetoed funding for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and the Local Initiative Projects (LIP) for fiscal years 2018 and 2019. Since this occurred, there has been quite a bit of discussion about the best path forward for participating counties. As the Regional Administrator for LIRAP, the North Central Texas Council of Governments (NCTCOG) wanted to inform you of the steps Dallas County has taken in response to the Governor's veto.

Dallas County Commissioners Court voted on July 5, 2017, to temporarily suspend the collection of the LIRAP/LIP fee, but automatically reinstate it when additional funds are appropriated to the County. We presented information supporting this position and aided with the policy resolution. Tarrant County Commissioners Court also voted on July 11, 2017, to stop the collection of the LIRAP/LIP fee. Copies of both counties' actions are enclosed as reference.

NCTCOG's plan is to continue LIRAP operations utilizing previous unspent allocations for at least the next two years as allowed by program rules. We will continue to work with you and other local governments, State agencies, and stakeholders to generate public awareness, interest, and participation. NCTCOG will also work towards the next legislative session to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds; attempts failed during the regular session.

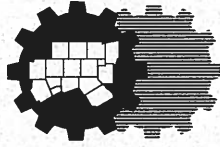
As your county weighs options for moving forward, please let us know how we can assist. Thank you for your continued support of LIRAP/LIP to help improve air quality and we look forward to working with you and your staff to maximize program benefits in the coming years. If you have any questions, please feel free to contact me at mmorris@nctcog.org / (817) 695-9241 or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org / (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:mg
Enclosures

cc: Chris Klaus, Senior Program Manager, NCTCOG



North Central Texas Council Of Governments

July 20, 2017

The Honorable Carol Bush
County Judge
Ellis County
101 W. Main St.
Waxahachie, TX 75165

Dear Judge Bush:

On June 12, 2017, Governor Abbott vetoed funding for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and the Local Initiative Projects (LIP) for fiscal years 2018 and 2019. Since this occurred, there has been quite a bit of discussion about the best path forward for participating counties. As the Regional Administrator for LIRAP, the North Central Texas Council of Governments (NCTCOG) wanted to inform you of the steps Dallas County has taken in response to the Governor's veto.

Dallas County Commissioners Court voted on July 5, 2017, to temporarily suspend the collection of the LIRAP/LIP fee, but automatically reinstate it when additional funds are appropriated to the County. We presented information supporting this position and aided with the policy resolution. Tarrant County Commissioners Court also voted on July 11, 2017, to stop the collection of the LIRAP/LIP fee. Copies of both counties' actions are enclosed as reference.

NCTCOG's plan is to continue LIRAP operations utilizing previous unspent allocations for at least the next two years as allowed by program rules. We will continue to work with you and other local governments, State agencies, and stakeholders to generate public awareness, interest, and participation. NCTCOG will also work towards the next legislative session to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds; attempts failed during the regular session.

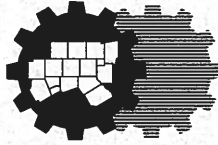
As your county weighs options for moving forward, please let us know how we can assist. Thank you for your continued support of LIRAP/LIP to help improve air quality and we look forward to working with you and your staff to maximize program benefits in the coming years. If you have any questions, please feel free to contact me at mmorris@nctcog.org / (817) 695-9241 or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org / (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:mg
Enclosures

cc: Chris Klaus, Senior Program Manager, NCTCOG



North Central Texas Council Of Governments

July 20, 2017

The Honorable Mary Horn
County Judge
Denton County
110 West Hickory Street
Denton, TX 76201

Dear Judge Horn:

On June 12, 2017, Governor Abbott vetoed funding for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and the Local Initiative Projects (LIP) for fiscal years 2018 and 2019. Since this occurred, there has been quite a bit of discussion about the best path forward for participating counties. As the Regional Administrator for LIRAP, the North Central Texas Council of Governments (NCTCOG) wanted to inform you of the steps Dallas County has taken in response to the Governor's veto.

Dallas County Commissioners Court voted on July 5, 2017, to temporarily suspend the collection of the LIRAP/LIP fee, but automatically reinstate it when additional funds are appropriated to the County. We presented information supporting this position and aided with the policy resolution. Tarrant County Commissioners Court also voted on July 11, 2017, to stop the collection of the LIRAP/LIP fee. Copies of both counties' actions are enclosed as reference.

NCTCOG's plan is to continue LIRAP operations utilizing previous unspent allocations for at least the next two years as allowed by program rules. We will continue to work with you and other local governments, State agencies, and stakeholders to generate public awareness, interest, and participation. NCTCOG will also work towards the next legislative session to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds; attempts failed during the regular session.

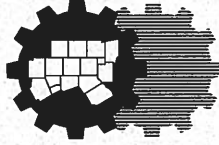
As your county weighs options for moving forward, please let us know how we can assist. Thank you for your continued support of LIRAP/LIP to help improve air quality and we look forward to working with you and your staff to maximize program benefits in the coming years. If you have any questions, please feel free to contact me at mmorris@nctcog.org / (817) 695-9241 or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org / (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:mg
Enclosures

cc: Teresa Farnam, Commissioners Court Coordinator, Denton County
Chris Klaus, Senior Program Manager, NCTCOG



North Central Texas Council Of Governments

July 20, 2017

The Honorable David Sweet
County Judge
Rockwall County
101 East Rusk, Suite 102
Rockwall, TX 75087

Dear Judge Sweet:

On June 12, 2017, Governor Abbott vetoed funding for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and the Local Initiative Projects (LIP) for fiscal years 2018 and 2019. Since this occurred, there has been quite a bit of discussion about the best path forward for participating counties. As the Regional Administrator for LIRAP, the North Central Texas Council of Governments (NCTCOG) wanted to inform you of the steps Dallas County has taken in response to the Governor's veto.

Dallas County Commissioners Court voted on July 5, 2017, to temporarily suspend the collection of the LIRAP/LIP fee, but automatically reinstate it when additional funds are appropriated to the County. We presented information supporting this position and aided with the policy resolution. Tarrant County Commissioners Court also voted on July 11, 2017, to stop the collection of the LIRAP/LIP fee. Copies of both counties' actions are enclosed as reference.

NCTCOG's plan is to continue LIRAP operations utilizing previous unspent allocations for at least the next two years as allowed by program rules. We will continue to work with you and other local governments, State agencies, and stakeholders to generate public awareness, interest, and participation. NCTCOG will also work towards the next legislative session to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds; attempts failed during the regular session.

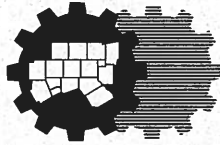
As your county weighs options for moving forward, please let us know how we can assist. Thank you for your continued support of LIRAP/LIP to help improve air quality and we look forward to working with you and your staff to maximize program benefits in the coming years. If you have any questions, please feel free to contact me at mmorris@nctcog.org / (817) 695-9241 or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org / (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:mg
Enclosures

cc: Allana Mitchell, Chief Assistant Auditor, Rockwall County
Chris Klaus, Senior Program Manager, NCTCOG



North Central Texas Council Of Governments

July 20, 2017

The Honorable Mark Riley
County Judge
Parker County
One Courthouse Square
Weatherford, TX 76086

Dear Judge Riley:

On June 12, 2017, Governor Abbott vetoed funding for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and the Local Initiative Projects (LIP) for fiscal years 2018 and 2019. Since this occurred, there has been quite a bit of discussion about the best path forward for participating counties. As the Regional Administrator for LIRAP, the North Central Texas Council of Governments (NCTCOG) wanted to inform you of the steps Dallas County has taken in response to the Governor's veto.

Dallas County Commissioners Court voted on July 5, 2017, to temporarily suspend the collection of the LIRAP/LIP fee, but automatically reinstate it when additional funds are appropriated to the County. We presented information supporting this position and aided with the policy resolution. Tarrant County Commissioners Court also voted on July 11, 2017, to stop the collection of the LIRAP/LIP fee. Copies of both counties' actions are enclosed as reference.

NCTCOG's plan is to continue LIRAP operations utilizing previous unspent allocations for at least the next two years as allowed by program rules. We will continue to work with you and other local governments, State agencies, and stakeholders to generate public awareness, interest, and participation. NCTCOG will also work towards the next legislative session to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds; attempts failed during the regular session.

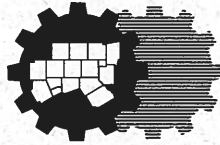
As your county weighs options for moving forward, please let us know how we can assist. Thank you for your continued support of LIRAP/LIP to help improve air quality and we look forward to working with you and your staff to maximize program benefits in the coming years. If you have any questions, please feel free to contact me at mmorris@nctcog.org / (817) 695-9241 or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org / (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:mg
Enclosures

cc: Joel Kertok, Project Coordinator, Parker County
Chris Klaus, Senior Program Manager, NCTCOG



North Central Texas Council Of Governments

July 20, 2017

The Honorable Roger Harmon
County Judge
Johnson County
Johnson County Courthouse
2 N. Main St.
Cleburne, TX 76033

Dear Judge Harmon:

On June 12, 2017, Governor Abbott vetoed funding for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and the Local Initiative Projects (LIP) for fiscal years 2018 and 2019. Since this occurred, there has been quite a bit of discussion about the best path forward for participating counties. As the Regional Administrator for LIRAP, the North Central Texas Council of Governments (NCTCOG) wanted to inform you of the steps Dallas County has taken in response to the Governor's veto.

Dallas County Commissioners Court voted on July 5, 2017, to temporarily suspend the collection of the LIRAP/LIP fee, but automatically reinstate it when additional funds are appropriated to the County. We presented information supporting this position and aided with the policy resolution. Tarrant County Commissioners Court also voted on July 11, 2017, to stop the collection of the LIRAP/LIP fee. Copies of both counties' actions are enclosed as reference.

NCTCOG's plan is to continue LIRAP operations utilizing previous unspent allocations for at least the next two years as allowed by program rules. We will continue to work with you and other local governments, State agencies, and stakeholders to generate public awareness, interest, and participation. NCTCOG will also work towards the next legislative session to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds; attempts failed during the regular session.

As your county weighs options for moving forward, please let us know how we can assist. Thank you for your continued support of LIRAP/LIP to help improve air quality and we look forward to working with you and your staff to maximize program benefits in the coming years. If you have any questions, please feel free to contact me at mmorris@nctcog.org / (817) 695-9241 or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org / (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:mg
Enclosures

cc: Barbara Huneidi, Johnson County Treasurer, Johnson County
Chris Klaus, Senior Program Manager, NCTCOG

616 Six Flags Drive, Centerpoint Two
P. O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-640-7806 ♻️ recycled paper
www.nctcog.org

**COURT ORDER
2017-0860**



LIP / LIRAP

On a motion made by Honorable Clay Lewis Jenkins, County Judge, and seconded by Commissioner Dr. Elba Garcia, District 4, the following order was passed and adopted by the Commissioners Court of Dallas County, State of Texas:

BRIEFING DATE: N/A

FUNDING SOURCE: N/A

Be it resolved and ordered that the Dallas County Commissioners Court does hereby approve the LIP / LIRAP resolution.

Done in open court July 5, 2017, by the following vote:

IN FAVOR: Honorable Clay Lewis Jenkins, County Judge
Commissioner Dr. Theresa M. Daniel, District 1
Commissioner Mike Cantrell, District 2
Commissioner John Wiley Price, District 3
Commissioner Dr. Elba Garcia, District 4

OPPOSED: None

ABSTAINED: None

ABSENT: None

Recommended by: Honorable Clay Lewis Jenkins
Originating Department: County Judge

Resolution



ORDER NO. 2017-0860
DATE: July 5, 2017
STATE OF TEXAS §
COUNTY OF DALLAS §

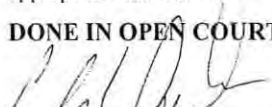
BE IT REMEMBERED, at a regular meeting of the Commissioners Court of Dallas County, Texas, held on the 5th day of July, 2017, on motion made by Clay Lewis Jenkins, Dallas County Judge and seconded by Dr. Elba Garcia, Commissionoer District #4, the following Resolution was adopted:

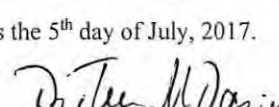
- WHEREAS**, Dallas County voluntarily opted into the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program (LIRAP) on May 7, 2002; and,
- WHEREAS**, \$6.00 from every On-Board Diagnostic test performed in Dallas County is collected by the Texas Department of Motor Vehicles pursuant to Health and Safety Code §382.202 and Texas Administrative Code §114.53 and distributed to participating counties for implementation of LIRAP; and,
- WHEREAS**, the 79th Texas Legislature authorized a portion of LIRAP funds to be used by participating counties for Local Initiative Projects (LIP), including emissions enforcement programs, which Dallas County has implemented since 2005 utilizing LIP funds; and,
- WHEREAS**, Dallas County considers LIRAP and LIP an important air quality initiative that is included as part of the Weight of Evidence in the State Implementation Plan (SIP) and also helps the inspection and maintenance program achieve overall compliance and effectiveness, which factor into modeling emissions reductions in the SIP and transportation conformity; and,
- WHEREAS**, the 85th Texas Legislature considered several bills to modernize and increase flexibility of LIRAP/LIP, including giving local governments more control on how to best spend the available funds; and,
- WHEREAS**, the Texas Governor vetoed funding for LIRAP and LIP for fiscal year 2018 and fiscal year 2019 on June 12, 2017; and,
- WHEREAS**, Dallas County does not support the State legislature using LIRAP and LIP funds, which are collected from fees at the local level and considered dedicated revenue, to certify the State's budget; and
- WHEREAS**, pursuant to the Texas Administrative Code §114.64, a participating county may opt out of LIRAP and LIP by providing written notice to the Texas Commission on Environmental Quality.


NOW THEREFORE BE IT RESOLVED that the Dallas County Commissioners Court does hereby request the Texas Commission on Environmental Quality temporarily suspend the collection of the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program fees in Dallas County as soon as possible, but not before September 1, 2017, until such time as additional funds are appropriated to Dallas County.

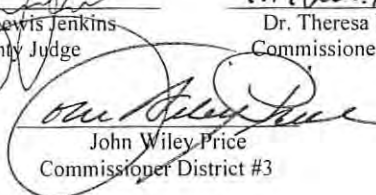
BE IT FURTHER RESOLVED that the Dallas County Commissioners Court does hereby plan to continue to operate the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program utilizing previously unspent allocations through the last day of the legislative biennium in which the fee termination date occurs (August 31, 2019) and continue operations in the proceeding biennium with newly appropriated allocations.


DONE IN OPEN COURT this the 5th day of July, 2017.


Clay Lewis Jenkins
County Judge


Dr. Theresa M. Daniel
Commissioner District #1


Mike Cantrell
Commissioner District #2


John Wiley Price
Commissioner District #3


Dr. Elba Garcia
Commissioner District #4



B. GLEN WHITLEY
COUNTY JUDGE
of
TARRANT COUNTY

Texas Commissioner on Environmental Quality
Office of the Executive Director
Richard A Hyde, PE, MC 109
PO Box 13087
Austin, TX 78711-3087

July 11, 2017

Dear Mr. Hyde,

Per Court Order #125523, Tarrant County Commissioners Court has voted to withdraw from participation in the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and request that the collection of LIRAP fees in Tarrant County be discontinued at the earliest possible date.

In addition, the Tarrant County Commissioners Court requests a release from the LIRAP grant contract to be effective on the last day of the legislative biennium in which the LIRAP fee termination date occurs. This will allow Tarrant County residents access to previously allocated LIRAP funds until August 31, 2019.

Please contact my office or the County Administrator's Office at (817) 884-1575 if you have any questions or concerns.

Thank you,

B. Glen Whitley
Tarrant County Judge



RECEIVED

JUL 10 2017

OFFICE/EXECUTIVE DIRECTOR

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

July 5, 2017

Mr. James Bass
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

Dear Mr. Bass:

The North Central Texas Council of Governments and the Regional Transportation Council (RTC) was initially awarded 465,486,222 Transportation Development Credits (TDC) from the Texas Transportation Commission (TTC) as part of the Federal Highway Administration's (FHWA) toll credit program. In the four years since that initial award, no additional TDCs have been awarded to the Dallas-Fort Worth (DFW) region. The TDC Program has been a valuable tool for the region over those years, and recently, the RTC took action to expand their use. Therefore, the RTC requests information regarding the future allocation of TDCs to the region.

The following are the categories that have been approved by the RTC and the number of credits allocated to each to date:

- Strategic Awards to Small Transit Providers (26,000,000)
- "RTC Has Revenue" (20,000,000)
- "Local Agency Has Revenue" (16,691,115)
- Selling TDCs to Other MPOs/TxDOT (150,000,000)
- Regional Programs/Management and Operations (30,000,000)
- Metropolitan Transportation Plan (MTP) Policy Bundle (100,000,000)

Based on correspondence received from the Texas Department of Transportation (TxDOT) in May 2016, it is our understanding that the maintenance of effort (MOE) requirement was fulfilled for Fiscal Years 2013 and 2014, but TDCs were not requested from FHWA. The letter also indicates that the numbers necessary to demonstrate MOE are still being calculated. According to these calculations, has maintenance of effort been maintained in Fiscal Years 2015, 2016, and 2017 so that a request for more credits could be made?

The accrual of TDCs should be maximized while toll proceeds are being used on-system and while the construction of tolled facilities is occurring. Investments in those facilities to date should be maximized. The TDC Program is an important tool made available by FHWA. The RTC has made a concerted effort to utilize its initial allocation of TDCs and wishes to continue utilizing them for the foreseeable future. In fact, the RTC has allocated 342,691,115 TDCs to categories with only 122,795,107 TDCs held in reserve for the future.

July 5, 2017

To summarize, can TxDOT confirm if the State is meeting MOE requirements, and if so, can the State submit the necessary documentation to secure additional TDCs?

We will be sending an additional letter regarding TDCs and redirecting the local funds that they replace as well. We look forward to continuing our partnership with TxDOT to expedite the delivery of critical transportation projects in the region. If you have any questions, please contact Christie Gotti at (817) 608-2338.

Sincerely,



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

BD:tw

cc: Marc Williams, P.E., Deputy Executive Director, Texas Department of Transportation
Lauren Garduño, P.E., Director of Project Planning and Development, Texas Department of Transportation
Bill Hale, P.E., Chief Engineer, Texas Department of Transportation
Brian Barth, P.E., Transportation Program Officer, Texas Department of Transportation
Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District
Loyl Bussell, P.E., Interim District Engineer, Texas Department of Transportation, Fort Worth District
Noel Paramanantham, P.E., District Engineer, Texas Department of Transportation, Paris District

Trinity park vision draws scrutiny

Some on panel say plan to go private too much, too soon, too shaky

By TRISTAN HALLMAN Staff Writer thallman@dallasnews.com

DALLAS CITY COUNCIL

Plans for a grand park on the Trinity River — which supporters have argued will finally unite the city physically and politically — have ratcheted up political divisions on the City Council.

After seeming to unite against a long-divisive toll road along the Trinity's east levee, the council is now clashing over the fine print of a proposal to turn over the floodway to a local government corporation. The council is scheduled to vote on that plan next week.

The LGC, as it is known, would be tasked with shepherding to completion the proposed park between the Ronald Kirk and Margaret McDermott bridges.

The new group would have the help of a \$50 million donation from Annette Simmons, widow of Dallas billionaire Harold Simmons, to the Trinity Park Conservancy and \$47 million in leftover 1998 bond money that was earmarked for flood control.

The LGC proposal calls for the mayor to nominate the board members — at least three but up to seven — and the council to give a thumbs-up or thumbs-down.

The mayor, city attorney and city manager all support creation of an LGC. But some council members say the deal is too much, too soon and too shaky.

"This effort has been rushed," Philip Kingston said. "This is slapdash. To put the city's biggest natural resource out to a private group on the level of due diligence we've done feels very irresponsible."

Kingston is also concerned about the involvement of the Trinity Park Conservancy, whose board includes toll road supporters.

But he and other council members spent much of a council briefing Wednesday in the weeds of the proposal.

They worried about the length of the contract, even though the council would have the ability to end the LGC with a two-thirds council vote.

'Holding the bag'

West Dallas council member Omar Narvaez fretted about whether the city would be left "holding the bag" if Simmons pulled her pledged gift. Fellow council freshman Kevin Felder was concerned about whether minority contractors would be included. Adam Mc-Gough and Sandy Greyson wanted to make sure a naturalist will be added to the board. Scott Griggs called for more public input before a vote.

Griggs also said he was concerned the LGC could be "a pretext to get control away from the council" and enter into contracts with nonprofits.

City Attorney Larry Casto said the LGC is meant to be an extension of the council since the council decides on the structure and imposes limitations on the LGC as it sees fit. The LGC, Casto said in an interview, is simply the "most expedient" way to move forward with the park.

Casto acknowledged that the council would hypothetically have other ways to get similar results. But he said that the council would have less control and that it would be difficult to apply the same transparency rules to a nonprofit, if the city could even find one willing to take on the task.

LGCs are also a best practice, Casto said. Houston uses LGCs for the Bayous Greenway and a variety of purposes. Austin uses an LGC to manage the development of Waller Creek. Dallas already has a few LGCs, including one for the downtown convention center hotel.

When asked if he could name an LGC in the state that turned out badly, Casto told the council Wednesday that he couldn't find any.

"If there is one, I apologize for not knowing about it, but I don't have a specific example I can point to and say this ended horrifically for some reason," Casto said.

City Manager T.C. Broadnax said he supports the LGC and doesn't want the complex park — which involves navigating federal bureaucracy — on his plate either.

The LGC structure also was satisfactory to Simmons, the donor. Simmons, who announced the \$50 million gift last year, had two contingencies: her reasonable satisfaction with a governance structure and "funding commitments sufficient for construction, maintenance and operations" of the park. She has already turned over \$10 million of the money to the Trinity Park Conservancy.

Vague language

But the vague language has left some critics questioning whether the strings attached are too cumbersome.

Simmons' lawyer, Don Glendenning, said in an interview that he doesn't have a dollar amount that would be satisfactory to Simmons right now. He said Simmons just doesn't want to pay for the whole park herself. And she wants to make sure her gift will be well spent on a park that binds the city together, he said.

"What we do want is an agreement for a plan that is fundable and can be maintained, and is going to be a great park the moment it is open," Glendenning said.

The tension on the council didn't faze Glendenning.

"Relatively small differences of opinion in terms of how to accomplish this shouldn't add protracted amounts of time rather than coming up with some game plan," he said.

Mayor Mike Rawlings, who has already announced nominees for the board, said the city ought to move forward with the proposal and get dirt flying. He said Simmons' donation will spur other donors to step up and get the park built, especially now that the city appears ready to forget the toll road and focus on building the park with private funds.

Council member Jennifer Staubach Gates said she is excited to "bring the dream of this world-class park into reality."

"We can get this right, and we can get this done in the next couple of weeks ... and move forward," she said.

Twitter: @TristanHallman

I-30 in Fort Worth called one of state's deadliest highways

BY TOM UHLER uhler@star-telegram.com

FORT WORTH

You might want to pay a little more attention the next time you're driving east on Interstate 30 heading out of Fort Worth.

The 2-mile stretch of I-30 from Interstate 35W to Oakland Boulevard has been named one of the deadliest in Texas in a report by 1Point21 Interactive and the Ross Law Group as cited by the Houston Chronicle.

The report points to 14 fatalities on that patch of freeway from 2013 to 2015, or 7.05 fatalities per mile, making it the second deadliest stretch of highway in Texas.

It should be noted that five of those fatalities occurred in a fiery wreck in April 2015.

A 1 1/2-mile stretch of I-69 in Edinburg in South Texas was No. 1 with 12 deaths, or a rate of 8.05 fatalities per mile, the report said.

Other highlights in the study:

A 11 of the 78 deadliest stretches of highway in Texas were along I-35.

A Stretches of Loop 410 in San Antonio and I-45 in Houston had the most overall fatalities.

U.S. 83, also known as the Texas Vietnam Veterans Memorial Highway, is the fourth deadliest in the United States, with an average of 26 fatalities a year, according to telematics supplier Geotab.

There were 3,773 traffic fatalities in Texas in 2016, a 5.4 percent increase over 2015, according to statistics collected by the Texas Department of Transportation. Fatalities in rural areas accounted for 51 percent of them.

Tom Uhler: 817-390-7832, @tomuh

10 years later, Dallas finally can focus on building the Trinity River park

Filed under [Commentary](#) at 21 hrs ago
Sam Merten, Contributor

This week the Dallas City Council is likely to approve an item that kills the Trinity River toll road, and the vote isn't expected to be close. Nearly 10 years after citizens rejected a confusing ballot measure that would have prevented a high-speed road in between the river's levees, finally there is consensus that we must refocus our civic energy on the park project in the Trinity corridor.

It's about time. As I argued in this newspaper days before the public vote in 2007, the transportation component of the Trinity project that was approved by voters in 1998 had scarred the park — the key part of the project that both sides of the toll road debate seemed to support in 1998, 2007 and today.

Back in 2007, there was just one sitting council member, Angela Hunt, who opposed the toll road. That didn't deter her from organizing the petition drive and serving as the face and spokeswoman of the group that put an item on the ballot limiting the road's size and speed limit. Despite the lack of support from her colleagues and most of the business community, she had the facts on her side. That's why, as a journalist covering the Trinity vote, I believed voters would ultimately agree with Hunt and kill the toll road a decade ago.

I didn't expect that the toll road advocates, led by then-Mayor Tom Leppert, would repeatedly tell lies to persuade voters to keep it alive. And I didn't anticipate that the ballot language would misrepresent the choice at hand.

Exposing lies told during the campaign was literally my full-time job. There were several, but perhaps the biggest one was that the toll road was so important to the other two components of the Trinity project, the proposed park and flood control improvements, and to other planned transportation projects that voting for a smaller, lower-speed road would put it all at risk.

Another whopper was that \$1 billion in funding tied to the road supposedly promised by the North Texas Tollway Authority would disappear if its design were modified. Mailers from the pro-toll road group even claimed Hunt was sending \$1 billion "down the river."

No one in 2007 could adequately explain how changing the number of lanes and speed limit of the road would have a negative impact on the park, flood control or other highway projects that have since been built. And when I asked the NTTA to confirm that it had set aside \$1 billion for the road, a spokesman told me that it hadn't committed any funds. Not one dime.

Even if Dallasites had found a way to drown out the lies, they were left puzzled in the voting booth. To make the road smaller and slower, they were asked to vote yes for the ordinance. And to vote in favor of keeping it as a toll road, they were asked to vote no against the ordinance.

The vote was generally viewed as an up or down on the toll road, so there were a lot of people who believed the opposite — that voting no meant you opposed the massive, high-speed road and voting yes meant you supported it. And, of course, the pro-toll road group used this confusion to its advantage. Supporters' signs read, "Vote No! Save the Trinity!"

Now, less than three months from the 10th anniversary of the referendum, the facts finally matter, and there's no confusing ballot to overcome. This is a significant victory for our city, but it's important to understand that the facts used to finally kill the road are the same ones used in 2007. And all along, it was actually the toll road that delayed progress with the Trinity park project all these years, not the one that saved it.

Sam Merten covered the 2007 Trinity River toll road referendum as a reporter and columnist for Dallas Blog and continued to write about the debate for the Dallas Observer from 2008 to 2011. Email: sammerten@yahoo.com

Column: The Trinity River toll road is dead, and Dallas has Angela Hunt to thank for it

August 9, 2017

Written by Robert Wilonsky, City Columnist
Dallas Morning News

Angela Hunt, dressed in the former council member's now-familiar red, walked into Dallas City Council chambers Wednesday knowing the outcome of the vote. By morning's end, the Trinity River toll road would be dead.

The council made it clear last week that a 9-mile-long parkway between the earthen levees, running from Interstate 35E and State Highway 183 in the north to U.S. Highway 175 southwest of downtown, was, after two decades of contentious debate and knee-deep bull, a no-go. Even the mayor, once among the road's biggest proponents, along with 20 years' worth of mayors who preceded him, could find no reason to keep it alive.

There is no money. There is no will. There is no way.

So when the council voted at 10:11 a.m. to kill what is known as Alternative 3C — the only roadway between the levees approved by the federal government — its demise was already a done deal, the vote little more than a formality. Only two council members voted to spare the road: Pleasant Grove's Rickey Callahan, who said this was the dashing of a 30-year-long dream to easily connect his constituents to jobs in the north, and southwest Dallas' Casey Thomas, who said nothing.

The vote, overwhelming and unimaginable but two years ago, did not stop Hunt from tearing up, just a bit, and reveling in the moment. She had waited for this since 2007, when, as a young council member, she led the special citywide referendum to kill the road that was thwarted by road-builders, landowners, politicians and Dallas Citizens Council members who made it their life's mission to sink Hunt's efforts.

"You always think it's going to be anticlimactic when the dog chasing the car gets its teeth around the tire," Hunt said as we sat outside chambers moments after the vote. She grinned. "But let me tell you, it's not."

Brooks Love worked with Hunt to kill the road a decade ago. The city's former elections administrator sat with her during Wednesday's vote, and took a congratulatory selfie once the vote went down. He stepped outside chambers to give Hunt a long, deep sigh of a hug. He then turned around and left us to talk.

"I am gonna go sit in my car and cry for a while," Love said, making little attempt to hide tears of joy.

"Thank you for everything," Hunt said.

There is no doubt: This is a great day for the city, too long in coming. We were told, again and again, a high-speed, six-lane road between the levees was needed to relieve congestion along Interstates 30 and 35E, that the Horseshoe project could not be done without it, that Dead

Man's Curve on 175 couldn't be straightened without it. And we were told, by then-Mayor Tom Leppert in 2009, "there are a lot of buckets" of money waiting to be poured into the road.

Each selling point was a lie. Eventually, those lies ran out of road.

In the end, only Callahan pleaded to spare the Trinity Parkway, insisting, as he has all along, that it is needed to rescue residents stranded in a part of town absent access to the high-paying jobs north of the river. He remains the last of the True Believers, and he tried to convince the city attorney that the council could not simply overrule the will of the people, who, Callahan said, had twice voted for the road — in 1998, during the first Trinity River Corridor Project bond proposition, then again in 2007, when Hunt tried to kill it.

Larry Casto told Callahan sorry, but no. The short answer, said the city attorney, "is the citizens have never said, 'Thou shalt.'"

Eventually, Callahan was forced to deliver a concession speech, thanking all those who'd supported the road — ex-mayors, former council members, the rich and powerful. And he chastised the southern Dallas council members who said they want jobs in their districts, not just a toll road to somewhere else.

"I am dismayed and disillusioned and disappointed in the actions you took," Callahan said. "How could so many former great leaders be wrong."

North Dallas' Sandy Greyson, who opposed the road even before Hunt was on the council, did not speak until after the votes were counted. She beamed from the horseshoe. But, she said, she wanted to make it very clear: This was not just her day, or the council's, or Dallas'.

"If it's anybody's day, it is Angela Hunt's day," Greyson said. The chambers, almost full, stood and looked toward Hunt, sitting in the center, near the back.

Hunt stood for a moment, nodding, soaking it in. She mouthed, "Thank you."

After the vote, she could have gloated, taken a victory lap, given a proper thrashing to those doomsayers who spent years vilifying her as an obstructionist, an aginner. But she did no such thing.

"It's personally rewarding, and it gives me faith in the city of Dallas," she said instead. "I think now it's clear we have an incredible opportunity to have a park that unifies our city that won't be destroyed by a high-speed toll road, that won't be threatened by that specter. My hope is we can move forward as a united city toward that goal."

Then she went back into chambers, where the council was arguing over how to build that park.

<https://www.dallasnews.com/opinion/commentary/2017/08/09/trinity-river-toll-road-dead-dallas-angela-hunt-thank>

Dallas voters will decide on \$1.05 billion bond package loaded with parks, street repairs

August 10, 2017

Written by Tristan Hallman, Dallas City Hall Reporter
Dallas Morning News

DALLAS – After more than a year of politicking, prioritizing, planning and more politicking, a once-meager bond program focused primarily on streets will now go to voters in November as a \$1.05 billion laundry list of long-desired projects.

The Dallas City Council on Wednesday added money to the bond package again at the last minute for projects that had been left on the cutting room floor. The additional \$25 million will be spread among a Klyde Warren Park expansion, streetscape improvements in the Medical District and a developer-driven water gardens project on the southern edge of downtown. All three projects have pledged private matching funds and powerful interests behind them, such as energy magnate Kelcy Warren.

The decision to add more projects to the bond -- they were tacked on in an 11-4 vote -- nettled White Rock council member Mark Clayton.

City officials had previously relied on the council and a citizens bond task force to help prioritize the projects and decide what was bond-worthy.

Clayton asked rhetorically if, since the City Council was "having all the lobbyists down here" adding projects at the last minute, he could call a 90-year-old resident and explain to her why she couldn't get what she wanted in the bond.

"I don't know what we do sometimes around here," Clayton said. "If we're going to do a bond program and get all the citizens involved, we had to make choices. We had to do that. Crap, guys. Our normal citizen around here gets the big giant middle finger on every single thing."

City Manager T.C. Broadnax initially pushed back against further expanding what was, a few months ago, an \$800 million bond proposal aimed primarily at fixing broken streets and disintegrating alleys.

But in the end, only North Dallas council member Lee Kleinman voted against the package, contending, as he often does, that he couldn't "support maxing out the credit card" for the city. Kleinman did, however, say that he also added "goodies" to the bond since everyone else was doing so.

The other council members were much more upbeat about the bond, which includes parks for downtown Dallas and Pleasant Grove, a skate park at Bachmann Lake, repairs for Fair Park and other cultural and city-owned facilities and new libraries and fire stations.

Council member Philip Kingston, who was critical of the process, said he was nonetheless happy that the council could come together on a bond package that he believed would be "extremely meaningful" to Dallas residents.

"This is the hog trough that these pigs wanted, and it's the one that can get the votes," Kingston said.

And Pleasant Grove's Rickey Callahan called the bond a "game-changer" for his long-neglected district.

"Coming out of the recession, this city was really starved down," he said. "There's a great need, a lot of deferred maintenance items. We've got a lot of pent-up demand."

Voters will be asked to vote on 10 bond propositions on Nov. 7:

- \$526 million for streets
- \$262 million for parks
- \$50 million for Fair Park
- \$18 million for city facilities
- \$15 million for libraries
- \$20 million for homeless assistance facilities
- \$14 million for cultural facilities
- \$49 million for flood protection
- \$32 million for public safety facilities
- \$55 million for economic development

**Numbers do not add to \$1.05 billion because of rounding*

<https://www.dallasnews.com/news/dallas-city-hall/2017/08/09/dallas-voters-will-decide-105-billion-bond-package-loaded-parks-street-repairs>

Let's Drop Trinity Tollway

It's time for Dallas to unite around a grand park

EDITORIALS

A park? A tollway? For a long time, Dallas has been trying to build both.

But over the past decade, changing circumstances, including unsubstantiated transportation claims and shifting politics around the Trinity River, have made that dual focus no longer practical.

It's time now for the city to come together to build a magnificent park.

On Wednesday, the Dallas City Council has an opportunity to put that divisive debate over what to do with the Trinity River floodway behind us. We urge members, all 15 of them, to vote to officially withdraw support for the Trinity toll road.

We've always believed great things could be accomplished by the river, but if we keep fighting about the tollway, the grander aspects of the proposed Trinity River park could be kept on permanent hold.

As concepts, the toll road and the park have been warring since at least 2007, when voters decided to keep the toll road as part of the grand vision for the Trinity.

We advocated for that vision at the time, believing that the triad of goals — flood control, transportation mobility and recreation — weren't incompatible. We believed, accurately as it turned out, that despite prodigious engineering complexities, federal authorities would approve running a toll road between the levees.

By 2015, however, we began to reconsider.

Despite claims to the contrary, it turned out that the toll road was not necessary to pursue other, badly needed transportation restructuring. Both the Pegasus project downtown and the redesign of the dangerous S.M. Wright Boulevard, for example, had advanced without the tollway.

We began to advocate, instead, for a lower-speed, meandering parkway — rather than the six-lane highway that had been on planning tables for so long. We continued to hope a parkway would help speed commutes into the city from southern suburbs. But now a new study by TxDOT as part of its innovative CityMAP project suggests even those benefits have been overstated.

And it's become increasingly clear that there is no money to pay for the roadway.

It's time to get on with building a park befitting Dallas and its waterway.

A private pledge of \$50 million has restored momentum for a park. To capitalize on that, Mayor Mike Rawlings has proposed turning over management of 200 acres in the floodway to a local government corporation to design, build and maintain a new park there.

The idea is a reasonable starting point for discussion. And though differences of opinion remain about how to move forward with the park, we believe the unity that has so long eluded Dallas is within reach.

The council should vote Wednesday to abandon the tollway. We don't say this lightly.

Whatever its benefits, they simply no longer justify the costs — in time, money and political capital — required to keep alive the hope that one day, somehow, the city will discover the money and political will to build it.

We have lost enough time fighting. Let's move forward, together.

"I look at [the Trinity park] as a piece of connective tissue that starts to tie the city back together."

Mike Ablon, tapped by the mayor to help oversee the proposed Trinity River park, shown above in an artist's rendering.

Let's hope those bike lanes are on the way

August 9, 2017
ROBERT WILONSKY
Dallas Morning News

Took my first VBike ride Monday afternoon, from Dallas City Hall to the newspaper — a 0.6-mile ride that felt a lot longer. Could have been the heat index dripping down my boots. Might have been the whizzing-by vehicles pinning me between the parked cars in the righthand lane.

Or maybe it was the dude standing along Wood Street who shouted something as I passed by on the yellow two-wheeler with the front-wheel basket.

Sounded like, “Hey, little girl, where you going on such a pretty bike?” Hard to tell with sweat clogging my ears.

At ride's end I also had issues with the app for VBike, a rent-by-the-hour operation that is the first of several competing bike operators promising to open in the city. Hours after I locked my bike in front of the paper, the Garlandbased company said I was still on my brief sojourn, and that my bike was sitting on Young Street unlocked.

Spent 30 clammy minutes jacking with the bike, which was, indeed, locked.

Calls, emails and messages sent through the app went unheeded by the startup; the app finally reset itself sometime overnight.

Maybe, when the weather turns less moist and suffocating, I'll give Spin a spin. And come midweek, LimeBike will be an option, too. Everywhere you turn these days, there's a brightly colored bike parked somewhere downtown, waiting to be rented (for, at most, \$2 an hour) and ridden and ditched wherever. It's fantastic when it works, which, for all I know, is most of the time. (My editor had a perfect VBike ride shortly before mine ended in dripping frustration.) In the span of a few weeks, three privately funded park-anywhere renta-rides figured out how to do what Downtown Dallas Inc. and City Hall couldn't get done after five years of trying. And in coming months, those same private companies could force the city to do what it promised years ago: actually build out protected bike lanes rather than slap a few emblems on the concrete and call them shared lanes, done.

15 miles

At present, Dallas has a meager 15 miles worth of buffered lanes — citywide — that offer cyclists at least some protection from the vehicles with which they share the road. It's a fraction of what we were promised in the 2011 bike plan.

“I am certainly hoping this will accelerate the conversation about the need for protected bike lanes,” said transportation planner Jared White, Dallas' de facto bike czar. “Dallas hasn't been a bike city, historically.”

No, no it hasn't. Just five years ago, Far North Dallas council member Sandy Greyson complained about trying to pass pedalers daring to share downtown lanes. Greyson, who has since come around, sounded like everyone else behind a wheel in this city: “Talk about creating frustration in motorists.”

Now, with the bike share pouring in, the biggest downside anyone can see on the horizon is downtown gets “overwhelmed with bikes,” in the words of assistant city attorney Casey Burgess. As far as worstcase scenarios go, that’s pretty good.

“We’re thrilled to see new models are bringing bike share to fruition,” said Kourtny Garrett, DDI’s CEO and president. She spent the last two years alone trying to find a company to sponsor bike share but couldn’t find anyone willing to pony up the cash for the bikes or the stations. DDI’s job just got much easier: Instead of raising millions for bikes, it will now fund dozens of bike racks.

The city was caught offguard by the sudden appearance of bicycles on almost every downtown corner and sidewalk. Only LimeBike, which eventually hopes to drop 10,000 bikes across the entire city, called City Hall with advance warning.

But it’s such a leap in the right direction — LimeBike plans to partner with DART, and council members want to put bikes near apartment complexes, shopping centers and trail heads — City Hall has decided it isn’t going to do a thing about it for now.

“I want them to come here and compete and see what shakes out,” said North Dallas council member Lee Kleinman, who chairs the council’s transportation committee. “If we have good players and they’re behaving, we’ll let them duke it out, and hopefully the best service — or services — will win.”

What’s next

Next week, Kleinman’s committee will be briefed on bike sharing, and its council members will be asked how or if they want to regulate bike sharing. Far as the city attorney’s office is concerned, there’s no rush to regulate.

The attitude at City Hall seems to be: Let the market determine a winner, or three, then put in place some rules of the road like those recently adopted in Seattle, where city leaders demanded a few safety requirements, established parking do’s and don’ts and told the companies to make sure their bikes are in proper working order.

“It’s been slow, but there’s a growing bike culture in Dallas,” said Kleinman, whom I’ve seen riding his bike along the Northaven Trail. “Maybe this will finally kick off a true program.”

Just five years ago, Dallas was considered the nation’s worst city for cycling. And now we’re worried about having too many bikes.

What a long, strange, sweaty trip.

Collin, Denton pegged to soar

Forecast says they'll have nation's fastest economic growth

By TRACY M. COOK Staff Writer tracy.cook@dallasnews.com

Denton and Collin counties are projected to be the nation's fastest-growing economies over the next five years, according to Oxford Economics.

Of the top six U.S. counties, four are in Texas: Joining Denton and Collin are Montgomery (ranked third) and Fort Bend (sixth).

The forecast is for GDP growth through 2021. The same study projects U.S. economic growth to land at a steady 2 percent this year and next year.

Over the next five years, America's fastest-growing cities will be in "sprawling, suburban metro areas," described as places like Austin, according to the report from the independent global advisory firm headquartered in Oxford, England.

That's because Americans are leaving high-cost, densely populated cities in search of cheaper areas with strong job growth. Within Texas, people are leaving Dallas for the suburbs. From 2009 through 2013, Dallas County lost more than 27,000 people to other Texas counties, according to U.S. Census Bureau data.

The Census Bureau tracks net migration and immigration, which is the difference between the number of people moving into a county and the number of people moving out.

The figure includes people migrating between Texas counties, between a Texas county and another U.S. state, or between a Texas county and another nation.

Streaming in

Denton County ranked third and Collin County 10th in net migration and immigration from 2009 through 2013.

In that time, Denton County gained 23,000 people and Collin County 8,800. Conversely, Dallas County saw more than 6,300 people leave.

As of last year, both Denton and Collin counties had seen a 20 percent explosion in population since April 2010, according to Census Bureau data.

The Oxford Economics ranking is a testimony to the region's economic dynamism, said Bud Weinstein, an economist at Southern Methodist University's Cox School of Business. It also reflects the number of people and companies that have moved or relocated to or expanded in Denton and Collin counties.

Of the companies on this year's Fortune 500 list, 22 are based in Dallas-Fort Worth.

Other major employers also are expanding their local footprints.

One of those companies, Liberty Mutual Insurance, is relocating employees to Plano's Legacy West development.

The Japanese automaker Toyota in July opened its new North American headquarters in Plano, where it will employ more than 4,000 people.

University-driven

Business expansion also is occurring in Denton County, said Michael Carroll, director of the Economics Research Group at the University of North Texas. Denton's two major universities, UNT and Texas Woman's University, create both a supply of future workers and a demand for goods and services, which Carroll said may be part of the reason no industry accounts for more than 20 percent of the local economy.

Together, the universities combine for more than 50,000 students in Denton, which is also home of large companies such as Peterbilt Motors Co. and Sally Beauty Supply.

Denton and Collin counties are also getting a boost from relocations by smaller companies whose moves may not make headlines. Those include manufacturing companies that are finding it impossible to turn a profit in California, New York and Illinois, in part because of regulations and taxes, Weinstein said.

And once they're here, they have a multiplier effect on the economy. In Toyota's case, many of its suppliers relocated with it. That means more offices opened and more jobs were filled. Workers earn wages that are then put back into the local economy, supporting restaurants, stores, movie theaters, sports venues and the like.

These companies diversify the area's economic base, as they trend toward high-value goods and services and away from traditional suburban activity like fast-food chains and shopping malls. The progression toward diversification generates wealth, setting off a chain of results that often includes higher property values, according to the study.

A combination of push-and-pull factors has resulted in net migration to the North Texas suburbs, including business conditions, tax laws and airport access. But for employees, the perks extend beyond business-related incentives.

Sports and entertainment developments are a draw, too, as are top-notch school districts in those counties.

"They're moving here because of high taxes, eroding quality of life, because of very high real estate costs — particularly for single-family homes — the heavy hand of regulation, terrible traffic conditions" elsewhere, Weinstein said of push factors. "They come to Texas. There's a lighter tax burden. It's easier to get around. They can afford to buy a home."

Many of the fastest-growing counties are home to suburbs of highly productive cities, according to the report.

Last year, Forbes ranked Dallas as the sixth-best place nationally for job growth.

Twitter: @tmcook23

[TxDOT proposes \\$158 million SH 121 widening project](#)

Proposed project would take place from Collin County Outer Loop to north of CR 635

By [Cassidy Ritter](#) | Posted Aug. 10, 2017 at 10:34 am

The Texas Department of Transportation held a public hearing Tuesday night for improvements along SH 121. TxDOT is proposing to widen SH 121 from two lanes to a four-lane divided highway from the Collin County Outer Loop to north of CR 635. The project is anticipated to begin in 2026 and be complete by 2029, according to a news release from TxDOT.

The proposed 9.52-mile widening project is estimated to cost approximately \$158 million. Improvements would also include 10-foot wide outside shoulders which would serve as bicycle accommodations, according to TxDOT.

The proposed project would require approximately 165.075 acres of right of way and 2.417 acres of permanent easement potentially displacing four residences, one commercial building and one barn.

The purpose of the project is to improve mobility, decrease traffic congestion, accommodate population growth and enhance safety for the traveling public, according to TxDOT officials.

Funding commitments for the project have not been determined.

More information about the project can be found online at www.keepitmovingdallas.com.

Austin opens data to transportation projects

- By Sara Friedman
- Aug 10, 2017

The city of Austin, Texas, began the journey into open data in 2011, posting 25 datasets in an open portal. Today, there are over 400 sourced datasets from various city departments and offices.

The latest addition to the city's open data portal provides data on the [2016 Mobility Bond program](#) -- \$720 million worth of transportation and mobility improvements. The [Project Explorer tool](#) allows the public to drill down into details on the regional, corridor and local mobility projects to learn about specific construction plans, including budgets, maps and progress reports.

The bond program is the single largest voter-approved bond program in Austin's history. The city has set aside \$101 million for regional improvements, \$482 million for corridor improvements on major roadways and \$137 million for mobility enhancements such as sidewalks, urban trails and bikeways.

While the primary objective of the Mobility Bond program is reducing congestion and delays at intersections, Austin officials are looking into smart city initiatives related to traffic signals and buses.

“Buses have a harder time getting back into lanes of travel so we are looking at prioritization methods that allows them to get back into traffic better,” Sara Behunek, public information specialist at Austin’s Capital Planning Office, told GCN. “We have a division within our Transportation Department, which is specifically responsible for traffic flow, managing and controlling the traffic signals, so those types of upgrades are being considered.”

The Capital Planning Office worked with the city’s Transportation and Public Works departments to create the Project Explorer site over the course of five months. Both the 2016 Mobility Bond website and Project Explorer tool were developed in partnership with Socrata, which also supports Austin's open-data portal and open-performance platforms.

The additional transparency into government operations, Behunek said, has provided unforeseen benefits by cutting down on data entry and data duplication.

“In many cases, the projects move very fast, and our project managers are so focused on getting the projects off the ground" that updating the data in the system was not always a top priority, Behunek said.

Now project managers are required to update their progress regularly, so the data automatically gets updated in the office’s system of record and on the public-facing site.

The capital projects information is also available for analysis in Austin's [open data portal](#), which offers a number of transportation, health, neighborhood and public safety datasets. Open-performance and finance tools let users track various city initiatives and monitor purchasing.

“The capital planning, open budget and open performance tools, which were launched in the past six to eight months, are symbols of the maturity of our program,” said Matthew Esquibel, the city's corporate IT manager for internet applications and open government.

Since 2013, Esquibel's office has led 90-day sprints to help agencies prioritize opening data. Part of Austin's most recent sprint was to find a way to quantify the impact of the open data portal on city departments and offices. While the city doesn't have any data on how the open data portal is helping to reduce public inquiries, Esquibel said he has heard from various departments anecdotally that the numbers of public records requests have gone down.

“One of the things that we are working in the current sprint is the ability to measure efficiency for putting the data out there proactively, so we don't have to react” individually to residents who want the same information, Esquibel said. Efforts are also underway to get feedback on the sprints to learn what works best for agencies.

The city hosts monthly public meetups where officials review the progress of open data initiatives and get feedback on information residents would like to see on the portal.

Friedman can be contacted at sfriedman@gcn.com or follow her on Twitter [@SaraEFriedman](#).
<https://gcn.com/articles/2017/08/10/austin-open-data-mobility-project.aspx>

Texas scraps some toll roads while other states add more

By DAVID WARREN Published August 11, 2017

Markets Associated Press

DALLAS – Texas officials have recently moved to scrap tolls on several highways for the first time in 40 years, bucking a national trend toward more tolls on mostly urban roadways to shift the costs of transportation to those who use the roads.

Continue Reading Below

A regional authority voted this week to eliminate tolls on the Cesar Chavez Border Highway in El Paso. On the same day, some 600 miles away, the Dallas city council rejected plans to build a toll road along the Trinity River near downtown. The council's action appears to be the death knell for a toll project that was debated for decades as a way to alleviate congestion along a network of aging, narrow highways.

Meanwhile, come September in far South Texas tolls will no longer be collected along the Camino Colombia highway near the border city of Laredo. Local lawmakers had argued commercial truckers and others were using alternate routes as a way to avoid the toll and that it was an impediment to the smooth flow of goods through the region.

While a variety of factors played a part in the elimination of the Texas tolls — Dallas' Trinity toll project in particular was beset by environmental concerns and efforts to establish parkland along the river — state Rep. Joe Pickett says there's an overarching connection.

"The common theme is just toll fatigue," says Pickett, an El Paso Democrat who sits on the House transportation committee.

Prior to the recent spate of moves, the last time tolls were eliminated from a Texas roadway was 1977, Pickett said.

<http://www.foxbusiness.com/markets/2017/08/11/texas-scraps-some-toll-roads-while-other-states-add-more.amp.html>

Grapevine Council axes controversial Heritage Bridge plan

BY NICHOLAS SAKELARIS *Special to the Star-Telegram*

GRAPEVINE

The proposal to extend Heritage Avenue over the popular Big Bear Creek trail will not be on the November bond package, a major victory for neighbors and anyone who uses the park.

"I didn't want it just to hang out there and not be resolved. I was really pleased to hear [Councilwoman] Sharon Spencer and Mayor [William D.] Tate say we really need to take it off the plan," said Pippa Robes, who lives on the northern end of where the bridge would have gone. "We value the park and the recreation area far more than putting another road through."

But as the City Council directed staff to remove the project from the master thoroughfare plan, a move that will ultimately kill the north/south arterial street, major transportation questions remain unanswered.

All four road projects were removed from the November bond package Aug. 10 at a special meeting.

Those who supported the Heritage Avenue bridge extension say they have to go several minutes out of their way to reach their destination. The bridge would have given Grapevine-Colleyville school district buses a shorter route to several schools. It also would have cut emergency response times on both sides of Big Bear Creek by several minutes.

But Tate looked at the bigger picture.

Transportation officials are planning to widen Texas 121 in Euless with one new lane in each direction. The lane would be for peak travel periods only and would have special signage indicating when drivers can use it, said Val Lopez, public information officer for the Texas Department of Transportation.

The \$26 million project from Glade Road south to Texas 183 is scheduled to start construction in 2019.

And Grapevine just hired a new public works director, Bryan Beck, in July who has been driving around the city looking for ways to solve congestion issues.

"I think we need to let the new public works director have some time to look at these projects," Councilwoman Duff O'Dell said.

After the meeting, Robes said she was pleased with the Council's decision.

"I would much prefer that we were working on improving the roads that we already have," Robes said.

Tate, who has been mayor the majority of the last 44 years, said he has seen too many cases where a new road opens up and quickly becomes a cut-through, especially with drivers from outside Grapevine.

"[Heritage Avenue] would turn into a highway," said Tate, citing the Sam's Club parking lot that people use as a shortcut. "This would be even worse."

Overwhelming opposition

Hundreds turned out to debate the Heritage Avenue bridge at a town hall meeting last month with the majority being against it. The bridge extension has been planned since 1987 but causes an uprising every time it's brought up.

Tate said this project needs to be put to bed forever.

"The people have spoken and they spoke very vocally," Tate said. "If you don't listen to them why have a public hearing? If you put it on a bond issue you continue the animosity and it comes to the same conclusion."

Councilwoman Sharron Spencer agreed, saying this is a volatile issue that got the entire south side of town up in arms.

"When you've got that kind of sentiment there's no wisdom to leaving it on the thoroughfare plan," Spencer said. "I don't want to see this bridge on anything. We don't need to be going through this again."

Other road projects that were nixed from the bond package include another extension of Heritage Avenue from Mustang Drive to Texas 26, widening of Euless-Grapevine Road and raising Dove Road out of the floodplain.

With Beck at the helm of public works, Grapevine will be re-evaluating its thoroughfare plan.

"We don't have to have a bond election to do these," O'Dell said. "We have the resources to do them."

What is on the bond

On Nov. 7, Grapevine voters will consider a \$24.5 million bond package with two replacement fire stations, which will be packaged together as one proposition, a new animal control center and improvements to the Grapevine Municipal Golf Course.

Arlington's new driverless shuttle is ready for sports fans

Starting Aug. 26 for a Cowboys preseason game, the autonomous shuttles will operate along the paved trail system connecting to AT&T Stadium and Globe Life Park.

Aug. 16, 2017

BY BILL HANNA billhanna@star-telegram.com

Fort Worth Star-Telegram

ARLINGTON – That hike from your parking spot to games at AT&T Stadium and Globe Life Park may soon get a little easier.

In what Arlington is calling the nation's first autonomous public shuttle network, the city will launch milo — short for mile zero, or when fans arrive at their destination — on Aug. 26 at the Dallas Cowboys preseason game against the Oakland Raiders, officials said Friday. They will also start being used for Texas Rangers home games on Sept. 1.

The shuttles will help fans who have to park in remote lots and navigate the construction zone for Texas Live! and the new Rangers stadium. But the impact will be limited, as each shuttle can carry just 12 passengers.

"We have remote parking lots where people will have a very comfortable ride in air conditioning ... to the facility," said Arlington Mayor Jeff Williams.

The shuttles, made by Easy-Mile of Toulouse, France, have been in the testing phase this summer throughout Arlington's Entertainment District. They are part of a one-year pilot program that the City Council approved in March. It costs \$272,000 to lease the vehicles for the entire year.

Lauren Isaac, director of business initiatives for EasyMile, said the shuttles will be a big help for those with disabilities or limited mobility.

If the pilot project works, Williams said Arlington could add more driverless shuttles.

"Stay tuned," Williams said. "If it works, yes, we'll have more. If it doesn't, we'll go on to something else."

Arlington, which has seen voters reject mass transit three times, will continue to look for different approaches to moving its citizens around the city. A transportation committee has been studying the issue and will make recommendations to the City Council.

Williams said traditional mass transit is not an option.

"I think light rail and diesel buses are outdated, and that's not what we're after here in our city," Williams said. "We're looking at the new technology that will be much cheaper and safer."

ARLINGTON, WHERE VOTERS HAVE REJECTED MASS TRANSIT THREE TIMES, WILL CONTINUE TO LOOK FOR APPROACHES TO MOVING RESIDENTS AROUND THE CITY.

WHERE THEY WILL RUN

Under Texas law, autonomous shuttles must stay off city streets.

The two shuttles will operate from just south of Cowboys Way near Rangers parking lot R, and travel north along a sidewalk that hugs Johnson Creek through Dr. Robert Cluck Linear Park and Richard Greene Linear Park, ending just west of the Rangers parking lot J. There will be a stop by the bridge leading across Johnson Creek. The entire trip takes about 13 minutes.

DID YOU KNOW?

- Milo is free to use, wheelchair accessible, and can hold up to 12 passengers, (or 10 passengers plus one wheelchair).
- A certified operator will always be onboard.
- A shuttle's top speed is about 20 mph. It can accelerate, brake and steer by itself.
- The driverless technology includes collision avoidance systems. It can detect other vehicles, cyclists, pedestrians, and obstacles.

DART Board new members represent fresh start for Dallas transportation

By [Teresa Gubbins](#)

8.23.17 | 4:20 pm

Dallas Area Rapid Transit (DART) tenders its official welcome to its four new board members, who were appointed by the city of Dallas in July. The four new members are Ray Jackson, Jon-Bertrell Killen, Dominique Torres, and Catherine Cuellar. All began their tenure at the board meeting on August 8.

Jackson, Killen, and Torres are City of Dallas representatives. Cuellar represents Dallas and the City of Cockrell Hill.

Ray Jackson is managing partner of the Jackson Law Firm. He was named one of America's premier lawyers and one of the best lawyers in Dallas by *D Magazine* and *Eclipse Magazine*. Jackson received his bachelor of arts in marketing from Texas Tech University in Lubbock and a law degree from Thurgood Marshall School of Law in Houston.

Jon-Bertrell Killen helps companies manage their data as a solution architect at Slalom Consulting in Dallas. Killen has a bachelor of science in sociology and a masters of business administration in marketing and strategic leadership from Southern Methodist University. He played on the SMU men's basketball team from 2004-08 and is a former team captain.

Dominique Torres is a native of Dallas and graduate of the University of North Texas and Texas A&M University Law School. She operates The Torres Law Office where she handles personal injury, immigration, and family law cases. Torres is active in the NAACP, LULAC, North Texas Young Latino Leaders, Dallas League of Women Voters, and Junior League of Dallas.

Catherine Cuellar is director of partnerships for RefillWise, a free pharmacy discount and rewards program. She is a third-generation native of Dallas and an award-winning journalist who has worked at Dallas Arts District, Oncor, and *The Dallas Morning News*. Cuellar graduated from Rhodes College in Memphis, Tennessee, with a bachelor of arts in creative writing.

They replace long-term old-timers such as Bill Velasco, Jerry Christian, and Pamela Dunlop Gates, who've been on the DART board since the mid-2000s. Former vice-chairman Richard Carrizales was [ousted in May](#) after he voted in favor of the Cotton Belt rail line from DFW airport to Plano, when Dallas City Council members were urging DART to make Dallas the priority.

Infrastructure path tricky

Rival priorities, plans stand in way of Trump's goal

Joan Lowy, The Associated Press

GOVERNMENT

WASHINGTON — President Donald Trump's road to getting legislation through Congress this year to restore the nation's crumbling infrastructure appears increasingly precarious.

Trump has yet to release a plan despite his campaign pledge to create jobs by building bigger and better transportation and other types of infrastructure projects. Administration officials have said a plan will be released in the third quarter of this year, but Congress is unlikely to tackle the issue right away.

Lawmakers will have too much other must-pass legislation on their agenda when they return to work after Labor Day, including deadlines to raise the federal debt limit and, separately, prevent a government shutdown after the current budget year ends on Sept. 30.

After that, Republican leaders plan to revamp tax laws, a task that is always difficult and time-consuming.

Even if Congress moves on to infrastructure after taxes, Democrats and many Republicans are skeptical that Trump can reach his goal of generating \$1 trillion in infrastructure spending over 10 years if he relies on tax incentives for companies that invest in projects in exchange for the right to collect tolls or other fees and speeding up the environmental permitting process.

Trump has said he's hopeful Democrats will support his plan. Democrats say that they want to work with the administration on infrastructure but that any bill must include direct funding for projects, not just tax credits for investors.

"We Democrats sent the president our 'Better Deal' infrastructure proposal in January.

We still haven't heard from them," said Senate Minority Leader Chuck Schumer, D-N.Y.

Democrats would pay for their \$1 trillion plan with unspecified cuts in tax breaks. In July, Schumer and House Minority Leader Nancy Pelosi, D-Calif, made the plan a key part of Democrats' new economic agenda and messaging strategy for the 2018 midterm elections.

White House officials didn't reply to questions from The Associated Press.

What Dallas, Houston, Louisville & Rochester can teach us about widening freeways: Don't!

By Joe Cortright

23.8.2017

Portland is thinking about widening freeways; other cities show that doesn't work

Once upon a time, Portland held itself out as a national example of how to build cities that didn't revolve (so much) around the private automobile. Back in the 1960s and 1970s, it recognized that building more freeways just generated more traffic, and it tore out one downtown freeway, and cancelled another, and instead took the bold step of investing in transit and encouraging greater urban density.

But now the region is confronted with proposals to spend upwards of [a billion dollars on three freeway widening](#) projects. The idea that widening freeways will reduce congestion has been thoroughly debunked. Economists now talk about the "[Fundamental Law of Road Congestion](#)"—each incremental increase in highway capacity generates a proportionate increase in traffic, with the effect that congestion quickly rebounds to previous levels—accompanied by more sprawl, longer trips and increased pollution. As it contemplates spending upwards of a billion dollars on three proposed freeway-widening projects, Portland might want to spend a little time looking at what's been learned in other cities around the country. The experiences of four cities confirm the lessons that Portland thought it learned four decades ago.

Houston

Add as many lanes as you like, you'll just get more traffic and congestion



Adding lanes doesn't end congestion. (Houston Chronicle)

America's largest freeway is Houston's 23-lane Katy Freeway. Its been widened many times, always, ostensibly with the idea of eliminating congestion. But no matter how wide it gets, added capacity just induces further flung development and more peak hour driving, with the result that the freeway is even slower today than it was when it was widened just a few years ago. Texas spent \$2.3 billion to

widen the road, but just 3 years after it opened, the morning commute has increased by 25 minutes (or 30 percent) and the afternoon commute has increased by 23 minutes (or 55 percent). It's just one of many examples of how expanding freeway capacity to fight congestion is simply [futile](#).

Dallas

Even in the Lone Star State, they're willing to cancel big road projects



In Dallas: A park instead of a highway.

For decades, Portland has prided itself on its 1970s era decision to tear out one freeway (Harbor Drive) and to forego building another one (the Mount Hood Freeway). Meanwhile, in much of the Sunbelt, cities like Houston built more and wider freeways. But even in Texas, the tide is turning. Just this month, the City of Dallas junked decades old plans to build a six-lane tollway to relieve downtown traffic congestion. Called the Trinity Parkway, the billion dollar road would have been built in the floodway of the long-neglected Trinity River that flows in and near downtown Dallas. For years, the project has moved forward with a steady, and familiar refrain:

Supporters of the road have long said it is crucial to relieving daily congestion on the knot of highways surrounding downtown.

But earlier this month, the Dallas City Council voted 13-2 to cancel the tollway. Instead, the Trinity River floodplain will be developed as a park. Kinda like what Portland did with its waterfront four decades ago.

Louisville

If you widen first, and toll later, you'll waste millions or billions

One aspect of Louisville, Kentucky's transportation system looks a lot like Portland's. Louisville lies just south of the Ohio River, and every day, tens of thousands of suburban Hoosiers use the interstate freeway to commute to jobs in Louisville, mostly on the I-65 bridge. (In Portland, it's tens of thousands of Washingtonians crossing the Columbia River, principally on Interstate 5, to jobs in Oregon). Until a couple of years ago, the I-65 river crossing, like I-5, consisted of six travel lanes. Six months ago, Kentucky and Indiana completed a billion dollar freeway widening project that expands I-65 to twelve lanes (by twinning the existing Ohio River bridge). To help pay for the new bridge, the state's started charging a toll that averages about \$2 (with big discounts for regular commuters). The result: despite doubling capacity, the number of people using the I-65 crossing has

fallen by almost half. Now the new super-sized river crossing is grossly under-used, even at rush hour.



This is rush hour on I-65 in downtown Louisville, with tolls (and a billion dollars of un-needed freeway).

If Louisville had tolled the river crossing *before* committing to constructing additional capacity, it would have realized it didn't need anything like 12 lanes over the Ohio River—the existing bridges would have sufficed.

In Oregon's case, the Legislature has directed the Oregon Department of Transportation to get federal permission to toll Interstate 5 and a parallel route (I-205). Given Kentucky and Indiana's experience, it would be wise to implement tolls first, *before* making any additions to existing freeway capacity. The overwhelming evidence is that tolling could reduce, delay or even eliminate the need for costly freeway widening.

Rochester

Tearing out a freeway makes a better city.



Going, going . . . (Stantec, via CNU)

[Rochester, New York](#) is in the process of removing and filling in a depressed (and depressing) urban freeway it built in the 1960s. Removing the “Inner Loop” freeway is reconnecting downtown neighborhoods, and helping stimulate development. The city has just approved a new mixed use development on former freeway land that includes 120 units of housing. More housing and fewer

roads are the cornerstones of revitalizing the city's downtown, according to the Congress for the New Urbanism.

Lessons learned?

Looking at the experience of other cities should tell Portland's leaders that freeway widening projects like the proposed Rose Quarter expansion are ineffective, costly, unnecessary, and out of date.

Houston's experience shows that adding more lanes doesn't reduce congestion, it just induces more traffic. Louisville shows that if you're going to toll freeways, you can expect a big drop in traffic that will likely obviate any perceived need for more lanes. And Dallas shows, than even in traditional auto-dominated cities, its possible to simply walk away from out-dated freeway expansions plans.

For those who are really serious about reclaiming valuable urban space for people, it makes sense to tear out freeways, as Rochester is currently doing, rather than building more. Portland was once a leader in re-thinking how to reduce auto-dependence; today, there are valuable lessons it can learn from other cities.

3 ways DART can confront its midlife crisis and win over its doubters

Filed under [Editorials](#) at 18 hrs ago
Dallas Morning News Editorial

As Dallas Area Rapid Transit treks deeper into its fourth decade, it confronts a host of slow-burning challenges that have the potential to derail one of the region's proudest accomplishments.

For all its successes, and this editorial board has enthusiastically chronicled them, our area's transit provider and its supporters must confront some unwelcome truths.

DART serves too few people in North Texas. The working poor and others who depend on it most endure the longest commutes and most inconvenient service. Its bus service is wanting in southern Dallas and almost non-existent in some of its largest suburbs, like Plano.

Meanwhile, DART has for decades watched jobs, retail and people continue to flock to suburbs outside its service area. Yet it has been unable to persuade a single city on its periphery to join.

Addressing these challenges will be difficult and expensive. But we believe that by redoubling its focus on customers — that is, on its riders — DART can remain as vital decades from now as it is today. To do so, DART must also adopt a new way of measuring how it should spend its billions.

With DART now in its 35th year, it's worth reflecting that the agency was formed so long ago that relatively few in Dallas today were here when voters originally agreed to fund it out of their own pockets. Heck, most current Dallas residents, [whose median age is 32](#), weren't even alive in 1983. At its core, that decision was a classic bet that the total would be greater than the sum of its parts. Quite simply, voters were convinced that coming together would create a more useful transit network than a single city could on its own.

That sense of shared commitment shows signs of fraying.

This month, [DART agreed to rebate a large share of sales taxes](#) collected in two of its founding cities, University Park and Highland Park, in response to their threats to quit the agency. A similar deal is in the works for Cokerell Hill and Glenn Heights.

Earlier this year, several Dallas City Council members openly proposed — unsuccessfully, this time — asking voters to shift millions of dollars in Dallas sales taxes away from DART and toward other pressing needs in the city.

And meanwhile, Addison has been busy threatening its own walk-out if DART fails to deliver the Cotton Belt rail line, just as Irving threatened several years ago when work was slowed on the Orange Line.

These challenges make clear that for all its success, DART faces a subtle fraying of the compact between Dallas and its nearest neighbors, the very one that made the agency possible all those years ago.

So what to do about it? Three things, to start.

1. Focus on rider experience, across all modes.

Take a break from the builders' mentality that has dominated DART for the past 15 years. Instead, borrow a page from Silicon Valley and zero in on user experience — that is, the service that customers receive when they ride DART. Provide shorter waits and safer, cleaner and faster trips. Word will spread. This should help increase ridership on existing routes.

2. Bet bigger on buses.

Explore the benefits of expanding bus service. DART's four light-rail lines are signal achievements. They will get even busier when the agency expands its platforms and deploys longer trains. That will be a smart use of funds. But before DART invests billions in new rail lines, it should add bus routes throughout its service area. DART needs to do better to reach potential customers who don't currently use it for the simple reason that it doesn't connect where they live to where they need to go.

Do this, and ridership among those who need DART most will rise.

3. Insist that big new projects attract new riders, and a lot of them.

New projects at DART are approved by a kind of rotation among member cities who are forever asking, *whose turn is it?* That's got to stop.

Instead, the board should develop a fair way of evaluating each new project by how many riders it will serve — and how well. That should be the key determining factor, along with attention to how well the new service helps the working poor and other transit-dependent riders.

Of course the benefits should be spread among the 13 cities. If more buses will mean more riders, then of course the bus network should be improved throughout the area, and not just in Dallas. After all, many of the working poor in Dallas are working outside of the city anyway, so improving connections between jobs and workers throughout the 13 cities will help everyone.

Other benefits — from real estate development along the Cotton Belt to advantages that a subway in downtown Dallas might bring — should be tallied, too. But ridership, and improved service, should be the primary factors used to decide where DART spends its scarce dollars.

DART has built the continent's largest light-rail system — on time and under budget. After nearly 35 years, it stands as perhaps Texas' best and biggest example of regional cooperation. The agency and its supporters must now remember that its best measure of success will always be how many people it serves and how well.

Harvey showcases government at its best, worst

Conservative lawmakers contend that government should be as inconsequential in the lives of Americans as possible.

The brutality of Hurricane Harvey, however, shows us that government does and should have a significant role in helping us all live comfortably and safely.

We need a strong, efficient, effective and fully funded government on all levels, and our elected leaders should make decisions about resources and the protection of citizens based on sound public policy, and not petty politics or favors to special interest groups.

Good government matters, and it sometimes costs money.

For the most part, Texas leaders have been up to Harvey's challenge, casting a steely resolve and dispatching the considerable resources of Texas' government in ways that inspire confidence. The federal government has been on point as well, promising the resources needed for the tough, long road ahead.

President Donald Trump struck the upbeat tone during his Tuesday visit to Corpus Christi.

"It happened in Texas, and Texas can handle anything,"

Trump said before grabbing and slightly waving a Texas flag.

Gov. Greg Abbott has excelled as well, shaking off the folly of this summer's special legislative session to help steer Texas out of the storm.

Unfortunately, Harvey has showcased government missteps, particularly in the legislative and planning arena.

The storm reveals that decisions by policymakers have consequences that aren't always immediately apparent.

In Houston

In the Houston area, some analysts say officials failed to get a grip on rapid development that resulted in houses and businesses erected in flood-prone prairies that shouldn't have been disturbed. And development has wiped out a large percentage of the wetlands in Harris County that help soaked up floodwaters and protect neighborhoods.

More wetlands wouldn't have stopped all of the massive flooding from this historic hurricane, but it would have helped.

Rice University scientist Mark Jones says "there were homes built where they shouldn't have been built."

Houston-area officials have also been criticized for not evacuating the most vulnerable neighborhoods before Harvey took hold, as evidenced by Abbott's early comments that an evacuation should have occurred.

But Abbott, appropriately, has backed away from retrospective comments, and others have defended the decision not to evacuate, particularly since such an effort was disastrous when Hurricane Rita followed Hurricane Katrina through the Gulf Coast.

In Austin

Texas lawmakers also are under fire because as flood and hurricane victims continue to deal with Harvey, they have to be mindful of a new law approved by the Legislature.

Starting Sept. 1, House Bill 1774 becomes law in Texas, a measure that advocates for insurance companies say was designed to limit lawsuit abuses while preserving protections for homeowners.

But lawyers and consumer advocates say the new law will severely limit homeowners' ability to hold insurance companies accountable when they take months or years to pay for a claim, underpay or wrongfully deny legitimate claims. And they are exhorting Harvey's victims to preserve their rights under current law by filing claims before the new measure takes effect Friday.

Supporters of the law say it will only impact those who have to sue insurance companies, not the majority of people who go through the claims process without resorting to legal action.

If the new law means that residents are now at the mercy of insurance companies, it may have to be changed or clarified.

In Washington

After Hurricane Sandy devastated the Atlantic Coast in 2012, eight Texas Republicans voted against increasing flood insurance, and 23 voted against emergency funding for victims.

Some of them cited pork on the bills, then voted for budget cuts to make up for the cost of the bills after they passed.

Now that Texas needs help, New Jersey Gov. Chris Christie has blasted Texas lawmakers for asking for federal support when they blocked it for victims of Hurricane Sandy. Many East Coast lawmakers have pledged to help Sandy victims, but there's a lesson here for Texas officials.

Moving forward, there are other things our government leaders should do to protect Americans, even if it means spending more money.

The nation's roads, bridges and infrastructure are in bad shape and need to be overhauled.

It's just a matter of time before some kind of disaster highlights government inaction.

Congress should approve a comprehensive infrastructure repair bill before it's too late. State leaders should also be mindful of the need to improve the quality of life for residents, including better transportation, air quality and flood control.

Congress also has to reauthorize and beef up the National Flood Insurance Program, which is set to expire Sept. 30.

Issues with extending the program include controlling insurance premiums and protecting property values, but lawmakers will be under pressure to find a solution.

On the local level, better urban planning is essential, and cities like Houston should embrace zoning and other regulations, not avoid them. Like Katrina before it, Harvey is a wake-up call.

Hopefully, this tremendous storm will move the Texas Legislature to refrain from debating non-issues like regulating where transgender residents use the bathroom and focus on how to better protect its coastal cities.

And that requires working with local government, not creating divides.

Twitter: @gromerjeffers

How panicked drivers are making North Texas gas shortages worse

Filed under [Harvey](#) at 9 hrs ago

Written by

[Jeff Mosier, Energy and Environment Writer](#)

The Dallas Morning News

Why are we seeing gas shortages now?

Texas is the energy capital of the country, both in terms of crude oil production and refining that into different types of fuel such as gasoline, diesel, jet fuel and other products. Several refineries shut down as a precaution before Harvey made landfall in southeast Texas coast on Friday night as a category 4 hurricane. In the following days, as the storm caused widespread flooding, more inland refineries stopped operations. As of late Wednesday, more than a fifth of the nation's refining capacity -- including two of the country's largest oil refineries -- was out of commission as oil companies battled flooding.

How long will this last?

There is still a great deal of uncertainty. Many refineries have not said when they expect refineries to be back up and running. But experts aren't panicking.

Jay Hatfield, portfolio manager of InfraCap's AMZA fund, said the "chances of this being a long-term shortage is zero. The only question is does it last one week, two weeks or three weeks, not a month, two months, three months."

There's little evidence of major damage at most Texas Gulf Coast refineries, which are well-equipped to deal with flooding, Hatfield said. However, they can't just flip a switch and immediately start producing gasoline and diesel.

"The good news is it takes one to two weeks," Hatfield said about the risk of an extended disruption. "The bad news is it takes one to two weeks." In the meantime, Hatfield said tankers of gasoline could be diverted to Houston. Gasoline from refineries in Oklahoma and other nearby states could also be tapped into ease the supply crunch.

The Houston Ship Channel, which closed because of Harvey, partially reopened Wednesday. The U.S. is also a significant exporter of gasoline. Now some of that supply is likely to be diverted to domestic use.

How bad is it now?

In the short-term, gas shortages are often created by the panic of people keeping their tanks topped off. This sudden demand throws off the supply. As a result, regular deliveries to pumps - which are based on normal seasonal demand -- become inadequate to meet the new rush for gas.

There were multiple reports on social media about long lines in front of gas stations in the D-FW area.

At a 7-Eleven station on Plano Road in Richardson, there were more than a dozen vehicles lined for gas Thursday morning. Mike Aynkulu, the store's assistant manager, said he wasn't sure how quickly they'd run out or when they would get resupplied. When the pumps get low, an alarm sounds and a gas truck usually arrives in 30 to 45 minutes, he said. That won't be the case today.

At the 7-Eleven on the corner of Zang and Colorado in Dallas, employees didn't expect the gas to last long and lines of two to four cars stretched from every pump.

Reid Hendrix filled up his wife's car in Garland last night, and after seeing long lines around 10:30 p.m. he knew he would need to get gas before work today. He was late for work, and his boss was messaging him wondering where he was. "We're in crisis, what do you want me to do?" he said.

Maximo Contreras talked to his girlfriend last night about needing to fill up. He has the week off, so he just needs to fill up and let the car sit in the driveway for now. He said he was lucky his first stop -- the 7-Eleven -- still had gas.

Usually, he's able to fill up with \$15 or \$20, but as the price climbed past \$25 the nozzle was still pumping. "This sucks, but compared to what is going in Houston, that's way worse," he said.

Bresha Jackson has to drive from Corsicana every day to get her aunt to cancer treatment at Methodist Dallas Medical Center, just a few blocks away. She usually fills up at night, but the stations in Corsicana were already empty.

She was paying cash, and kept having to scrounge up more bills and run them into the store when \$10, \$20, \$30 wasn't enough to fill her tank. "Too much craziness," she said, scrambling as the line of cars grew. "This guy's been waiting."

Behind her, the driver of the next car threw his hands up in exasperation. "I hope they don't run out," she said. "It wasn't this crazy the last time a hurricane came through."

Cars packed the small parking lot around the 7-Eleven at the corner of Ross Avenue and Griffin Street waiting for a chance at the pump.

Markus Robinson, who works downtown, says his boss told him 7 Eleven still had gas so he went on his break to fill up his tank. "Flashing back to the '70s," he said with a smile as cars lined up behind him. "It could be worse, I could be down along the coast."

On Monday, the popular crowd-sourced gas price website GasBuddy activated its online [gas availability tracker](#) encouraging drivers to report gas stations that are out.

On Thursday morning, there were several locations in North Texas that were being flagged as having run out gas in GasBuddy's online tracker.

Red indicates gas stations that drivers reported as having run out of gas. (Screen capture from GasBuddy's online gas tracker.)

Responding to questions from *The Dallas Morning News* fuel suppliers and retailers have been reluctant to comment on how they see shortages playing out in the short term.

How much have the gas prices gone up?

(GasBuddy.com)

At the Dallas-area gas stations, prices have started rising, but not too sharply yet.

From about \$2.22 on Friday, before Harvey made landfall, gas rose to an average of \$ 2.42 Thursday morning. However, there were reports of some gas stations charging \$ 2.99 or more mid-day Thursday.

Is it legal to raise prices like that?

There were multiple reports of gas stations charging anywhere from \$2.99 to \$8 for a gallon of regular gas.

At the 76 gas station in Garland, the fuel-price display unit outside showed \$8 for a gallon. The station was swamped with calls from angry customers after a photo was posted on social media, according to Robert Fernandez, who works there.

"They wouldn't give me time to fix it," he said. "We absolutely regret the error."

Fernandez blamed the high price an employee error. It was supposed to be \$3.09, he said, but soon after the station ran out of gas.

There have been numerous complaints about high gas prices, according to Kayleigh Lovvorn, spokeswoman for the office of Texas Attorney General.

“When evaluating whether a business is engaging in price gouging in the sale of fuel, we look to see if they are charging excessive or exorbitant prices,” Lovvorn said in an emailed statement. “We recognize that certain market conditions, such as decreased production and closed refineries, might cause market fluctuations.”

The attorney general’s office is looking into 984 complaints filed between August 25 and Thursday afternoon. On Thursday alone, its Consumer Protection Division received more than 500 complaints, “many of which involve allegations of high fuel prices in Dallas, including amounts ranging from \$6 to \$8 dollars per gallon.”

Lovvorn said there are no specific dollar amounts that indicate price gouging. The office is asking people who see gas priced at \$4 per gallon or more take a photo of the price or their receipt and send that in with their complaint.

You can email complaints to ConsumerEmergency@oag.texas.gov or call it into [\(800\) 621-0508](tel:(800)621-0508) or [\(512\) 475-4413](tel:(512)475-4413).

But wait, haven't we paid more for gas before?

Gas prices have gone all the way up to \$4 per gallon for regular gas during the 2007-'08 period, before crashing to below \$ 2 per gallon as the Great Recession hit the U.S. economy.

Before Harvey affected fuel supply, the gas prices were at a multi-year low. And industry experts expect the current price spike to be relatively short lived. Prices are expected to normalize as oil refineries are back on and fuel supplies to gas stations resume.

What are the fuel suppliers saying?

"The South Texas area is expected to experience short-term interruption in fuel supply due to the delay in refinery operations in Corpus Christi and Houston," a statement from H-E-B said Thursday morning. "A surge in demand along with reduced supply has caused intermittent outages at H-E-B fuel stations throughout the state."

The retail chain said it's working with refiners and suppliers to "resupply H-E-B stations across the state as fast as we can."

Mike Thornbrugh, a spokesman for QuikTrip, said his chain would consider trucking out-of-state gas into the region if needed. That would, however, increase prices since the transportation costs are higher.

Staff writers Charles Scudder, Claire Cardona and Eline de Bruijn contributed to this story.

Texting ban goes into effect today

Police say enforcement won't be a problem as most cell use obvious

By LIZ FARMER Staff Writer lfarmer@dallasnews.com

TRANSPORTATION

Authorities across Texas will soon be scouring the roads for people who are texting behind the wheel. A statewide ban takes effect Friday.

A law signed by Gov. Greg Abbott last month will replace the patchwork of local restrictions that some municipalities adopted.

Supporters of the bill hope it will make the roads safer; 1 in 5 crashes involves driver distraction, according to the Texas Department of Transportation.

In places like Garland, officers have already been monitoring school zones for offenders zipping through while texting, Garland police spokesman Pedro Barineau said. Now, they'll expand that scrutiny to the whole city.

Some officials say the texting ban could be difficult to enforce, but law enforcement will be pulling drivers over when they think they're in the wrong.

"We see it all the time, maybe a car swerving or crossing lanes of traffic," Barineau said. "You might think it's an intoxicated driver, but more and more we're finding people texting and driving."

Here's what Barineau says to keep in mind:

- The law targets people who are on their cellphones reading, writing or sending a text message while driving.
- Law enforcement will be on the lookout for drivers whose heads are down and who are swerving. "That's a huge indicator that they might be texting and driving."
- If a driver is stopped at a red light, it's not a violation to be looking at a phone because they're not "operating a vehicle" in that moment. But Barineau cautions that texting at a red light can often cause a hazard because drivers don't notice when the light turns green. "If an officer sees that person is moving on but still texting and driving, they'll pull them over."
- Cellphones can be used for GPS navigation and music, though drivers might still get pulled over if officers suspect them of texting. "The key here is keeping your head up and keeping your hands on the wheel." Officers often see people with a knee on the steering wheel as they text with one hand. "If somebody cuts in front of them then they are immediately at a disadvantage to maneuver out of the way."
- Instead of texting, seek out handsfree technology, like Bluetooth headsets or dictation functions and apps that type out words spoken aloud.
- Using a cellphone to report an emergency, like a car crash, while driving is OK under the law." Of course we need to get emergency medical personnel there as quickly as possible."
- Those who are caught texting and driving will face a fine up to \$99 for the first offense and those who've previously been convicted could face up to \$200.

Twitter: @liz_farmer

Renovation work at DFW Airport's Terminal E finished

BY ANDREA AHLES aahles@star-telegram.com

Dallas/Fort Worth Airport officials unveiled the last section of newly renovated gates at Terminal E on Wednesday, marking the completion of four years of work on passenger gates, concessions, check-in areas and baggage claims. It's the second of the airport's four old terminals to be completed as part of the airport's ongoing makeover.

"Thirty-six passenger gates at Terminal E were taken down to their concrete framework and rebuilt into the modern and efficient space you see today," said Khaled Naja, DFW's executive vice president of infrastructure and development.

DFW spent \$678.2 million renovating the 1.2 million-square-foot terminal, plus \$156.4 million on a new parking garage adjacent to the terminal. The number of parking spaces at Terminal E increased to 5,941 from 4,036 with the new garage.

The airport replaced old tile floors with smooth terrazzo and added more signs to direct passengers around the terminal.

"It is now so much easier for customers to locate the concessionaires and services they need," Naja said. The new terminal has concessions including Chick-Fil-A, Tim Love's Love Shack, Camille's Ice Cream Bars and Marshall-Rousso retailer.

About nine million passengers travel through Terminal E each year, flying on United Airlines, Jet Blue Airways, Alaska Airlines, Delta Air Lines, Frontier Airlines, Air Canada, Spirit Airlines and American Airlines.

Naja said renovations at Terminal B should be completed in the next six months. With Terminal A and Terminal E now completed, the airport is another step closer to finishing the \$2.7 billion terminal renewal program.

However, plans to renovate Terminal C, which was originally supposed to be renovated as part of the project, have been placed on hold as the airport evaluates possibly building a sixth terminal.

Andrea Ahles: 817-390-7631



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511

bwilson@nctcog.org

Kenneth Bergstrom
(817) 704-5643

kbergstrom@nctcog.org

Celebrate Electric Vehicles Beginning Sept. 9

Organizers hope to establish record for most EVs in one location

Sept. 5, 2017 (Arlington, Texas) – Exciting progress is being made that could lead to less expensive, more plentiful electric vehicles. But how much do you know about them? Learn more about the technology from current EV owners and local representatives during North Texas' National Drive Electric Week celebration Sept. 9 at Grapevine Mills Mall. Additionally, a series of five daily webinars beginning Monday, Sept. 11 will help you understand the basics about EVs.

Electric vehicle owners and enthusiasts will show off their rides, discuss the ownership experience and demonstrate this incredible – and clean – technology beginning at 10 a.m. Sept. 9 at the mall. Sponsored by the North Central Texas Council of Governments and the Dallas-Fort Worth Clean Cities Coalition, the North Texas NDEW celebration is an opportunity for residents to learn more about electrification without feeling pressured to buy an EV. Attendees will even have a chance to test drive these vehicles.

Mike Taylor, a member of both the Colleyville City Council and the Regional Transportation Council, will speak during the event, highlighting the importance of electric vehicles in North Texas, where 10 counties are working to comply with the federal government's ozone regulations. Improvements in air quality are being made, thanks in part to the growth of EVs and other vehicles powered by alternatives to gasoline.

Organizers are again hoping to establish a State record for the number of EVs in one location, aiming to top last year's mark of 128. For the past two years, Dallas-Fort Worth has boasted the largest single-event NDEW celebration in the country outside of California, bringing together EV manufacturers, advocates and private owners, as well as curious individuals for a day of electric driving, conversation, fun and prizes. More than electric vehicles will be featured. Students from two area high schools are expected to showcase solar cars they built.

The free lunchtime webinars, held weekdays during NDEW, will help North Texans learn more about EVs and related issues. Here is the schedule:

When	Topic
Monday, Sept. 11, noon	EV 101
Tuesday, Sept. 12, noon	Workplace Charging
Wednesday, Sept. 13, noon	Opportunities for Utilities
Thursday, Sept. 14, noon	Clean Communities, EVs and Municipalities
Friday, Sept. 15, noon	How to Sell an EV

Data shows Texas as a whole ranks fifth in the number of EVs sold. In Dallas-Fort Worth, there are approximately 8,000 EVs on the roads, an increase of 43 percent from 2016 to 2017.

NDEW is a nationwide celebration to increase awareness of the widespread availability of plug-in electric vehicles and to highlight the benefits of driving electric vehicles. It began in 2011 as National Plug In Day and expanded to involve an entire week in 2014, in response to the growing popularity of EVs. More than 200 events are scheduled across the US and Canada, as well as a few other international locations, during NDEW.

For more information on NDEW, how to register a vehicle or for the webinars, and why North Texans should be involved, visit www.driveelectricdfw.org.

About the North Central Texas Council of Governments:

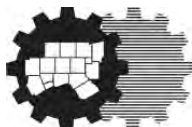
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments 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 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About Clean Cities:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

###



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
(817) 695-9284
awilson@nctcog.org

NCTCOG to Present Cotton Belt Corridor Overview on Aug. 17

North Texans invited to provide input on passenger rail plans

Aug. 16, 2017 (Arlington, Texas) – The North Central Texas Council of Governments will present background information and an overview of the Cotton Belt commuter rail project at a public meeting at 2:30 p.m. August 17 in Arlington.

Mobility 2045, the Dallas-Fort Worth area's next Metropolitan Transportation Plan, is under review and will concentrate on a mix of different transportation choices to keep the region's growing population moving. Mobility 2040, the current MTP, includes approximately 150 miles of new, unfunded regional rail. The figure expands to approximately 180 miles with the inclusion of high-speed rail service between Dallas and Fort Worth.

Dallas Area Rapid Transit has recognized the need for cross-region rail since the 1980s, including development of the Cotton Belt. The Regional Transportation Council recently approved \$100 million toward construction of the rail line.

The RTC is examining public sector or public-private sector ideas to fund the regional system.

The Cotton Belt is a planned extension of the Fort Worth Transportation Authority's TEX Rail and would go from Dallas Fort Worth International Airport to Plano. TEX Rail will run from downtown Fort Worth to DFW Airport and is expected to open in late 2018.

The Cotton Belt and TEX Rail would combine to form a 50-plus-mile commuter rail corridor from Plano to downtown Fort Worth. This would further develop North Texas' maturing public transportation system, which includes bus, light rail and streetcar services in addition to commuter rail operated by three different transit agencies.

Information on the Regional Smoking Vehicle Program's 10-year anniversary will also be highlighted during the public meeting. RSVP allows residents to report vehicles they suspect are violating Texas' smoking vehicle statute. It is one tool NCTCOG uses in its effort to meet federal air quality standards. Ten North Texas counties are currently in nonattainment for ozone pollution.

Watch the public meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentation will also be posted at www.nctcog.org/input.

Public Meeting Details

Thursday, August 17, 2017

2:30 p.m.

North Central Texas Council of Governments

616 Six Flags Drive

Arlington, TX 76011

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 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

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.

###

up to 0.999 mgd (peak day) (Docket No. 20130905).

3. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Sugar Creek), Burlington Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 0.499 mgd (peak day) (Docket No. 20130906).

4. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Susquehanna River), Terry Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 1.440 mgd (peak day) (Docket No. 20130907).

5. *Project Sponsor and Facility:* Chief Oil & Gas LLC (Towanda Creek), Leroy Township, Bradford County, Pa. Application for surface water withdrawal of up to 1.500 mgd (peak day).

6. *Project Sponsor and Facility:* Downs Racing, L.P. d/b/a Mohegan Sun Pocono, Plains Township, Luzerne County, Pa. Application for consumptive use of up to 0.350 mgd (peak day).

7. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for renewal of groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 6 (Docket No. 19861103).

8. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 7.

9. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Elizabethtown Borough and Mount Joy Township, Lancaster County, Pa. Modification to correct total system limit to remove inclusion of water discharged to the Conewago watershed to offset passby and transfer of water from Conewago Creek to Back Run (Docket No. 20160903).

10. *Project Sponsor and Facility:* Houtzdale Municipal Authority, Gulich Township, Clearfield County, Pa. Application for groundwater withdrawal of up to 1.008 mgd (30-day average) from Well 14R.

11. *Project Sponsor and Facility:* Moxie Freedom LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 0.408 mgd (peak day), for a total consumptive use of up to 0.500 mgd (peak day) (Docket No. 20150907).

12. *Project Sponsor and Facility:* Susquehanna Gas Field Services, LLC (Meshoppen Creek), Meshoppen Borough, Wyoming County, Pa. Application for renewal of surface water

withdrawal of up to 0.145 mgd (peak day) (Docket No. 20130913).

13. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 5.000 mgd (peak day), for a total consumptive use of up to 53.000 mgd (peak day) (Docket No. 19950301).

14. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC (Susquehanna River), Salem Township, Luzerne County, Pa. Modification to increase surface water withdrawal by an additional 10.000 mgd (peak day), for a total surface water withdrawal increase of up to 76.000 mgd (peak day) (Docket No. 19950301).

15. *Project Sponsor and Facility:* SWEPI LP (Elk Run), Sullivan Township, Tioga County, Pa. Application for surface water withdrawal of up to 0.646 mgd (peak day).

16. *Project Sponsor and Facility:* SWN Production Company, LLC (Wyalusing Creek), Wyalusing Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 2.000 mgd (peak day) (Docket No. 20130911).

17. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to add consumptive use of up to 0.200 mgd (peak day) to existing docket approval (Docket No. 20160913).

18. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to change authorized use of source to existing docket approval (Docket No. 20160913).

19. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.320 mgd (30-day average) from Well 1.

20. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.480 mgd (30-day average) from Well 2.

21. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.470 mgd (30-day average) from Well 3.

Opportunity To Appear and Comment

Interested parties may appear at the hearing to offer comments to the Commission on any project, request or proposal listed above. The presiding officer reserves the right to limit oral

statements in the interest of time and to otherwise control the course of the hearing. Guidelines for the public hearing will be posted on the Commission's Web site, www.srb.net, prior to the hearing for review. The presiding officer reserves the right to modify or supplement such guidelines at the hearing. Written comments on any project, request or proposal listed above may also be mailed to Mr. Jason Oyler, General Counsel, Susquehanna River Basin Commission, 4423 North Front Street, Harrisburg, Pa. 17110-1788, or submitted electronically through www.srb.net/pubinfo/publicparticipation.htm. Comments mailed or electronically submitted must be received by the Commission on or before August 14, 2017, to be considered.

Authority: Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: June 29, 2017.

Stephanie L. Richardson,
Secretary to the Commission.

[FR Doc. 2017-14076 Filed 7-3-17; 8:45 am]

BILLING CODE 7040-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. DOT-OST-2017-0090]

Notice of Funding Opportunity for the Department of Transportation's Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Years 2017 and 2018

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation.

ACTION: 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 FY 2017 and FY 2018 funding, subject to future appropriations.

DATES: Applications must be submitted by 8:00 p.m. EST November 2, 2017. The Grants.gov "Apply" function will open by August 1, 2017.

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. For more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other 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 Web site at <https://www.transportation.gov/buildamerica/INFRAgrants>.

SUPPLEMENTARY INFORMATION:

Table of Contents

- A. Program Description
 - 1. Overview
 - 2. Key Program Objectives
 - 3. Program Name
- B. Federal Award Information
 - 1. Amount Available
 - 2. Restrictions on Award Portfolio
 - 3. Repeat Applications
- C. Eligibility Information
 - 1. Eligible Applicants
 - 2. Cost Sharing or Matching
 - 3. Other
- D. Application and Submission Information
 - 1. Address
 - 2. Content and Form of Application
 - 3. Unique entity identifier and System for Award Management (SAM)
 - 4. Submission Dates and Timelines
- E. Application Review Information
 - 1. Criteria
 - 2. Review and Selection Process
 - 3. Additional Information
- F. Federal Award Administration Information
 - 1. Federal Award Notices
 - 2. Administrative and National Policy Requirements
 - 3. Reporting
- G. Federal Awarding Agency Contacts
- H. Other Information
 - 1. Invitation for Public Comment on the FY 2017-2018 Notice
 - 2. Protection of Confidential Business Information
 - 3. Publication of Application Information

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 2017-2018 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 other, non-Federal sources of infrastructure investment, as well as accounting for the life-cycle costs of the project;
- (3) Using innovative approaches to improve safety and expedite project delivery; and
- (4) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

This notice's focus on the four key objectives does not compromise the Department's position that safety is our top priority. The Department is committed to reducing traffic 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 the 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 2017-2018 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 absolutely 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 support national or regional economic vitality. Therefore, the INFRA program seeks these types of infrastructure projects.

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 share responsibility and accountability, and to maximize their own contributions. The Federal government provided about 25%, or about \$100 billion of the estimated \$416 billion of public investment in transportation and water infrastructure in 2014,¹ but more infrastructure investment is possible if the significant Federal contribution is a smaller portion of a larger total.

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 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, projects that benefit from local self-help, 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

¹ <https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/49910-Infrastructure.pdf>.

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) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. The Department anticipates making awards that advance each innovation area, but it does not necessarily expect each INFRA project to address all three innovation areas. Instead, the Department expects applicants to identify the innovation areas that provide benefit to their project and propose activities in those areas.

Innovation Area #1: Environmental Review and Permitting

Some project sponsors indicate that Federal law and regulations impose requirements on transportation projects that delay the timely delivery of infrastructure. Some claim that the current approach to environmental review and permitting can lead to costly delays that are not justified by environmental benefits. Others note that excessive spending for permitting and studies diverts resources from environmental mitigation. Fortunately, recent transportation authorizations, including the FAST Act, have introduced a number of reforms intended to reduce project timelines and costs without compromising the integrity of crucial environmental protections. The Department is eager to use the INFRA program to expand and improve upon these reforms.

Under the INFRA program the Department seeks to test new approaches to the environmental review and permitting process for infrastructure projects. This approach has four objectives: (1) Accelerating the environmental permitting and review process; (2) improving outcomes for communities and the environment; (3) facilitating concurrent and consistent environmental permitting and review, analysis and decision making across Federal agencies and geographic regions; and (4) establishing a shared vision of permitting success among all Federal agencies.

In the current practice, the resource agencies that are responsible for environmental review and permitting, including U.S. Army Corps of Engineers, the Fish and Wildlife Service, and the Environmental Protection Agency, operate independently and collaborate as necessary. This independent and distributed operation can frustrate

efficient project delivery. Under the approach, the Department will aim to identify “liaisons” within each relevant resource agency. These liaisons will work closely and collaboratively with each other, project sponsors, and local field offices to steward projects participating in the effort through the environmental review process in a timely manner. The liaisons will be responsible for making consistent and timely permit determinations, while ensuring compliance with the purposes and procedures of the environmental permitting and review statutes. They will also have easy access to their counterparts throughout the Department, including in the Department’s operating administrations, the Infrastructure Permitting Improvement Center, and the Build America Bureau.

The Department’s aim is for liaisons to have active and defined roles early in the project development process to define potential permitting risks as early as the project scoping and the development of alternatives stages. They will coordinate activity to reduce risks, and will have specific responsibilities (*e.g.*, dispute resolution) that are triggered when a project is at risk for missing a permit deadline. Additionally, to ensure consistency across Federal agency jurisdictions, liaisons will coordinate permitting activities between Agency-specific districts for projects that cross jurisdictional boundaries.

The Department’s aim is to achieve timely and consistent environmental review and permit decisions. Liaisons’ work will be tracked on the Federal Infrastructure Project Permitting Dashboard, an online tool for tracking the environmental review and authorization process for large or complex infrastructure projects.

Participation in this new approach will not remove any statutory requirements affecting project delivery, and INFRA award recipients are not required to participate. However, the Department seeks INFRA applications for projects that could benefit from this approach, which are likely larger, more complex projects, and encourages those applicants to indicate whether they are interested in participating. Because the Department views this as a potential model for future environmental review and permitting, it seeks projects that will allow it to evaluate that model.

Innovation Area #2: Special Experimental Authorities

By statute, all INFRA awards are subject to Federal requirements associated with the Federal-aid Highways program under title 23 of the

United States Code. However, the Department is interested in ensuring that those requirements do not unnecessarily impede project delivery. The Federal Highway Administration (FHWA) has long encouraged increasing private sector participation in the project development, finance, design, construction, maintenance, and operations. Since 1990, FHWA has experimented with innovative contracting practices under its Special Experimental Project No. 14 (SEP-14). In 2004, FHWA established Special Experimental Project No. 15 (SEP-15), which encouraged tests and experimentation throughout the entire project development process. SEP-15 was specifically aimed at attracting private investment, leading to increased project management flexibility, more innovation, improved efficiency, timely project implementation, and new revenue streams. Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

The Department encourages applicants for INFRA funding to consider whether their project is eligible for and would benefit from an experimental authority or waiver under SEP-14, SEP-15, or some other experimental authority program. For appropriate projects, applicants should propose to use experimental authority and describe their expected benefits. In particular, the Department is interested in proposals that will substantially accelerate the pace of project deployment.

The Department is not replacing the application processes for SEP-14, SEP-15, or other experimental programs, with this notice or the INFRA program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an INFRA award, the applicant would need to satisfy the relevant programs’ requirements and complete the appropriate application processes. Selection for an INFRA award does not mean a project’s SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs’ processes on the appropriateness of a waiver.

Innovation Area #3: Safety and Technology

In addition to these cross-cutting safety-related requirements previously mentioned (and detailed in section F.2.a of this Notice), USDOT seeks opportunities under the INFRA program to experiment with innovative approaches to transportation safety, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Illustrative examples include:

- Innovative designs that inherently reduce safety risk;
- Conflict detection and mitigation technologies for freight and non-freight interaction (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Connected vehicle technology, including systems for vehicle-to-vehicle and vehicle-to-infrastructure communications;
- Signage and design features that facilitate autonomous technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

d. Key Program Objective #4: Performance and Accountability

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 project delivery milestones in a timely manner; (2) making specific State or local policy changes that advance desirable transportation outcomes; and (3) achieving transportation performance objectives that support economic vitality or improve safety.

Each of these three types of events encourages accountability from project sponsors. First, project milestones can make a project sponsor accountable for timely project delivery. For example, to ensure that planning activities will not delay construction, the Department may condition construction funds on the sponsor completing those planning activities by a specific date. Second, INFRA funds can provide an additional

incentive to make specific policy changes. For example, in some jurisdictions, administrative barriers to public-private partnerships prevent project sponsors from using an effective and proven method of project delivery. In such jurisdictions, the Department can help dismantle those barriers by conditioning INFRA funds on local policy changes. Finally, the Department can improve overall performance of the transportation system by tying funding to specific performance targets. For example, if an INFRA project is awarded to improve freight movement through a corridor, the Department may condition some of the INFRA funds to be used to improve one interchange in the corridor on the project sponsor's ability to demonstrate satisfactory levels of service at other points in the corridor. Improvements at those other points on the corridor to reach the target level of service could be made with other, non-conditioned INFRA funds or with non-Federal funds.

These examples are illustrative, but the Department encourages applicants to identify other, creative ways to condition funding to advance INFRA program goals. 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, the Department encourages applicants to voluntarily identify measures through which the Department may hold them accountable, describe, in their application, how the Department could structure any conditions on funding, and detail how the structure advances INFRA program goals. As described in section E.1, an applicant-directed approach to accountability will allow the Department to differentiate among INFRA applications.

3. Program Name

The INFRA grant program is authorized as the Nationally Significant Freight and Highway Projects program at 23 U.S.C. 117. The Department formerly referred to INFRA grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The Department has renamed the program Infrastructure For Rebuilding America (INFRA), to call attention to new priorities: Rebuilding and revitalizing our economy through infrastructure investment.

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 \$850 million² for FY 2017 and \$900 million for FY 2018, 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 up to \$1.56 billion in FY 2017–2018 INFRA funds. Approximately \$710 million of FY 2017 funds are available for INFRA awards.³ The Department anticipates that approximately \$810–855 million of FY 2018 funds will be available for awards, but that total is uncertain because the Department is issuing this notice before appropriations legislation has been enacted for FY 2018. The estimate may be higher or lower than the final amount, which is dependent on future appropriations legislation. Any award under this notice will be subject to the availability of funds.

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 Department intends to use 10 percent of the available FY 2017 funding to make small project selections under the Notice of Funding Opportunity published in November of 2016. The FY 2017 funds made available under this notice are for large projects. The anticipated FY 2018 funds will be for both large and small projects.⁴ In summary, the estimated funding available for FY 2017 and FY 2018 under this notice is approximately

² 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 \$850 million is authorized for FY 2017, \$788.8 million is available for award. For additional information see FAST Act § 1102(f) and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, Pub. L. 114–113, div. L § 120.

³ The Department intends to award the 10 percent of the FY 2017 funding reserved for small projects to applications received under the Notice published in November, 2016. \$709.92 million of FY 2017 funds is available under the terms of this Notice.

⁴ Subject to availability of FY 2018 funding.

\$81 million–\$85.5 million for small projects and \$1.44 billion–\$1.48 billion 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 and previous FY 2017 INFRA selections, approximately \$326 million within this constraint remains available. Only the non-highway portion(s) of multimodal projects count toward the \$500 million maximum. Grade crossing and grade separation projects do not count toward the \$500 million maximum 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 if the appropriate projects are submitted. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

3. Repeat Applications

The selection criteria described in Section E. of this Notice changed substantially from previous INFRA solicitations. Applicants who elect to resubmit an application from a previous solicitation should include a supplementary appendix which describes how their project aligns with the new selection criteria.

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 the 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 cost share requirements, 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 Project

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.

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 2016 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State's FY 2016 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2017 for both single and multi-State projects.

State	FY17 NSFHP (30% of FY16 apportionment) One-State minimum (millions)	FY17 NSFHP (50% of FY16 apportionment) Multi-State minimum* (millions)	FY18 NSFHP (30% of FY17 apportionment) One-State minimum (millions)	FY18 NSFHP (50% of FY17 apportionment) Multi-State minimum* (millions)
Alabama	\$100	\$100	\$100	\$100
Alaska	100	100	100	100
Arizona	100	100	100	100
Arkansas	100	100	100	100
California	100	100	100	100
Colorado	100	100	100	100
Connecticut	100	100	100	100
Delaware	51	86	52	87
Dist. of Col.	49	81	49	82
Florida	100	100	100	100
Georgia	100	100	100	100
Hawaii	51	86	52	87
Idaho	87	100	88	100
Illinois	100	100	100	100
Indiana	100	100	100	100
Iowa	100	100	100	100
Kansas	100	100	100	100
Kentucky	100	100	100	100
Louisiana	100	100	100	100
Maine	56	94	57	95
Maryland	100	100	100	100
Massachusetts	100	100	100	100
Michigan	100	100	100	100
Minnesota	100	100	100	100
Mississippi	100	100	100	100
Missouri	100	100	100	100
Montana	100	100	100	100
Nebraska	88	100	89	100
Nevada	100	100	100	100
New Hampshire	50	84	51	85
New Jersey	100	100	100	100
New Mexico	100	100	100	100
New York	100	100	100	100
North Carolina	100	100	100	100
North Dakota	76	100	77	100
Ohio	100	100	100	100
Oklahoma	100	100	100	100
Oregon	100	100	100	100
Pennsylvania	100	100	100	100
Puerto Rico	44	74	44	74
Rhode Island	67	100	67	100
South Carolina	100	100	100	100
South Dakota	86	100	87	100
Tennessee	100	100	100	100
Texas	100	100	100	100
Utah	100	100	100	100
Vermont	62	100	63	100
Virginia	100	100	100	100
Washington	100	100	100	100
West Virginia	100	100	100	100
Wisconsin	100	100	100	100
Wyoming	78	100	79	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 Area⁵ with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more.⁶ Rural and urban definitions differ in some other USDOT programs, including TIFIA and the FY 2016 TIGER Discretionary Grants program. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The

⁵ 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 Web site 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.

⁶ See www.transportation.gov/buildamerica/INFRAgrants for a list of Urbanized Areas with a population of 200,000 or more.

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 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:

Project name	
Was an INFRA application for this project submitted previously?	Yes/no.
If yes, what was the name of the project in the previous application?	
Previously Incurred Project Cost	\$.
Future Eligible Project Cost	\$.
Total Project Cost (This should be the sum of the previous two rows)	\$.
INFRA Request	\$.
Total Federal Funding (including INFRA)	\$.
Are matching funds restricted to a specific project component? If so, which one?	Yes/no.
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes/no.
Is the project or a portion of the project located on the NHS?	Yes/no (for each question).
• Does the project add capacity to the Interstate system?	
• Is the project in a national scenic area?	
Do the project components include a railway-highway grade crossing or grade separation project?	Yes/no.
• If so, please include the grade crossing ID.	
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	Yes/no.
If answered yes to either of the two component questions above, how much of requested INFRA funds will be spent on each of these projects components?	
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).
• TIP	
• STIP	
• MPO Long Range Transportation Plan	
• State Long Range Transportation Plan	
• State Freight Plan?	
If selected, would you be interested in participating in a new environmental review and permitting approach?	Yes/No.

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, Web site 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 \$500 million maximum 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 D.2.d. of this Notice.

Criterion #2: Leveraging of Federal Funding

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 how the project addresses the Leverage criterion, 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 use non-Federal contributions; and

(D) A description of the non-Federal share across the applicant's transportation program, if the applicant is a regular recipient of federal transportation funding; and

(E) A description of the applicant's plan to address the full life-cycle costs associated with the project, including a description of operations and maintenance funding commitments made by the applicant.

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) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. If the project does not address a particular innovation area, the application should state this fact.

If an applicant is proposing to participate in the environmental review and permitting approach described in section A.2.c, the application should describe how the project would benefit from participation, identify significant anticipated permitting challenges, and identify coordination that might be necessary to complete the environmental and permitting review process.

If an applicant is proposing to use SEP-14, SEP-15, or some other experimental authority program, the applicant should describe that proposal and their expected benefits. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.⁷

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

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 describe mechanisms that will allow the Department to hold it accountable for advancing INFRA program goals. Additional details for three approaches are provided in the following paragraphs, but these examples are not exhaustive. As described in greater detail in section A.2.d, the Department encourages applicants to identify other creative ways to condition funding to advance INFRA program goals and describe those mechanisms in this section of the application.

If the applicant is proposing to condition funding availability on timely completion of project milestones, the applicant should identify specific milestone events, provide target dates for those milestones, and propose a relationship between some or all of the requested INFRA funding and the milestones.

If the applicant is proposing to adopt a specific policy change, the applicant should provide sufficient information for evaluators to understand the existing policy, how changing the policy would advance the Department's goals, and how feasible the change will be for the applicant to complete within the project's delivery timeframe. The applicant should propose a relationship between some or all of the requested

INFRA funding and its completion of the change.

If the applicant is proposing to condition funding availability on reaching specific performance targets, the applicant should detail those performance targets in detail, describe the feasibility of tracking and achieving the target within the project's delivery timeframe, and propose a relationship between some or all of the requested INFRA funding and the performance objective.

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, 2020 for FY 2017 funds, September 30, 2021 for FY 2018 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of 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 Web site 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

⁷ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/ip3/tools_programs/sep15_procedures.aspx.

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,⁸ 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 Web site link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents—preferably through a Web site 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.

(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,⁹ including intermodal projects located at airport facilities.¹⁰ 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.

⁹In 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.

¹⁰Projects 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.

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.

⁸Projects 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.

Large project determination	Guidance
1. Does the project generate national or regional economic, mobility, 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:	
(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.	
(4) System reliability.—To improve the efficiency of the surface transportation system.	
(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.	
(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.	
(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.	
4. Is the project based on the results of preliminary engineering?	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 .
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?	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.
5b. Are contingency amounts available to cover unanticipated cost increases?	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.
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?	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.
7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?	Please reference project budget and schedule when providing evidence.

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, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-

discounted present values of these benefits to the project's estimated costs.

The primary economic benefits from projects eligible for 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, 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/buildamerica/infragrants>).

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 November 2, 2017. The *Grants.gov* "Apply" function will open by August 1, 2017.

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 Web site; (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 contact 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. Therefore, the Department will consider the extent to which an applicant proposes to use non-Federal funding. For example, an application that proposes a 20 percent Federal share will be more competitive than an otherwise identical application proposing 50 percent Federal share. For the purposes of this criterion, funds from Federal credit programs, including TIFIA and RRIF, will be considered non-Federal funding.

There are three additional types of information that the Department will consider when evaluating an applicant's non-Federal contributions. First, 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 will 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 practice, the Department expects that projects that come from rural or less-wealthy applicants will have to meet a lower standard for leverage than projects coming from urban or more wealthy applicants; however, the Department still expects all applicants' projects to maximize leverage to the extent they are able. Second, the Department recognizes that some applicants consolidate Federal funding into a minimum number of projects to simplify their burden complying with Federal administrative requirements. For those applicants, the Federal share on specific projects may be much higher than the overall Federal share of their overall transportation program. If an applicant follows that practice, explains their practice in their application, and provides evidence establishing the Federal share of their overall transportation program, the Department will consider that information. Third, the Department will consider how well the applicant has prepared for future operations and maintenance costs associated with their project's life-cycle. Applicants should demonstrate a credible plan to maintain their asset without having to rely on future federal funding. This plan should include a description of the applicant's approach to ensuring operations and maintenance will not be underfunded in future years.

In addition, the Department seeks to increase the sources of infrastructure funding by encouraging private infrastructure investment. Therefore,

projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding. Likewise, applicants who have pursued private funds for appropriate projects are likely to be more competitive under this program than applicants who have not. If an applicant omits information on the applicability and pursuit of private funds, the Department may conclude that the applicant has not considered viable non-Federal funding alternatives and an INFRA award would be premature.

This evaluation criterion is separate from the statutory cost share requirements for INFRA grants, which are described 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 INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. Under this criterion, the Department will consider the extent to which a project includes or enables innovation in each of those areas.

In Innovation Area #1, as described in section A.2.c, the Department seeks to establish a new approach to the process of Federal environmental review and permitting. When making INFRA award decisions, the Department will consider an applicant's interest in the participating in this new approach and the extent to which the project could benefit from that participation. The Department will also consider the degree to which the results of a project's participation might be representative and reproducible to other departmental or government-wide projects or programs.

In Innovation Area #2, as described in section A.2.c, the Department seeks innovative approaches to project delivery under the auspices of the FHWA SEP-14 and SEP-15 programs and any other applicable experimental programs. When making INFRA award decisions, the Department will consider the applicant's proposals to use those programs, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results.

Finally, in Innovation Area #3, as described in section A.2.c, the Department seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making INFRA award decisions, the Department will consider any innovative safety approaches proposed by the applicant, the safety benefits that those approaches could produce, and the broader applicability of the potential results. As described in section F.2.a, the Department expects all projects to implement baseline safety improvements consistent with FHWA's list of "Proven Countermeasures" and will not consider those improvements under this criterion.

Criterion #4: Performance and Accountability

The Department intends to award INFRA funding to projects that will be delivered on agreed-upon schedules, that will generate clear, quantifiable, results, and that will advance the Department's transportation policy goals. The Department expects all applicants to provide accurate estimates of benefits of their project, its delivery schedule, and total costs. However, the Department will consider the extent to which the applicant proposes specific measures and conditions allowing the Department to ensure accountability, as described in section A.2.d. Instead of rewarding unrealistic promises, the Department intends to reward thoughtful planning, efficient delivery, and effective policy.

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 preconstruction 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 2017 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2020 are not reasonably expected to begin construction within 18 months of obligation. For awards with FY 2018 funds, that deadline is one year later: September 30, 2021.

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.¹¹ 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 two categories of safety-related activities. The first category encompasses activities that the Federal Highway Administration (FHWA) has identified as "proven safety countermeasures" due to their history of

¹¹ Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

demonstrated effectiveness.¹² The second category encompasses safety-related tools, technologies, and practices from FHWA's Every Day Counts initiative.¹³

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.

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 more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other 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 Web site 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. Invitation for Public Comment on the FY 2017-2018 Notice

The FAST Act authorized the INFRA program through FY 2020. This notice solicits applications for FY 2017 and FY 2018 only. The Department invites interested parties to submit comments about this notice's contents, and the Department's implementation choices, as well as suggestions for clarification in future INFRA rounds. The Department may consider the submitted comments and suggestions when developing subsequent INFRA solicitations and guidance, but submitted comments will not affect the selection criteria for the FY 2017-FY 2018 round. Applications or comments about specific projects should not be submitted to the docket. Any application submitted to the docket will not be reviewed. Comments should be sent to DOT-OST-0090 by November 2, 2017, but, to the extent practicable, the Department will consider late filed comments.

2. 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.

3. 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.

¹² Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

¹³ Information of the FHWA Everyday Counts Initiative is available at <https://www.fhwa.dot.gov/innovation/everydaycounts/>.

Issued in Washington, DC, on June 28, 2017.

Elaine L. Chao,

Secretary of Transportation.

[FR Doc. 2017-14042 Filed 7-3-17; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Comment Request; OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning its information collection titled, "OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches."

DATES: Comments must be submitted on or before September 5, 2017.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0321, 400 7th Street SW., Suite 3E-218, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to prainfo@occ.treas.gov. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling

(202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, OCC Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501-3520), federal agencies must obtain approval from OMB for each collection of information that they conduct or sponsor. "Collection of information" is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) to include agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. Section 3506(c)(2)(A) of title 44 requires federal agencies to provide a 60-day notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information, before submitting the collection to OMB for approval. To comply with this requirement, the OCC is publishing notice of the proposed collection of information set forth in this document.

Title: OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches.

OMB Control No.: 1557-0321.

Description: The OCC's guidelines codified in 12 CFR part 30, appendix D establish minimum standards for the design and implementation of a risk governance framework for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank (bank). The guidelines apply to a bank with average total consolidated assets:

(i) Equal to or greater than \$50 billion; (ii) less than \$50 billion if that bank's parent company controls at least one insured national bank or insured federal savings association that has average total consolidated assets of \$50 billion

or greater; or (iii) less than \$50 billion, if the OCC determines such bank's operations are highly complex or otherwise present a heightened risk as to warrant the application of the guidelines (covered banks). The guidelines also establish minimum standards for a board of directors in overseeing the framework's design and implementation. These guidelines were finalized on September 11, 2014.¹ The OCC is now seeking to renew the information collection associated with these guidelines.

The standards contained in the guidelines are enforceable under section 39 of the Federal Deposit Insurance Act (FDIA),² which authorizes the OCC to prescribe operational and managerial standards for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank.

The guidelines formalize the OCC's heightened expectations program. The guidelines also further the goal of the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 to strengthen the financial system by focusing management and boards of directors on improving and strengthening risk management practices and governance, thereby minimizing the probability and impact of future financial crises.

The standards for the design and implementation of the risk governance framework, which contain collections of information, are as follows:

Standards for Risk Governance Framework

Covered banks should establish and adhere to a formal, written risk governance framework designed by independent risk management. The framework should include delegations of authority from the board of directors to management committees and executive officers as well as risk limits established for material activities. The framework should be approved by the board of directors or the board's risk committee, and it should be reviewed and updated, at least annually, by independent risk management.

Front Line Units

Front line units should take responsibility and be held accountable by the chief executive officer (CEO) and the board of directors for appropriately assessing and effectively managing all of

¹ 79 FR 51518.

² 12 U.S.C. 1831p-1. Section 39 was enacted as part of the Federal Deposit Insurance Corporation Improvement Act of 1991, Public Law 102-242, section 132(a), 105 Stat. 2236, 2267-70 (Dec. 19, 1991).

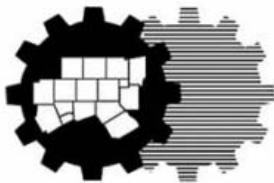
PREVIOUS 2016 DISCRETIONARY GRANT SUBMITTALS AND AWARDS¹

Grant Program	Projects	Funded	Funding Initiative
FAST Lane Grant	DFW Connector/ North Airport Interchange	Partially	HB 20/10 Year Planning Initiative
	IH 35E/IH 35W Interchange	No	N/A

¹Maybe focus for 2017 application is placed on one project in the east (IH 635 East) and one project in the west (IH 35 West “3C”).



INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS NOTICE OF FUNDING AVAILABILITY



North Central Texas
Council of Governments

Regional Transportation Council
September 14, 2017

AVAILABLE FUNDING AND PROJECT SIZE

- Approximately \$1.75 billion discretionary grant program available in Fiscal Years (FY) 2017 and 2018
 - \$.44 billion available to rural areas
 - \$ 1.32 billion available to urban areas
 - \$.17 billion set aside for small projects (in rural or urban areas)
- Large Projects (\$100 million or more)
 - Must be \$100 million or more in cost
 - INFRA request must be \$25 million or more
 - No maximum identified, but largest award amount given is \$165 million in prior discretionary programs
 - Target amount to submit is \$165-200 million
- Small Projects (Less than \$100 million)
 - Less than \$100 million in cost
 - INFRA request must be \$5 million or more

FUNDING SHARES

- Up to a 60 percent INFRA cost share
- 80 percent federal share total (if other federal funds are involved)
- Non-federal share can include State, local, private or other non-federal funds
 - Previously incurred costs cannot count towards non-federal share
 - TIFIA¹ and RRIF² loans are considered federal funds

1 TIFIA: Transportation Infrastructure Finance and Innovation Act

2 RRIF: Railroad Rehabilitation and Improvement Financing

FUNDING TIMEFRAME

- Projects must begin construction within 18 months after the obligation of funds
- FY 2017 funds must be obligated by September 30, 2020 and FY 2018 funds must be obligated by September 30, 2021

ELIGIBLE PROJECTS

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Highway/Rail grade crossing or grade separation projects
- Other freight projects that are:
 - Intermodal/rail freight projects
 - Within public or private freight rail, maritime, or intermodal facilities

ELIGIBLE AGENCIES

- States
- MPOs with an urbanized area population of more than 200,000 individuals
- Local governments
- Subdivision of State or local government
- Special purpose district or public authority with a transportation function
- Each eligible applicant can submit no more than three applications

KEY OBJECTIVE AREAS

- Supporting Economic Vitality
- Leveraging Partnerships and Non-Federal Funding
- Innovation in Safety Improvements
 - e.g., Applications to automatically capture and report safety-related issues
- Project Delivery Methods
 - New approaches to environmental review and permitting
 - Special experimental project delivery authorities
- Performance and Accountability
- Additional Considerations
 - Geographic Considerations
 - Project Readiness

POTENTIAL TXDOT INFRA GRANT SUBMITTAL

- Texas Department of Transportation (TxDOT) Austin is running cost-benefit analyses (CBA) on six projects statewide to determine which three the State will submit for the INFRA grant.
- TxDOT Dallas District has submitted the LBJ East project - \$100M
- TxDOT Fort Worth District has submitted the IH 35W “3C” project - \$83M
- Both projects have been short-listed and are awaiting a final determination

LETTERS OF SUPPORT

- Staff is seeking Regional Transportation Council (RTC) direction on whether letters of support should be provided to non-RTC and non-TxDOT projects
- Should staff focus on RTC submittals only?

NCTCOG AND TXDOT COORDINATION

DRAFT

- North Central Texas Council of Governments (NCTCOG) has selected the following projects for submittal, pending the results of the TxDOT CBA:

Project	Proposed INFRA Request Amount
IH 635 LBJ East	\$100-\$165 Million
DFW Connector	\$65 Million
IH 20 Y-Connection	\$100 Million
IH 35 West "3C"	\$83 Million

SELECTION METHODOLOGY

- Select projects in both the East and West
- Put all our “eggs” in one basket to focus on large scale, mega-projects
- Opportunity for “Mega-Leveraging?”
- Is the project large enough?
- Partnership opportunity with TxDOT (we submit what they don’t take)

TIMELINE

July 5	INFRA Grant Notice of Opportunity Announced
August 25	STTC Information
September 14	RTC Information on projects; Action on Letters of Support and partnership with TxDOT/RTC
September 22	STTC Action
October 12	RTC Action
November 2	Applications must be submitted by 7:00pm CST through www.grants.gov

ACTION REQUESTED

- Preliminary support for TxDOT/RTC partnership on projects proposed for submittal by NCTCOG/RTC for INFRA Funding
- Direct staff to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP and other planning/administrative documents to include INFRA projects if selected
- Provide direction to staff regarding letters of support to these agencies

CONTACT INFORMATION

Christie Gotti

Senior Program Manager

Ph: (817)-608-2338

CGotti@nctcog.org

Adam Beckom, AICP

Principal Transportation Planner

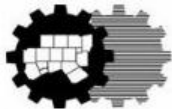
Ph: (817)-608-2344

abeckom@nctcog.org

COTTON BELT RAIL LINE: REGIONAL PLANNING AND IMPLEMENTATION PERSPECTIVE

Public Meeting

August 17, 2017



North Central Texas
Council of Governments
Transportation Department

OVERVIEW

Mobility 2040 Plan

National Transit Investment Direction

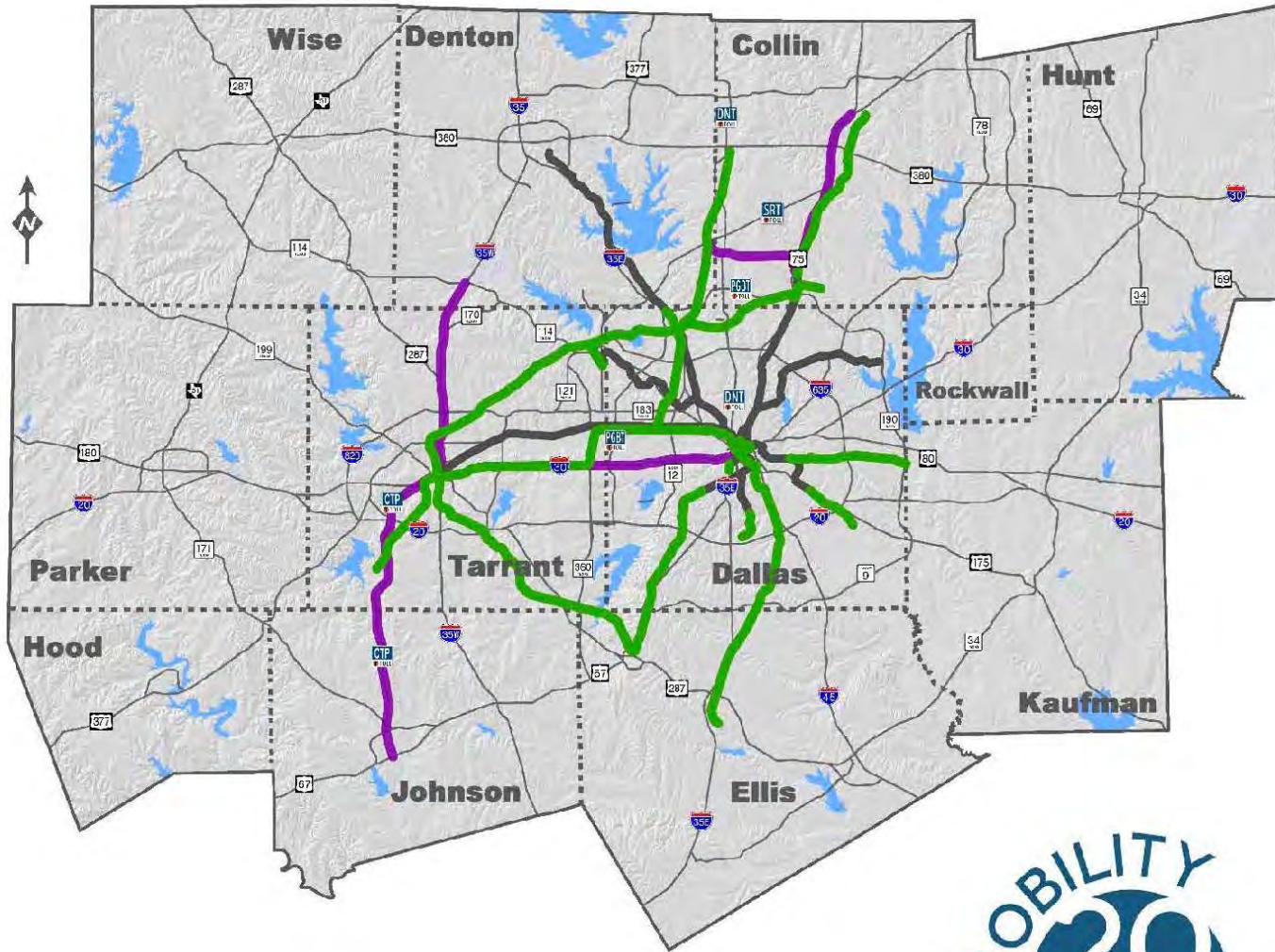
Transit Lessons Learned From Roadway Concession

Cotton Belt Planning and Implementation

Partnership Ideas

Major Transit Corridor Recommendations

-  Recommended Rail
-  Existing Rail
-  Recommended High-Intensity Bus
-  Major Roadways



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



FEDERAL GOVERNMENT REFRAMING TRANSIT INFRASTRUCTURE INVESTMENT

Presidential budget proposal for 2018 reduced direct federal support for transit capital investments: Congress debating

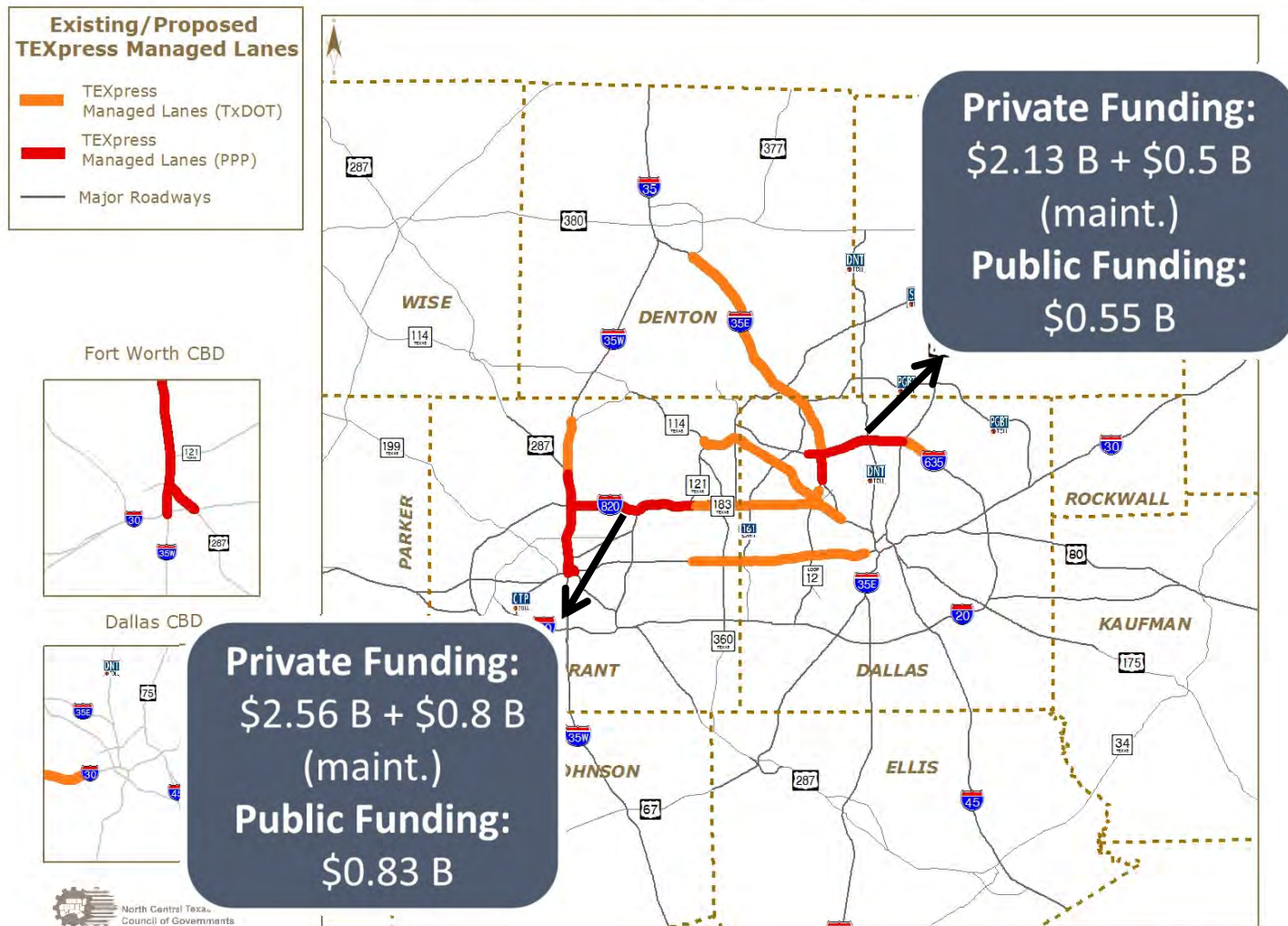
Federal dollars to be directed towards nationally transformative projects

Regions and transportation authorities responsible to determine the level and type of infrastructure investments needed for their communities without reliance on federal funding

Leverage the private sector as much as possible

LEVERAGING/INNOVATIVE FUNDING

Tolled Managed Lane Operators

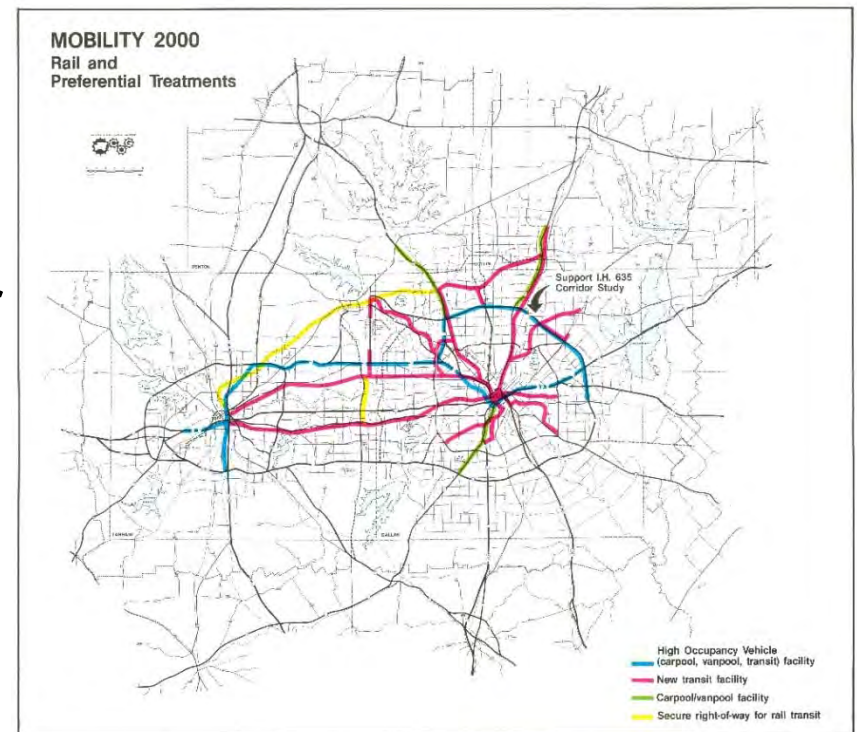


LONG-STANDING PRIORITY

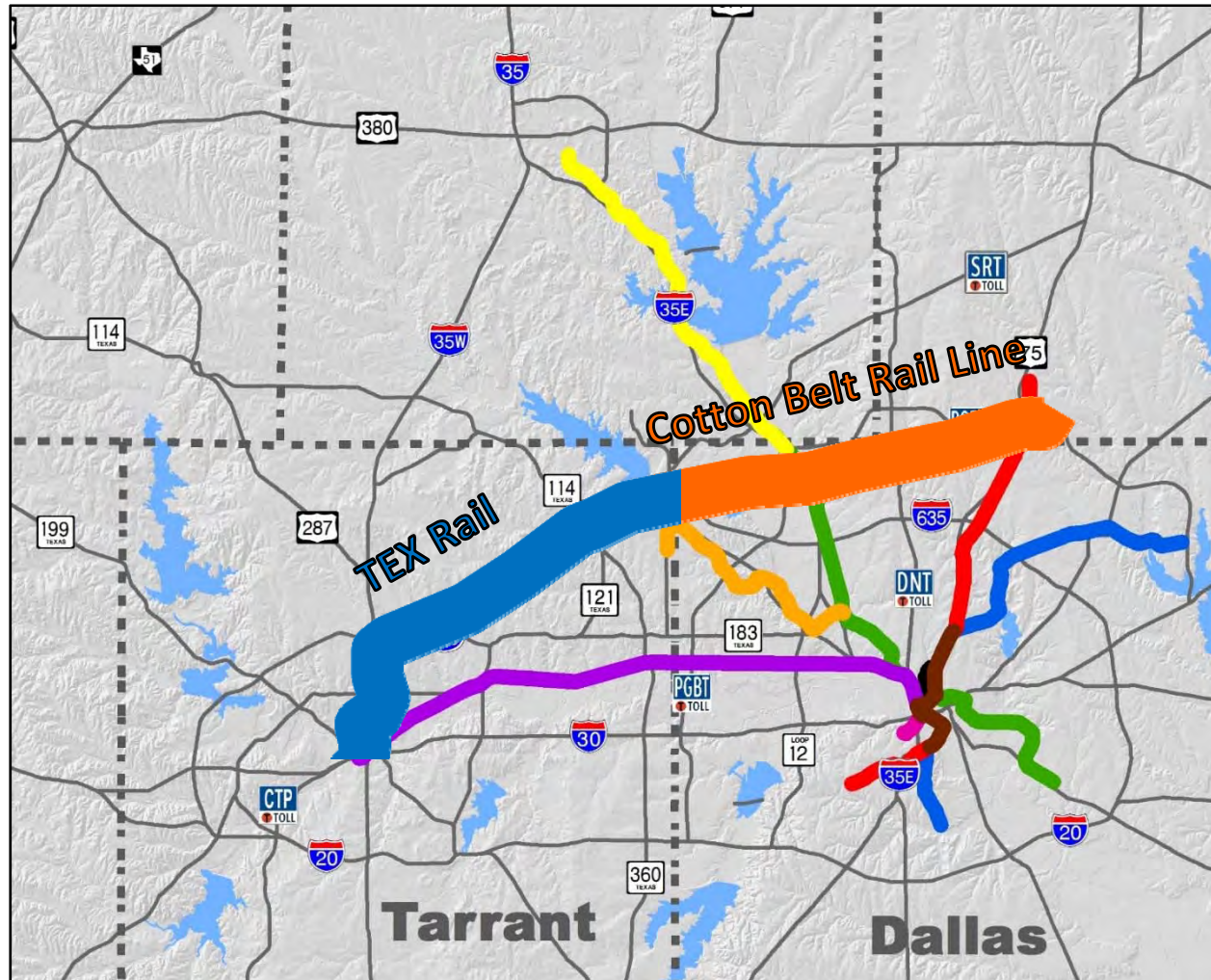
Recognized need for cross-region rail transit in the long-range plan since 1986 (Mobility 2000)

Addison is an original member of Dallas Area Rapid Transit (DART) and has been awaiting rail service since joining in 1983

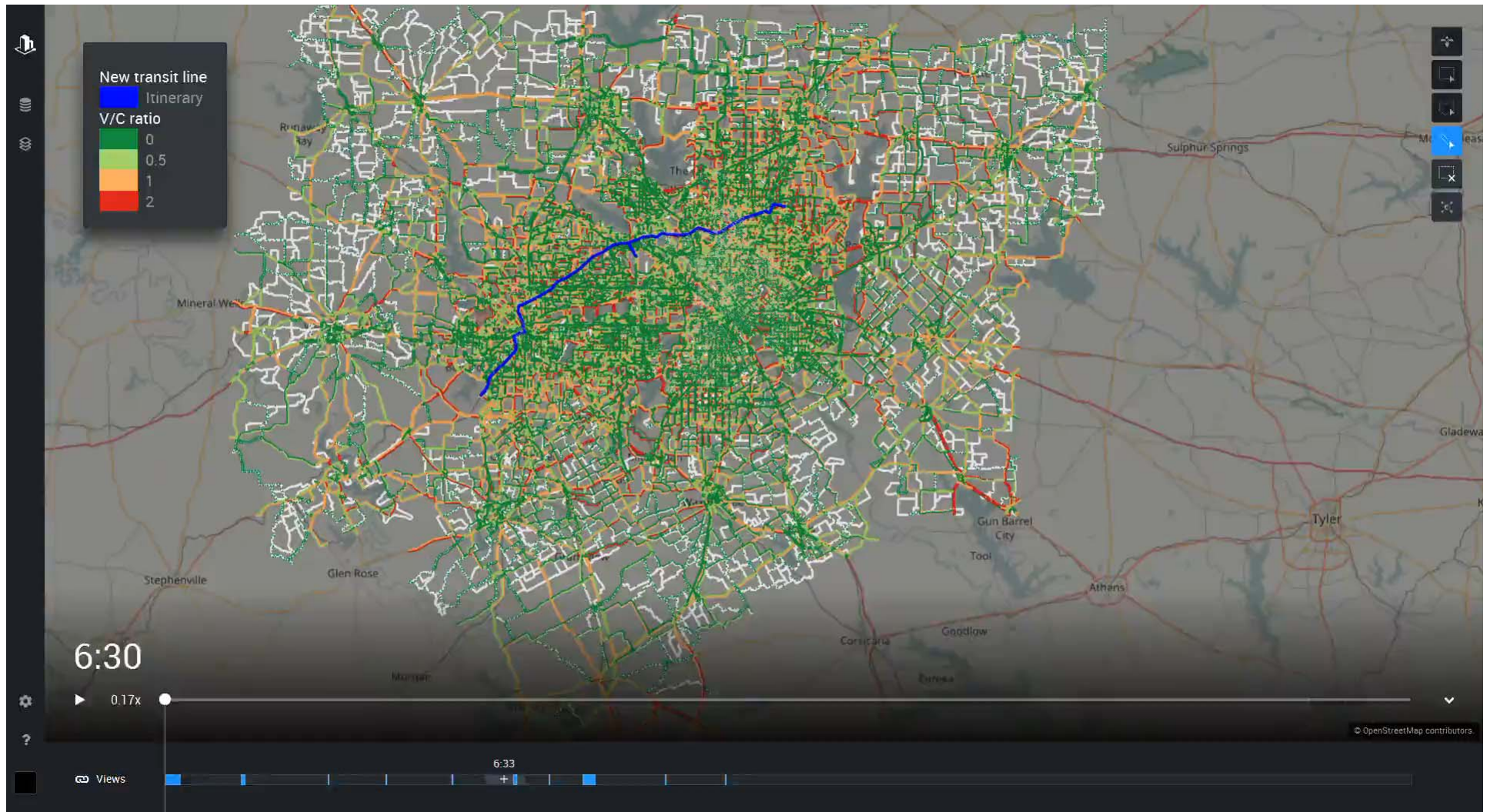
Mobility 2040 included Regional Transportation Council (RTC) Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)









WE'RE HALFWAY THERE

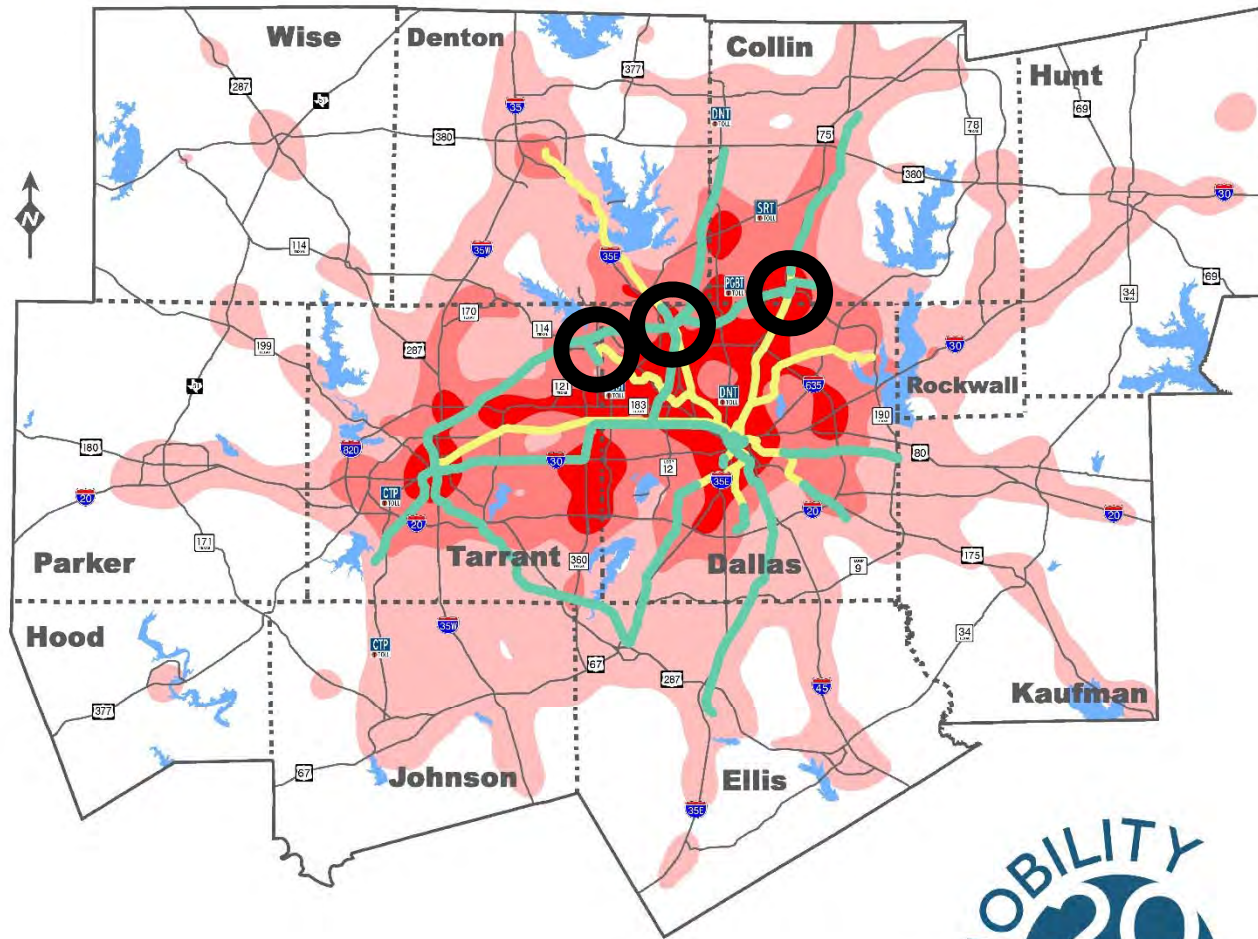


AM PEAK ROADWAY CONGESTION IN THE CORRIDOR (VIDEO)



2040 Levels of Congestion and Transit Recommendations

-  No Congestion
-  Light Congestion
-  Moderate Congestion
-  Severe Congestion
-  Recommended Rail
-  Existing Rail



Cost of Congestion/Delay: \$25.3 billion

Level of congestion is based on a percent increase in travel time. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



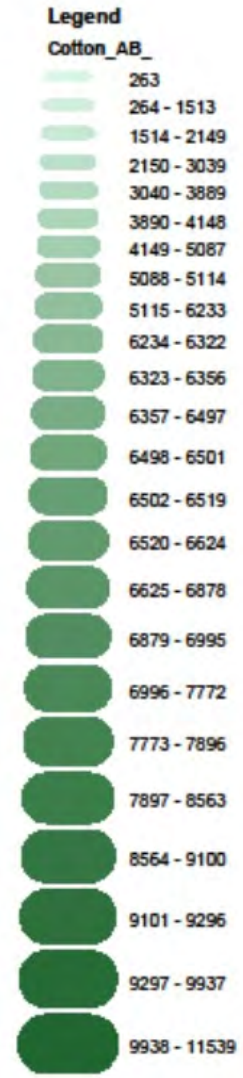
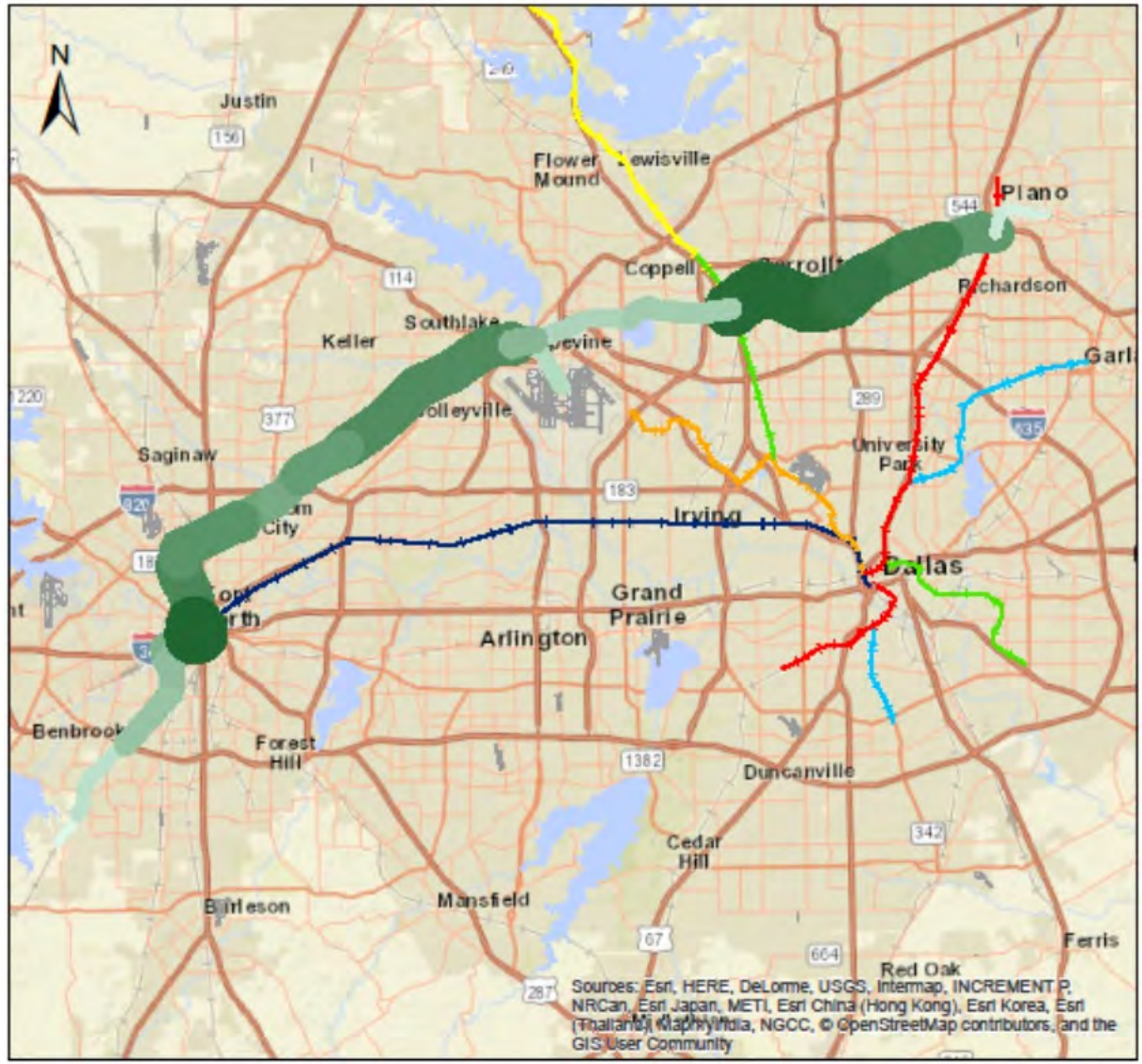
Over two-thirds of Cotton Belt riders will transfer to or from other rail lines.

IMPACT TOMORROW

- Projected 2040 ridership over 5.5 million annually (21,296 daily)
 - Busiest commuter rail in the region
- Fourth busiest rail line overall (behind DART's Red, Green, and Blue light rail lines)

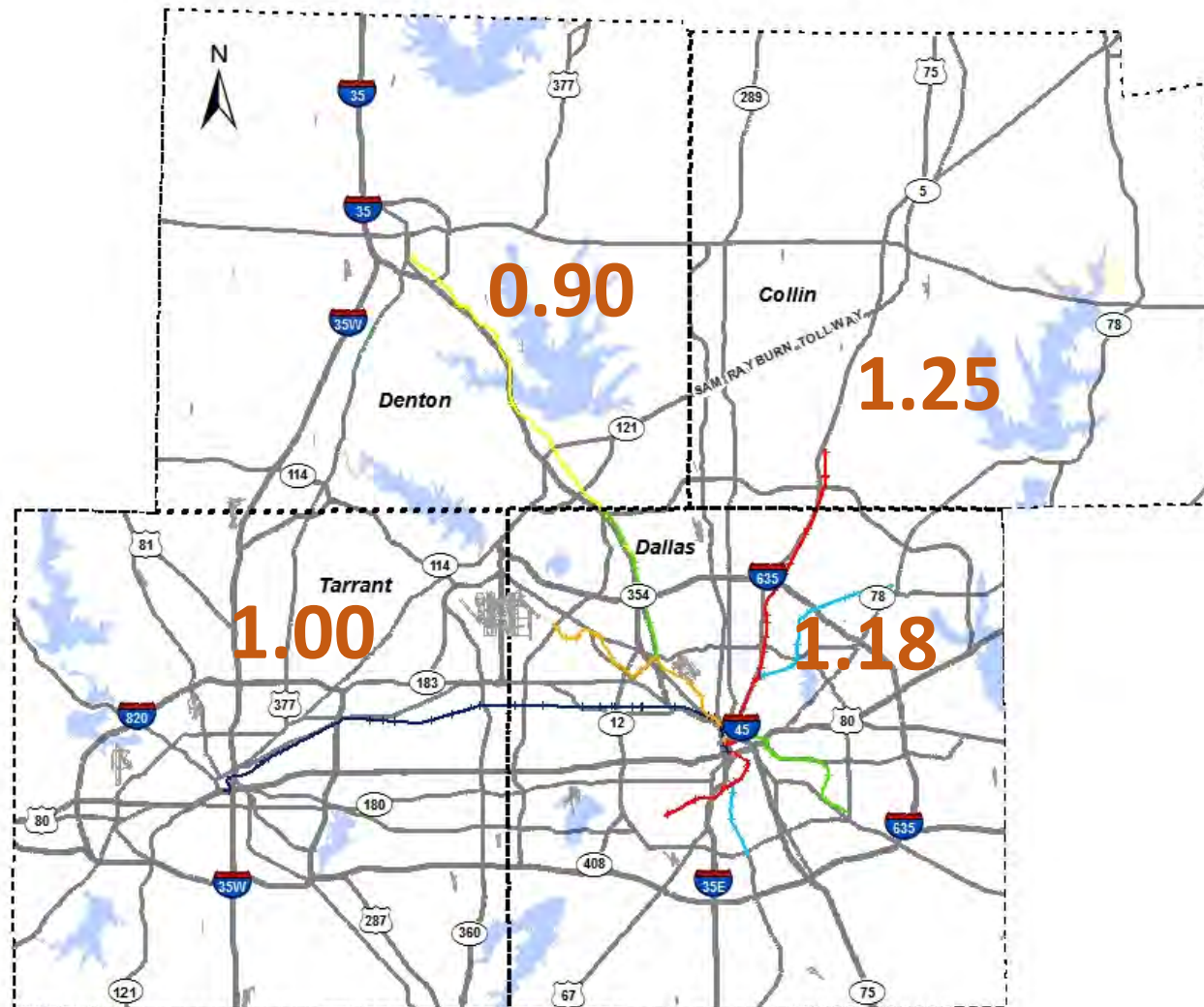


DAILY RIDERSHIP ESTIMATE



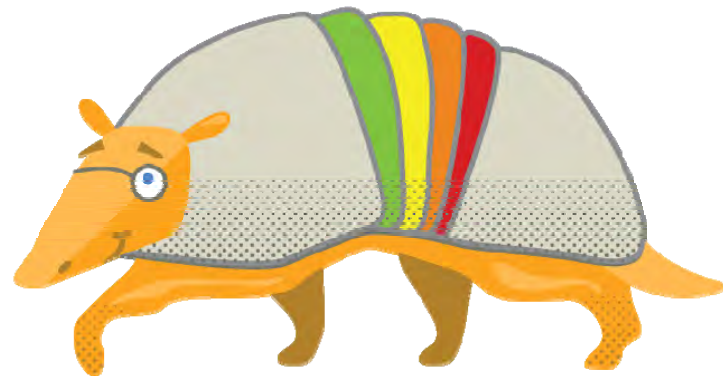
AIRPORT TRIP GENERATION IN 2040

Ratio of Airport Trips to Share of Population



AIR QUALITY BENEFITS

- NO_x emissions reduction = 79.92 lbs/day
- VOC emissions reduction = 37.47 lbs/day
- Daily Automobile VMT reduction = 113,124.35 miles



APPROVED FUNDING FOR THE COTTON BELT CORRIDOR

Project	FY	Revenue		
		Federal	Local	Total
Cotton Belt #1 (Transit Section 5307 Funds)	2018	\$3,300,000	\$825,000	\$4,125,000
Cotton Belt #2 (RTC/DART TRIP Partnership Phase 1)	2018	\$17,025,000	\$4,256,250	\$21,281,250
Cotton Belt #3 (RTC/DART TRIP Partnership Phase 2)	2021	\$19,000,000	\$4,750,000	\$23,750,000
Cotton Belt #4 (CMAQ/STBG Transit Program)	2019-2022	\$100,000,000	\$25,000,000	\$125,000,000
	Total	\$139,325,000	\$34,831,250	\$174,156,250

The majority of the funding for the Cotton Belt will be provided by DART through the issuance of \$908 million of long term debt, the nature of which may be a federal loan or conventional long term tax-exempt debt. In addition, DART has committed an additional \$20 million in current funds to the project. Other funding sources for the local share include contributions in aid of construction from local developers and the cities of Addison, Richardson, and Plano.

1

PUBLIC-PUBLIC PARTNERSHIP

2

PRIVATE-PRIVATE PARTNERSHIP

3

CAPITAL COST/OPERATING COST SYNERGY

(Huge Savings on IH 635)

4

CAPITAL COST/OPERATING COST/ RIDERSHIP SYNERGY

(Is This the Future?)

5

CAPITAL COST/OPERATING COST/ REVENUE RISK TRANSFER

6

CAPITAL COST ECONOMIES OF SCALE BETWEEN MULTIPLE PROJECTS

(Build Them Like We Fund Them)

QUESTIONS?



Mobility 2045 Survey #1

Regional Transportation Council
Arlington, TX | September 14, 2017

This survey can also be completed online (English or Spanish): www.surveymonkey.com/r/meeting2045.

1. How often do you use the following modes of transportation when you leave your home?

	Always	Frequently	Sometimes	Rarely	Never	Not Sure
Drive alone						
Carpool or vanpool (more than just yourself in the car)						
Rideshare apps or taxi service						
Bus						
Train						
Bike						
Walk						

2. Do you have any difficulty traveling to the following destinations or activities? Check all that apply.

- Work
- Medical care
- Shopping
- Recreation/Entertainment
- It is not difficult to reach my destinations.
- Other (please specify):

3. What are the reasons it's difficult to reach your day-to-day destinations? Check all that apply.

- Cost of transportation
- No car available
- Traffic congestion
- Transit is not available
- Transit takes a long time
- Lack of bicycle facilities
- Lack of sidewalks
- Nothing makes it difficult to reach my destinations.

4. Which of the following strategies do you think are important for improving transportation?

	Very important	Somewhat important	Not sure	Somewhat unimportant	Not important at all
Maintaining and operating the existing roadway system efficiently					
Reducing single-occupancy trips/increasing auto occupancy					
Supporting the use and development of transit, such as bus and rail					
Increasing the number of lanes for cars on roadways					
Increasing bicycle facilities and sidewalks					

5. How often do you use the following technologies when you travel?

	Always	Frequently	Sometimes	Rarely	Never	Not Sure
Navigation apps like Google Maps, Waze, CoPilot, or others						
Electronic messaging signs located on highways						
Real-time bus or train arrival information						
News reports on road construction or road closures						
Ridesharing apps/taxi services						

6. What is your age?
(optional)

- | | |
|-----------------------------------|--------------------------------|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 45-54 |
| <input type="checkbox"/> 18-24 | <input type="checkbox"/> 55-64 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> 75+ |

7. What is your zip code? *(optional)*

8. Do you want to stay involved in the planning process?

Please provide your email address or mailing address to receive updates about transportation plans and projects. *(optional)*



**North Central Texas
Council of Governments**

Mobility 2045 Survey

The North Central Texas Council of Governments coordinates with cities, counties and transportation partners to plan road, transit, bicycle and pedestrian transportation for North Texas. Mobility 2045 is the next long-term transportation plan that is a blueprint for the region's multimodal transportation system.

To learn more about Mobility 2045, visit www.nctcog.org/trans/mtp/2045.asp.

[Español](#)

* 1. How often do you use the following modes of transportation when you leave your home?

	Always	Frequently	Sometimes	Rarely	Never	Not sure
Drive alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool or vanpool (more than just yourself in the car)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rideshare apps or taxi service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 2. Do you have any difficulty traveling to the following destinations or activities? Check all that apply.

Work

DALLAS - FORT WORTH - ARLINGTON URBANIZED AREA
2017 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD					NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	OTHER NCTCOG FUNDING PROGRAMS	
88.75	Dallas Area Rapid Transit (DART)	Carrollton/Rowlett Taxi Subsidy Program	Capital funds to purchase taxi vouchers for eligible residents of the cities and operating funds to administer the program	\$ 226,323	\$ 168,868	\$ 57,455	-	\$ 226,323	\$ 168,868	\$ 57,456	-		
82.30	City of Dallas	City of Dallas Senior Medical Transportation Program (SMTP)	Operating funds to expand current transportation services for the city's seniors with low to moderate incomes to include wellness trips, increase the number of trips provided per day, and make medical trips outside city limits possible.	\$ 836,368	\$ 418,184	\$ 418,184	-	\$ 836,368	\$ 418,184	\$ 418,184	-		Performance measures data must be shared with DART.
74.20	Dallas County HHS Older Adult Services Program	Dallas County HHS Older Adult Services Program	Capital funds to purchase 2 light-duty vehicles to replace aging vehicles for continued services to seniors in Dallas County.	\$ 130,000	\$ 130,000	\$ -	19,500	\$ -	\$ -	\$ -	-	2 vehicles	Recommend vehicles be provided through NCTCOG's Vehicle Lease Program.
72.80	City of DeSoto	DeSoto Elderly/Disabled Transportation Program	Capital and operating funds to launch a pilot taxi voucher card program for the city's senior and disabled citizens.	\$ 150,300	\$ 96,300	\$ 54,000	8,460	\$ 388,800	\$ 334,800	\$ 54,000	33,480		Service must be provided in partnership with an existing transit agency. Recommend increasing request to triple the number of participants served leveraging TDC for project expansion.
70.60	Fort Worth Transportation Authority (FWTA)	Access to Community - FWTA/Tarrant County Partnership	Capital and operating funds to expand service on behalf of Tarrant County Transportation Services (TCTS). The expansion adds a day of service for each member city and adds Transit 101 classes and mobility management services to the existing partnership.	\$ 597,000	\$ 327,000	\$ 270,000	11,400	\$ 597,000	\$ 327,000	\$ 270,000	11,400		
65.95	City of Lancaster	Life Center Mobility Project	Capital funds to purchase 1 light-duty vehicle to expand existing services provided to the city's seniors and individuals with disabilities.	\$ 65,000	\$ 65,000	\$ -	9,750	\$ -	\$ -	\$ -	-	1 vehicle	Recommend vehicle be provided through NCTCOG's Vehicle Lease Program.
64.10	Mid-Cities Care Corps	Expanding Transportation Services for Seniors in the Mid-Cities	Capitals funds to support expansion of work space, purchase of hardware and IT support, and provide mobility management services; and operating funds for the purpose of expanding current volunteer and staff services provided.	\$ 112,493	\$ 72,393	\$ 40,100	6,459	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability; and Coordination, Collaboration, Partnership
63.30	Fort Worth Transportation Authority	West Quadrant Fixed Route Service	Capital funds for the purchase of vehicles, mobility management services, and Transit 101 workshops.	\$ 2,495,200	\$ 2,178,700	\$ 316,500	280,080	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability
60.80	Senior Connect	KC-5310	Capital (purchase of service) funds to continue an existing service that provides in- and out-of-county medical transportation to seniors and individuals with disabilities in Kaufman, Rockwall, and Ellis counties.	\$ 252,000	\$ 233,100	\$ 18,900	42,840	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability
46.55	Happy to Help	No One Left Behind	Capital (vehicles, mobility management, preventive maintenance) and operating funds to expand existing service provided to portions of Tarrant County not served by FWTA.	\$ 1,392,920	\$ 1,149,460	\$ 243,460	156,200	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability; and Coordination, Collaboration, Partnership
				\$ 4,839,005				\$ 1,248,852					

Total Federal Funding Available	\$2,890,233
Recommended for Award	\$1,248,852
Balance to be carried forward **	\$1,641,381

URBANIZED AREA FORMULA PROGRAM - JOB ACCESS/ REVERSE COMMUTE (JA/RC) PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD					NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	OTHER NCTCOG FUNDING PROGRAMS	
85.20	Workforce Solutions of Greater Dallas	Southern Dallas - Inland Port Job Access Transportation Study	Capital funds to hire a consultant to conduct a study that identifies employee transportation needs and routes in DART's non-rail areas with the goal of solving "last mile" gaps between existing public transit routes and area employers.	\$ 210,000	\$ 210,000	\$ -	42,000	\$ 210,000	\$ 210,000	\$ -	42,000		
71.00	Workforce Solutions of Greater Dallas	Southern Dallas - Inland Port Job Access Vanpool Service	Capital funds to initiate a no cost to the employee vanpool service to transport South Dallas County citizens to/from the Inland Port employment center as part of a partnership with DART	\$ 360,090	\$ 180,045	\$ 180,045	-	\$ 360,090	\$ 180,045	\$ 180,045	-		Coordination with DART required to ensure that these vehicles are not also counted as part of the Regional Vanpool Program. DART will report service to the National Transit Database (NTD).
62.00	On the Road Lending	Mobility Alliance: Bridging Transit Gaps for Alliance Texas	Operating funds to support a pilot project that would provide "last mile" service from the existing Alliance area bus stop to employers in the area and administer a low cost vehicle financing program for low-income workers employed in the Alliance area	\$ 1,286,130	\$ 643,065	\$ 643,065	-	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Coordination, Collaboration, Partnership
				\$ 1,033,110				\$ 390,045					

Total Federal Funding Available	\$3,075,109
Recommended for Award	\$390,045
Balance to be returned to DART and FWTA***	\$2,685,064

* Transportation Development Credits (TDCs) are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** Funds will be available in a future Call for Projects.

*** The balance will be returned to Dallas Area Rapid Transit and the Fort Worth Transportation Authority .

****Project were evaluated using the following evaluation criteria:

- 1) Needs Assessment - 25 points
- 2) Implementation, Operations, Sustainability - 40 points
- 3) Coordination, Collaboration, Partnership - 20 points
- 4) Overall Strategic Value - 15 points

**DENTON - LEWISVILLE URBANIZED AREA
2017 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS**

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
92.00	Span, Inc.	Flower Mound Service for Seniors and People with Disabilities	Capital funds to support expanded demand response service.	\$ 154,883	\$ 154,883	\$ -	30,977	\$ 159,398	\$ 159,398	\$ -	31,880	Award (\$4,515) above the requested amount is the remainder of available funds after fully funding all awarded projects.
85.90	Span, Inc.	Lake Cities Transportation Services	Capital funds to support a collaborative effort between the cities of Hickory Creek, Shady Shores, Lake Dallas, and Corinth to provide demand response services to the cities' senior and mobility impaired populations.	\$ 143,100	\$ 143,100	\$ -	28,620	\$ 143,100	\$ 143,100	\$ -	28,620	
				<u>\$ 297,983</u>				<u>\$ 302,498</u>				

Total Federal Funding Available	\$302,498
Recommended for Award	\$302,498
Balance to be carried forward	\$0

URBANIZED AREA FORMULA PROGRAM - JOB ACCESS/ REVERSE COMMUTE (JA/RC) PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
n/a	No Projects Submitted			\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
				<u>\$ -</u>				<u>\$ -</u>				

Total Federal Funding Available	\$230,312
Recommended for Award	\$0
Balance to be returned to DCTA**	\$230,312

* Transportation Development Credits (TDCs) are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** The balance will be returned to Denton County Transportation Authority.

***Projects were evaluated using the following evaluation criteria:

- 1) Needs Assessment - 25 points
- 2) Implementation, Operations, Sustainability - 40 points
- 3) Coordination, Collaboration, Partnership - 20 points
- 4) Overall Strategic Value - 15 points

1 switching office or any structure used as part of a system to
2 provide wired or wireless telecommunications services;

3 (viii) a port, railroad switching yard,
4 trucking terminal, or other freight transportation facility;

5 (ix) a gas processing plant, including a
6 plant used in the processing, treatment, or fractionation of
7 natural gas;

8 (x) a transmission facility used by a
9 federally licensed radio or television station;

10 (xi) a steelmaking facility that uses an
11 electric arc furnace to make steel; ~~[or]~~

12 (xii) a dam that is classified as a high
13 hazard by the Texas Commission on Environmental Quality; or

14 (xiii) a concentrated animal feeding
15 operation, as defined by Section 26.048, Water Code; or

16 (B) if enclosed by a fence or other physical
17 barrier obviously designed to exclude intruders:

18 (i) any portion of an aboveground oil, gas,
19 or chemical pipeline;

20 (ii) an oil or gas drilling site;

21 (iii) a group of tanks used to store crude
22 oil, such as a tank battery;

23 (iv) an oil, gas, or chemical production
24 facility;

25 (v) an oil or gas wellhead; or

26 (vi) any oil and gas facility that has an
27 active flare ~~[that is enclosed by a fence or other physical barrier~~

1 ~~that is obviously designed to exclude intruders].~~

2 SECTION 2. Section 423.0045(c), Government Code, is amended
3 to read as follows:

4 (c) This section does not apply to conduct described by
5 Subsection (b) that is committed by:

6 (1) the federal government, the state, or a
7 governmental entity;

8 (2) a person under contract with or otherwise acting
9 under the direction or on behalf of the federal government, the
10 state, or a governmental entity;

11 (3) a law enforcement agency;

12 (4) a person under contract with or otherwise acting
13 under the direction or on behalf of a law enforcement agency;

14 (5) an owner or operator of the critical
15 infrastructure facility;

16 (6) a person under contract with or otherwise acting
17 under the direction or on behalf of an owner or operator of the
18 critical infrastructure facility;

19 (7) a person who has the prior written consent of the
20 owner or operator of the critical infrastructure facility;

21 (8) the owner or occupant of the property on which the
22 critical infrastructure facility is located or a person who has the
23 prior written consent of the owner or occupant of that property; or

24 (9) an operator of an unmanned aircraft that is being
25 used for a commercial purpose, if the operation is conducted in
26 compliance with:

27 (A) each applicable Federal Aviation

1 Administration rule, restriction, or exemption; and

2 (B) all required Federal Aviation Administration
3 authorizations [~~operator is authorized by the Federal Aviation~~
4 ~~Administration to conduct operations over that airspace~~].

5 SECTION 3. Chapter 423, Government Code, is amended by
6 adding Section 423.009 to read as follows:

7 Sec. 423.009. REGULATION OF UNMANNED AIRCRAFT BY POLITICAL
8 SUBDIVISION. (a) In this section:

9 (1) "Political subdivision" includes a county, a joint
10 board created under Section 22.074, Transportation Code, and a
11 municipality.

12 (2) "Special event" means a festival, celebration, or
13 other gathering that:

14 (A) involves:

15 (i) the reservation and temporary use of
16 all or a portion of a public park, road, or other property of a
17 political subdivision; and

18 (ii) entertainment, the sale of
19 merchandise, food, or beverages, or mass participation in a sports
20 event; and

21 (B) requires a significant use or coordination of
22 a political subdivision's services.

23 (b) Except as provided by Subsection (c), a political
24 subdivision may not adopt or enforce any ordinance, order, or other
25 similar measure regarding the operation of an unmanned aircraft.

26 (c) A political subdivision may adopt and enforce an
27 ordinance, order, or other similar measure regarding:

1 (1) the use of an unmanned aircraft during a special
2 event;

3 (2) the political subdivision's use of an unmanned
4 aircraft; or

5 (3) the use of an unmanned aircraft near a facility or
6 infrastructure owned by the political subdivision, if the political
7 subdivision:

8 (A) applies for and receives authorization from
9 the Federal Aviation Administration to adopt the regulation; and

10 (B) after providing reasonable notice, holds a
11 public hearing on the political subdivision's intent to apply for
12 the authorization.

13 (d) An ordinance, order, or other similar measure that
14 violates Subsection (b) is void and unenforceable.

15 SECTION 4. Section 423.0045, Government Code, as amended by
16 this Act, applies only to an offense committed on or after the
17 effective date of this Act. An offense committed before the
18 effective date of this Act is governed by the law in effect on the
19 date the offense was committed, and the former law is continued in
20 effect for that purpose. For purposes of this section, an offense
21 was committed before the effective date of this Act if any element
22 of the offense occurred before that date.

23 SECTION 5. This Act takes effect September 1, 2017.

H.B. No. 1643

President of the Senate

Speaker of the House

I certify that H.B. No. 1643 was passed by the House on May 11, 2017, by the following vote: Yeas 135, Nays 8, 2 present, not voting; that the House refused to concur in Senate amendments to H.B. No. 1643 on May 26, 2017, and requested the appointment of a conference committee to consider the differences between the two houses; and that the House adopted the conference committee report on H.B. No. 1643 on May 28, 2017, by the following vote: Yeas 143, Nays 2, 1 present, not voting.

Chief Clerk of the House

H.B. No. 1643

I certify that H.B. No. 1643 was passed by the Senate, with amendments, on May 24, 2017, by the following vote: Yeas 27, Nays 4; at the request of the House, the Senate appointed a conference committee to consider the differences between the two houses; and that the Senate adopted the conference committee report on H.B. No. 1643 on May 28, 2017, by the following vote: Yeas 26, Nays 5.

Secretary of the Senate

APPROVED: -----

Date

Governor

115TH CONGRESS
1ST SESSION

S. 1272

To preserve State, local, and tribal authorities and private property rights with respect to unmanned aircraft systems, and for other purposes.

IN THE SENATE OF THE UNITED STATES

MAY 25, 2017

Mrs. FEINSTEIN (for herself, Mr. LEE, Mr. BLUMENTHAL, and Mr. COTTON) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To preserve State, local, and tribal authorities and private property rights with respect to unmanned aircraft systems, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Drone Federalism Act
5 of 2017”.

1 **SEC. 2. PRESERVATION OF STATE, LOCAL, AND TRIBAL AU-**
2 **THORITIES WITH RESPECT TO UNMANNED**
3 **AIRCRAFT SYSTEMS.**

4 (a) SCOPE OF PREEMPTION FOR CIVIL UNMANNED
5 AIRCRAFT REGULATIONS.—In prescribing regulations or
6 standards related to civil unmanned aircraft systems, the
7 Administrator shall—

8 (1) define the scope of the preemptive effect of
9 such regulations or standards pursuant to section
10 40103 or 41713 of title 49, United States Code,
11 which shall be limited to the extent necessary to en-
12 sure the safety and efficiency of the national air-
13 space system for interstate commerce; and

14 (2) preserve, to the greatest extent practicable,
15 legitimate interests of State, local, and tribal govern-
16 ments, including—

17 (A) protecting public safety;

18 (B) protecting personal privacy;

19 (C) protecting property rights;

20 (D) managing land use; and

21 (E) restricting nuisances and noise pollu-
22 tion.

23 (b) RESERVED POWERS.—

24 (1) IN GENERAL.—In prescribing regulations or
25 standards related to civil unmanned aircraft sys-
26 tems, the Administrator shall ensure that the au-

1 thority of a State, local, or tribal government to
2 issue reasonable restrictions on the time, manner,
3 and place of operation of a civil unmanned aircraft
4 system that is operated below 200 feet above ground
5 level or within 200 feet of a structure is not pre-
6 empted.

7 (2) REASONABLE RESTRICTIONS.—For pur-
8 poses of paragraph (1), reasonable restrictions on
9 the time, manner, and place of operation of a civil
10 unmanned aircraft system include the following:

11 (A) Limitations on speed.

12 (B) Prohibitions or limitations on oper-
13 ations in the vicinity of schools, parks, road-
14 ways, bridges, or other public or private prop-
15 erty.

16 (C) Restrictions on operations at certain
17 times of the day or week or on specific occa-
18 sions such as during parades or sporting events.

19 (D) Prohibitions on operations while the
20 operator is under the influence of drugs or alco-
21 hol.

22 (E) Prohibitions on careless or reckless op-
23 erations.

1 (F) Other prohibitions that protect public
2 safety, personal privacy, or property rights, or
3 that manage land use or restrict noise pollution.

4 **SEC. 3. PRESERVATION OF PRIVATE PROPERTY RIGHTS.**

5 (a) AFFIRMATION OF APPLICABILITY OF CONSTITU-
6 TIONAL TAKINGS CLAUSE TO FEDERAL AVIATION ADMIN-
7 ISTRATION REGULATIONS.—In prescribing regulations or
8 standards related to civil unmanned aircraft systems, the
9 Administrator shall not authorize the operation of a civil
10 unmanned aircraft in the immediate reaches of the air-
11 space above property without permission of the property
12 owner.

13 (b) AFFIRMATION OF APPLICABILITY OF CONSTITU-
14 TIONAL TAKINGS CLAUSE ABSENT FEDERAL AVIATION
15 ADMINISTRATION REGULATIONS.—Section 336(a) of the
16 FAA Modernization and Reform Act of 2012 (Public Law
17 112–95; 49 U.S.C. 40101 note) is amended—

18 (1) in paragraph (4), by striking “; and” and
19 inserting a semicolon;

20 (2) in paragraph (5), by striking the period at
21 the end and inserting “; and”; and

22 (3) by adding at the end the following:

23 “(6) when flown in the immediate reaches of
24 the airspace above property (as defined in section

1 3(c) of the Drone Federalism Act of 2017), the op-
2 erator has the permission of the property owner.”.

3 (c) DEFINITION.—In this section, the term “imme-
4 diate reaches of the airspace above property”, with respect
5 to the operation of a civil unmanned aircraft system, in-
6 cludes—

7 (1) any area within 200 feet above the ground
8 level of the property;

9 (2) any area within 200 feet above any struc-
10 ture on the property; and

11 (3) any area where operation of the aircraft
12 system could interfere with the enjoyment or use of
13 the property.

14 **SEC. 4. PILOT PROGRAM ON FEDERAL PARTNERSHIPS.**

15 (a) IN GENERAL.—Not later than one year after the
16 date of the enactment of this Act, the Administrator shall
17 enter into agreements with not more than 10 State, local,
18 or tribal governments to establish pilot programs under
19 which—

20 (1) the Administrator shall provide technical as-
21 sistance to such governments in regulating the oper-
22 ation of civil unmanned aircraft systems, including
23 through the use of the latest available technologies;
24 and

1 (2) the Administrator and such governments
2 shall coordinate efforts with respect to the enforce-
3 ment of regulations relating to the operation of civil
4 unmanned aircraft systems.

5 (b) SELECTION.—In selecting among State, local,
6 and tribal governments for purposes of establishing pilot
7 programs under subsection (a), the Administrator shall
8 seek to enter into agreements with—

9 (1) governments that vary in their size and in-
10 tended approach to regulation of civil unmanned air-
11 craft systems; and

12 (2) not less than one State government, not less
13 than one county government, not less than one city
14 government, and not less than one tribal govern-
15 ment.

16 (c) UNMANNED AIRCRAFT SYSTEMS TRAFFIC MAN-
17 AGEMENT SYSTEM.—The Administrator shall coordinate
18 with Administrator of the National Aeronautics and Space
19 Administration to ensure that participants in pilot pro-
20 grams established under subsection (a) are consulted in
21 the development of the unmanned aircraft systems traffic
22 management system under subsection (a) section 2208 of
23 the FAA Extension, Safety, and Security Act of 2016
24 (Public Law 114–190; 49 U.S.C. 40101 note) and the
25 pilot program under subsection (b) of that section.

1 (d) REPORT REQUIRED.—Not later than 2 years
2 after establishing the pilot programs required by sub-
3 section (a), the Administrator shall submit to Congress,
4 and make available to the public, a report identifying best
5 practices for State, local, and tribal governments to regu-
6 late the operation of civil unmanned aircraft systems and
7 to collaborate with the Federal Aviation Administration
8 with respect to the regulation of such systems.

9 **SEC. 5. RULE OF CONSTRUCTION.**

10 Nothing in this Act shall be construed—

11 (1) to diminish or expand the preemptive effect
12 of the authority of the Federal Aviation Administra-
13 tion with respect to manned aviation; or

14 (2) to affect the civil or criminal jurisdiction
15 of—

16 (A) any Indian tribe relative to any State
17 or local government; or

18 (B) any State or local government relative
19 to any Indian tribe.

20 **SEC. 6. DEFINITIONS.**

21 In this Act:

22 (1) ADMINISTRATOR.—The term “Adminis-
23 trator” means the Administrator of the Federal
24 Aviation Administration.

1 (2) CIVIL.—The term “civil”, with respect to an
2 unmanned aircraft system, means that the un-
3 manned aircraft is not a public aircraft (as defined
4 in section 40102 of title 49, United States Code).

5 (3) INDIAN TRIBE.—The term “Indian tribe”
6 has the meaning given that term in section 4 of the
7 Indian Self-Determination and Education Assistance
8 Act (25 U.S.C. 5304).

9 (4) LOCAL GOVERNMENT.—The term “local”,
10 with respect to a government, means the government
11 of a subdivision of a State.

12 (5) STATE.—The term “State” means each of
13 the several States, the District of Columbia, and the
14 territories and possessions of the United States.

15 (6) TRIBAL GOVERNMENT.—The term “tribal”,
16 with respect to a government, means the governing
17 body of an Indian tribe.

18 (7) UNMANNED AIRCRAFT; UNMANNED AIR-
19 CRAFT SYSTEM.—The terms “unmanned aircraft”
20 and “unmanned aircraft system” have the meanings
21 given those terms in section 331 of the FAA Mod-
22 ernization and Reform Act of 2012 (Public Law
23 112–95; 49 U.S.C. 40101 note).

○

BLUE – GREEN – GREY

Applications for New Ideas

What: Submit a proposal, three pages or less to receive up to \$50,000 to advance projects or programs that develop innovative outcomes. The project must have three elements: Blue (water), Green (environment) and Grey (infrastructure).

Who: Open to teams of individuals, private firms or government agencies.

When: Applications are due November 3, 2017 at 5:00 pm, 616 Six Flags Drive, Arlington, Texas 76011. Must be in hand by this date and time. More than one application can be funded and submitted.

Where: Within the 12 County Metropolitan Planning Area.

Why: This seed money is intended to develop new ideas that could be transmitted to non-profit organizations, private sector companies or government agencies for funding of the next phase. The up to \$50,000 award is conditional on your identification of the implementation agency that will receive your idea. The RTC may or may not be the implementing agency.

How: Submit a three page proposal that contains the method to implement your idea to the next phase.

How Much: Up to \$50,000

Example: A request that design and construction of a bridge over a water body of drinking water, where storm water is captured and processed through environmental mitigation. This project is an example of a blue – green – grey application.

Next Steps: A meeting will be called previous to the deadline if there is interest. Interested parties should send their contact information to Kim Diederich at kdiederich@nctcog.org by 5:00 pm on Friday, September 15, 2017.

Summary of Western/Eastern Funding Shares of Previous Surface Transportation Bills

Attached are the final inventories of Texas Department of Transportation (TxDOT) non-formula commitments under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in the 21st Century Act (MAP-21) surface transportation bills. The final east/west equity shares for SAFETEA-LU and MAP-21 are summarized in the table below. The equity shares from the previous funding bills will be summarized and included in the in the latest bill's tracking sheet.

Surface Transportation Bill	West		East	
SAFETEA-LU	\$649.76 Million	29.42%	\$1,558.48 Million	70.58%
MAP-21	\$320.98 Million	27.47%	\$847.62 Million	72.53%

Overview of Actions Affecting Western/Eastern Funding Shares
(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$ 156.60	\$ -	\$ 156.60	\$ -
Jan-10	FM 1187 in Mansfield (ARRA)	11.10	-	167.70	-
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	-	2.39	167.70	2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		75.00	167.70	77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		5.20	167.70	82.59
May-10	SH 26 in Grapevine (ARRA)	17.50		185.20	82.59
May	Various Locations in the DFW Region (Safe Routes to School Program)	3.40	6.90	188.60	89.49
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	39.00	58.50	227.60	147.99
Jun-10	SH 26 in Colleyville (Pass Through Finance)	19.10		246.70	147.99
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		63.13	246.70	211.12
Jun-10	FM 1171 in Denton County (Pass Through Finance)		41.40	246.70	252.52
Jun-10	SH 34 in Terrell (Category 12)		19.00	246.70	271.52
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		5.00	246.70	276.52
Jul-10	2010 Statewide Transportation Enhancement Program	8.27	10.58	254.97	287.10
Aug-10	FM 1641 in Kaufman County (ARRA)		3.24	254.97	290.34
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	5.40		260.37	290.34
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	135.00	30.00	395.37	320.34
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	1.25	(1.25)	396.62	319.09
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	(1.25)	1.25	395.37	320.34
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	22.07	28.32	417.44	348.66
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		20.50	417.44	369.16
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	99.00	757.45	516.44	1,126.61
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative	101.34	405.34	617.78	1,531.95
Jun-12	\$30M contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W)	30.00	(30.00)	647.78	1,501.95
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	1.98	0.53	649.76	1,502.48
Mar-13	Category 12 Funding for US 287 Ennis Bypass	-	56.00	649.76	1,558.48
		\$ 649.76	\$ 1,558.48	29.42%	70.58%

No change since last presented in February 2017

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) ¹	\$ 30.00	\$ -	\$ 30.00	\$ -
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for TxDOT Congestion Management Program ²	3.40	6.60	33.40	6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	183.89	416.11	217.29	422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy ³	6.85	(6.85)	224.14	415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART Railroad	-	185.00	224.14	600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	115.84	24.16	339.98	625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	4.00	4.00	343.98	629.02
	SH 170 from west of Parish Rd to west of SH 114 Interchange	-	10.50	343.98	639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) ⁴	-	60.00	343.98	699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	-	120.00	343.98	819.52
Jul-15	Repayment of \$20M loan to the West (for IH 35W) from the East (SH 183) is considered to be repaid from the \$600M in Cat 12 funds noted above in August 2013 TTC approval. This entry reflects an adjustment of \$20M from the Western ledger to the Eastern ledger.	(20.00)	20.00	323.98	839.52
Jul-15	Repayment of \$10M loan to the West (for IH 35W) from the East (SL 9) using CMAQ funds	(10.00)	10.00	313.98	849.52
Jul-15	SH 360 Interchange Partnership (\$7M Regional Tollroad Revenue (RTR) to come from Eastern RTR allocation) ⁵	7.00	(7.00)	320.98	842.52
Jan-16	TxDOT Congestion Relief Program ⁶	-	5.10	320.98	847.62
Updated MAP-21 Equity Share as of September 2017		\$ 320.98	\$ 847.62	27.47%	72.53%

NOTES:

- 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.
- 2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.
- 3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.
- 4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).
- 5) SH 360 action for \$300M (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.
- 6) The TxDOT Congestion Relief Program funding was allocated using the 69% East/31% West (\$364M/\$163.8M) funding split. The current MAP-21 funding split for mobility projects is 68% East/32% West. The \$5.1M difference in funding shares is reflected.
- 7) \$80M for the TEX Rail project in the West will not be reflected as it is a loan.

Overview of Actions Affecting Western/Eastern 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
Updated FAST Act Equity Percentage Share as of September 2017				31.71%	68.29%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,306.10
Cumulative Percentage Shares	31.71%	68.29%
RTC Approved Target Shares	32%	68%

QUARTERLY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATES

Regional Transportation Council
September 14, 2017

BACKGROUND—EAST/WEST EQUITY



- In February 2010, the Regional Transportation Council (RTC) passed a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations (Policy 10-03).
- To this end, staff has inventoried TxDOT project commitments, starting January 1, 2010, that are not formula allocated.
- The intention is to track east/west equity over time, allowing the RTC to take corrective actions if necessary.

OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		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
Updated Equity Percentage Share as of September 2017				31.71%	68.29%

OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

(\$ in Millions)

Projects/Programs	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,306.10
Cumulative Percentage Shares	31.71%	68.29%
RTC Approved Target Shares	32.00%	68.00%

FUTURE EAST-WEST EQUITY TRACKING



- Staff proposes to consolidate the tracking effort into one report.
- Previous surface transportation bills will become line items once they are replaced with a new funding bill
- Quarterly updates on the East-West equity balance will continue

CONTACT INFORMATION



Adam Beckom, AICP

Principal Transportation Planner

(817) 608-2344

abeckom@nctcog.org

Christie Gotti

Senior Program Manager

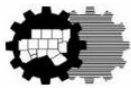
(817) 608-2338

cgotti@nctcog.org

2017-2018 CMAQ/STBG* FUNDING: LOCAL BOND PROGRAM PARTNERSHIPS

Regional Transportation Council
September 14, 2017

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



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | Federal/Local Funding Exchanges |
| <input checked="" type="checkbox"/> | Automated Vehicle Program |
| <input checked="" type="checkbox"/> | Strategic Partnerships |
| <input checked="" type="checkbox"/> | Planning and Other Studies |
| <input type="checkbox"/> | 10-Year Plan/Proposition 1 Adjustments |
| <input type="checkbox"/> | Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects |
| <input checked="" type="checkbox"/> | Transit Program |
| <input type="checkbox"/> | Assessment Policy Programs/Projects |
| <input checked="" type="checkbox"/> | Local Bond Program Partnerships |
| <input type="checkbox"/> | Safety, Innovative Construction, and Emergency Projects |
| <input type="checkbox"/> | Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs |

= Project Selection Completed

= Pending STTC/RTC Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: LOCAL BOND PROGRAM

Description/ Purpose	To leverage bond funds for projects of strategic importance to local governments and the region.
Current Requests	<ul style="list-style-type: none">• City of Dallas Bond Program (pending bond election decision by City Council)• Parker County Bond Program• Others?
Next Steps	Finalize projects with Parker County and City of Dallas. Possible Action in late 2017/early 2018.

PROPOSED FUNDING BY AGENCY

DRAFT

AGENCY	PROPOSED FEDERAL FUNDING^{1,2}
City of Dallas	\$46,641,995 ³
Hunt County	\$20,000,000
Parker County	\$13,656,000
City of Grapevine	\$5,000,000
City of Cedar Hill	\$280,000
Total	\$85,577,995

1: All RTC funds would be contingent upon bond program/private sector contributions materializing. Individual projects will not be added to the Transportation Improvement Program (TIP) until the overall agreement about each partnership is executed if needed.

2: Additional details on the individual projects, funding amounts, and timing will be presented next month when this item is brought back for action.

3: In addition to this funding, up to \$40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action.

TIMELINE

MEETING/TASK	DATE
STTC Information	August 25, 2017
RTC Information	September 14, 2017
Public Meetings	September 11, 13, and 18, 2017
STTC Action	September 22, 2017
RTC Action	October 12, 2017

QUESTIONS?

Adam Beckom, AICP

Principal Transportation Planner

817-608-2344

abeckom@nctcog.org

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Brian Dell

Transportation Planner II

817-704-5694

bdell@nctcog.org

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Regional Transportation Council

September 14, 2017



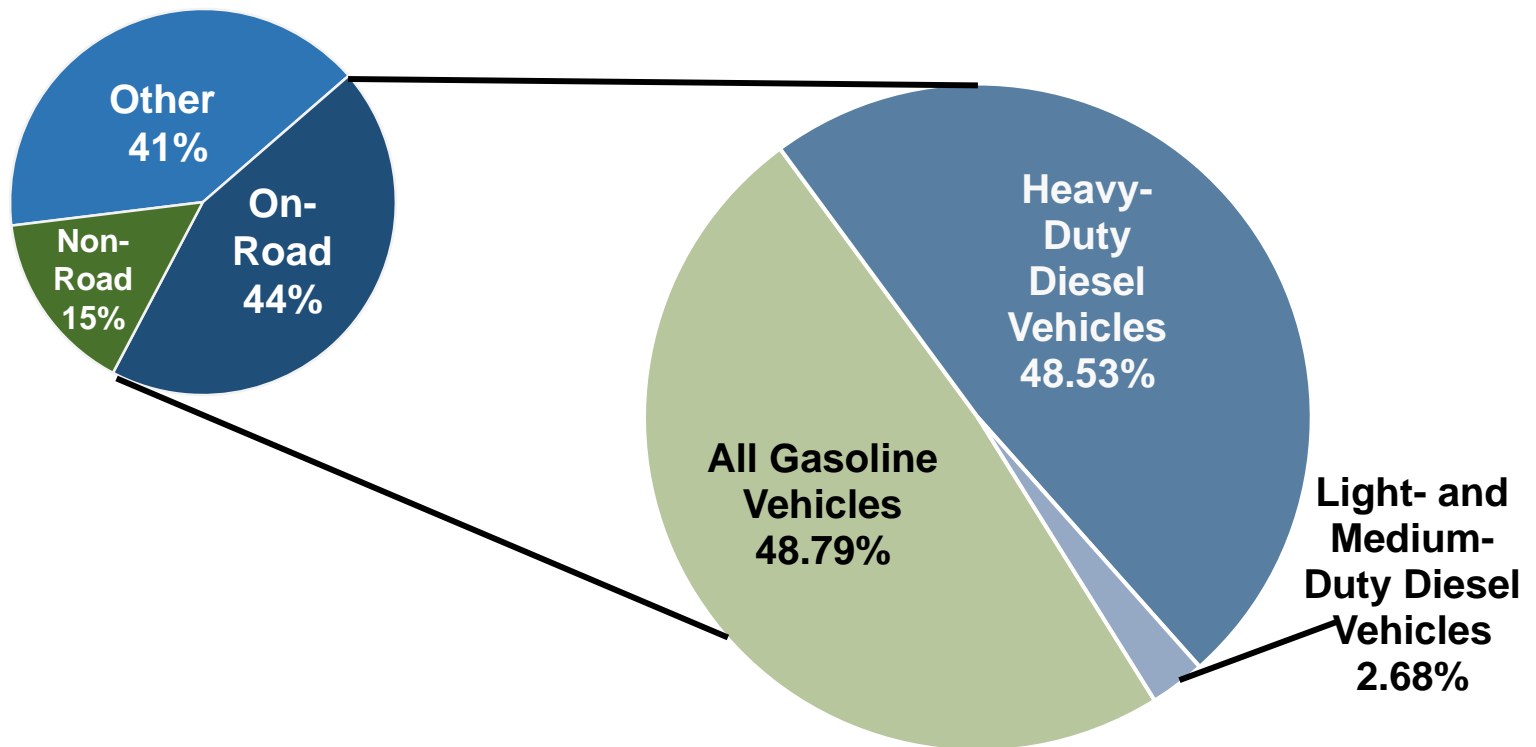
**North Central Texas
Council of Governments**

**Chris Klaus
Senior Program Manager**

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Project Purpose

Currently No Emissions Testing for Diesel Vehicles in Texas



Light-Duty Vehicles \leq 8,500 lbs gross vehicle weight rating (GVWR)
Medium-Duty Vehicles = 8,501 – 14,000 lbs GVWR
Heavy-Duty Vehicles \geq 14,001 lbs GVWR

2017 On-Road NO_x Emissions Inventory
On-Road Emissions = 130.77 tons per day (tpd) NO_x
Source: Texas Commission on Environmental Quality (TCEQ)

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Three Major Components:
Exhaust Collection
Vehicle Monitoring
Emissions Analysis

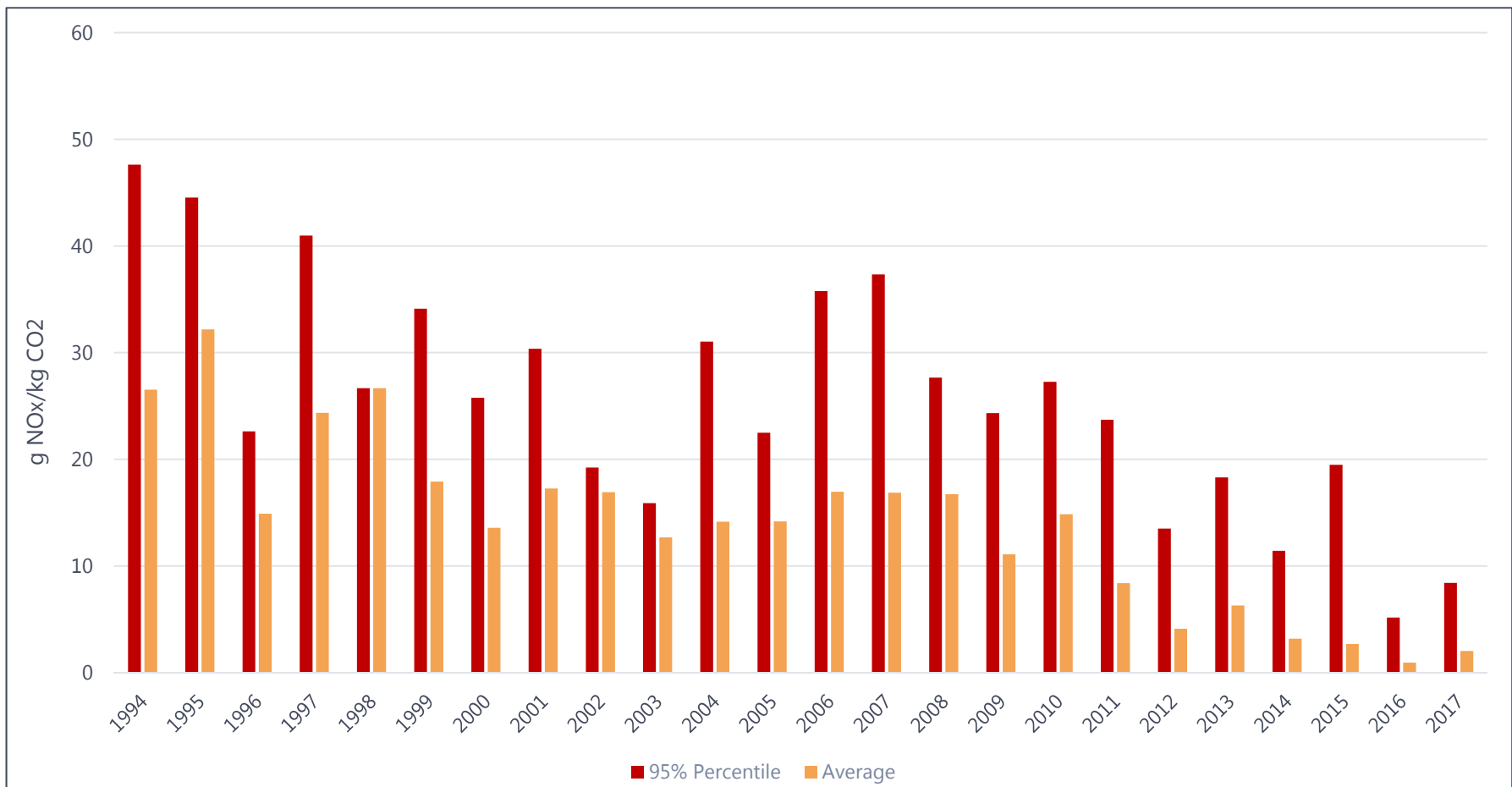


Photo Source: TTI

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Field Study Results

Nitrogen Oxide (NOx) Emissions by Truck Model Year



HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Potential Emissions Reductions in DFW Area

Classifying High-Emitter (HE) as any Truck Higher than the 95th Percentile within a Model Year (MY)

7.3% of Vehicles Accounted for 21% of Total NO_x Emissions

Potential Reduction of 5.15 tons/day NO_x if HE Replaced with “Average” Vehicle from Same MY

Classifying HE as any Truck Higher than the 95th Percentile of Entire Fleet

Potential Reduction of up to 6.98 tons/day NO_x

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Considerations and Next Steps

**Visual Inspection with Existing Commercial Vehicle
Enforcement**

Low Exhaust Stack Configurations

Light-Duty Vehicles

Truck Load Weights and Speeds

Implementation Considerations

Legislative Process

Funding

Deployment Locations and Enforcement

Further Discussion: Stakeholder Conference/Workshop

FOR MORE INFORMATION

Chris Klaus

Senior Program Manager

(817) 695-9286

cklaus@nctcog.org

Shannon Stevenson

Program Manager

(817) 608-2304

sstevenson@nctcog.org

www.nctcog.org/DieselIM

**Regional Transportation Council Attendance Roster
September 2016-August 2017**

RTC MEMBER	Entity	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	E(R)	P	P	P	P	P
Sara Bagheri (12/16)	Denton	--	--	--	P	P	P	P	P	P	E(R)	P	P
Carol Bush (01/15)	Ellis Cnty	A	P	P	E	P	A	P	E	P	A	P	P
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	--	--	--	--	--	P	P	E(R)	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	R	E	P	P	P	P	P	P	P	P
Jeff Cheney (06/17)	Frisco	--	--	--	--	--	--	--	--	--	P	P	E(R)
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	P	E(R)	P	E	P
Rudy Durham (7/07)	Lewisville	E(R)	E	P	P	P	P	P	E(R)	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	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
Kevin Falconer (07/17)	Carrollton	--	--	--	--	--	--	--	--	--	--	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	E	P	P	P	P	P	E(R)	P	P	P
Robert Franke (1/08)	Cedar Hill	E	P	E(R)	P	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	--	--	--	--	--	--	--	--	--	--	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	E	P	P	A	P	P	P	A	P
Mojy Haddad (10/14)	NTTA	P	P	P	E	A	A	P	A	P	A	P	P
Roger Harmon (1/02)	Johnson Cnty	P	E	P	P	P	E(R)	P	P	E	E	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	E	E	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	A(R)
Jungus Jordan (4/07)	Fort Worth	P	P	P	E(R)	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	E	P	P	E	P	E	P	A	P
Harry LaRosiliere (06/17)	Plano	--	--	--	--	--	--	--	--	--	P	P	E(R)
David Magness (06/13)	Rockwall Cnty	P	A	P	E	P	E	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	E(R)	P	P	P	P	P
B. Adam McGough (07/16)	Dallas	P	E	P	P	P	P	P	P	P	E(R)	P	P
William Meadows (02/17)	DFW Airport	--	--	--	--	--	E	P	P	P	P	E	A
Steve Mitchell (07/17)	Richardson	--	--	--	--	--	--	--	--	--	--	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	E(R)	P	E(R)	P	P	P	A	P
Stan Pickett (06/15)	Mesquite	E(R)	P	E(R)	P	P	P	E	E(R)	P	P	P	P
Mark Riley (1/09)	Parker Cnty	P	E(R)	E	P	P	P	P	P	E(R)	P	P	E
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	E(R)	E(R)	P	P	E(R)	P	P	E(R)	P
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	E	P	P	E(R)	E(R)
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	E(R)	P	P	P	P	P	P	P	E	E(R)	P	A
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	P	P	P	P	P	P	P	E(R)	P	P
William Tsao (3/17)	Dallas	--	--	--	--	--	--	P	P	P	P	P	E(R)
Oscar Ward (6/14)	Irving	P	P	P	P	P	E	P	P	P	P	P	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
September 2016-August 2017**

RTC MEMBER	Entity	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	E(R)	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	P	E	E	P	P	P	P	E(R)	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	E(R)	E	P	P	P	E	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	--	--	--	--	--	--	--	--	--	P	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
July 2016-July 2017

STTC MEMBERS	Entity	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17
Antoinette Bacchus	Dallas County	P	P	P	A	A	P	P	P	P	A	P	A
Micah Baker	Dallas County	A	P	A	P	A	A	A	A	A	P	A	A
Katherine Beck	Fort Worth	--	--	--	--	--	--	--	--	P	P	A	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	A	P	P	P	P	P	P	P	P	P	P	P
Kristina Brevard	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	R	P	A	P	P	A	R	P	A	P	P
Mohammed Bur	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	A	P	P
Dave Carter	Richardson	P	P	A	P	A	A	P	P	P	A	P	P
Robert Cohen	Southlake	--	--	--	--	--	--	--	--	--	--	--	R
Kent Collins	Coppell	--	--	P	P	P	P	P	R	P	A	P	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	A	P	P	P	P	P
Hal Cranor	Euless	P	P	P	P	P	P	P	P	R	P	P	R
Jacqueline Culton	Duncanville	--	--	--	--	--	--	--	--	--	--	P	P
Clarence Daugherty	Collin County	P	R	R	R	P	P	P	P	P	P	P	P
Chad Davis	Wise County	A	P	P	A	P	A	A	P	A	A	P	P
Greg Dickens	Hurst	R	R	A	R	R	A	R	R	R	R	R	R
David Disheroon	Johnson County	P	A	P	P	P	P	P	A	P	P	A	P
Massoud Ebrahim	Greenville	P	P	P	P	P	A	P	P	P	P	A	P
Chad Edwards	DART	A	P	P	P	P	P	P	P	P	P	A	P
Claud Elsom	Rockwall County	P	P	P	P	P	A	P	P	P	P	P	A
Keith Fisher	Cleburne	--	--	--	--	--	P	R	P	P	P	P	P
Eric Fladager	Fort Worth	A	P	P	A	P	P	P	A	P	P	P	P
Chris Flanigan	Allen	P	R	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	P	P	R	P	P	P
Gary Graham	McKinney	R	P	R	P	R	R	P	P	R	R	P	R
Tom Hammons	Carrollton	A	A	P	A	A	A	A	A	A	A	A	A
Ron Hartline	The Colony	R	P	R	P	P	R	A	R	R	R	R	A
Curvie Hawkins	FWTA	P	P	P	P	P	P	A	P	A	P	P	R
Mark Hines	McKinney	A	A	A	A	A	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	P	A	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	A	P	P	A	P	R	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	P	P	P	P	A	P	P	P	P	P	A
Paul Iwuchukwu	Arlington	P	P	A	P	P	P	P	P	P	P	P	P
Tim James	Mesquite	A	A	A	A	P	P	A	A	P	A	P	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	P	A
Tom Johnson	DeSoto	A	P	P	P	A	P	A	P	P	P	P	A
Sholeh Karimi	Grand Prairie	P	P	P	A	P	P	P	P	P	A	P	P
Paul Knippel	Frisco	R	A	P	A	P	A	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	A	A	P	P	P	P	P	A	A	P	P	P
Richard Larkins	Grapevine	A	P	P	P	A	A	P	A	P	P	P	P
Alonzo Liñán	Keller	--	--	--	--	--	--	P	A	P	P	P	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
July 2016-July 2017

STTC MEMBERS	Entity	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17
Paul Luedtke	Garland	P	A	P	P	P	P	P	P	R	P	P	P
Stanford Lynch	Hunt County	R	P	P	P	A	R	P	A	P	P	P	P
Rick Mackey	TxDOT, Paris	P	P	P	P	P	A	A	A	A	P	P	A
Srini Mandayam	Mesquite	R	R	R	R	R	R	A	R	R	A	P	A
Alberto Mares	Ellis County	--	--	--	--	--	--	--	--	--	--	--	P
Laura Melton	Burleson	P	P	P	P	P	A	A	P	P	P	P	P
Brian Moen	Frisco	A	A	A	A	A	A	A	P	P	A	P	P
Cesar Molina, Jr.	Carrollton	P	P	A	P	P	A	P	A	P	A	P	R
Lloyd Neal	Plano	P	P	P	P	P	P	P	A	P	P	P	P
Mark Nelson	Denton	P	P	P	P	P	P	P	R	P	A	P	P
Jim O'Connor	Irving	P	P	A	P	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	R	P	P	A	A	A	A	P	A	A
Kevin Overton	Dallas	P	P	P	A	P	P	P	P	P	P	A	P
Dipak Patel	Lancaster	P	R	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	A	P	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	--	--	--	P	P	P	P	P	P	P	P	P
John Polster	Denton County	P	P	P	P	P	A	P	P	P	P	P	P
Tim Porter	Wylie	--	--	--	--	P	A	P	P	P	P	P	P
Daniel Prendergast	Plano	A	P	A	P	P	P	P	P	P	P	P	P
Lisa Pyles	Addison	A	P	A	P	A	P	P	A	A	P	P	A
William Riley	Tarrant County	P	P	P	P	P	P	P	P	A	P	P	P
Greg Royster	DFW Int. Airport	A	P	P	A	P	A	A	P	A	P	A	A
Moosa Saghian	Kaufman County	A	P	A	P	P	P	P	P	P	P	A	A
David Salmon	Lewisville	P	P	P	P	P	R	P	P	P	R	A	P
Elias Sassoon	Cedar Hill	P	P	P	R	P	R	P	P	P	A	P	R
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	A	P	P	P	A	P	A	P
Tom Simerly	Fort Worth	--	--	--	--	--	--	--	--	--	A	P	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	P	A	P	A	P	P	A	A	P	P	P
Chelsea St. Louis	Dallas	--	--	--	--	--	P	P	P	R	P	P	P
Caleb Thornhill	Plano	P	A	P	P	P	A	P	P	P	A	P	P
Dave Timbrell	Garland	--	--	--	--	--	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	A	P	P	P	P	P	P	P	P	P
Timothy Tumulty	Rockwall	A	A	P	P	A	A	A	P	A	A	P	A
Gregory Van Nieuwenhuize	Haltom City	P	R	P	P	P	P	P	P	A	P	P	R
Daniel Vedral	Irving	P	A	P	A	A	A	P	A	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	A	P	P	P	P	P	P	P
Sam Werschky	Fort Worth	--	--	--	--	--	--	--	--	A	P	P	P
Jared White	Dallas	P	P	A	A	P	P	P	A	A	P	A	P
Bill Wimberley	Hood County	A	P	P	P	P	P	P	P	R	P	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE July 28, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 28, 2017, 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: Katherine Beck, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Dave Carter, Kyle Hogue (representing Robert Cohen), Kent Collins, John Cordary Jr., Allen Harts (representing Hal Cranor), Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Phil Dupler (representing Curvie Hawkins), Thuan Huynh (representing Gary Graham), Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Tim James, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, John Romberger (representing Cesar Molina), Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, William Wiegard (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Will Barresi, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Chris Bosco, Ron Brown, John Brunk, Ken Bunkley, Michael Copeland, Brian Dell, Kevin Feldt, Brian Flood, Christie Gotti, Jill Hall, Victor Henderson, Dan Kessler, Chris Klaus, Dan Lamers, April Leger, Mark Middleton, Mindy Mize, Michael Morris, Bruce Nipp, S. Parani Palaniappan, Rob Rae, Amy Rideout, Christina Roach, Rylea Roderick, Wesley Shimek, Neil Stassman, Gerald Sturdivant, Marian Thompson, Kimberlin To, Brian Wilson, and Michael Zdansky.

1. **Approval of June 23, 2017, Minutes and Recognition of Members:** Mark Nelson requested that the June 23, 2017, meeting minutes be amended to reflect his attendance at the meeting. A motion was made to approve the June 23, 2017, meeting minutes provided in Reference Item 1 as amended. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

Michael Morris recognized Loyl Bussell for seven years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards:** Tom Bamonte presented a recommendation of awards for the Traffic Signal Data Sharing and 511DFW/Waze grant programs. A total of \$250,000 was available for each program, and evaluation criteria were previously approved by the Regional Transportation Council (RTC) and provided in Electronic Item 3.1. For the Traffic Signal Data Sharing program, funding was available for projects that make traffic signal data accessible to the developer community, auto manufacturers, and the travel navigation services that are laying the data infrastructure foundation for connected and automated vehicles. Reference Item 3.2 contained a list of the applications received and the recommended awards for this program.

Of the \$250,000 available, \$200,000 was recommended for over 1,200 traffic signals covering approximately 27 percent of signals in the region. For the 511DFW/Waze program, proposed projects are a strategic path to update the 511DFW Traveler Information System to include a data sharing portal for the region and allow for routing traffic more efficiently through communities and the region. Access through the Waze Connected Citizens Program (CCP) gives entities powerful safety and emergency response tools. Reference Item 3.3 contained a list of the applications received and the recommended awards for this program. Of the \$250,000 available, \$131,500 was recommended. With the City of Fort Worth already in the CCP, about one-third of the population of the core Dallas-Fort Worth counties will be participating in the program. A motion was made to recommend Regional Transportation Council approval of the proposed awards for the Traffic Signal Data Sharing program in Reference Item 3.2 and the 511DFW/Waze Data Sharing program in Reference Item 3.3. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Air Quality Project Funding:** Bailey Muller presented staff recommendations for three air quality funding proposals. The first proposal was to allocate funding from an existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) project to administer vehicle technology improvements that can reduce ozone precursors. Approximately \$300,000 was proposed to administer as a rebate for the purchase of public-sector zero-emission vehicles, as well as leveraging the rebates as an additional discount through the Fleets for the Future Cooperative Procurement project. A maximum \$2,500 rebate per vehicle or actual incremental cost was proposed for up to five vehicles. For additional vehicles, a minimum of \$1,000 each up to the maximum rebate amount was proposed and contingent on funding availability. Fleets must commit to use the vehicle(s) for at least four years, agree to have telematics/automated vehicle locator systems installed, and comply with federal terms and conditions. Following approval, the rebate will additionally be contingent on the reinstatement of Buy America Waivers that is currently suspended by the Federal Highway Administration. She noted staff is unaware of any vehicle that meets Buy America standards without the waiver. The second proposal was the electrified parking space project. In 2014, the North Central Texas Council of Governments (NCTCOG) was awarded \$300,000 to subgrant to Convoy Solutions (now known as Idle Air) to install 80 electrified parking spaces at four different trucking terminals across the nonattainment area. At that time, Idle Air was to cover 75 percent of the total project cost. Due to the significant fall in diesel fuel prices since the project was awarded, the 75 percent funding for Idle Air is currently not feasible. Because this is a cost effective air quality technology, staff proposed to rescope the project to approximately 40 electrified parking spaces at two trucking terminals. Funding will remain proportionate to the total cost with the Environmental Protection Agency (EPA) contributing approximately \$100,000 in funding. Staff additionally proposed that approximately \$100,000 in RTC Local funds be used to provide an extra financial incentive to mitigate the financial risk of the subgrantee. This would result in Idle Air contributing approximately \$200,000, approximately 50 percent of the project cost versus the original 75 percent. Ms. Muller noted that since the mail out, staff was recently contacted by the EPA that the proposed CMAQ funds for the project were not eligible so RTC Local funds were proposed instead. In addition, she noted that the RTC Local funding is contingent on a revenue-sharing plan with Idle Air to offset the RTC Local contribution over the five-year project life. One of two sites has been confirmed by Idle Air. The site is a beneficial location since it is in a high environmental justice zone with a high industry rate and up wind from an ozone monitor. Finally, the last proposal was related to a Diesel Emission Reduction Act (DERA) project. In July, NCTCOG submitted its DERA proposal to the EPA for Fiscal Year 2017 funding. The proposed project requested approximately \$2 million in EPA funds for NCTCOG to subgrant to local governments and private-sector

contractors to replace diesel vehicles or owned equipment. Subgrantees will provide the required match, and a portion of the EPA funds will be used for staff administration. Staff proposed up to \$25,000 in RTC Local funds as a backstop for administrative costs for this project to allow staff to begin implementation until the match is collected at the point of subgrantee reimbursement. A motion was made to recommend Regional Transportation Council approval of the proposed administration of the zero-emission vehicle rebate in conjunction with the Fleets for the Future and proposed rebate structure, the use of up to \$100,000 in RTC Local funding to facilitate the implementation of the electrified parking spaces at truck terminals, and up to \$25,000 in RTC Local funding as a backstop to facilitate staff administration of the DERA 2017 EPA proposal until the match is collected, as provided in Reference Item 4 and revised during the meeting. John Polster (M); Kristina Brevard (S). The motion passed unanimously.

5. **Funding Changes to IH 635 East and Proposition 1 Projects:** Christie Gotti presented funding adjustments for projects originally funded with Proposition 1. Through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program, the 10-Year Plan/Proposition 1 Adjustments program was identified by staff. She noted that the action proposed is the first phase of the program and is needed early for inclusion in the 2018 Unified Transportation Program (UTP) that will be proposed for approval at the August Texas Transportation Commission meeting. The second phase will be brought back later in the year and will include year-of-expenditure/total project cost updates, adjustments due to revised construction costs, and adjustments due to changes in funding allocations. As a reminder, the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Year (FY) 2015 through FY2019. In December 2016, the RTC adjusted funding for projects through the Regional 10-Year Plan due to decreased allocation of Proposition 1 funds in FY2017 and Proposition 1 funding being combined into several regular categories (Category 1, 2, 4, and 11). In addition, as projects have let or have been implemented there are cost overruns and underruns that must be adjusted. She noted approximately \$82 million in CMAQ funds from an unallocated balance are being requested for eligible expenses. The funds are primarily for a series of grade separations along US 380, with the remaining for bicycle, pedestrian, and intersection-type improvements. All projects on the list remain funded, although some of the projects will be pushed to FY2027.

Michael Morris presented funding adjustments for the IH 635 East project as a result of the Texas Legislature declining to approve a bill that would have authorized the project to be funded through a Comprehensive Development Agreement (CDA). He directed members to Reference Item 5.3, distributed at the meeting. He noted approval would be requested of the changes originally proposed in red text, as well as the additional changes in blue text. If the project can be funded as originally envisioned, the blue text changes may not be needed. Staff proposed, as an initial contingency, to reallocate existing Category 2 funds (toll-eligible) from the 10-Year Plan to IH 635 East Phase 1 (US 75 to Royal/Miller) since the CDA is no longer possible and the project is already environmentally cleared as a tolled managed lane facility. However, the intention is to fully fund and construct IH 635 from US 75 to IH 30. If the region moves forward with this contingency, which includes a significant commitment in Category 2 funds, the importance of the project to the region may be recognized by the Texas Transportation Commission. In turn, it may help the region attract additional revenues to the corridor. A map of the corridor was discussed. Prior to the RTC, staff anticipates updating the map to move the line at SH 78 further to the south. The map will indicate the phases even though the intent is to build the full project as a whole. Details of the changes to funding categories were provided in Reference Item 5.3. Staff

proposed to reallocate existing toll-eligible funding, Category 2, from the 10-Year Plan to IH 635 East Phase 1. In addition, Category 2 funds from later phases of IH 635E and four projects in Collin County were proposed to be moved to IH 635 East Phase 1. The funds from those four projects were proposed to be replaced with Category 4 and Category 12 funds from later phases of IH 635 East. The total funding in each county remains the same. He noted that IH 635 East is a candidate to receive the \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan. However, the contingency funds are not being requested for the project at this time. Mr. Morris highlighted seven possible funding solutions to fully fund the IH 635 East corridor if the project is built to US 75 to Royal/Miller Road. First, just under \$300 million is already allocated to the IH 635 East project from Royal/Miller Road to the IH 30 Interchange. Second, in Phase 1 of IH 635 East, the Texas Department of Transportation (TxDOT) and the RTC own the revenue associated with the project and revenue could be programmed for the later phases to receive 100 percent of the toll revenue from Phase 1 until fully funded. Third, there is \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan. Fourth, conversations are occurring with the Texas Transportation Commission who is reviewing uncommitted funds in the current Unified Transportation Program. In addition, the Commission will need to determine how to allocate new revenues in year 11 of the UTP. These actions may result in additional funding being available for IH 635. Fifth, there are potential proprietary agreements with private-sector partners that could be used to advance the project. Sixth, conversations are occurring with the congressional delegation with regard to the best path forward to build projects on the interstate highway system. The final potential solution is tolling the entire IH 635 East corridor. He noted these seven elements would be more clearly outlined for the RTC. Christie Gotti reviewed the action being requested at the meeting. Chad Edwards noted he believed there was an adding error on Reference Item 5.3 for the Dallas IH 35E from US 67 to IH 20 project. Ms. Gotti noted that staff would confirm the total for the project. Tim James discussed the IH 635 East/IH 30 Interchange and noted the reference items do not include the IH 30 Interchange. He added that Mesquite understands what the RTC is working to accomplish, but wants to ensure that the interchange is included in the options. Mr. Morris noted the map would be adjusted and the interchange would be included in Phase 3, but he added that the intent is to fully fund the entire project. John Polster noted Reference Item 5.3 and asked for clarification regarding the \$300 million Dallas County contingency funds. Mr. Morris noted that the \$300 million in Dallas County contingency funds were not being used at this time. Mr. Polster also noted the superscript #4 for IH 35E. Staff clarified that the superscript should be removed. Mr. Polster also discussed changes between the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program and the next Infrastructure for Rebuilding America (INFRA) program, and asked whether staff has discussed how the INFRA program could provide assistance for projects such as IH 635 East, IH 35E, SH 183, and others. Mr. Morris discussed correspondence transmitted to the Governor regarding potential leveraging opportunities at the federal level, specifically mentioning the INFRA program. Projects in the region that already have significant funding may be good candidates, but additional legislative support is needed. Ms. Gotti noted that staff has begun internal meetings regarding the INFRA program and will be presenting information to the Committee in the future. Mr. Polster noted the out year of 2027 for US 380 from US 377 to the Denton County line and asked how funding will be addressed. Ms. Gotti noted that staff anticipated going through this process many times. There is a gap in knowledge regarding revenues for later than 2018. Staff will continue to bring back iterations specifically to address projects that are ready to let. Clarence Daugherty discussed Reference Item 5.1 and asked if the use of CMAQ funds brings a local match requirement. Ms. Gotti noted the projects were on system

and would bring a state match. In addition, Mr. Daugherty also discussed the transfer of funds to IH 635 East and Collin County. Mr. Morris clarified that Category 4 and Category 12 funds are likely the best revenue sources in Collin County. Category 2 funds are more appropriate for IH 635 East, especially if the project requires tolling to IH 30. The switching out of funds will be routine as staff works to fund projects without CDA authority. Mr. Morris added that total funding in each county remains the same. Ms. Gotti also noted that any additional funding would come through other mechanisms as discussed in the seven potential solutions to fund later phases of the IH 635 East project. Mo Bur mentioned a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan could provide an opportunity for additional funding for the corridor. Mr. Morris noted the TIFIA loan is included in the efforts to work with the private sector. A motion was made to recommend Regional Transportation Council approval of funding changes to the affected Proposition 1 projects as summarized in Reference Item 5.1, funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 5.2 and Reference Item 5.3 (distributed at the meeting) with the stipulation that the comments and funding for the IH 30 Interchange be included in the map and/or project listing provided to the Regional Transportation Council for approval. The action also instructed staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Tim James (M); John Polster (S). The motion passed unanimously.

6. **Clean Air Action Day Results:** Mindy Mize presented results of the participation for Clean Air Action Day, a program of Air North Texas that strives to encourage residents of North Texas to make clean air choices. On this year's Clean Air Action Day, June 23, over 1,100 North Texans made air quality commitments. The top commitments were taking lunch to work, vehicle maintenance, buying locally, driving efficiently, and combining trips. Approximately 420 participants were employees at Surface Transportation Technical Committee (STTC) member organizations. Member efforts included STTC member remote participation in the June 23 STTC meeting, as well as efforts by employees from the Cities of Plano, Denton, and Grand Prairie. The Clean Air Action Day STTC Challenge winner, City of Dallas, was recognized. The City of Dallas held a large event on June 23 that featured the Asthma Chasers Mobile Clinic, videos to showcase how citizens can commit to clean air actions and register online, social media campaigns, and a large-scale Clean Air Action Day challenge among various city departments. Members interested in becoming Air North Texas partners were encouraged to contact staff.
7. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Transportation Alternatives Program funds apportioned in Fiscal Year (FY) 2014. As a reminder, federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Therefore, any federal funds apportioned in FY2014 are set to lapse at the end of FY2017. Staff has reviewed projects that have not obligated and applied a risk assessment for each project. At the time of the mail out, only \$3.6 million of the FY2014 funding had been obligated. Details were provided in Electronic Item 7. Since that time, all \$8.2 million of FY2017 funds have obligated and are no longer at risk. Four projects, instead of the original six noted, are on schedule to obligate prior to the end of FY2017. Mr. Bunkley noted that all FY2013 and FY2014 has been obligated, with an additional \$700,000 obligated. With the anticipated obligation of an additional \$2.2 million, a total of \$2.9 million in obligations will help to satisfy the FY2015 apportionment obligations. Staff continues to coordinate with the Texas Department of Transportation and local agencies to identify project status for projects programmed in

FY2018. Members were encouraged to coordinate within their cities/agencies to ensure that their project(s) are advancing as expeditiously as possible.

8. **Joint Land Use Study Project:** Dan Kessler presented an update on the Regional Joint Land Use Study (JLUS) being conducted for four military installations and surrounding communities in North Texas, as well as transportation projects underway around the Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB). He noted that on August 2 at 1:00 pm, staff will present the final recommendations from the project. A JLUS, funded by the United States Department of Defense Office of Economic Adjustment, identifies and recommends strategies to address land-use issues that may limit a military installation's ability to operate. This is important to the North Central Texas region because of the significant direct and indirect economic impact of military installations in the region. The history of the military installations in the region, as well as past land-use studies were highlighted. The four installations included in the current JLUS are Fort Wolters in Mineral Wells, NAS Fort Worth JRB, Camp Maxey in Paris, and Redman Taylor Army Heliport in Dallas. Draft recommendations have been developed for each installation, as well as a regional list of priorities, provided in Electronic Item 8. Over 1350 strategies have been identified as immediate, mid-term, or low-term priorities. Transportation needs identified following a series of previous studies around NAS Fort Worth JRB were also highlighted. Projects to improve base access include reconstruction of Meandering Road. Area road improvements include SH 199, SH 183, and the SH 183/IH 30 Interchange. These total approximately \$650 million in transportation improvements in this portion of the region.
9. **DFW Connector Pilot Program Update:** Ken Kirkpatrick briefed the Committee on the initiation of additional marketing activities in the DFW Connector corridor. As a reminder, in 2014 the Texas Department of Transportation (TxDOT) requested that the Regional Transportation Council (RTC) pay half of the collection risk annually for the IH 35W project. At that time, the RTC instead proposed a pilot study in managed lanes where the public sector owns the revenue to test strategies that could later be applied in the IH 35W corridor to reduce TxDOT's collection risk. The DFW Connector corridor was chosen. The purpose of the pilot program was to test ideas to increase TollTag usage, apply lessons learned in the IH 35W corridor to help reduce the collection risk to TxDOT. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain TollTags. The Texas Transportation Commission approved a gradual increase of the surcharge of up to 90 percent. In January 2015, the project went to dynamic pricing with a split of 68 percent TollTag usage/32 percent pay-by-mail, and as of June 2017 the split was 75 percent TollTag usage/25 percent pay-my-mail, which was still a substantial risk. The RTC then approved a second phase of the pilot for additional marketing and outreach activities to increase TollTag usage.

Mindy Mize noted that last summer, staff presented four marketing efforts proposed for the pilot program: 1) TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, and 4) TollTag sales at inspection stations and/or car dealerships in targeted areas. Staff anticipates beginning the marketing efforts in partnership with the North Texas Tollway Authority (NTTA) prior to the August RTC meeting. Each effort will run separately with a break between the marketing efforts to allow staff to review data and determine the effectiveness of the effort. Marketing efforts will begin with TollPerks. TollPerks will be targeted to potential users of the DFW Connector for new TollTag customers. NTTA will advertise through digital media and paid social media ads, and NCTCOG and NTTA will both use social media messaging. As an incentive, new TollTag customers will be provided 2,000 TollPerk points. The campaign will run for

approximately 30 days. The second effort will include various prize giveaways and will be targeted to ZipCash users of the DFW Connector corridor who would be new TollTag customers. Similar advertising and social media messaging will be used, and the campaign is also anticipated to run for approximately 30 days. The third effort is to offer preloaded TollTags to high-use ZipCash customers in average to low income zip codes using the DFW Connector. New customers will be offered a \$20 credit and must make an initial payment on their new TollTag to receive the credit. Communication for this effort will be by direct mail piece and inserts in ZipCash bills. All TollTags issued for these efforts must be tied to a credit card/bank account. Staff efforts are continuing related to the sale of TollTags at inspection stations and car dealerships. Next, staffs will be working to finalize creative messaging for the DFW Connector Pilot Program, as well as developing performance metrics and tracking. John Polster asked if the surcharge for pay-by-mail customers remains the same regardless of the dynamic price of the vehicle and if staff expects to raise the surcharge in the future. Mr. Kirkpatrick noted that the percentage remains the same for all pay-by-mail users. In addition, staff will test the marketing efforts prior to discussing an increase of the surcharge above 90 percent.

10. **Volkswagen Settlement Update:** Chris Klaus provided an update on the status of initiatives established as a result of the Volkswagen Clean Air Act civil settlements. To date, Volkswagen Clean Air Act civil settlements have resulted in \$14.7 billion and was broken into several components; \$10 billion for vehicle buyback and modification, \$2 billion for the Zero-Emission Vehicle Investment to be managed by Electrify America, and \$2.7 for the Environmental Mitigation Trust. Of the \$2.7 billion for the Environmental Mitigation Trust, approximately \$209 million is available for the State of Texas. Related to the Zero-Emission Vehicle Investment, Electrify America has planned for cycles of \$300 million allotments. Most of the money will be used for charging infrastructure installation. Although the North Central Texas Council of Governments (NCTCOG) was not successful in becoming a community charging area, IH 30, IH 20, and IH 35 have been named as long distance highway networks that may include future charging infrastructure. Approximately \$25 million will be used for public education initiatives and another \$25 million reserved for administrative costs. Related to the Volkswagen mitigation trust, a trustee was appointed in March 2017. However, many of the efforts will not move forward until the trustee effective date. Previously submitted RTC comments regarding mitigation actions were forwarded to the Governor's office. The correspondence was provided in Electronic Item 10.1. He noted the settlement also identified many categories that are eligible mitigation actions, provided in Electronic Item 10.2. Approximately \$63 million of investments in North Central Texas is anticipated to be available for local governments and private companies to modernize fleets and integrate new technologies. Many local area representatives met with the Governor's Office in a workshop and provided feedback on various mitigation actions such as the types of projects to fund, administration of the funds, geographic distribution of the funds, and the structure to approve funding requests. Discussion also occurred on leveraging economies of scale through bulk purchases in order that funds can be most impactful. Information is available at www.nctcog.org/airquality. Additional updates will be provided to members in the future.
11. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Process and Scoring Criteria:** Marian Thompson presented the recommended eligible project categories, process, scoring criteria, and schedule for the proposed Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. The RTSRP is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. The Minor

Improvement Program is a new program intended to increase the capacity of the existing roadway by implementing low-cost operational improvements that will enhance mobility and improve air quality. Projects in the 10-county North Central Texas Council of Governments (NCTCOG) air quality nonattainment area are eligible for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Proposed project eligibility for the RTSRP Call for Projects requires that 80 percent of the traffic signals have not been retimed since 2013, 80 percent of traffic signals must be located along a route of significance, eight or more consecutive traffic signals must be proposed, no construction is planned within two years, interlocal agreements are executed with NCTCOG, cost overruns are the submitting agency's responsibility, and staff time is not eligible. A total of \$2 million is available for FY2018. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ration and air quality, and also includes communication, environmental justice distribution, multi-modal operations, multi-jurisdictional corridor, and providing traffic signal data to the cloud. Proposed project eligibility for the Minor Improvement Program Call for Projects requires a 20 percent local match, projects are along a route of significance, no construction is planned for two years, project funding requested is not to exceed \$50,000, projects are low-cost improvements, interlocal agreements must be executed with NCTCOG, cost overruns are the submitting agency's responsibility, and staff time is not eligible. A total of \$2.9 million is available for FY2018. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ratio, air quality benefit and also includes recommended improvements, additional local match, and environmental justice distribution. For both Call for Projects, a 20 percent minimum local match in cash is required. The proposed schedule for the Call for Projects was reviewed. Approval of selection criteria is anticipated by STTC in August and the RTC in September. Following approval, the Call for Projects will open September 15 with proposals due in October 13, 2017. Public meetings will be scheduled in the October/November timeframe. Final action on the proposed project selection is anticipated in December 2017. John Polster requested that a copy of the presentation be emailed to members. He asked if entities will be required to provide evidence of local match commitment. Ms. Thompson noted that documentation of the local match is not required. Applicants can indicate local match availability and the local match payment will be required when the interlocal agreement is executed. Members were encouraged to provide feedback on the timeline and requirements of the Call for Projects. Lloyd Neal asked the format for project submittals. Ms. Thompson noted that a minimum format is proposed, and staff anticipates that the RTSRP Call for Projects will be similar to past phases.

12. **Texas Transportation Innovation Activities:** Tom Bamonte provided a briefing on recent Texas transportation innovation activities. He highlighted the Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) grants program for large scale installation/operation of advanced transportation technologies. The first two years of the grant program have passed, and the Fiscal Year (FY) 2018 program will be in the spring. Up to \$12 million is available for innovative transportation technologies and entities were encouraged to consider qualifying projects for submittal. The North Central Texas region was responsible for three of the five Texas applications submitted for FY 2017: 1) micro on-demand rideshare system in Arlington, 2) North Central Texas regional smart transportation system in Dallas, and 3) integrated operations by Dallas Area Rapid Transit. In addition, Mr. Bamonte provided information on the Texas Innovation Alliance. The group is submitting an application for a National Science Foundation 5G research platform for the next generation of wireless communication. He noted there are many transportation-related applications for this type of technology. The National Science Foundation is contributing \$400 million in funds to support the research platforms. The Texas Innovation Alliance's

application is believed to be unique; a virtualized statewide platform that will enable public and private sector developers to do research on the platform.

13. **Fast Facts:** Michael Morris highlighted presentations from the 2016 Irving Summit related to blue (water), green (parks), and gray (infrastructure). For the 2017 Irving Summit, discussions regarding initial implementation funds will continue. The goal is to create teams to propose projects that leverage opportunity, evaluate the projects, and present the projects to the Regional Transportation Council (RTC) to determine interest. Those projects would require future RTC approval.

Mr. Morris also discussed potential interest in an RTC joint communication center and meeting room located in closer proximity to a rail station. The meeting room/communication center would allow advanced technology capabilities for reaching the public, as well as allow partners to co-locate to share in room capabilities.

Mr. Morris noted that the 2017 Irving Transportation Summit will be held August 15-16, 2017.

Mr. Morris also noted that a video of students who participated in the Vital Link Program at the North Central Texas Council of Governments was provided in Electronic Item 13.1.

Tom Bamonte noted that Electronic Item 13.2 contained details about the 2017 Mayors Challenge. The deadline for the program is August 18, with \$200 million for cities over 30,000 to submit and fund innovative projects.

Chris Klaus discussed the North Central Texas Council of Governments (NCTCOG) presentation to the Dallas County Commissioners Court regarding the AirCheckTexas program. Several agencies have taken action to suspend the collection of the \$6 fee from vehicle inspections for the Low-Income Repair and Replacement Assistance Program and Local Initiatives Projects as a result of recent legislative action. A copy of the presentation was provided in Electronic Item 13.3.

Rebekah Hernandez noted a summary of approved bills from the 85th Texas Legislature was provided in Electronic Item 13.4. The summary included SB 1004, related to cellular network nodes in public rights-of-ways. The Environment and Development Department is hosting a Public Right-of-Way Roundtable on August 15. She noted registration information will be provided to members by email.

Rebekah Hernandez noted that TEXpress lane education campaign materials were now available online. Access to the various education materials was provided in Electronic Item 13.5.

Carli Baylor noted that Electronic Item 13.6 contained a summary of the June 2017 public meetings and related comments. Topics included the FY2018 and FY2019 Unified Planning Work Program, the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program, and the public transportation agency programs of projects.

Carli Baylor also noted Electronic Item 13.7 contained a notice of the August 17, 2017, public meeting that will focus on the Cotton Belt regional passenger rail line.

Kimberlin To discussed First Responder Alternative Fuel Vehicle Safety Training scheduled on August 2 and 3, 2017. The training is aimed at educating first responders on the procedures and protocol when responding to accidents involving alternative fuel vehicles. Details were provided in Electronic Item 13.8.

Jody Loza provided an ozone season update. At the time of the meeting, the region had experienced ten exceedances, but no level red days had been experienced and the region's current design value was at 78 parts per billion. Ms. Loza noted that staff was monitoring results of the fire from the previous day and noted that the Texas Commission on Environmental Quality and Environmental Protection Agency do allow for exceptional events impacting ozone monitors. Details were provided in Electronic Item 13.9.

Bailey Muller highlighted current air quality funding opportunities for vehicles. Details were available in Electronic Item 13.10. Regarding the Fleets for the Future program, she discussed efforts for the fall cooperative procurement designed to consolidate bulk orders of alternative fuel vehicles to reduce purchase costs for public fleets. The vehicles we will be focused on four different platforms: 1) propane trucks, 2) plug in hybrid trucks, 3) subcompact electric vehicles, and 4) compact plug in hybrids.

Jody Loza reminded members of the Southern Transportation and Air Quality Summit scheduled August 29-30, 2017. Details were provided in Electronic Item 13.11.

Marian Thompson discussed the 511DFW Traveler Information System. Distributed at the meeting was a survey card containing a link to a 511DFW survey. In addition, she noted a workshop on August 1, 2017, to discuss enhancements to the 511DFW program.

Rylea Roderick noted the deadline for submission of projects for the November 2017 Transportation Improvement Program/Statewide Transportation Improvement Program modification cycle was close of business the day of the meeting.

Brian Dell noted the Regional Toll Revenue invoicing module portion of the Regional and Project Tracking System (RAPTS) is now operational. Moving forward, users should provide invoicing information online at <https://rtrinternal.nctcog.org>.

Nicholas Hernandez provided information on upcoming Complete Streets Design and Implementation Workshops in September. The workshops will be facilitated by the Federal Highway Administration and will focus on design flexibility, design for non-motorized users, multimodal network connectivity, challenges between policy and implementation practices, and other topics. Details were provided in Electronic Item 13.12, including registration information.

The current Local Motion was provided in Electronic Item 13.13 and transportation partner progress reports were provided in Electronic Item 13.14.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 25, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:50 pm.



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

September 2017

Calendar

**September 6, 8:30 am
TRTC**

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

**September 8, 11 am
DRMC**

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

**September 14, 1 pm
Regional Transportation Council
Transportation Council Room**

616 Six Flags Drive
Arlington, TX 76011

**September 20, 10 am
35W Coalition Quarterly Meeting**

Courtyard Fort Worth
at Alliance Town Center
3001 Amador Drive
Fort Worth, TX 76244

**September 22, 1:30 pm
Surface Transportation
Technical Committee**

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Driverless vehicles introduced in Arlington

Next time you are in the Entertainment District for a Rangers or Cowboys game, there may be an alternative to enduring high summer temperatures as you make your way to the game. On August 26, the City of Arlington debuted two air-conditioned driverless vehicles that will take fans to Globe Life Park or AT&T

Stadium via trails in the Richard Greene Linear Park and Robert Cluck Linear Park. The bright red Milo shuttles, provided by Easy Mile, are free to ride and handicap accessible. This is

part of a pilot project to test the concept of low-speed driverless

vehicles in Arlington. During the test, the vehicles will follow a predetermined route, using a laser on the roof to detect obstacles.

Each vehicle will have an operator on board who can override the automated setting in the case of an emergency. The vehicles, which can travel fast as 20 mph, are not permitted on the streets. For now, they will travel on the trails in the Entertainment District, comfortably providing the final connection for people trying to get from their cars to the ballgame or other nearby event. For more information, visit www.arlington-tx.gov/news and search "autonomous vehicle."



NCTCOG photo

Driverless vehicles are a new transportation option in Arlington's Entertainment District.



RTC awards transportation data-sharing grants to TxDOT, area cities



The Regional Transportation Council has awarded grants to area cities and the Texas Department of Transportation that will help make highways and streets safer and more efficient.

Along with TxDOT, the cities of Arlington, Flower Mound, Frisco, Garland, Grapevine, Grand Prairie and Plano, will receive \$25,000 apiece to help them share traffic signal data with connected-vehicle and other app developers.

This move makes 27 percent of the region's signals accessible to developers hoping to improve the way vehicles communicate with the infrastructure around them to enhance traffic flow and safety.

The RTC also approved grants totaling \$131,500 to cities as part of a separate project with Waze, a travel navigation app that employs a combination of city- and user-provided data to help keep transportation systems moving.

With Arlington, Crowley, Frisco, Garland, Grand Prairie and Plano sharing data on road closures with Waze, it will later become easier to build out 511DFW as a portal for transportation information. Fort Worth has been sharing information on road closures as part of its involvement with the Waze Connected Citizens Program since last year.

Planners are working to upgrade 511DFW to serve as a central repository for cities to share and receive information with a variety of travel navigation services and each other. Data provided by cities and counties could have a significant impact on the freight and other industries relying on roads in off-peak periods, when many significant construction projects take place.

Advance notice of road closures will help these companies plan their routes so they can deliver goods more efficiently.

Breathe cleaner with Idle Free School Zones

As school gets underway, NCTCOG asks parents and districts alike to keep their eyes open for long lines of idling vehicles at campuses.

NCTCOG will be looking for school districts and specific campuses to team up with for an Idle Free School Zones project, which will focus on implementing idle reduction strategies in parent pick-up/drop-off zones. Student educational components will also be developed.

The goal is to ultimately reduce harmful air pollutants around each campus. Respond to AQfunding@nctcog.org by September 30 to recommend school districts or campuses that would benefit from this unique and educational opportunity.

NDEW celebrates success of electric cars

Exciting progress is being made that could lead to less expensive, more plentiful electric vehicles. But how much do you know about them? Learn more about the technology from current EV owners and local representatives during North Texas' National Drive Electric Week celebration September 9 at Grapevine Mills Mall. Additionally, a series of five daily webinars beginning Monday, September 11 will help you understand the basics about EVs.

Electric vehicle owners and enthusiasts will show off their rides, discuss the ownership experience and demonstrate this clean technology beginning at 10 am September 9 at the mall. Sponsored by NCTCOG and the Dallas-Fort Worth Clean Cities Coalition, the North Texas NDEW celebration is an opportunity for residents to learn more about electrification without feeling pressured to buy an EV. Attendees will even be able to test drive these vehicles.

Mike Taylor, a member of the Colleyville City Council and the Regional Transportation Council, will speak during the event, highlighting the importance of electric vehicles in North Texas. Organizers are again hoping to establish a State record for the number of EVs in one location. For more information, visit www.driveelectricdfw.org.

Corinth becomes 5th North Texas SolSmart city

Corinth has signed on as the fifth SolSmart city in the North Texas region. SolSmart is a national program through which technical advisors work with municipalities to reduce solar soft costs and adopt solar-friendly policies. Soft costs can include permitting, financing, installation and other non-hardware costs related to adopting solar power.

Through participation, cities are sending the solar market a signal that they are "open for business" and can receive national recognition for their efforts.

To join the cities of Plano, Kennedale, Cedar Hill, Denton and Corinth as the region's solar leaders, visit www.GoSolarTexas.org/solsmart.

Fleet discounts on alternative fuel vehicles

North Texas public fleets have an opportunity to get substantial discounts on alternative fuel vehicles.



NCTCOG issued a request for proposals (RFP) for Fleets for the Future, a regional cooperative to assist with the procurement of alternative fuel vehicles.

The RFP focuses on the following AFV platforms:

- Propane half-ton pickup trucks
- Plug-in hybrid electric half-ton pickup trucks
- PHEV compact sedans
- Electric subcompact sedans

Proposals must be submitted to NCTCOG by 5 pm September 15. The NCTCOG Executive Board is scheduled to consider the RFP at the end of October. Vehicle orders could be placed soon after Executive Board approval. Learn how your fleet can participate and benefit from this unique regional procurement process by visiting www.nctcog.org/f4f.

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

**The Fort Worth
Transportation Authority**
FWTA.org

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

5th

Texas' rank in electric vehicles sold. NCTCOG and the Dallas-Fort Worth Clean Cities Coalition will celebrate the success of EVs during National Drive Electric Week, starting September 9.

PUBLIC *Involvement*

NCTCOG requests input on funding initiatives

NCTCOG staff will present several transportation funding initiatives, an electric vehicle update and work program modifications during public meetings in September.

Residents can provide input on local bond program partnerships, two Federal Transit Administration funding programs and the Unified Planning Work Program at meetings on September 11 (White Settlement), September 13 (Arlington) and September 18 (Lewisville).

The UPWP is a required summary of activities to be undertaken by NCTCOG as the metropolitan planning organization. The bond program partnerships aim to leverage funds for projects important to local governments and the region. In addition to local funding efforts, NCTCOG issued a call for projects to competitively award FTA funding through two programs that support transportation services for seniors, persons with disabilities and low-income individuals. Staff will present recommendations to award 10 projects the available funding. Finally, an update will be provided on the 2017 National Drive Electric Week celebration.

Information on Mobility 2045, modifications to the list of funded projects, the Public Transportation Agency Programs of Projects and the AirCheckTexas Drive a Clean Machine program will also be highlighted. Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Mobility plan survey open until September 20

The first survey for Mobility 2045 will remain open until Thursday, September 20. Planners are seeking input on transportation behavior and challenges, as well as long-term priorities. Take the survey at www.surveymonkey.com/r/m2045. Print copies will be mailed upon request. Mobility 2045 is the next long-term transportation plan for the region. For more about the mobility plan and its development, visit www.nctcog.org/mobility2045.

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