

AGENDA

**Regional Transportation Council
Thursday, October 12, 2017
North Central Texas Council of Governments**

11:30 am Mobility Plan Workshop

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

1:00 – 1:05 1. Approval of September 14, 2017, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Rob Franke, RTC Chair
Item Summary: Approval of the September 14, 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. Transportation Improvement Program Modifications and Approval of Transportation Development Credits to Close Out Older Transit Grants

Presenters: Ken Bunkley and Sarah Chadderdon, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested, including the approval of Transportation Development Credits (TDCs) in support of a partnership among the RTC, the Federal Transit Administration (FTA), and the Texas Department of Transportation (TxDOT). Approval to amend the Unified Planning Work Program (UPWP) and any other necessary planning/administrative documents with changes reflected in the TIP modifications will also be requested.

Background: November 2017 revisions to the 2017-2020 TIP are provided as [Electronic Item 2.1.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

The FTA identified a potential loss of federal funds that support transit service in the McKinney Urbanized Area, as presented to the RTC in April 2017. Additional information was provided in [Electronic Item 2.1.2](#). Staff requested TxDOT's assistance in identifying an alternate resolution, provided in [Electronic Item 2.1.3](#). As a result of this coordinated effort, FTA provided an opportunity to

close out older grants using TDCs to prevent this loss of FTA funds. The approval of TDCs for these grants through this TIP modification cycle resolves the issue.

2.2. FY2018 and FY2019 Unified Planning Work Program Modifications

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments were presented to the public through the September 11, 13, and 18, 2017, public meetings and are also included as [Electronic Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its September meeting to recommend Regional Transportation Council approval of the modifications.

1:05 – 1:20

3. Orientation to Agenda/Director of Transportation Report

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

1. Moment of Silence for the Victims of the Tragedy in Las Vegas and the Recent Hurricanes
2. Regional Transportation Council (RTC) Subcommittee Appointments, Chair Rob Franke
3. Update on Texas Department of Transportation "Big Projects"
4. Update on Transportation Investment Generating Economic Recovery (TIGER) Grant Applications
5. Ozone Season Update ([Electronic Item 3.1](#))
6. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
7. Air Quality Webinar: Clean Vehicle Solutions for School Districts, October 31 ([Electronic Item 3.3](#))
8. Volkswagen Settlement Update ([Electronic Item 3.4](#))
9. September Public Meeting Minutes ([Electronic Item 3.5](#))
10. October Public Meeting Notice ([Electronic Item 3.6](#))
11. Road-to-Work Opportunity Pilot Project ([Electronic Item 3.7](#))

- 12. Cotton Belt Passenger Rail Corridor RTC and Partner Commitments ([Electronic Item 3.8](#))
- 13. Traffic Incident Management Executive Level Course ([Electronic Item 3.9](#))
- 14. Travel Demand Management Program Performance Measures ([Electronic Item 3.10](#))
- 15. Public Comments Report ([Electronic Item 3.11](#))
- 16. Recent Correspondence ([Electronic Item 3.12](#))
- 17. Recent News Articles ([Electronic Item 3.13](#))
- 18. Recent Press Releases ([Electronic Item 3.14](#))
- 19. Transportation Partners Progress Reports

1:20 – 1:30

4. Regional Transportation Council Federal Transit Administration Call for Projects

Action Possible Action Information Minutes: 10

Presenter: Sarah Chadderton

Item Summary: Staff will provide a summary and request approval of funding recommendations for ten projects under the 2017 Regional Transportation Council (RTC) Transit Call for Projects.

Background: The RTC Transit Call for Projects opened on February 27, 2017, and 15 projects were submitted by the deadline of April 7, 2017. Funding was available from two Federal Transit Administration (FTA) programs: the Enhanced Mobility of Seniors and Individuals with Disabilities Program (§5310) and Job Access/Reverse Commute projects through the Urbanized Area Formula Program (§5307). Eligible projects addressed the transportation needs of low-income persons, seniors, and individuals with disabilities in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Project recommendations are contained in [Reference Item 4](#).

1:30 – 1:40

5. Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Local Bond Program Partnerships

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will request approval of the proposed list of projects to fund under the Local Bond Program Partnerships portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. After coordination with partnering agencies that have upcoming bond elections or recently approved bond programs, projects have been identified to fund through this program. The recommended list of projects and funding amounts is provided in [Reference Item 5.1](#). Additional details on the Local Bond Program Partnerships Program are available in [Electronic Item 5.2](#).

1:40 – 1:50

6. **2017 Infrastructure for Rebuilding America Grants Project Submittal**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted in the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program for highway and freight projects of national and regional significance.

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 6.1](#) 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.

A review of the previous INFRA Grant presentation from last month can be found in [Electronic Item 6.2](#). An overview of the FY2017 INFRA Grant Program request is available in [Reference Item 6.3](#).

1:50 – 2:00

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

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be asked to approve a series of policy actions to advance the next "Big Projects" in the region.

Background: The RTC was briefed by Commissioner Victor Vandergriff, Texas Transportation Commission and Michael Morris, North Central Texas Council of Governments Transportation Director at the September 14, 2017, RTC meeting. In his presentation, Mr. Morris noted that action would be requested at this meeting. There are four RTC Policy Positions proposed:

1. P17-01, Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange ([Reference Item 7.1](#))
2. P17-02, Policy Support to Expedite IH 20 "Y" Connection/IH 820/US 287 ([Reference Item 7.2](#))
3. P17-03, Policy Support to Define Improvements on SH 183/IH 35W/IH 30/IH 45/US 175 and to Identify Resources ([Reference Item 7.3](#))
4. P17-04, Policy Support to Advance Current Commitments ([Reference Item 7.4](#))

[Reference Item 7.5](#) contains a draft RTC letter to the North Texas Tollway Authority (NTTA) requesting primacy be waived on the eastern subregion projects. Staff is requesting approval of all four policies and the NTTA letter.

- 2:00 – 2:10** 8. **Regional Transportation Council Efforts Supporting Amazon HQ2 Location**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: The Regional Transportation Council (RTC) supports large employers coming to the region and is silent on endorsement of specific locations within the region. This item will highlight North Central Texas Council of Government assistance requested by the Dallas Regional Chamber.
 Background: There have been many analyses from outsiders that underestimate the value the Dallas-Fort Worth region has related to labor force, timeliness, logistics, and transportation. These analyses have been conducted without a complete understanding of the region's transportation systems. These elements have been presented in detail to the Dallas Regional Chamber. In addition, [Electronic Item 8](#) includes a previous funding commitment from an earlier opportunity. This form of commitment is being made in this opportunity, as well. The deadline for responses is October 19, 2017.
- 2:10 – 2:20** 9. **Mobility 2045 Workshop Follow Up**
 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 and information presented at the 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 eight months with draft recommendations expected in early 2018. 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.
- 2:20 – 2:30** 10. **High-Occupancy Vehicle Subsidy/Technology Update**
 Action Possible Action Information Minutes: 10
 Presenter: Dan Lamers, NCTCOG
 Item Summary: Staff will brief the Regional Transportation Council (RTC) on the managed lane performance report and the status of the automated auto occupancy verification initiative for managed lanes.
 Background: As part of the adoption of the Tolled Managed Lane and High-Occupancy Vehicle (HOV)/Express Managed Lane policies, the RTC requires regular reports provided by the Texas Department of Transportation (TxDOT) regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding customer service demands. The RTC's Tolled Managed Lane Policy provides for a 50 percent peak period HOV discount, paid for with Regional Toll Revenue dollars.

Currently, HOV users wishing to receive the discount must register their trip as an HOV trip in advance of taking that trip. Enforcement is done through a manual process where an officer verifies that a declared HOV vehicle has at least two occupants. This is a dangerous situation for the police officers as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. The RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Recently, the North Central Texas Council of Governments has contracted with a vendor, CARMA Technology Corporation, to perform a pilot test on the DFW Connector corridor for a proposed technology solution. If successful, the technology solution can be implemented on all tolled managed lanes within the region with provisions that it could also be employed statewide through TxDOT.

The following items will be presented if time permits

- 2:30 – 2:40** 11. **Transportation, Housing and Urban Development Floor Amendment- Rescission of Contract Authority**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will discuss recent actions for Fiscal Year (FY) 2017 and FY2018 appropriations.
Background: The United States House of Representatives recently approved a FY2018 omnibus appropriations bill (HR 3354), including Transportation, Housing and Urban Development (THUD) funding. The House included an amendment offered by Representative Rob Woodall (R-GA) in the bill. The amendment allows states more flexibility in implementing the \$800 million rescission of unobligated highway contract authority balances that are mandated, but it also strikes the language that currently prevents the highway rescission from applying to safety programs and to sub-allocated Surface Transportation Block Grant Program (STBG) funds. This bill goes to the Senate next for consideration. In addition, Congress recently passed a continuing resolution as part of the larger Hurricane Harvey relief package in order to avoid a government shutdown on September 30. The continuing resolution continues FY2017 funding levels through December 8, which gives Congress three more months to finalize FY2018 funding levels. Additional information is provided in [Electronic Item 11](#).
12. **Progress Reports**
 Action Possible Action Information
Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 12.1](#))
 - STTC Attendance and Minutes ([Electronic Item 12.2](#))
 - Local Motion ([Electronic Item 12.3](#))

13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
15. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, November 9, 2017, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
September 14, 2017**

The Regional Transportation Council (RTC) met on Thursday, September 14, 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, 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, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Brian Byrd (representing Jungus Jordan), Lee M. Kleinman, Harry LaRosiliere, David Magness, Scott Mahaffey, B. Adam McGough, William Meadows, Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Gary Slagel, Mike Taylor, Stephen Taylor, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Duncan Webb, Andy Nguyen (representing B. Glen Whitley), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, Gustavo Baez, John Baker, Lindsey Baker, Tom Bamonte, Berrien Barks, Jay Barksdale, Carli Baylor, Adam Beckom, Natalie Bettger, Brandi Bird, Jonathan Blackmon, Alberta Blair, David Boski, Tanya Brooks, Bob Brown, John Brunk, Ken Bunkley, Mo Bur, David Cain, Kervin Campbell, Marrk Carllier, Jack Carr, Angie Carson, Sarah Chadderdon, Ceason Clemens, Nancy Cline, Rob Cohen, Hal Cranor, Mike Curtis, Clarence Daugherty, Chad Davis, Kim Diederich, David Dryden, Chris Dyser, Mike Eastland, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Mike Galizo, Matt Gauntt, Bob Golden, Christie Gotti, Rick Grady, Phillip Hanley, Laura Hanna, Dan Harbeke, Rebekah Hernandez, Victor Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Ernest Huffman, Ivan Hughes, Terry Hughes, Kevin Hugman, Tim James, Yagnesh Jarmarwala, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Alonzo Linan, Ramiro Lopez, Paul Luedtke, Norman Marquant, Edith Marvin, Gregory Masota, Holly McPherson, Keith Melton, Monte Mercer, Michael Miles, Cliff Miller, Mindy Mize, Tyson Moeller, Cesar Molina, Michael Morris, Elizabeth Mow, Ron Natinsky, Jeff Neal, Than Nguyen, Mickey Nowell, Nick Page, Chris Paris, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Michelle Raglou, Greg Ramey, Chris Reed, Molly Rendon, Amy Rideout, Bill Riley, Christina Roach, Greg Royster, Moosa Saghian, Steve Salin, Trey Salinas, Russell Schaffner, Steve Schoenekase, Lori Shelton, Walter Shumac, Randy Skinner, Dean Stuller, Gerald Sturdivant, Vic Suhm, Don Szczesny, Gaby Tassin, Gary Thomas, Christopher Tolar, Doug VanSlambrook, Dan Vedral, Lisa Walzl, Mitzi Ward, Terry Watson, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Bruce Wood, Ed Wueste, and Kate Zielke.

1. **Approval of August 10, 2017, Minutes:** The minutes of the August 10, 2017, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); David L. Cook (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Fiscal Year 2018 Advertising for Transportation Initiatives:** Support to recommend North Central Texas Council of Governments Executive Board approval of new funding of up to \$1,250,000 for Fiscal Year (FY) 2018 advertising for transportation was requested. Information on FY2018 advertising costs, along with examples of past advertising, was provided in Reference Item 2.1.1. Electronic Item 2.1.2 explained the benefits of the initiative and cost savings obtained from bulk advertising purchasing.

- 2.2. Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Regional Transportation Council approval was requested for the eligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects. Details were provided in Electronic Item 2.2.
- 2.3. Extension of Funding for Transit Service in Collin County: An extension of the Regional Transportation Council's approval of New Freedom Operating Assistance for transit service in Collin County for up to two years was requested. The operating funding previously approved by the Regional Transportation Council is sufficient to allow the extension without changing the total dollar amount. Details were provided in Reference Item 2.3.

A motion was made to approve the items included on the Consent Agenda. Duncan Webb (M); Mike Taylor (S). The motion passed unanimously.

3. Orientation to Agenda/Director of Transportation Report: Michael Morris reviewed items included on the Director of Transportation Report. He thanked Councilmember Mike Taylor for speaking at the September 9 National Drive Electric Week event. He also thanked Commissioner Victor Vandergriff and Tarrant County Judge Glen Whitley for participation in the 2017 Irving Summit. Regional Transportation Council (RTC) Chair Rob Franke noted that a membership roster of the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee was distributed at the meeting in Reference Item 3.13. Members interested in becoming a member of the RTC Bylaws Subcommittee were asked to contact Chair Franke. An ozone season update was provided in Electronic Item 3.1, current air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and information on the September 26 Light-Emitting Diode Street Light Retrofits webinar was provided in Electronic Item 3.3. August public meeting minutes were provided in Electronic Item 3.4. Electronic Item 3.5 contained an announcement of the September public meetings, and a copy of the current edition of the Mobility Matters publication was distributed at the meeting. Mr. Morris noted that a new Executive Order on Infrastructure was provided in Electronic Item 3.6. In addition, correspondence from the Texas Commission on Environmental Quality regarding updated nonattainment recommendations that exclude Hood County was provided in Electronic Item 3.7. He highlighted Electronic Item 3.8, related to Texas Department of Transportation (TxDOT) contract rescission authority and noted that future discussions will be held. A Public Comments Report was provided in Electronic Item 3.9, and recent correspondence was provided in Electronic Item 3.10. Mr. Morris highlighted recent news, noting a special edition of *USA Today* celebrating the 50th anniversary of the United States Department of Transportation (US DOT). The North Central Texas Council of Governments provided an ad in the publication, on behalf of the RTC, extending its appreciation to the US DOT, the local congressional delegation, and TxDOT Commissioners. RTC members will be provided a copy of the publication either electronically or in print. Recent news articles were provided in Electronic Item 3.11, recent press releases in Electronic Item 3.12, and transportation partner progress reports were distributed at the meeting.
4. Big Projects in Texas and the Dallas-Fort Worth Region: Victor Vandergriff, Commissioner, Texas Transportation Commission (TTC) discussed funding for transportation, noting how the amount of past funding available statewide versus the current available funding statewide is very similar. He also discussed the importance of prioritizing the current available funding and previous formula allocation of Category 2 funds to the region by the Texas Transportation Commission. He highlighted previous emphasis on Texas Clear Lanes, easing congestion, and increasing mobility in the urban areas, and then later emphasis that shifted to connectivity and rural areas. He noted that of the \$7-10 billion

allocated to connectivity and rural areas, many of the projects have not yet been identified and that the Texas Transportation Commission recently projected approximately \$13 billion in uncommitted resources. He added that the TTC is interested in advancing large projects in urban areas at this time and are considering how to move forward with vital transportation projects with regional and statewide significance. Commissioner Vandergriff discussed IH 45 in Houston and IH 35 in Austin, and encouraged the region to consider and prepare to implement big projects that could be competitive statewide. He noted that he has asked the Texas Department of Transportation (TxDOT) Dallas and Fort Worth districts, as well as North Central Texas Council of Governments (NCTCOG) staff to be mindful of the principles discussed and champion transformative, big projects in order for the region to be prepared for potential future funding. He added that the Texas Transportation Commission is committed to maintaining and affirming statewide funding allocation commitments.

Michael Morris discussed previous formula allocation to the region by the Texas Transportation Commission and the importance of maintaining this type of funding allocation, as well as the importance of focusing on big projects in the region and statewide. Staff has coordinated with the local TxDOT districts to gain consensus on projects that meet RTC policies and that are believed to be competitive statewide as big projects. Mr. Morris discussed how the RTC could provide support to Commissioner Vandergriff, support the fair share allocation, and also support the TTC's focus on big projects. He expressed the need to maintain momentum and added that staff will present specific RTC action steps to move ahead on projects at the October 12 meeting and that a copy of the presentation from today's meeting would be emailed to members. He highlighted the proposed next big projects for the region and provided additional detail later in the presentation. The projects include IH 635 East Phase 3, the IH 20 "Y" Connection update and replacement of four lane sections, and interstate highway capacity near downtown Dallas. The projects for the west and the east roughly follow the 32 percent west/68 percent east RTC formula allocation. Mr. Morris noted that the proposal will not impact schedules or revenue for current projects. He added that Commissioner Vandergriff is working to find uncommitted balances and funds in the next year of the Unified Transportation Program, and gain consensus from his colleagues to move ahead on big projects in Texas. He also noted that the \$300 million contingency held back in the Regional 10-Year Plan and funding from the Trinity Parkway will remain and not be used for the implementation of the big projects. The first project, in the western portion of the region, is the "Y" Connection between US 287 and IH 20 and elimination of the four lane sections. This will help create a permanent solution in the corridor versus an interim solution. The four lane sections of IH 820 on the eastern side of Fort Worth and on US 287 are proposed to be eliminated. TxDOT will lead the project with NCTCOG assistance. NCTCOG will focus on travel forecasts, lane balance, and public outreach. The proposed project extends from the Northeast Mall to Downtown Mansfield and is proposed as the next big project in the west. The second project is IH 635 East Phase 3 from US 75 to IH 30, including the IH 30 interchange and the Skillman/Audelia bridge structure. TOLled managed lanes will be proposed for the entire project in order to maximize funding. TxDOT has initiated the traffic and revenue study, and NCTCOG will focus on the traffic forecast and public outreach. In addition, NCTCOG will ensure the project is in the Mobility Plan and work to expedite air quality conformity for "just in time" delivery. This is the next big project proposed in the east, proceeding now that the Southern Gateway has moved to construction. The final project was referred to as the Dallas CBD Interstate Highways. The North Texas Tollway Authority will be asked to waive primacy since the project will no longer be a toll road. TxDOT and the City of Dallas will be initiating consensus building for options, and NCTCOG assistance will be available for detailed simulations and lane balancing efforts. Improvements are expected to include the Harry Hines corridor, accessibility to the hospital district, the Dallas North Tollway/Stemmons Interchange, SH 183, and US 175. In closing, Mr. Morris discussed the importance of

supporting Commissioner Vandergriff and the Texas Transportation Commission regarding formula allocation and continued efforts to implement big projects statewide. Several members expressed support for the proposed effort.

5. **2017 Infrastructure for Rebuilding America Grants:** Christie Gotti provided an overview of the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program for highway and freight projects of national and regional significance. INFRA is a replacement of what was previously known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program. The new program maintains the original freight-oriented components, but expands funding to more general highway projects. Approximately \$1.75 billion is available through the discretionary grant program for Fiscal Years (FY) 2017 and 2018, with approximately \$1.32 billion available to urban areas. Large projects must be \$100 million or more in cost and the INFRA request must be for \$25 million or more. Small projects must have a total cost of less than \$100 million and an INFRA request of at least \$5 million. Projects can have up to a 60 percent INFRA cost share and 80 percent or less federal share total. Projects with a lower federal share will be considered more competitive. Projects must begin construction within 18 months after the obligation of funds. FY2017 funds must be obligated by September 30, 2020, and FY2018 funds must be obligated by September 30, 2021. Eligible projects include: 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, and other freight projects that are intermodal/rail freight projects or projects within public or private freight rail or intermodal facilities. Eligible agencies include states, urbanized areas, local governments, subdivisions of State or local governments, and other transportation agencies. Each eligible applicant can submit no more than three applications. Key objective areas include supporting economic vitality, leveraging partnerships, safety innovation, project delivery innovation, performance/accountability, geographic disbursement, and project readiness. A copy of the notice of funding opportunity was provided in Electronic Item 5.1. North Central Texas Council of Governments (NCTCOG) staff has been coordinating with the Texas Department of Transportation (TxDOT) to identify projects the State plans to submit in order to help determine the projects NCTCOG will propose for consideration. TxDOT Austin requested that individual districts submit requests for consideration, and it has narrowed the submittals to six projects. Two projects are in the region: LBJ East and IH 35W "3C." Both projects have been short-listed and are awaiting a final determination. Ms. Gotti discussed letters of support that historically have been provided by NCTCOG for projects being submitted by other agencies in the region for a federal call for projects, as long as the projects are consistent with the Mobility Plan. For this effort, she noted staff was seeking direction on whether letters of support should be provided to non-RTC and non-TxDOT projects in order to focus on projects of higher priority in the region. NCTCOG proposed projects included: 1) IH 635/LBJ East, 2) DFW Connector, 3) IH 20 "Y" Connection, and 4) IH 35W "3C." Proposed projects are contingent on which projects the State chooses to submit. The proposed projects were selected in an effort to focus on finding projects both in the east and the west, to focus on large-scale projects, to create leveraging opportunities, and to select projects large enough to be competitive. In addition, the proposed projects allow an opportunity to partner with and submit the projects not selected by TxDOT. The timeline for this effort was reviewed. Approval of the final projects for submittal will be requested at the October RTC meeting. Ms. Gotti added that the federal government has announced the next round of the Transportation Improvements Generating Economic Recovery (TIGER) grant program and additional information will also be presented to members in October. Michael Morris summarized staff's strategy to develop a deliberate, competitive list of large-scale projects in the region and requested direction from members regarding letters of support. Several members agreed that a focused, targeted strategy was the correct approach.

Lee M. Kleinman asked if staff was suggesting that local municipalities not submit projects. Mr. Morris noted that staff was only recommending that letters of support not be provided to other agencies for this specific effort. A motion was made to approve preliminary support for the Texas Department of Transportation/Regional Transportation Council partnership on projects proposed for submittal, direct staff to administratively amend the Transportation Improvement Program and Statewide Transportation Improvement Program and other planning/administrative documents to include projects if selected, and to determine that letters of support would not be provided to other entities as part of the overall strategy for this effort. Lee M. Kleinman (M); Mike Cantrell (S). The motion passed unanimously.

6. **Assistance to Texas and Evacuees to the Region:** Michael Morris thanked local elected officials who have taken a leadership role in providing assistance to evacuees impacted by the recent hurricane. Members were asked to consider approval to authorize the use of Regional Transportation Council Local funds, if needed, to provide assistance to the State of Texas or evacuees. For example, transit passes for evacuees to travel from shelters to Amtrak or Greyhound stations or assistance to other metropolitan planning organizations impacted may be options to provide assistance. No specific funding amount was proposed. Staff will document efforts for potential reimbursement. A motion was made to authorize the North Central Texas Council of Governments to use a small amount of Regional Transportation Council Local funds to provide assistance to evacuees, the State of Texas, or other metropolitan planning organizations, if needed. Gary Fickes (M); Charles Emery (S). The motion passed unanimously.
7. **Follow Up to the Cotton Belt Public Meeting:** Michael Morris discussed the August 17, 2017, Cotton Belt regional passenger rail public meeting at which staff highlighted potential innovative strategies to assist Dallas Area Rapid Transit (DART) implement the corridor. A copy of the meeting presentation was provided in Electronic Item 7. He noted staff will document commitments from the Regional Transportation Council (RTC), City of Coppell, Coppell/Dallas private-sector developer, City of Plano, City of Richardson, and the Dallas Fort Worth International Airport and transmit the documentation to DART. Staff will continue to work with the DART Board to implement passenger rail service in the eastern side of the region. Gary Slagel thanked North Central Texas Council of Governments staff and RTC members for their efforts and support.
8. **Mobility 2045 Update and Survey:** Kevin Feldt highlighted staff efforts as work continues on the development of the region's next long-range transportation plan, Mobility 2045. Proposed action on the draft Mobility 2045 will be requested of the Regional Transportation Council (RTC) in April 2018, followed by public meetings. In June, RTC action will be requested on the final Mobility 2045 document and the associated air quality conformity. To date, staff has reviewed the status of Mobility 2040 projects and have begun calculating revenue forecasts. Future efforts will include the review of performance measures and proposed targets, additional public outreach, and a Mobility 2045 RTC Workshop on October 12. Staff will be considering the following items as development of Mobility 2045 continues: 1) a Trinity Parkway response, 2) the southeast "Y" connection including IH 20, IH 820, and US 287, 3) CityMAP recommendations for IH 30 and IH 345, 4) Collin County mobility, 5) a tunnel connecting IH 35 to US 75, 6) locations for toll roads and managed lanes (Toll Island Policy), 7) revenue assumptions, 8) public transportation, 9) performance measures and targets, and 10) the next round of mega-projects to solve tomorrow's problems today. Mr. Feldt provided additional details on a Mobility 2045 survey that is available for public input through September 20. Electronic Item 8.1 contained a copy of the survey for print, and a link to the online survey was provided in Electronic Item 8.2. Nearly 2,600 responses have been received. Preliminary responses were reviewed.

9. **Regional Transportation Council Transit Call for Projects:** Sarah Chadderdon provided a summary of draft recommendations for Federal Transit Administration (FTA) funding through the Regional Transportation Council (RTC) Transit Call for Projects. Funding was available through the Enhanced Mobility of Seniors and Individuals with Disabilities Program for projects that serve seniors and individuals with disabilities and the Job Access/Reverse Commute Program for projects that get low income individuals to and from employment. Both types of funding were available to support projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Ms. Chadderdon noted that funding in other areas of the region is administered by the Texas Department of Transportation and was not included in the Call for Projects. Projects recommended for funding in the Dallas-Fort Worth-Arlington Urbanized Area were highlighted. For the Enhanced Mobility program, project recommendations include \$1.2 million for: 1) Dallas Area Rapid Transit's Carrollton/Rowlett taxi Voucher Subsidy Program; 2) City of Dallas's Senior Medical Transportation Program; 3) vehicles for Dallas County Health and Human Services Older Adult Services Program; 4) City of DeSoto's new transit program; 5) the Fort Worth Transportation Authority's Access to Community project (a partnership with Tarrant County to increase service in non-member cities); and 6) vehicles for the City of Lancaster's Life Center Mobility Project. For Job Access/Reverse Commute funding, two projects were recommended for approximately \$400,000. Both projects were submitted by Workforce Solutions of Greater Dallas: a study in the Inland Port area and subsequent vanpool service to be implemented in coordination with Dallas Area Rapid Transit. In the Denton-Lewisville Urbanized Area, staff recommended \$300,000 for two projects from the Enhanced Mobility program. Both projects support expanding service in communities in Denton County. No Job Access/Reverse Commute projects were submitted for the Denton-Lewisville Urbanized Area. Additional details on the funding requests, recommendations, and the evaluation criteria were provided in Electronic Item 9. She noted projects were out for public comment and action will be requested at the October 12, 2017, RTC meeting.
10. **Aviation Update:** Natalie Bettger provided an overview of ongoing efforts within the North Central Texas Council of Governments aviation program area. Regarding funding for general aviation airports, funding is received through federal, State, and local sources. Subsections of each of these sources were highlighted, including funding amounts and eligibility. Historical funding levels for Texas general aviation airports were also discussed. Significant decreases in funding were highlighted for 2013 and 2014. Decreases were due to the fact that airports statewide did not receive discretionary funding other than a small amount in 2015. The Air Transportation Advisory Committee (ATAC) formed a funding subcommittee to determine why funding was not allocated, and since that time discretionary spending has returned to Texas. In addition, improvements have been seen in how aviation is managed in the State through increased membership on the Texas Aviation Advisory Committee and more transparent, detailed funding disclosures. Staff will continue to seek transparency with the project selection process and work to get additional federal and State funding for general aviation airports. Related to unmanned aircraft systems (UAS) regulations, Ms. Bettger noted efforts over the last several years to create a model regional ordinance. Since that time, House Bill (HB) 1643 was passed and restricts municipalities or local governments from developing a UAS model ordinance without approval from the Federal Aviation Administration (FAA). A copy of the bill was provided in Electronic Item 10.1. Staff has reached out to the FAA, but there is currently no FAA approval process so coordination on this effort continues. She also noted the Drone Federalism Act of 2017, provided in Electronic Item 10.2. The federal bill would require that federal, State, and local governments work together to manage UAS within the region. Staff is reviewing opportunities for local agencies to support the federal bill, as well as opportunities to develop a statewide ordinance to protect the airspace for general aviation and commercial airports within the region. Finally, Ms. Bettger provided an update regarding the North Texas

Aviation Education initiative. Staff recently worked with institutional partners to inventory aviation education programs in the region. Staff learned of new aviation programs that have been added to the curriculum of high schools and colleges in the region, as well as the elimination of the air traffic control program at Letourneau University due to low enrollment caused by the change in hiring practices with the FAA. Staff also learned of opportunities for growth including plans for local colleges and school districts to add aviation-related programs to their curriculum and areas in need of increased program offerings.

11. **Blue-Green-Gray Grant Opportunities:** Michael Morris highlighted new grant opportunities generated from the 2016 Irving Transportation Summit. At the 2016 Irving Summit, a panel was formed to discuss removing the silos among various disciplines such as transportation (gray), water (blue), and environmental mitigation (green) and partnering to create innovative projects. The implementation of that program was presented at the 2017 Irving Summit. Electronic Item 11 summarized the new program, the proposal submittal process, and criteria. Individuals, private firms, or government agencies are eligible to apply for up to \$50,000 to advance projects or programs that develop innovative outcomes. The projects must have three elements: 1) water (blue), 2) environment (green), and 3) infrastructure (gray). Applications are due by 5:00 pm on November 3, 2017. The seed money is intended to develop new ideas that could be transmitted to non-profit organizations, private-sector companies, or governmental agencies for funding of the next phase. The recycling of water from the Trinity River that goes back up into the Collin County water supply through the wetland project off US 175 is an example of the type of innovation. Projects will come before the Surface Transportation Technical Committee and Regional Transportation Council for approval.
12. **Transportation Improvement Program Quarterly Update: East/West Equity:** Adam Beckom provided an update on current east/west equity percentages for the region. In February 2010, the Regional Transportation Council (RTC) approved a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations with the intention to track the east/west equity over time, allowing the RTC to take corrective actions if necessary. Staff proposed to consolidate the tracking effort of each of the transportation funding bills into one report. Previous surface transportation bills will become line items once they are replaced with a new funding bill, and staff will continue to provide quarterly updates on the east/west equity balance. Cumulatively the region is at 31.71 percent in the west and 68.29 percent in the east. This balance is near the 68 percent east/32 percent west percentages approved by the RTC. Electronic Item 12.1 contained the final inventories for the TxDOT non-formula commitments under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and Moving Ahead for Progress in the 21st Century. Electronic Item 12.2 inventoried the TxDOT non-formula commitments under the Fixing America's Surface Transportation (FAST) Act. Additional details regarding the close out of previous funding bills were provided in Electronic Item 12.3.
13. **CMAQ/STBG Funding: Local Bond Program Partnerships:** Adam Beckom presented 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 Program (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved several funding programs to select projects using CMAQ and STBG funding. The 11 programs and their status was highlighted, and the Local Bond Program Partnerships was discussed. The goal of the Local Bond Program is to leverage bond funds for projects of strategic importance to local governments and the region. Federal funding amounts by project were highlighted and totals approximately \$85.57 million. Proposed funding includes: 1) \$46.64 million for the City of

Dallas (in addition to the up to \$40 million previously approved for the Southern Gateway Pedestrian Plaza), 2) \$20 million for Hunt County, 3) \$13.65 million for Parker County, 4) \$5 million for City of Grapevine, and 5) \$280,000 for City of Cedar Hill. He noted staff is working with each of the agencies to leverage their bond funds and finalize project specifics and funding plans. Funding is contingent upon voter approval and any private-sector funding for each of the projects. The timeline for the effort was reviewed. Mr. Beckom noted that action will be requested at the October meeting and that details were provided in Electronic Item 13. Lee M. Kleinman asked how projects are selected. Michael Morris noted that city staff often provide potential projects to North Central Texas Council of Governments staff for consideration.

14. **Heavy-Duty Diesel Inspection and Maintenance Pilot-Phase 2:** Chris Klaus presented results of the recently completed Heavy-Duty Diesel Inspection and Maintenance (I/M) Pilot-Phase 2. As efforts continue in the region to meet compliance of the national ozone standard, he noted that a pilot program was implemented to collect and evaluate emissions for heavy-duty diesel vehicles. Heavy-duty diesel vehicles contribute approximately 48 percent of on-road emissions in the Dallas-Forth Worth region. With nitrogen oxides (NOx) data collected, staff then established a definition of high-emitting vehicles. Staff analyzed the data and estimated that if the defined high-emitting vehicles are replaced with an average-emitting vehicle, the region could potentially reduce 5.15 tons of NOx per day. Additionally, if the high-emitting vehicles are replaced with a 2017 model vehicle, the region could potentially reduce almost 7 tons of NOx per day. As a result of this analysis that includes a small number of diesel trucks emit a significant amount of NOx in the atmosphere, staff will begin to consider potential programs that could be brought for Regional Transportation Council consideration that help with the reduction of emissions from heavy-duty diesel high-emitting vehicles. The first step is to work through existing commercial vehicle enforcement patrols to further identify high-emitting vehicles by observing certification stickers and engine codes, etc. In order to implement the potential future programs, considerations must be given for funding, enforcement, and legislative/rulemaking. He noted that the region was one of the first to investigate heavy-duty diesel vehicle emissions, but that many entities around the world have now shown interest and an international working group has been developed by the North Central Texas Council of Governments. This working group is tasked with reviewing the data, discussing options, and involving vendors of potential future technologies that will help identify and achieve reductions of emissions from heavy-duty diesel vehicles. Mr. Klaus added that this data will be an important consideration as growth, development, and warehousing areas continue to grow in the region and heavy-duty diesel vehicles accessing those facilities increase. Details were provided in Electronic Item 14.
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):** There was no discussion on this item.
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, October 12, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/17-20/index.asp
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53109 **Facility:** US 80 **Location/Limits From:** EAST OF TOWN EAST BLVD **Modification #:** 2017-0463
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BELT LINE RD
County: DALLAS **CSJ:** 0095-02-107
City: MESQUITE **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4 TO 4/8 CONTINUOUS FRONTAGE ROADS
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND INTERCHANGE IMPROVEMENTS; ADVANCE ENGINEERING AND ROW PHASES TO FY2021; ADD UTILITIES PHASE IN FY2021; ADD CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON DECEMBER 8, 2016
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2036	ENG	0095-02-107	SBPE:	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
2036	ROW	0095-02-107	S102:	\$52,000,000	\$6,500,000	\$0	\$6,500,000	\$0	\$65,000,000
Grand Total:				\$52,000,000	\$26,500,000	\$0	\$6,500,000	\$0	\$85,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-02-107	SBPE:	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
2021	ROW	0095-02-107	S102:	\$52,000,000	\$6,500,000	\$0	\$6,500,000	\$0	\$65,000,000
2021	UTIL	0095-02-107	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2023	CON	0095-02-107	Cat 4:	\$84,000,000	\$21,000,000	\$0	\$0	\$0	\$105,000,000
Grand Total:				\$137,600,000	\$47,700,000	\$0	\$6,700,000	\$0	\$192,000,000

Revisions since STTC Meeting: Updated requested Scope change to be consistent with Mobility 2040

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53110 **Facility:** US 80 **Location/Limits From:** BELT LINE RD **Modification #:** 2017-0464
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** LAWSON RD
County: DALLAS **CSJ:** 0095-02-096
City: SUNNYVALE **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 4 TO 6 LANE CONTINUOUS FRONTAGE ROADS
Request: CLARIFY SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; ADVANCE ENGINEERING AND ROW PHASES TO FY2021; ADD UTILITIES PHASE IN FY2021; ADD CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON DECEMBER 8, 2016
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0095-02-096	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2040	ROW	0095-02-096	S102:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
Grand Total:				\$32,000,000	\$14,000,000	\$0	\$4,000,000	\$0	\$50,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-02-096	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2021	ROW	0095-02-096	S102:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
2021	UTIL	0095-02-096	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2023	CON	0095-02-096	Cat 4:	\$80,000,000	\$20,000,000	\$0	\$0	\$0	\$100,000,000
Grand Total:				\$113,600,000	\$34,200,000	\$0	\$4,200,000	\$0	\$152,000,000

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25033.2 **Facility:** IH 35E **Location/Limits From:** FM 407 **Modification #:** 2017-0465
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** TURBEVILLE ROAD
County: DENTON **CSJ:** 0196-02-125
City: VARIOUS **Desc:** RECONSTRUCT EXISTING 4 GENERAL PURPOSE LANES (NB ONLY); WIDEN AND CONVERT 2 REVERSIBLE TO 4 CONCURRENT MANAGED LANES
Request: ADD UTILITIES PHASE IN FY2027; ADD CONSTRUCTION PHASE TO FY2027 AS APPROVED BY THE RTC ON DECEMBER 8, 2016; CHANGE LIMITS FROM WHAT THE RTC APPROVED ON DECEMBER 8, 2016 TO THE EXISTING LIMITS IN THE TIP (AS THE EXISTING TIP LIMITS ARE MORE ACCURATE); REVISE SCOPE TO RECONSTRUCT EXISTING 4 GENERAL PURPOSE LANES (NB ONLY); WIDEN AND CONVERT 2 LANE REVERSIBLE TO 4 LANE CONCURRENT MANAGED LANES; WIDEN 4/6 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0196-02-125	SBPE:	\$0	\$35,000,000	\$0	\$0	\$0	\$35,000,000
2040	ROW	0196-02-125	S102:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
Grand Total:				\$90,000,000	\$45,000,000	\$0	\$0	\$0	\$135,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0196-02-125	SBPE:	\$0	\$35,000,000	\$0	\$0	\$0	\$35,000,000
2027	ROW	0196-02-125	S102:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
2027	UTIL	0196-02-125	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0196-02-125	Cat 2M:	\$120,000,000	\$30,000,000	\$0	\$0	\$0	\$150,000,000
Grand Total:				\$211,800,000	\$75,200,000	\$0	\$0	\$0	\$287,000,000

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55111 **Facility:** FM 548 **Location/Limits From:** NORTH OF US 80 **Modification #:** 2017-0472
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF SH 205
County: KAUFMAN **CSJ:** 2588-01-017
City: FORNEY **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE (ULTIMATE 6) DIVIDED URBAN ROADWAY; INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2021; ADVANCE ROW PHASE TO FY2021; ADD UTILITIES PHASE IN FY2021; ADD CONSTRUCTION PHASE IN FY2023; INCREASE FUNDING DUE TO COST OVERRUNS AND INFLATION TO THE YEAR OF EXPENDITURE DATE
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2588-01-017	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2040	ROW	2588-01-017	S102:	\$6,800,000	\$850,000	\$0	\$850,000	\$0	\$8,500,000
Grand Total:				\$6,800,000	\$2,850,000	\$0	\$850,000	\$0	\$10,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2588-01-017	SBPE:	\$0	\$3,300,000	\$0	\$0	\$0	\$3,300,000
2021	ROW	2588-01-017	S102:	\$12,000,000	\$1,500,000	\$0	\$1,500,000	\$0	\$15,000,000
2021	UTIL	2588-01-017	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2023	CON	2588-01-017	Cat 2M:	\$67,720,215	\$16,930,054	\$0	\$0	\$0	\$84,650,269
Grand Total:				\$81,320,215	\$21,930,054	\$0	\$1,700,000	\$0	\$104,950,269

Revisions since STTC Meeting: Removed "as approved by the RTC on December 8, 2016" from the Request, and included "increase funding due to cost overruns and inflation to the year of expenditure date."

TIP Code: 11645 **Facility:** VA **Location/Limits From:** CONSTRUCTION WORKFORCE DEVELOPMENT PROGRAM **Modification #:** 2017-0482
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-904
City: VARIOUS **Desc:** CONSTRUCTION WORKFORCE DEVELOPMENT PROGRAM
Request: CANCEL PROJECT AND RETURN FUNDS TO THE REGIONAL POOL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-904	Cat 7:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2018	IMP	0918-00-904	Cat 7:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Grand Total:				\$300,000	\$0	\$0	\$0	\$0	\$300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-904	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2018	IMP	0918-00-904	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

Revisions since STTC Meeting: Changed Request to say "return funds" rather than "reprogram funds"
 Source: NCTCOG

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20139 **Facility:** CS **Location/Limits From:** ON LITSEY ROAD FROM INDEPENDENCE PARKWAY **Modification #:** 2017-0488
Implementing Agency: FORT WORTH **Location/Limits To:** WEST OF HENRIETTA CREEK (CLEVELAND GIBBS ROAD)
County: DENTON **CSJ:** 0918-46-251
City: FORT WORTH **Desc:** WIDEN ROADWAY FROM 2 TO 4 LANES
Request: REVISE FUNDING BASED ON UPDATED INVOICING FROM THE CITY OF FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENV	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$384,000	\$96,000	\$0	\$480,000
2013	ROW	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$400,000	\$100,000	\$0	\$500,000
2013	UTIL	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$200,000	\$50,000	\$0	\$250,000
2013	CON	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,469,284	\$1,117,321	\$0	\$5,586,605
Grand Total:				\$0	\$0	\$5,453,284	\$1,363,321	\$0	\$6,816,605

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENV	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$502,934	\$125,734	\$0	\$628,668
2013	ROW	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$140,342	\$35,085	\$0	\$175,427
2013	UTIL	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$393,822	\$98,455	\$0	\$492,277
2013	CON	0918-46-251	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$5,185,335	\$1,296,334	\$0	\$6,481,669
Grand Total:				\$0	\$0	\$6,222,433	\$1,555,608	\$0	\$7,778,041

TIP Code: 11237.2 **Facility:** CS **Location/Limits From:** ON CONFLANS RD FROM SH 161 **Modification #:** 2017-0490
Implementing Agency: IRVING **Location/Limits To:** VALLEY VIEW LANE
County: DALLAS **CSJ:** 0918-45-812
City: IRVING **Desc:** CONSTRUCT 4-LANE DIVIDED FACILITY
Request: REMOVE ENGINEERING PHASE IN FY2016; ADD STBG FUNDING FOR ENVIRONMENTAL AND ENGINEERING PHASES IN FY2018, AND FOR ROW, UTILITIES, AND CONSTRUCTION ENGINEERING PHASES IN FY2019; ADD CONSTRUCTION PHASE IN FY2021; CLARIFY SCOPE TO CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH
Comment: LOCAL CONTRIBUTION PAID FOR BY THE CITY OF IRVING; NEW STBG FUNDING REINSTATES A PRIOR \$6,800,000 COMMITMENT BY THE RTC FOR THIS PROJECT; ROW CSJ IS 0918-47-198 - LEAVING AS CONTRACT CSJ FOR CONSISTENCY IN THE ESTIP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-45-812	Cat 7:	\$780,078	\$0	\$0	\$197,250	\$0	\$977,328
2015	ENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$315,756	\$315,756
2016	ENG	0918-45-812	Cat 7:	\$659,800	\$0	\$0	\$164,950	\$0	\$824,750
2018	ROW	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,440,000	\$2,440,000
Grand Total:				\$1,439,878	\$0	\$0	\$362,200	\$2,755,756	\$4,557,834

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-45-812	Cat 7:	\$780,078	\$0	\$0	\$197,250	\$0	\$977,328
2015	ENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$315,756	\$315,756
2018	ENV	0918-45-812	STBG:	\$126,400	\$0	\$0	\$31,600	\$0	\$158,000
2018	ENG	0918-45-812	STBG:	\$229,310	\$0	\$0	\$57,327	\$0	\$286,637
2018	ROW	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,440,000	\$2,440,000
2018	ROW	0918-45-812	STBG:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
Phase Subtotal:				\$960,000	\$0	\$0	\$240,000	\$2,440,000	\$3,640,000
2018	UTIL	0918-45-812	STBG:	\$1,760,000	\$0	\$0	\$440,000	\$0	\$2,200,000
2018	CONENG	0918-45-812	STBG:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
Grand Total:				\$3,895,788	\$0	\$0	\$976,177	\$2,755,756	\$7,627,721

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-45-812	Cat 7:	\$780,078	\$0	\$0	\$197,250	\$0	\$977,328
2015	ENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$315,756	\$315,756
2018	ENV	0918-45-812	STBG:	\$126,400	\$0	\$0	\$31,600	\$0	\$158,000
2018	ENG	0918-45-812	STBG:	\$229,310	\$0	\$0	\$57,327	\$0	\$286,637
2019	ROW	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,440,000	\$2,440,000
2019	ROW	0918-45-812	STBG:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
Phase Subtotal:				\$960,000	\$0	\$0	\$240,000	\$2,440,000	\$3,640,000
2019	UTIL	0918-45-812	STBG:	\$1,760,000	\$0	\$0	\$440,000	\$0	\$2,200,000
2019	CONENG	0918-45-812	STBG:	\$640,000	\$0	\$0	\$160,000	\$0	\$800,000
2021	CON	0918-45-812	STBG:	\$3,744,090	\$0	\$0	\$936,023	\$0	\$4,680,113
Grand Total:				\$8,239,878	\$0	\$0	\$2,062,200	\$2,755,756	\$13,057,834

Revisions since STTC Meeting: Delayed ROW, Utilities, and Construction Engineering phases to FY2019; added "with new sidewalks and shared use path" to the requested scope; added comment regarding ROW CSJ; added Construction phase to FY2021

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11762.1 **Facility:** CS **Location/Limits From:** ON CHEEKSPARGER **Modification #:** 2017-0494
Implementing Agency: COLLEYVILLE **Location/Limits To:** AT JACKSON ROAD; IN COLLEYVILLE
County: TARRANT **CSJ:** 0902-48-866
City: COLLEYVILLE **Desc:** ROUNDABOUT WITH NB RIGHT TURN LANE
Request: INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION PHASE BY \$644,853 DUE TO MATCH ACTUAL EXPENDITURES; CHANGES DUE TO ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0902-48-866	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2014	CON	0902-48-866	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$867,350	\$867,350
2014	CON	0902-48-866	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$349,320	\$87,330	\$0	\$436,650
Phase Subtotal:				\$0	\$0	\$349,320	\$87,330	\$867,350	\$1,304,000
Grand Total:				\$0	\$0	\$349,320	\$87,330	\$937,350	\$1,374,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0902-48-866	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2014	CON	0902-48-866	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,582,203	\$1,582,203
2014	CON	0902-48-866	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$349,320	\$87,330	\$0	\$436,650
Phase Subtotal:				\$0	\$0	\$349,320	\$87,330	\$1,582,203	\$2,018,853
Grand Total:				\$0	\$0	\$349,320	\$87,330	\$1,652,203	\$2,088,853

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0902-48-866	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2014	CON	0902-48-866	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,512,203	\$1,512,203
2014	CON	0902-48-866	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$349,320	\$87,330	\$0	\$436,650
Phase Subtotal:				\$0	\$0	\$349,320	\$87,330	\$1,512,203	\$1,948,853
Grand Total:				\$0	\$0	\$349,320	\$87,330	\$1,582,203	\$2,018,853

Revisions since STTC Meeting: Updated funding in request as "\$644,853"

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54068 **Facility:** SH 170 **Location/Limits From:** TARRANT COUNTY LINE **Modification #:** 2017-0496
Implementing Agency: NTTA **Location/Limits To:** I-114 INTERCHANGE
County: DENTON **CSJ:** 3559-01-004
City: VARIOUS **Desc:** CONSTRUCTION TO 6 LANE FREEWAY BETWEEN EXISTING FRONTAGE ROADS
Request: CANCEL PROJECT DUE TO PLANS TO REMOVE THE TOLL COMPONENT; CHANGE IMPLEMENTING AGENCY TO TXDOT-FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	3559-01-004	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,375,000	\$6,375,000
Grand Total:				\$0	\$0	\$0	\$0	\$6,375,000	\$6,375,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	3559-01-004	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

Revisions since STTC Meeting: Project is being withdrawn at the request of TxDOT-Fort Worth

TIP Code: 54088 **Facility:** SH 170 **Location/Limits From:** IH 35W **Modification #:** 2017-0497
Implementing Agency: NTTA **Location/Limits To:** DENTON C/L
County: TARRANT **CSJ:** 3559-02-007
City: VARIOUS **Desc:** CONSTRUCTION TO 6 LANE FREEWAY BETWEEN EXISTING FRONTAGE ROADS
Request: CANCEL PROJECT DUE TO PLANS TO REMOVE THE TOLL COMPONENT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	3559-02-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,875,000	\$13,875,000
Grand Total:				\$0	\$0	\$0	\$0	\$13,875,000	\$13,875,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	3559-02-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

Revisions since STTC Meeting: Project is being withdrawn at the request of TxDOT-Fort Worth

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55098 **Facility:** IH 30 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2017-0498
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 161
County: DALLAS **CSJ:** 1068-04-171
City: GRAND PRAIRIE **Desc:** WIDEN FROM 6 TO 8 GENERAL PURPOSE LANES WITH 1 REVERSIBLE MANAGED LANE AND MODIFICATIONS TO SH 161 CONNECTIONS
Request: CANCEL PROJECT; DUPLICATE OF TIP 13000/CSJ 1068-04-170

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1068-04-171	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$130,000	\$130,000
2020	CON	1068-04-171	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,150,000	\$2,150,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,280,000	\$2,280,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1068-04-171	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2020	CON	1068-04-171	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

TIP Code: 53075 **Facility:** SL 288 **Location/Limits From:** US 380 WEST OF DENTON **Modification #:** 2017-0511
Implementing Agency: DENTON COUNTY **Location/Limits To:** IH 35W SOUTH OF DENTON
County: DENTON **CSJ:** 2250-02-014
City: DENTON **Desc:** CONSTRUCT TWO LANE RURAL ROADWAY ON NEW LOCATION PH 1 OF ULTIMATE FREEWAY - EXTENSION OF LOOP 288
Request: CHANGE SCOPE TO CONSTRUCT 0 LANE TO 2 LANE RURAL ROADWAY (PH 1 OF ULTIMATE FREEWAY - EXTENSION OF LOOP 288); DELAY PROJECT PHASES TO FY 2021 AND FY2023 THEREBY REMOVING PROJECT FROM THE 2017-2020 TIP/STIP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2250-02-014	SBPE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
2020	ROW	2250-02-014	S102:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$0	\$1,614,906	\$0	\$0	\$0	\$1,614,906

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2250-02-014	SBPE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
2023	ROW	2250-02-014	S102:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$0	\$1,614,906	\$0	\$0	\$0	\$1,614,906

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2250-02-014	SBPE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
2023	ROW	2250-02-014	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
Grand Total:				\$800,000	\$714,906	\$0	\$100,000	\$0	\$1,614,906

Revisions since STTC Meeting: Changed ROW funding share to be 80/10/10; clarified that project is being delayed to FY2021 and FY2023 in the Request

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54109 **Facility:** IH 35W **Location/Limits From:** IH 820 **Modification #:** 2017-0512
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 30
County: TARRANT **CSJ:** 0014-16-268
City: FORT WORTH **Desc:** WDN 4/6/8 TO 8 LN W/ COLL-DIST, INTRMIT AUX LNS, & 2 TO 2/3 DISCONTIN. FR RD CONN FROM IH 820 TO SH 183 ON EACH SIDE, 2 TO 2/3/4 FR RDS FROM SH 183 TO SH 121 ON EACH SIDE & 2 TO 2/3 DISCONTIN. FR RDS FROM SH 121 TO IH 30 ON EACH SIDE & RECONS. SH 121 INT
Request: CHANGE SCOPE TO CST 2/4 CON MNGD LANES FROM IH 820 TO IH 30; RCNST 4 TO 4 GP LNS & WDN 2/4 TO 4/6 DSCNT FR FROM IH 820 TO SH 183; RCNST 6 TO 6 GP LNS & WDN 4 TO 4/8 DSCNT FR LNS FROM SH 183 TO SH 121; RCNST 8 TO 8 GP LANES & 4 TO 4 DSCNT FR LNS FROM SH 121 TO IH 30; UPDATED LIMITS FROM AS "IH 30 (SEGMENT 3A - ULTIMATE)"; ADD PROJECT TO APPENDIX D OF 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID FOR BY CDA PARTNER

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$17,600,000	\$17,600,000
2013	ROW	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$34,500,000	\$34,500,000
2020	CON	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000,000	\$350,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$402,100,000	\$402,100,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$17,600,000	\$17,600,000
2013	ROW	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$34,500,000	\$34,500,000
2020	CON	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000,000	\$350,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$402,100,000	\$402,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2034	ENG	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$75,390,000	\$75,390,000
2034	ROW	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,695,000	\$37,695,000
2034	CON	0014-16-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$640,815,000	\$640,815,000
Grand Total:				\$0	\$0	\$0	\$0	\$753,900,000	\$753,900,000

Revisions since STTC Meeting: Updated Request with "Add Project to Appendix D of 2017-2020 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)" and with new scope; Updated Scope as "Cst 2/4 Con Mngd Lanes From IH 820 To IH 30; Rcnst 4 To 4 GP Lns & Wdn 2/4 To 4/6 Dscnt Fr From IH 820 To SH 183; Rcnst 6 To 6 GP Lns & Wdn 4 To 4/8 Dscnt Fr Lns From SH 183 To SH 121; Rcnst 8 To 8 GP Lanes & 4 To 4 Dscnt Fr Lns From SH 121 To IH 30"; Updated Limits From as "IH 30 (Segment 3A - Ultimate)"

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11939 **Facility:** VA **Location/Limits From:** ROCK ISLAND BICYCLE AND PEDESTRIAN FACILITY FROM IRBY LANE **Modification #:** 2017-0526
Impementing Agency: IRVING **Location/Limits To:** WEST IRVING TRE STATION
County: DALLAS **CSJ:** 0918-47-099
City: IRVING **Desc:** BICYCLE AND PEDESTRIAN AMENITIES ALONG TRE RAIL LINE
Request: ADD CMAQ FUNDING FOR CONSTRUCTION PHASE IN FY2018; ADDED FUNDS OFFSET BY A DECREASE ON TIP 11651 (BIKE/PED POOL)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-099	Cat 9 TE:	\$135,000	\$0	\$0	\$45,000	\$0	\$180,000
2017	CON	0918-47-099	Cat 9 TE:	\$1,800,000	\$0	\$0	\$600,000	\$0	\$2,400,000
2017	CONENG	0918-47-099	Cat 9 TE:	\$135,000	\$0	\$0	\$45,000	\$0	\$180,000
Grand Total:				\$2,070,000	\$0	\$0	\$690,000	\$0	\$2,760,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-099	Cat 9 TE:	\$135,000	\$0	\$0	\$45,000	\$0	\$180,000
2017	CON	0918-47-099	Cat 9 TE:	\$1,800,000	\$0	\$0	\$600,000	\$0	\$2,400,000
2017	CONENG	0918-47-099	Cat 9 TE:	\$135,000	\$0	\$0	\$45,000	\$0	\$180,000
2018	CON	0918-47-099	Cat 5:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Grand Total:				\$3,270,000	\$0	\$0	\$990,000	\$0	\$4,260,000

TIP Code: 11630.6 **Facility:** SH 180 **Location/Limits From:** EAST OF HENSLEY **Modification #:** 2017-0529
Impementing Agency: GRAND PRAIRIE **Location/Limits To:** GREAT SOUTHWEST PKWY
County: VARIOUS **CSJ:** N/A
City: GRAND PRAIRIE **Desc:** INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS
Request: ADD NEW PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDS OFFSET BY A DECREASE ON TIP 11630.1 (REGIONAL ITS FUNDING POOL); UPDATE COUNTY FROM DALLAS TO VARIOUS

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	N/A	Cat 5:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
2019	UTIL	N/A	Cat 5:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
Grand Total:				\$440,000	\$0	\$0	\$110,000	\$0	\$550,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	N/A	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	CON	N/A	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
Grand Total:				\$440,000	\$110,000	\$0	\$0	\$0	\$550,000

Revisions since STTC Meeting: Changed County from Dallas to Various; updated Utilities phase to be Construction phase, changed the funding shares to be Federal/State, and advanced to FY2018
 Source: NCTCOG

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20280 **Facility:** CS **Location/Limits From:** FRONTIER PARKWAY (CR 5) FROM SH 289 (PRESTON ROAD) **Modification #:** 2017-0533
Implementing Agency: COLLIN COUNTY **Location/Limits To:** DNT
County: DENTON **CSJ:** 0918-24-196
City: CELINA **Desc:** CONSTRUCT NEW 2 TO 4 LANE DIVIDED URBAN ARTERIAL WITH GRADE SEPARATION OVER BNRR, 2-WAY SERVICE ROAD NORTH OF GRADE SEPARATION, AND QUIET ZONES
Request: INCREASE LOCAL CONTRIBUTION; DELAY ENGINEERING PHASE TO FY2017; DELAY ROW PHASE TO FY2018; DELAY CONSTRUCTION PHASE TO FY2020; CHANGE CITY FROM CELINA TO VARIOUS; CHANGE COUNTY TO COLLIN COUNTY
Comment: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY, THE CITY OF PROSPER, AND THE CITY OF CELINA

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,701,545	\$1,701,545
2017	ROW	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,240,185	\$2,240,185
2018	CON	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,190,770	\$2,190,770
2018	CON	0918-24-196	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$8,350,000	\$2,087,500	\$0	\$10,437,500
Phase Subtotal:				\$0	\$0	\$8,350,000	\$2,087,500	\$2,190,770	\$12,628,270
Grand Total:				\$0	\$0	\$8,350,000	\$2,087,500	\$6,132,500	\$16,570,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2018	ROW	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,126,000	\$3,126,000
2020	CON	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8,096,500	\$8,096,500
2020	CON	0918-24-196	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$8,350,000	\$2,087,500	\$0	\$10,437,500
Phase Subtotal:				\$0	\$0	\$8,350,000	\$2,087,500	\$8,096,500	\$18,534,000
Grand Total:				\$0	\$0	\$8,350,000	\$2,087,500	\$13,222,500	\$23,660,000

Revisions since STTC Meeting: Noted change of County from Denton to Collin in Request; included the Cities of Prosper and Celina in the Local Contribution Comment

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 84147 **Facility:** MH **Location/Limits From:** ON COLLIN COUNTY OUTER LOOP FROM DNT **Modification #:** 2017-0534
Implementing Agency: COLLIN COUNTY **Location/Limits To:** SH 289 (PRESTON ROAD)
County: COLLIN **CSJ:** 0000-18-080
City: CELINA **Desc:** CONSTRUCT 0 TO 2 LANE EASTBOUND SERVICE ROAD AND 0 TO 2 LANES OF MAIN LANES OVER BNSF RR
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,365,044	\$1,365,044
2015	ROW	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$16,000,000	\$16,000,000
2019	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$35,365,044	\$35,365,044

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0000-18-080	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,365,044	\$1,365,044
2015	ROW	0000-18-080	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$16,000,000	\$16,000,000
2019	CON	0000-18-080	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$35,365,044	\$35,365,044

Revisions since STTC Meeting: Included "and the Statewide Transportation Improvement Program (STIP)" to the Request; changed TIP Code from 20282 to 84147; updated CSJ to 0000-18-080

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 84148 **Facility:** MH **Location/Limits From:** ON DNT FRTG RD FROM FM 428 **Modification #:** 2017-0536
Implementing Agency: COLLIN COUNTY **Location/Limits To:** US 380
County: COLLIN **CSJ:** 0000-18-081
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE SOUTHBOUND FRONTAGE ROAD
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ROW	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,100,000	\$4,100,000
2016	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,157,000	\$1,157,000
2018	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$25,257,000	\$25,257,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ROW	0000-18-081	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,100,000	\$4,100,000
2016	ENG	0000-18-081	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,157,000	\$1,157,000
2018	CON	0000-18-081	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$25,257,000	\$25,257,000

Revisions since STTC Meeting: Included "and the Statewide Transportation Improvement Program (STIP)" to the Request; changed TIP Code from 20283 to 84148; updated CSJ to 0000-18-081

TIP Code: 84149 **Facility:** MH **Location/Limits From:** ON COLLIN COUNTY OUTER LOOP FROM DNT **Modification #:** 2017-0537
Implementing Agency: COLLIN COUNTY **Location/Limits To:** US 75
County: COLLIN **CSJ:** 0000-18-082
City: VARIOUS **Desc:** DEVELOP SCHEMATIC FOR ROW ACQUISITION
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,652,095	\$2,652,095
Grand Total:				\$0	\$0	\$0	\$0	\$2,652,095	\$2,652,095

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0000-18-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,652,095	\$2,652,095
Grand Total:				\$0	\$0	\$0	\$0	\$2,652,095	\$2,652,095

Revisions since STTC Meeting: Changed TIP Code from 20282 to 84147; added Local Contribution comment; updated CSJ to 0000-18-082

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11735 **Facility:** FM 1938 **Location/Limits From:** FM 1709 **Modification #:** 2017-0547
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** RANDOL MILL RD/WESTLAKE C/L
County: TARRANT **CSJ:** 1978-01-050
City: SOUTHLAKE **Desc:** RECONSTRUCT AND WIDEN 2 LANE COUNTY ROAD TO A 4 LANE DIVIDED WITH AUXILIARY LANES; INCLUDING INTERSECTION W/FM 1709
Request: INCREASE CONSTRUCTION FUNDING DUE TO UTILITY FAILURE
Comment: LOCAL CONTRIBUTION PAID FOR BY SOUTHLAKE AND KELLER

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2005	ENG	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2015	ROW	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2015	ROW	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,800,000	\$5,800,000
Phase Subtotal:				\$0	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2015	CON	1978-01-050	Cat 12(S):	\$5,375,000	\$1,343,750	\$0	\$0	\$0	\$6,718,750
2015	CON	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,042,000	\$2,042,000
2015	CON	1978-01-050	Cat 5:	\$4,986,265	\$1,246,566	\$0	\$0	\$0	\$6,232,831
2015	CON	1978-01-050	Cat 7:	\$6,438,735	\$1,609,684	\$0	\$0	\$0	\$8,048,419
Phase Subtotal:				\$16,800,000	\$4,200,000	\$0	\$0	\$2,042,000	\$23,042,000
Grand Total:				\$16,800,000	\$4,200,000	\$0	\$0	\$9,342,000	\$30,342,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2005	ENG	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2015	ROW	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2015	ROW	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,800,000	\$5,800,000
Phase Subtotal:				\$0	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2015	CON	1978-01-050	Cat 12(S):	\$5,375,000	\$1,343,750	\$0	\$0	\$0	\$6,718,750
2015	CON	1978-01-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,042,000	\$2,042,000
2015	CON	1978-01-050	Cat 5:	\$4,986,265	\$1,246,566	\$0	\$0	\$0	\$6,232,831
2015	CON	1978-01-050	Cat 7:	\$6,438,735	\$1,609,684	\$0	\$0	\$0	\$8,048,419
Phase Subtotal:				\$16,800,000	\$4,200,000	\$0	\$0	\$2,042,000	\$23,042,000
2018	CON	1978-01-050	STBG:	\$3,200,000	\$400,000	\$0	\$400,000	\$0	\$4,000,000
Grand Total:				\$20,000,000	\$4,600,000	\$0	\$400,000	\$9,342,000	\$34,342,000

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11244.1 **Facility:** FM 156 **Location/Limits From:** US 81/287 **Modification #:** 2017-0550
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** WATAUGA ROAD (MCELROY)
County: TARRANT **CSJ:** 0718-02-045
City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE DIVIDED
Request: INCREASE CONSTRUCTION FUNDING IN FY2018 DUE TO ANTICIPATED COST OVERRUNS
Comment: 10 YEAR PLAN PROJECT; INCLUDES \$554,245 STBG (\$443,396 FEDERAL AND \$110,849 STATE) FUNDING FROM CSJ 0902-50-114/TIP CODE 11386

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0718-02-045	SBPE:	\$579,923	\$139,481	\$0	\$0	\$0	\$719,404
2017	ROW	0718-02-045	S102:	\$464,077	\$111,619	\$0	\$0	\$0	\$575,696
2018	CON	0718-02-045	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
Grand Total:				\$33,044,000	\$8,251,100	\$0	\$0	\$0	\$41,295,100

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0718-02-045	SBPE:	\$579,923	\$139,481	\$0	\$0	\$0	\$719,404
2017	ROW	0718-02-045	S102:	\$464,077	\$111,619	\$0	\$0	\$0	\$575,696
2018	CON	0718-02-045	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	CON	0718-02-045	STBG:	\$10,044,000	\$2,511,000	\$0	\$0	\$0	\$12,555,000
Phase Subtotal:				\$42,044,000	\$10,511,000	\$0	\$0	\$0	\$52,555,000
Grand Total:				\$43,088,000	\$10,762,100	\$0	\$0	\$0	\$53,850,100

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0718-02-045	SBPE:	\$3,440,000	\$860,000	\$0	\$0	\$0	\$4,300,000
2017	ROW	0718-02-045	S102:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2018	CON	0718-02-045	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	CON	0718-02-045	STBG:	\$10,598,245	\$2,511,000	\$0	\$0	\$0	\$13,109,245
Phase Subtotal:				\$42,598,245	\$10,511,000	\$0	\$0	\$0	\$53,109,245
Grand Total:				\$46,358,245	\$11,451,000	\$0	\$0	\$0	\$57,809,245

Revisions since STTC Meeting: Updated request with "Due to Anticipated Cost Overruns"; revised comments to indicate that a portion of the funding came from CSJ 0902-50-114/TIP 11386

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11612.1 **Facility:** VA **Location/Limits From:** REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR) **Modification #:** 2017-0559
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-901
City: VARIOUS **Desc:** TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/TRACKING/REPORTING; DEVELOP/MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, & OUTREACH MATERIALS
Request: ADD IMPLEMENTATION FUNDING FOR EXISTING PROGRAM TO FY2019 AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 90,000 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$90,000	\$0	\$0	\$0
2019	IMP	N/A	STBG:	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Phase Subtotal:				\$450,000	\$0	\$90,000	\$0	\$0	\$450,000
Grand Total:				\$450,000	\$0	\$0	\$0	\$0	\$450,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-00-901	Cat 3 - TDC (MPO):	\$0	\$0	\$90,000	\$0	\$0	\$0
2019	IMP	0918-00-901	STBG:	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Phase Subtotal:				\$450,000	\$0	\$90,000	\$0	\$0	\$450,000
Grand Total:				\$450,000	\$0	\$0	\$0	\$0	\$450,000

Revisions since STTC Meeting: Updated CSJ number

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20120 **Facility:** US 377 **Location/Limits From:** HENRIETTA CREEK ROAD **Modification #:** 2017-0560
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 114 (SECTION 5)
County: DENTON **CSJ:** 0081-03-048
City: ROANOKE **Desc:** RECONSTRUCT AND WIDEN 2/4 TO 4 LANE DIVIDED URBAN
Request: REVISE FUNDING DUE TO PROP 1 UNFUNDED COMMITMENTS AND 10 YR PLAN SWAP AS APPROVED BY THE RTC ON AUGUST 10, 2017 AND RECONFIRM CATEGORY 1 FUNDS THAT WERE REMOVED VIA AUGUST 10, 2017 RTC ACTION
Comment: CMAQ FUNDS FOR INTERSECTION, SIGNAL, AND BICYCLE/PEDESTRIAN IMPROVEMENTS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0081-03-048	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2017	ROW	0081-03-048	S102:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2018	CON	0081-03-048	Cat 1:	\$691,075	\$172,769	\$0	\$0	\$0	\$863,844
2018	CON	0081-03-048	Cat 4 - Prop 1:	\$0	\$14,099,162	\$0	\$0	\$0	\$14,099,162
Phase Subtotal:				\$691,075	\$14,271,931	\$0	\$0	\$0	\$14,963,006
Grand Total:				\$1,091,075	\$16,821,931	\$0	\$50,000	\$0	\$17,963,006

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0081-03-048	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2017	ROW	0081-03-048	S102:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2018	CON	0081-03-048	Cat 1:	\$691,075	\$172,769	\$0	\$0	\$0	\$863,844
2018	CON	0081-03-048	Cat 2M:	\$9,640,000	\$2,410,000	\$0	\$0	\$0	\$12,050,000
2018	CON	0081-03-048	Cat 5:	\$1,537,820	\$384,455	\$0	\$0	\$0	\$1,922,275
Phase Subtotal:				\$11,868,895	\$2,967,224	\$0	\$0	\$0	\$14,836,119
Grand Total:				\$12,268,895	\$5,517,224	\$0	\$50,000	\$0	\$17,836,119

Revisions since STTC Meeting: Added "reconfirm Category 1 funds that were removed via August 10, 2017 RTC action" to the Request

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55032 **Facility:** SH 183 **Location/Limits From:** WEST OF SH 161 **Modification #:** 2017-0561
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** 0.66 MILES WEST OF SL 12
County: DALLAS **CSJ:** 0094-03-975
City: IRVING **Desc:** WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 TO 4 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
Request: REVISE SCOPE TO WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2/4 TO 4 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE) FOR CONSISTENCY WITH MTP 2040; CHANGE FUNDING SHARES FOR ROW PHASE IN FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-03-975	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2040	ROW	0094-03-975	S102:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$800,000	\$1,200,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-03-975	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2040	ROW	0094-03-975	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
Grand Total:				\$800,000	\$1,100,000	\$0	\$100,000	\$0	\$2,000,000

Revisions since STTC Meeting: Added "change funding shares for ROW phase in FY2040" to Request

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25004 **Facility:** VA **Location/Limits From:** LAND USE TRANSPORTATION CONNECTIONS **Modification #:** 2017-0565
Implementing Agency: NCTCOG **Location/Limits To:** TO SUSTAINABLE SCHOOLS PLANNING PROJECT
County: VARIOUS **CSJ:** 0902-00-208, 0902-00-915
City: VARIOUS **Desc:** CREATE A REGIONAL PROGRAM AND IMPLEMENTATION PLAN FOR MULTIMODAL TRANSPORTATION OPTIONS, SCHOOL SITING, SAFETY AND COORDINATION BETWEEN SCHOOLS
Request: INCREASE FUNDING IN FY2019 WITH STBG FUNDS; ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 13,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-00-915	Cat 3 - RTC/Local:	\$0	\$0	\$90,000	\$0	\$0	\$90,000
2015	ENG	0902-00-915	Cat 3 - TIGER II:	\$210,000	\$0	\$0	\$0	\$0	\$210,000
Phase Subtotal:				\$210,000	\$0	\$90,000	\$0	\$0	\$300,000
Grand Total:				\$210,000	\$0	\$90,000	\$0	\$0	\$300,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-00-915	Cat 3 - RTC/Local:	\$0	\$0	\$90,000	\$0	\$0	\$90,000
2015	ENG	0902-00-915	Cat 3 - TIGER II:	\$210,000	\$0	\$0	\$0	\$0	\$210,000
Phase Subtotal:				\$210,000	\$0	\$90,000	\$0	\$0	\$300,000
2019	IMP	0902-00-915	Cat 3 - TDC (MPO):	\$0	\$0	\$13,000	\$0	\$0	\$0
2019	IMP	0902-00-915	STBG:	\$65,000	\$0	\$0	\$0	\$0	\$65,000
Phase Subtotal:				\$65,000	\$0	\$13,000	\$0	\$0	\$65,000
Grand Total:				\$275,000	\$0	\$90,000	\$0	\$0	\$365,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-00-915	Cat 3 - RTC/Local:	\$0	\$0	\$90,000	\$0	\$0	\$90,000
2015	ENG	0902-00-915	Cat 3 - TIGER II:	\$210,000	\$0	\$0	\$0	\$0	\$210,000
Phase Subtotal:				\$210,000	\$0	\$90,000	\$0	\$0	\$300,000
2019	IMP	0902-00-208	Cat 3 - TDC (MPO):	\$0	\$0	\$13,000	\$0	\$0	\$0
2019	IMP	0902-00-208	STBG:	\$65,000	\$0	\$0	\$0	\$0	\$65,000
Phase Subtotal:				\$65,000	\$0	\$13,000	\$0	\$0	\$65,000
Grand Total:				\$275,000	\$0	\$90,000	\$0	\$0	\$365,000

Revisions since STTC Meeting: Updated CSJ in FY2019 to "0902-00-208"; Identified funding increase as STBG in the Request

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11635 **Facility:** VA **Location/Limits From:** M&O - IMPLEMENTATION/ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS **Modification #:** 2017-0566
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-238, 0918-00-903
City: VARIOUS **Desc:** IMPLEMENTATION/ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS
Request: ADD IMPLEMENTATION FUNDING IN FY2019

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$83,578	\$0	\$0	\$83,578
2013	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2013	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$115,392	\$0	\$0	\$115,392
2013	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$220,294	\$0	\$0	\$220,294
2013	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$5,245	\$0	\$0	\$5,245
Phase Subtotal:				\$0	\$0	\$524,509	\$0	\$0	\$524,509
2014	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$110,000	\$0	\$0	\$110,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$600,000	\$0	\$0	\$600,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$110,000	\$0	\$0	\$110,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$600,000	\$0	\$0	\$600,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$210,000	\$0	\$0	\$210,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$626,972	\$0	\$0	\$626,972
2016	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$1,226,972	\$0	\$0	\$1,226,972
2017	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2018	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Grand Total:				\$0	\$0	\$3,801,481	\$0	\$0	\$3,801,481

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$83,578	\$0	\$0	\$83,578
2013	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2013	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$115,392	\$0	\$0	\$115,392
2013	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$220,294	\$0	\$0	\$220,294
2013	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$5,245	\$0	\$0	\$5,245
Phase Subtotal:				\$0	\$0	\$524,509	\$0	\$0	\$524,509
2014	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$110,000	\$0	\$0	\$110,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$600,000	\$0	\$0	\$600,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$110,000	\$0	\$0	\$110,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$600,000	\$0	\$0	\$600,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$210,000	\$0	\$0	\$210,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$626,972	\$0	\$0	\$626,972
2016	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$1,226,972	\$0	\$0	\$1,226,972
2017	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2018	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$600,000	\$0	\$0	\$600,000
2019	IMP	N/A	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$670,000	\$0	\$0	\$670,000
Grand Total:				\$0	\$0	\$4,471,481	\$0	\$0	\$4,471,481

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$83,578	\$0	\$0	\$83,578
2013	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2013	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$115,392	\$0	\$0	\$115,392
2013	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$220,294	\$0	\$0	\$220,294
2013	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$5,245	\$0	\$0	\$5,245
Phase Subtotal:				\$0	\$0	\$524,509	\$0	\$0	\$524,509
2014	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$110,000	\$0	\$0	\$110,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2014	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$600,000	\$0	\$0	\$600,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$110,000	\$0	\$0	\$110,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2015	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$600,000	\$0	\$0	\$600,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$210,000	\$0	\$0	\$210,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$132,000	\$0	\$0	\$132,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$252,000	\$0	\$0	\$252,000
2016	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$626,972	\$0	\$0	\$626,972
2016	IMP	0918-00-238	Cat 3 - RTR 121 - TC1:	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Phase Subtotal:				\$0	\$0	\$1,226,972	\$0	\$0	\$1,226,972
2017	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2018	IMP	0918-00-238	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$600,000	\$0	\$0	\$600,000
2019	IMP	0918-00-903	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$670,000	\$0	\$0	\$670,000
Grand Total:				\$0	\$0	\$4,471,481	\$0	\$0	\$4,471,481

Revisions since STTC Meeting: Project is being withdrawn so that it can be closed out; new funding will be added to new TIP Code 11635.1/CSJ 0918-00-903 (Mod 2017-0613)

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11926 **Facility:** VA **Location/Limits From:** SIDEWALK/LANDSCAPING CONSTRUCTION PILOT PROJECT **Modification #:** 2017-0567
Implementing Agency: NCTCOG
County: DALLAS **CSJ:** 0918-47-091
City: DALLAS **Desc:** JOB OPPORTUNITY PLACEMENT ON CONSTRUCTION PROJECTS
Request: CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-091	Cat 7:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-091	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

TIP Code: 55071 **Facility:** SH 205 **Location/Limits From:** NORTH OF SH 66 **Modification #:** 2017-0568
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF FM 548
County: ROCKWALL **CSJ:** 0451-01-053
City: ROCKWALL **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
Request: REVISE LIMITS TO SH 205 FROM SOUTH OF FM 548 TO JCT SH 205/JOHN KING (S GOLIAD ST) DUE TO BREAKOUT PROJECT TIP 55086/CSJ 0451-05-901;
 INCREASE ENGINEERING FUNDING IN FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-01-053	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-01-053	SBPE:	\$0	\$5,188,879	\$0	\$0	\$0	\$5,188,879
Grand Total:				\$0	\$5,188,879	\$0	\$0	\$0	\$5,188,879

Revisions since STTC Meeting: Added "increase Engineering funding in FY2040" to the Request

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55074 **Facility:** SH 205 **Location/Limits From:** NORTH OF SH 66 **Modification #:** 2017-0571
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF JOHN KING
County: ROCKWALL **CSJ:** 0451-04-021
City: ROCKWALL **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
Request: REVISE LIMITS SH 205 FROM JCT SH 205/JOHN KING (N GOLIAD ST) TO NORTH OF JOHN KING (COLLIN COUNTY LINE) DUE TO BREAKOUT PROJECT TIP 55086/CSJ 0451-05-901; ADD CONSTRUCTION FUNDING TO FY2040 AS APPROVED BY THE RTC ON DECEMBER 8, 2016
Comment: SPLIT OUT FROM EXISTING 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2040	CON	0451-04-021	Cat 2M:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,200,000	\$0	\$1,000,000	\$0	\$6,200,000

Revisions since STTC Meeting: Added Construction funding in FY2040 and update report comments to identify that this project is split off from an existing 10 Year Plan project.

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11678 **Facility:** VA **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE) **Modification #:** 2017-0572

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0918-00-902

City: VARIOUS **Desc:** DEVELOPMENT AND DEPLOYMENT OF LOW AND HIGH SPEED AUTOMATED VEHICLE PROGRAMS THAT ADVANCE AV-RELATED TECHNOLOGIES AND PARTNERSHIPS, INCLUDING DATA SHARING, SENSOR AND COMMUNICATIONS INFRASTRUCTURE, AND SHARED MOBILITY COLLABORATIONS

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 50,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2019	IMP	N/A	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-00-902	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2019	IMP	0918-00-902	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

Revisions since STTC Meeting: Added TDC comment; specified that the project is "region-wide" in the Location/Limits From and updated CSJ number

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13038 **Facility:** SH 205 **Location/Limits From:** JCT SH 205/JOHN KING (S GOLIAD ST) **Modification #:** 2017-0573
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT SH 205/JOHN KING (N GOLIAD ST)
County: ROCKWALL **CSJ:** 0451-05-901
City: ROCKWALL **Desc:** WIDEN 4 TO 6 LANE DIVIDED URBAN ROADWAY
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); BREAKOUT PROJECT FROM TIP 55071/CSJ 0451-01-053 AND TIP 55074/CSJ 0451-04-021
Comment: SPLIT FROM EXISTING 10 YEAR PLAN PROJECT

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-05-901	SBPE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2040	ROW	0451-05-901	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,000,000	\$0	\$0	\$0	\$13,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-05-901	SBPE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2040	ROW	0451-05-901	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2040	CON	0451-05-901	Cat 2M:	\$21,692,538	\$5,423,165	\$0	\$0	\$0	\$27,115,703
Grand Total:				\$29,692,538	\$10,423,165	\$0	\$0	\$0	\$40,115,703

Revisions since STTC Meeting: Changed TIP Code from 55086 to 13038; added Construction funding in FY2040; and update report comments to identify that this project is split off from an existing 10 Year Plan project.

TIP Code: 35004 **Facility:** FM 455 **Location/Limits From:** US 75 **Modification #:** 2017-0574
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** 286
County: COLLIN **CSJ:** 0816-04-101
City: ANNA **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED 4 LANE (ULTIMATE)
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED; CHANGE CSJ TO 0816-04-101
Comment:

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0816-04-948	Cat 4 - Prop 1:	\$0	\$2,300,000	\$0	\$0	\$0	\$2,300,000
Grand Total:				\$0	\$2,300,000	\$0	\$0	\$0	\$2,300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0816-04-101	Cat 4 - Prop 1:	\$0	\$2,300,000	\$0	\$0	\$0	\$2,300,000
Grand Total:				\$0	\$2,300,000	\$0	\$0	\$0	\$2,300,000

Revisions since STTC Meeting: Due to the FHWA exception being lifted from this project in the February 2017 cycle this modification is no longer needed.

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11613 **Facility:** VA **Location/Limits From:** REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES **Modification #:** 2017-0576
Implementing Agency: NCTCOG
County: TARRANT **CSJ:** 0902-00-113, 0902-48-823, 0902-48-858, 0902-90-954
City: VARIOUS **Desc:** CONDUCT GENERAL CORRIDOR STUDIES AND PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOODS MOVEMENT
Request: ADD ENGINEERING PHASE IN FY2019; CHANGE COUNTY TO "VARIOUS"; ADD CSJ 0902-90-954 TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 340,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-00-113	Cat 3 - RTC/Local:	\$0	\$0	\$69,125	\$0	\$0	\$69,125
2009	ENG	0902-00-113	Cat 7:	\$1,199,627	\$230,782	\$0	\$0	\$0	\$1,430,409
Phase Subtotal:				\$1,199,627	\$230,782	\$69,125	\$0	\$0	\$1,499,534
2012	ENG	0902-48-823	Cat 12(S):	\$875,914	\$32,846	\$0	\$0	\$0	\$908,760
2012	ENG	0902-48-823	Cat 3 - RTC/Local:	\$0	\$0	\$186,127	\$0	\$0	\$186,127
Phase Subtotal:				\$875,914	\$32,846	\$186,127	\$0	\$0	\$1,094,887
2013	ENG	0902-48-858	Cat 3 - RTC/Local:	\$0	\$0	\$301,462	\$0	\$0	\$301,462
2013	ENG	0902-48-858	Cat 7:	\$2,411,692	\$301,462	\$0	\$0	\$0	\$2,713,154
Phase Subtotal:				\$2,411,692	\$301,462	\$301,462	\$0	\$0	\$3,014,616
Grand Total:				\$4,487,233	\$565,090	\$556,714	\$0	\$0	\$5,609,037

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-00-113	Cat 3 - RTC/Local:	\$0	\$0	\$69,125	\$0	\$0	\$69,125
2009	ENG	0902-00-113	Cat 7:	\$1,199,627	\$230,782	\$0	\$0	\$0	\$1,430,409
Phase Subtotal:				\$1,199,627	\$230,782	\$69,125	\$0	\$0	\$1,499,534
2012	ENG	0902-48-823	Cat 12(S):	\$875,914	\$32,846	\$0	\$0	\$0	\$908,760
2012	ENG	0902-48-823	Cat 3 - RTC/Local:	\$0	\$0	\$186,127	\$0	\$0	\$186,127
Phase Subtotal:				\$875,914	\$32,846	\$186,127	\$0	\$0	\$1,094,887
2013	ENG	0902-48-858	Cat 3 - RTC/Local:	\$0	\$0	\$301,462	\$0	\$0	\$301,462
2013	ENG	0902-48-858	Cat 7:	\$2,411,692	\$301,462	\$0	\$0	\$0	\$2,713,154
Phase Subtotal:				\$2,411,692	\$301,462	\$301,462	\$0	\$0	\$3,014,616
2019	ENG	0902-90-954	Cat 3 - TDC (MPO):	\$0	\$0	\$340,000	\$0	\$0	\$0
2019	ENG	0902-90-954	STBG:	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
Phase Subtotal:				\$1,700,000	\$0	\$340,000	\$0	\$0	\$1,700,000
Grand Total:				\$6,187,233	\$565,090	\$556,714	\$0	\$0	\$7,309,037

Revisions since STTC Meeting: Updated County as "Various"; Updated Request with "Add CSJ 0902-90-954 to..." and "Change County to Various"

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11679 **Facility:** VA **Location/Limits From:** PLANNING SUPPORT & TECHNICAL EXPERTISE FOR IMPLEMENTATION OF PASSENGER RAIL IN REGIONAL RAIL CORRIDORS **Modification #:** 2017-0577

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0918-47-903

City: VARIOUS **Desc:** NCTCOG-METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING SUPPORT AND TECHNICAL EXPERTISE WILL BE UTILIZED TO UPDATE, ADVANCE, AND STREAMLINE PROJECT DELIVERY OF REGIONAL PASSENGER RAIL CORRIDORS

Request: ADD NEW PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH FUNDS FROM CLOSE OUT OF 20168/CSJ 0918-45-877; THESE FUNDS WILL BE USED TO CONTINUE SIMILAR ACTIVITIES UNDER A NEW AGREEMENT WITH TXDOT; FUNDING OFFSET BY DECREASE ON TIP 20168/CSJ 0918-45-877

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-45-877	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Grand Total:				\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-47-903	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Grand Total:				\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000

Revisions since STTC Meeting: Changed TIP Code from 20169 to 11679; updated CSJ to 0918-47-903; clarified Description and Request; revised RTR funding to be 121-DA1

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11074.1 **Facility:** CS **Location/Limits From:** LAKERIDGE PKWY, S OF GREAT SW PKWY **Modification #:** 2017-0578
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 20 EB FRTG ROAD
County: DALLAS **CSJ:** 0918-45-747
City: GRAND PRAIRIE **Desc:** WIDEN EXISTING CITY STREET AND EXTEND ON NEW LOCATION IN GRAND PRAIRIE--SIX LANE URBAN DIVIDED ROADWAY AND ON-STREET BIKEWAY
Request: INCREASE CONSTRUCTION FUNDING DUE TO CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ROW	0918-45-747	Cat 10:	\$490,000	\$0	\$0	\$0	\$0	\$490,000
2011	ROW	0918-45-747	Cat 7:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
Phase Subtotal:				\$4,490,000	\$0	\$0	\$1,000,000	\$0	\$5,490,000
2011	CON	0918-45-747	Cat 7:	\$13,238,682	\$0	\$0	\$3,309,671	\$0	\$16,548,353
2016	CON	0918-45-747	Cat 7:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
Grand Total:				\$19,728,682	\$0	\$0	\$4,809,671	\$0	\$24,538,353

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ROW	0918-45-747	Cat 10:	\$490,000	\$0	\$0	\$0	\$0	\$490,000
2011	ROW	0918-45-747	Cat 7:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
Phase Subtotal:				\$4,490,000	\$0	\$0	\$1,000,000	\$0	\$5,490,000
2011	CON	0918-45-747	Cat 7:	\$13,238,682	\$0	\$0	\$3,309,671	\$0	\$16,548,353
2016	CON	0918-45-747	Cat 7:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
2018	CON	0918-45-747	STBG:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
Grand Total:				\$20,128,682	\$0	\$0	\$4,909,671	\$0	\$25,038,353

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25014 **Facility:** FM 1382 **Location/Limits From:** SOUTHEAST OF WEST SPINE ROAD **Modification #:** 2017-0580
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF NEW CLARK ROAD
County: DALLAS **CSJ:** 1047-03-068
City: CEDAR HILL **Desc:** INTERSECTION IMPROVEMENTS-CONSTRUCT TURN LANES
Request: ADD CONSTRUCTION FUNDING IN FY2018 TO ACCOUNT FOR PRESENT AND FUTURE CHANGE ORDERS
Comment: LOCAL CONTRIBUTION PAID FOR BY CEDAR HILL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	1047-03-068	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2016	CON	1047-03-068	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2016	CON	1047-03-068	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$400,000	\$100,000	\$0	\$0	\$300,000	\$800,000
Grand Total:				\$400,000	\$100,000	\$0	\$0	\$400,000	\$900,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	1047-03-068	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2016	CON	1047-03-068	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2016	CON	1047-03-068	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$400,000	\$100,000	\$0	\$0	\$300,000	\$800,000
2018	CON	1047-03-068	Cat 5:	\$560,000	\$140,000	\$0	\$0	\$0	\$700,000
Grand Total:				\$960,000	\$240,000	\$0	\$0	\$400,000	\$1,600,000

Revisions since STTC Meeting: **Added Local Contribution comment**

TIP Code: 2998 **Facility:** SH 276 **Location/Limits From:** SH 205 **Modification #:** 2017-0582
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 549
County: ROCKWALL **CSJ:** 1290-02-017
City: ROCKWALL **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)
Request: REVISE FUNDING DUE TO PROP 1 UNFUNDED COMMITMENTS AND 10 YR PLAN SWAP AS APPROVED BY THE RTC ON AUGUST 10, 2017 AND RECONFIRM CATEGORY 1 FUNDS THAT WERE REMOVED VIA AUGUST 10, 2017 RTC ACTION
Comment: CMAQ FUNDS FOR INTERSECTION, SIGNAL, AND PEDESTRIAN IMPROVEMENTS; LOCAL CONTRIBUTION PAID BY ROCKWALL COUNTY; THIS PROJECT IS A PART OF THE MILESTONE POLICY AND CANNOT BE DELAYED PAST FY2018; ADDED TO 10 YEAR PLAN IN AUGUST 2017

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1290-02-017	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,242,567	\$2,242,567
2017	ENG	1290-02-017	SBPE:	\$0	\$928,091	\$0	\$0	\$0	\$928,091
Phase Subtotal:				\$0	\$928,091	\$0	\$0	\$2,242,567	\$3,170,658
2017	ROW	1290-02-017	S102:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2018	CON	1290-02-017	Cat 2M - Prop 1:	\$0	\$12,646,241	\$0	\$0	\$0	\$12,646,241
2018	CON	1290-02-017	Cat 4 - Prop 1:	\$0	\$4,215,414	\$0	\$0	\$0	\$4,215,414
Phase Subtotal:				\$0	\$16,861,655	\$0	\$0	\$0	\$16,861,655
Grand Total:				\$3,200,000	\$18,589,746	\$0	\$0	\$2,242,567	\$24,032,313

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1290-02-017	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,242,567	\$2,242,567
2017	ENG	1290-02-017	SBPE:	\$0	\$928,091	\$0	\$0	\$0	\$928,091
Phase Subtotal:				\$0	\$928,091	\$0	\$0	\$2,242,567	\$3,170,658
2017	ROW	1290-02-017	S102:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2018	CON	1290-02-017	Cat 2M:	\$11,920,000	\$2,980,000	\$0	\$0	\$0	\$14,900,000
2018	CON	1290-02-017	Cat 5:	\$1,326,400	\$331,600	\$0	\$0	\$0	\$1,658,000
Phase Subtotal:				\$13,246,400	\$3,311,600	\$0	\$0	\$0	\$16,558,000
Grand Total:				\$16,446,400	\$5,039,691	\$0	\$0	\$2,242,567	\$23,728,658

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1290-02-017	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,242,567	\$2,242,567
2017	ENG	1290-02-017	SBPE:	\$0	\$928,091	\$0	\$0	\$0	\$928,091
Phase Subtotal:				\$0	\$928,091	\$0	\$0	\$2,242,567	\$3,170,658
2017	ROW	1290-02-017	S102:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2018	CON	1290-02-017	Cat 1:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2018	CON	1290-02-017	Cat 2M:	\$11,920,000	\$2,980,000	\$0	\$0	\$0	\$14,900,000
2018	CON	1290-02-017	Cat 5:	\$1,326,400	\$331,600	\$0	\$0	\$0	\$1,658,000
Phase Subtotal:				\$13,646,400	\$3,411,600	\$0	\$0	\$0	\$17,058,000
Grand Total:				\$16,846,400	\$5,139,691	\$0	\$0	\$2,242,567	\$24,228,658

Revisions since STTC Meeting: Added \$500,000 Cat 1 funds to Construction for potential overruns and change orders; Added comment regarding Local Contribution, Milestone Policy, and the 10 Year Plan

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11633.1 **Facility:** VA **Location/Limits From:** M&O - PROGRAM OVERSIGHT COORDINATION **Modification #:** 2017-0585
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-209, 0918-00-216, 0918-00-220
City: VARIOUS **Desc:** PROGRAM OVERSIGHT COORDINATION; PROGRAM ADMINISTRATION PRE-AWARD ACTIVITIES INCLUDING DEVELOPMENT AND IMPLEMENTATION OF RISK/COMPLIANCE POLICIES AND PROCEDURES
Request: CANCEL CSJ 0918-00-216 AND RETURN FUNDS TO THE REGIONAL POOL
Comment: 112,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	0918-00-220	Cat 3 - RTC/Local:	\$0	\$0	\$195,000	\$0	\$0	\$195,000
2013	IMP	0918-00-220	Cat 7:	\$756,600	\$0	\$0	\$0	\$0	\$756,600
Phase Subtotal:				\$756,600	\$0	\$195,000	\$0	\$0	\$951,600
2014	IMP	0918-00-209	Cat 3 - RTC/Local:	\$0	\$0	\$2,727	\$0	\$0	\$2,727
2014	IMP	0918-00-209	Cat 3 - TDC (MPO):	\$0	\$0	\$90,000	\$0	\$0	\$0
2014	IMP	0918-00-209	Cat 7:	\$434,727	\$0	\$0	\$0	\$0	\$434,727
Phase Subtotal:				\$434,727	\$0	\$92,727	\$0	\$0	\$437,454
2017	IMP	0918-00-216	Cat 3 - TDC (MPO):	\$0	\$0	\$93,600	\$0	\$0	\$0
2017	IMP	0918-00-216	Cat 7:	\$468,000	\$0	\$0	\$0	\$0	\$468,000
Phase Subtotal:				\$468,000	\$0	\$93,600	\$0	\$0	\$468,000
Grand Total:				\$1,659,327	\$0	\$197,727	\$0	\$0	\$1,857,054

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	0918-00-220	Cat 3 - RTC/Local:	\$0	\$0	\$195,000	\$0	\$0	\$195,000
2013	IMP	0918-00-220	Cat 7:	\$756,600	\$0	\$0	\$0	\$0	\$756,600
Phase Subtotal:				\$756,600	\$0	\$195,000	\$0	\$0	\$951,600
2014	IMP	0918-00-209	Cat 3 - RTC/Local:	\$0	\$0	\$2,727	\$0	\$0	\$2,727
2014	IMP	0918-00-209	Cat 3 - TDC (MPO):	\$0	\$0	\$90,000	\$0	\$0	\$0
2014	IMP	0918-00-209	Cat 7:	\$434,727	\$0	\$0	\$0	\$0	\$434,727
Phase Subtotal:				\$434,727	\$0	\$92,727	\$0	\$0	\$437,454
2017	IMP	0918-00-216	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2017	IMP	0918-00-216	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$1,191,327	\$0	\$197,727	\$0	\$0	\$1,389,054

Revisions since STTC Meeting: Changed "reprogram funds" to "return funds" in the Request; added TDC comment

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20231 **Facility:** VA **Location/Limits From:** OLD TOWN TRANSIT ORIENTED DEVELOPMENT; BOUNDED BY 100 N. CHARLES ST; 200 N. CHARLES ST **Modification #:** 2017-0586

Impementing Agency: LEWISVILLE **Location/Limits To:** 100 WEST TO 500 E. BLOCKS OF MAIN STREET AND THE 100 N. TO 500 S. BLOCKS OF MILL STREET

County: DENTON **CSJ:** 0918-46-261

City: LEWISVILLE **Desc:** PEDESTRIAN AMENITIES; LANDSCAPING; INTERSECTION IMPROVEMENTS; BIKE CONNECTION; BUS TRANSIT CONNECTION; TRAFFIC SIGNALIZATION; AND STREET IMPROVEMENTS ON MAIN ST AND MILL ST TO REDUCE FROM 2 LANES TO 1 LANE IN EACH DIRECTION TO ACCOMM. PEDESTRIAN IMPR.

Request: CHANGE SCOPE TO REMOVE BUS TRANSIT CONNECTION FROM SCOPE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0918-46-261	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
Grand Total:				\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0918-46-261	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
Grand Total:				\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000

TIP Code: 20240 **Facility:** VA **Location/Limits From:** COLLECTIVE MIXED USE DEVELOPMENT; FW AVE TO THE WEST INCLUDING ANNIELS DR, ODEANS DR, AND WALTER DR; COLORADO BLVD **Modification #:** 2017-0587

Impementing Agency: DALLAS **Location/Limits To:** HAMPTON ROAD AND PLYMOUTH ON THE EAST; AND THE COOMBS CREEK TRAIL TO THE NORTH

County: DALLAS **CSJ:** 0918-47-027

City: DALLAS **Desc:** BIKE LANES ON FORT WORTH AVE FROM BAHAMA TO IH 30, ON COLORADO FROM FORT WORTH AVE TO PLYMOUTH RD, AND ON BAHAMA FROM FTW AVE TO HAMPTON RD; INTERSECTION IMPROVEMENTS AT FTW AVE AND BAHAMA; AND SIDEWALK IMPROVEMENTS AND CONNECTION TO COOMBS CREEK TRAIL

Request: MOVE \$208,282 TOTAL CONSTRUCTION FUNDING TO ENGINEERING PHASE IN FY2019; DELAY CONSTRUCTION PHASE TO FY2019; REVISE SCOPE TO BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, AND COLORADO BLVD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-027	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,986,250	\$496,563	\$0	\$2,482,813
Grand Total:				\$0	\$0	\$1,986,250	\$496,563	\$0	\$2,482,813

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-027	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$166,625	\$41,657	\$0	\$208,282
2019	CON	0918-47-027	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,819,625	\$454,906	\$0	\$2,274,531
Grand Total:				\$0	\$0	\$1,986,250	\$496,563	\$0	\$2,482,813

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55031 **Facility:** IH 20 **Location/Limits From:** SH 161/LAKERIDGE PARKWAY **Modification #:** 2017-0588
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF CARRIER PARKWAY
County: DALLAS **CSJ:** 2374-04-076
City: GRAND PRAIRIE **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS
Request: REVISE FUNDING AFTER PROJECT BID
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF GRAND PRAIRIE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2374-04-076	SBPE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2017	ROW	2374-04-076	S102:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2017	CON	2374-04-076	Cat 1:	\$3,590,936	\$897,734	\$0	\$0	\$0	\$4,488,670
2017	CON	2374-04-076	Cat 2M - Prop 1:	\$0	\$19,738,012	\$0	\$0	\$0	\$19,738,012
2017	CON	2374-04-076	Cat 4 - Prop 1:	\$0	\$7,261,988	\$0	\$0	\$0	\$7,261,988
Phase Subtotal:				\$3,590,936	\$27,897,734	\$0	\$0	\$0	\$31,488,670
Grand Total:				\$9,690,936	\$28,797,734	\$0	\$0	\$0	\$38,488,670

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2374-04-076	SBPE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2017	ROW	2374-04-076	S102:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2017	CON	2374-04-076	Cat 1:	\$3,590,936	\$897,734	\$0	\$0	\$0	\$4,488,670
2017	CON	2374-04-076	Cat 2M - Prop 1:	\$0	\$24,897,634	\$0	\$0	\$0	\$24,897,634
2017	CON	2374-04-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,746,226	\$2,746,226
2017	CON	2374-04-076	Cat 4 - Prop 1:	\$0	\$5,256,835	\$0	\$0	\$0	\$5,256,835
Phase Subtotal:				\$3,590,936	\$31,052,203	\$0	\$0	\$2,746,226	\$37,389,365
Grand Total:				\$9,690,936	\$31,952,203	\$0	\$0	\$2,746,226	\$44,389,365

Revisions since STTC Meeting: Added Local Contribution Comment

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11517 **Facility:** SH 183 **Location/Limits From:** SH 121 **Modification #:** 2017-0589
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 10
County: TARRANT **CSJ:** 0364-05-025
City: EULESS **Desc:** RECONSTRUCT EXISTING 6 TO 6 GENERAL PURPOSE LANES, 0 TO 2/3 CONCURRENT MANAGED LANES, AND 2/6 DISCONTINUOUS TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS (PHASE 1)
Request: REVISE SCOPE AS RECONSTRUCT EXISTING 6 TO 6 GENERAL PURPOSE LANES, CONSTRUCT 0 TO 2/3 CONCURRENT MANAGED LANES, AND RECONSTRUCT 2/6 DISCONTINUOUS TO 2/6 LANE DISCONTINUOUS FRONTAGE ROADS (PHASE 1)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0364-05-025	Cat 12:	\$82,381,683	\$20,595,421	\$0	\$0	\$0	\$102,977,104
Grand Total:				\$82,381,683	\$20,595,421	\$0	\$0	\$0	\$102,977,104

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0364-05-025	Cat 12:	\$82,381,683	\$20,595,421	\$0	\$0	\$0	\$102,977,104
Grand Total:				\$82,381,683	\$20,595,421	\$0	\$0	\$0	\$102,977,104

TIP Code: 14007 **Facility:** SH 66 **Location/Limits From:** AT DALROCK ROAD **Modification #:** 2017-0591
Implementing Agency: ROWLETT
County: VARIOUS **CSJ:** 0902-47-900
City: ROWLETT **Desc:** INTERSECTION IMPROVEMENT
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF ROWLETT

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Grand Total:				\$0	\$0	\$0	\$0	\$350,000	\$350,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0902-47-900	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Grand Total:				\$0	\$0	\$0	\$0	\$350,000	\$350,000

Revisions since STTC Meeting: Added comment regarded Local Contribution and updated CSJ number

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11955 **Facility:** FM 917 **Location/Limits From:** BNSF RR **Modification #:** 2017-0592
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 174
County: JOHNSON **CSJ:** 1181-02-033
City: JOSHUA **Desc:** CONSTRUCT RR GRADE SEPARATION AND REALIGN FM 917 TO NEW ALIGNMENT (2 TO 2 LANES)
Request: UPDATE LIMITS AS EDDY AVENUE TO SH 174; REVISE SCOPE AS CONSTRUCT RR GRADE SEPARATION AND REALIGN FM 917 AND ADD CONSTRUCTION FUNDING INCLUDING ADDITIONAL \$2,059,771 NEEDED DUE TO INFLATION (\$13,000,000 APPROVED BY RTC ON 12/2016); INCREASE ENGINEERING PHASE BY \$835,000 (\$835,000 STATE); ADD CONSTRUCTION PHASE TO APPENDIX D OF 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1181-02-033	SBPE:	\$0	\$665,000	\$0	\$0	\$0	\$665,000
2017	ROW	1181-02-033	S102:	\$0	\$2,547,000	\$0	\$0	\$0	\$2,547,000
2017	UTIL	1181-02-033	S102:	\$0	\$700,000	\$0	\$0	\$0	\$700,000
Grand Total:				\$0	\$3,912,000	\$0	\$0	\$0	\$3,912,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1181-02-033	SBPE:	\$0	\$665,000	\$0	\$0	\$0	\$665,000
2017	ROW	1181-02-033	S102:	\$0	\$2,547,000	\$0	\$0	\$0	\$2,547,000
2017	UTIL	1181-02-033	S102:	\$0	\$700,000	\$0	\$0	\$0	\$700,000
Grand Total:				\$0	\$3,912,000	\$0	\$0	\$0	\$3,912,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1181-02-033	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	1181-02-033	S102:	\$0	\$2,547,000	\$0	\$0	\$0	\$2,547,000
2017	UTIL	1181-02-033	S102:	\$0	\$700,000	\$0	\$0	\$0	\$700,000
2021	CON	1181-02-033	Cat 2M:	\$12,047,817	\$3,011,954	\$0	\$0	\$0	\$15,059,771
Grand Total:				\$12,047,817	\$7,758,954	\$0	\$0	\$0	\$19,806,771

Revisions since STTC Meeting: Updated Request with "Add Construction Funding Including Additional \$2,059,771 Needed Due to Inflation (\$13,000,000 Approved by the RTC on 12/2016); Increase Engineering Phase by \$835,000 (\$835,000 State); Add Construction Phase To Appendix D Of 2017-2020 Transportation Improvement Program (TIP) And The Statewide Transportation Improvement Program (STIP)"; Added Construction Phase in FY2021

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13006 **Facility:** SH 114 **Location/Limits From:** FM 1938 **Modification #:** 2017-0594
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DOVE RD
County: TARRANT **CSJ:** 0353-03-100
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE SB FRONTAGE ROAD FROM FM 1938 TO SOLANA/KIRKWOOD AND CONSTRUCT 0 TO 2 LANE NB AND 0 TO 2 LANE SB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE
Request: ADVANCE ENGINEERING PHASE FROM FY2035 TO FY2018 AND INCREASE BY \$500,000 (\$500,000 STATE) AND ADD ENGINEERING PHASE TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION PROGRAM (STIP); ADVANCE CONSTRUCTION PHASE TO FY2022 AND INCREASE CONSTRUCTION FUNDING BY \$4,010,729 (\$3,208,583 FEDERAL AND \$802,146 STATE) DUE TO YEAR OF EXPENDITURES ESTIMATE
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0353-03-100	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2035	CON	0353-03-100	Cat 2M:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				\$16,000,000	\$5,500,000	\$0	\$0	\$0	\$21,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0353-03-100	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2022	CON	0353-03-100	Cat 2M:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				\$16,000,000	\$6,000,000	\$0	\$0	\$0	\$22,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0353-03-100	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2022	CON	0353-03-100	Cat 2M:	\$19,208,583	\$4,802,146	\$0	\$0	\$0	\$24,010,729
Grand Total:				\$19,208,583	\$6,802,146	\$0	\$0	\$0	\$26,010,729

Revisions since STTC Meeting: Updated request with "and.."; Added to request "Increase by \$500,000 (\$500,000 State)" and "Advance Construction Phase to FY2022 and Increase Construction Funding by \$4,010,079 (\$3,208,583 Federal and \$802,146 State) due to Year of Expenditures Estimate"

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11745 **Facility:** CS **Location/Limits From:** ON COCKRELL HILL RD FROM NORTH OF MOLER STREET **Modification #:** 2017-0595
Implementing Agency: DALLAS COUNTY **Location/Limits To:** DAVIS STREET
County: DALLAS **CSJ:** 0918-47-035
City: COCKRELL HILL **Desc:** RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES
Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2019; CHANGE CITY FROM COCKRELL HILL TO VARIOUS; DELAY ROW PHASE TO FY2015;
 DECREASE ENGINEERING FUNDING IN FY2013
Comment: LOCAL CONTRIBUTION PAID BY DALLAS COUNTY, CITY OF DALLAS, AND CITY OF COCKRELL HILL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,976,830	\$1,976,830
2013	ENG	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$800,000	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$0	\$0	\$800,000	\$200,000	\$1,976,830	\$2,976,830
2014	ROW	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$71,530	\$17,882	\$0	\$89,412
2017	CON	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,024,180	\$4,024,180
2017	CON	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,658,470	\$914,618	\$0	\$4,573,088
Phase Subtotal:				\$0	\$0	\$3,658,470	\$914,618	\$4,024,180	\$8,597,268
Grand Total:				\$0	\$0	\$4,530,000	\$1,132,500	\$6,001,010	\$11,663,510

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$737,624	\$737,624
2013	ENG	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$800,000	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$0	\$0	\$800,000	\$200,000	\$737,624	\$1,737,624
2015	ROW	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$71,530	\$17,882	\$0	\$89,412
2018	CON	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,545,590	\$6,545,590
2018	CON	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$4,168,769	\$1,042,192	\$0	\$5,210,961
Phase Subtotal:				\$0	\$0	\$4,168,769	\$1,042,192	\$6,545,590	\$11,756,551
Grand Total:				\$0	\$0	\$5,040,299	\$1,260,074	\$7,283,214	\$13,583,587

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$737,624	\$737,624
2013	ENG	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$800,000	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$0	\$0	\$800,000	\$200,000	\$737,624	\$1,737,624
2015	ROW	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$71,530	\$17,882	\$0	\$89,412
2019	CON	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,545,590	\$6,545,590
2019	CON	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$4,168,769	\$1,042,192	\$0	\$5,210,961
Phase Subtotal:				\$0	\$0	\$4,168,769	\$1,042,192	\$6,545,590	\$11,756,551
Grand Total:				\$0	\$0	\$5,040,299	\$1,260,074	\$7,283,214	\$13,583,587

Revisions since STTC Meeting: Added "delay ROW phase to FY2015; decrease Engineering funding in FY2013" to the Request; added Local Contribution comment; delayed Construction phase to FY2019 in order to be consistent with expected let date

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13017 **Facility:** FM 548 **Location/Limits From:** S OF SH 205 (KAUFMAN COUNTY LINE) **Modification #:** 2017-0598
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 205
County: ROCKWALL **CSJ:** 2588-02-008
City: VARIOUS **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 6 LANE DIVIDED URBAN ROADWAY
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE (ULTIMATE 6) DIVIDED URBAN ROADWAY; INCREASE ENGINEERING AND ROW FUNDING IN FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2588-02-008	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2040	ROW	2588-02-008	S102:	\$160,000	\$20,000	\$0	\$20,000	\$0	\$200,000
2040	CON	2588-02-008	Cat 2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$960,000	\$270,000	\$0	\$20,000	\$0	\$1,250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2588-02-008	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2040	ROW	2588-02-008	S102:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2040	CON	2588-02-008	Cat 2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$3,200,000	\$2,000,000	\$0	\$300,000	\$0	\$5,500,000

TIP Code: 83283 **Facility:** US 175 **Location/Limits From:** FM 148 **Modification #:** 2017-0609
Implementing Agency: KAUFMAN COUNTY **Location/Limits To:** FM 4106
County: KAUFMAN **CSJ:** 0000-18-051
City: CRANDALL **Desc:** CONSTRUCT 2 LANE WB/EB FRONTAGE ROADS
Request: CANCEL PROJECT; FUNDING MOVED TO TIP 51460/CSJ 0197-03-054; REMOVES DUPLICATE PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0000-18-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0000-18-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 19008 **Facility:** VA **Location/Limits From:** DALLAS COUNTY LIMITED ACCESS FACILITIES **Modification #:** 2017-0610
Implementing Agency: NCTCOG
County: DALLAS **CSJ:** 018-7-95
City: VARIOUS **Desc:** IMPLEMENT TRAFFIC INCIDENT MANAGEMENT AND REPAIRS ON DALLAS COUNTY LIMITED ACCESS FACILITIES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: THE FUNDING FOR THE DALLAS COUNTY SHERIFF'S OFFICE TRAFFIC PATROL PROGRAM ENDS AT THE END OF FY2017 - THIS FUNDING REQUEST IS A PLACEHOLDER FOR FY2018

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	N/A	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-47-905	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000

Revisions since STTC Meeting: **Withdrawing modification in order to add the requested funds to TIP 20262 (Mod 2017-0616)**

TIP Code: 11635.1 **Facility:** VA **Location/Limits From:** IMPLEMENTATION/ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR **Modification #:** 2017-0613
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-903
City: VARIOUS **Desc:** IMPLEMENTATION/ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS
Request: ADD FY2019 FUNDS TO EXISTING PROGRAM; ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: CREATED A NEW TIP CODE AND CSJ FOR EASE OF BOOKKEEPING; RELATED TO TIP 11635/CSJ 0918-00-238

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-00-903	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$670,000	\$0	\$0	\$670,000
Grand Total:				\$0	\$0	\$670,000	\$0	\$0	\$670,000

Revisions since STTC Meeting: **This modification replaces mod 2017-0566 (TIP 11635/CSJ 0918-00-238)**

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20262 **Facility:** VA **Location/Limits From:** DALLAS COUNTY SHERIFF FY 2012 **Modification #:** 2017-0616
Implementing Agency: DALLAS COUNTY
County: DALLAS **CSJ:** 0918-47-065, 0918-47-905
City: VARIOUS **Desc:** HIGHWAY TRAFFIC/MANAGEMENT OPERATIONS PROGRAM
Request: ADD FY2018 STBG FUNDING FOR IMPLEMENTATION TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE LIMITS TO REMOVE REFERENCE TO FY2012
Comment: THE FUNDING FOR THE DALLAS COUNTY SHERIFF'S OFFICE TRAFFIC PATROL PROGRAM ENDS AT THE NED OF FY2017 - THIS FUNDING REQUEST IS A PLACEHOLDER FOR FY2018

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	0918-47-065	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
2015	IMP	0918-47-065	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,870,296	\$6,870,296
Grand Total:				\$0	\$0	\$2,500,000	\$0	\$6,870,296	\$9,370,296

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	0918-47-065	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
2015	IMP	0918-47-065	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,870,296	\$6,870,296
2018	IMP	0918-47-905	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$800,000	\$200,000	\$2,500,000	\$0	\$6,870,296	\$10,370,296

Revisions since STTC Meeting: Added this modification in place of Mod 2017-0616 (TIP 19008) and revised limits to remove reference to FY2012.

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695
Request: REFINE FY2015 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp .
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0611

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 279,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12036.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000		
12037.17	OPERATING ASSISTANCE	2017	OPERATING	\$470,921	\$263,056	\$0	\$282,553	0	\$1,016,530		
12079.17	CAPITAL COST OF CONTRACTING	2018	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000		
12153.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$950,000	\$0	\$0	\$0	142,500	\$950,000		
12826.17	OPERATING ASSISTANCE - JARC	2018	OPERATING	\$600,000	\$0	\$0	\$600,000	0	\$1,200,000		
TOTAL:				\$2,705,921	\$263,056	\$0	\$882,553	279,500	\$3,851,530		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12036.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE	
12037.17	OPERATING ASSISTANCE	2018	OPERATING	\$834,806	\$263,056	\$0	\$571,750	0	\$1,669,612	INCREASE FUNDING	
12079.17	CAPITAL COST OF CONTRACTING	2018	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	NO CHANGE	
12153.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$950,000	\$0	\$0	\$0	142,500	\$950,000	NO CHANGE	
12826.17	OPERATING ASSISTANCE - JARC	2018	OPERATING	\$600,000	\$0	\$0	\$600,000	0	\$1,200,000	NO CHANGE	
TOTAL:				\$3,069,806	\$263,056	\$0	\$1,171,750	279,500	\$4,504,612		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0614

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2017	CAPITAL	\$26,703,495	\$0	\$0	\$6,675,874	0	\$33,379,369		
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$324,548	\$0	\$0	\$81,137	0	\$405,685		
TOTAL:				\$27,028,043	\$0	\$0	\$6,757,011	0	\$33,785,054		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$50,928,903	\$0	\$0	\$12,732,226	0	\$63,661,129	INCREASE FUNDING	
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$575,329	\$0	\$0	\$143,833	0	\$719,162	INCREASE FUNDING	
TOTAL:				\$51,504,232	\$0	\$0	\$12,876,059	0	\$64,380,291		

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0615

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment: NOTE: 902,188 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:		FUNDING TABLE:								
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$33,036	\$0	\$0	\$8,259	0	\$41,295	
12356.17	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$561,234	\$0	\$0	\$140,308	0	\$701,542	
12416.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$272,046	\$0	\$0	\$0	54,410	\$272,046	
12558.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$2,437,231	\$0	\$0	\$0	365,585	\$2,437,231	
TOTAL:				\$3,303,547	\$0	\$0	\$148,567	419,995	\$3,452,114	

Revision Requested:		FUNDING TABLE:									REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$58,572	\$0	\$0	\$14,643	0	\$73,215	INCREASE FUNDING	
12356.17	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$561,234	\$0	\$0	\$140,308	0	\$701,542	NO CHANGE	
12416.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,683,011	\$0	\$0	\$0	536,603	\$2,683,011	INCREASE FUNDING	
12558.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$2,437,231	\$0	\$0	\$0	365,585	\$2,437,231	NO CHANGE	
TOTAL:				\$5,740,048	\$0	\$0	\$154,951	902,188	\$5,894,999		

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0616

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 496,783 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12035.17	ASSOCIATED TRANSIT IMPROVEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$0	36,587	\$182,935		
12038.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,101,016	\$0	\$0	\$0	420,204	\$2,101,016		
12390.17	PURCHASE REPLACEMENT VEHICLES	2017	CAPITAL	\$3,010,000	\$0	\$0	\$752,500	0	\$3,762,500		
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000		
12732.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$112,798	\$0	\$0	\$0	22,560	\$112,798		
TOTAL:				\$6,606,749	\$0	\$0	\$1,052,500	479,351	\$7,659,249		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12035.17	ASSOCIATED TRANSIT IMPROVEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$0	36,587	\$182,935	NO CHANGE	
12038.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$8,252,463	\$0	\$0	\$1,642,912	420,204	\$9,895,375	INCREASE FUNDING	
12390.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$4,800,000	\$0	\$0	\$1,200,000	0	\$6,000,000	INCREASE FUNDING	
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE	
12732.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$199,957	\$0	\$0	\$0	39,992	\$199,957	INCREASE FUNDING	
TOTAL:				\$14,635,355	\$0	\$0	\$3,142,912	496,783	\$17,778,267		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0617

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 420,018 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12576.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$1,299,734	\$0	\$0	\$0	194,961	\$1,299,734		
12829.17	SHORT RANGE PLANNING	2018	PLANNING	\$350,000	\$0	\$0	\$0	70,000	\$350,000		
TOTAL:				\$1,649,734	\$0	\$0	\$0	264,961	\$1,649,734		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12206.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$775,285	\$0	\$0	\$0	155,057	\$775,285	ADD PROJECT (MPO TDCs)	
12576.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$1,299,734	\$0	\$0	\$0	194,961	\$1,299,734	NO CHANGE	
12829.17	SHORT RANGE PLANNING	2018	PLANNING	\$350,000	\$0	\$0	\$0	70,000	\$350,000	NO CHANGE	
TOTAL:				\$2,425,019	\$0	\$0	\$0	420,018	\$2,425,019		

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: WORKFORCE SOLUTIONS OF GREATER DALLAS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0621

Request: ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 42,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12836.16	SOUTHERN DALLAS - INLAND PORT JOB ACCESS TRANSPORTATION STUDY	2018	PLANNING	\$210,000	\$0	\$0	\$0	42,000	\$210,000	ADD PROJECT (MPO TDCs)	
12837.16	SOUTHERN DALLAS - INLAND PORT JOB ACCESS VANPOOL SERVICE	2018	OPERATING	\$180,045	\$0	\$0	\$180,045	0	\$360,090	ADD PROJECT	
TOTAL:				\$390,045	\$0	\$0	\$180,045	42,000	\$570,090		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0622

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12838.17	RED AND BLUE LINE PLATFORM EXTENSION	2018	CAPITAL	\$49,170,000	\$0	\$0	\$49,170,000	0	\$98,340,000	ADD PROJECT	
TOTAL:				\$49,170,000	\$0	\$0	\$49,170,000	0	\$98,340,000		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0623

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) /STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12804.17	TEXRAIL COMMUTER RAIL	2018	CAPITAL	\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000	ADD PROJECT	
TOTAL:				\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000		

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF DALLAS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0624

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) /STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				FUNDING TABLE:					REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12839.17	SENIOR MEDICAL TRANSPORTATION PROGRAM	2018	OPERATING	\$418,184	\$0	\$0	\$418,184	0	\$836,368	ADD PROJECT
TOTAL:				\$418,184	\$0	\$0	\$418,184	0	\$836,368	

Revisions since STTC Meeting: FUNDING PROGRAM CHANGED FROM 5307 TO 5310

Implementing Agency: CITY OF DESOTO

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0625

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) /STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 33,480 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				FUNDING TABLE:					REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12840.16	DESOTO ELDERLY/DISABLED TRANSPORTATION PROGRAM	2018	CAPITAL	\$334,800	\$0	\$0	\$54,000	33,480	\$388,800	ADD PROJECT (MPO TDCs)
TOTAL:				\$334,800	\$0	\$0	\$54,000	33,480	\$388,800	

Revisions since STTC Meeting: FUNDING PROGRAM CHANGED FROM 5307 TO 5310

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0626

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				FUNDING TABLE:					REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12841.16	CARROLLTON/ROWLETT TAXI SUBSIDY PROGRAM	2018	CAPITAL	\$168,868	\$0	\$0	\$57,456	0	\$226,324	ADD PROJECT
TOTAL:				\$168,868	\$0	\$0	\$57,456	0	\$226,324	

Revisions since STTC Meeting: FUNDING PROGRAM CHANGED FROM 5307 TO 5310

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0627

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 51,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12649.16	PURCHASE OF SERVICE	2016	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	
			TOTAL:	\$200,000	\$0	\$0	\$0	40,000	\$200,000	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12649.16	PURCHASE OF SERVICE	2016	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	NO CHANGE
12842.16	ACCESS TO COMMUNITY - FWTA/TARRANT COUNTY PARTNERSHIP	2018	CAPITAL	\$327,000	\$0	\$0	\$270,000	11,400	\$597,000	ADD PROJECT (MPO TDCs)
			TOTAL:	\$527,000	\$0	\$0	\$270,000	51,400	\$797,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0628

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$205,426	\$0	\$0	\$137,781	13,529	\$343,207	
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	
			TOTAL:	\$527,311	\$0	\$0	\$137,781	13,529	\$665,092	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
			TOTAL:	\$321,885	\$0	\$0	\$0	0	\$321,885	

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0630

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12646.17	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$110,661	\$0	\$0	\$27,666	0	\$138,327		
12677.17	PROGRAM ADMINISTRATION	2017	CAPITAL	\$20,120	\$0	\$0	\$0	0	\$20,120		
TOTAL:				\$130,781	\$0	\$0	\$27,666	0	\$158,447		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12646.17	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12677.17	PROGRAM ADMINISTRATION	2018	CAPITAL	\$21,095	\$0	\$0	\$0	0	\$21,095	INCREASE FUNDING	
TOTAL:				\$21,095	\$0	\$0	\$0	0	\$21,095		

Implementing Agency: SPAN, INC

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0631

Request: ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 60,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12843.17	FLOWER MOUND ENHANCED MOBILITY SERVICE	2018	CAPITAL	\$159,398	\$0	\$0	\$0	31,880	\$159,398	ADD PROJECT (MPO TDCs)	
12844.17	LAKE CITIES TRANSPORTATION SERVICES	2018	CAPITAL	\$143,100	\$0	\$0	\$0	28,620	\$143,100	ADD PROJECT (MPO TDCs)	
TOTAL:				\$302,498	\$0	\$0	\$0	60,500	\$302,498		

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0634

Request: INCREASE FUNDING BY \$11,700,140 SECTION 5337 (\$9,360,112 FEDERAL AND \$2,340,028 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$26,842,442 SECTION 5337 (\$21,473,953 FEDERAL AND \$5,368,489 LOCAL) IN FY2018

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12471.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$12,113,841	\$0	\$0	\$3,028,461	0	\$15,142,302	
TOTAL:				\$12,113,841	\$0	\$0	\$3,028,461	0	\$15,142,302	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12471.17	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$21,473,953	\$0	\$0	\$5,368,489	0	\$26,842,442	INCREASE FUNDING
TOTAL:				\$21,473,953	\$0	\$0	\$5,368,489	0	\$26,842,442	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0635

Request: INCREASE FUNDING BY \$1,628,199 SECTION 5337 (\$1,302,559 FEDERAL AND \$325,640 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$3,735,415 SECTION 5337 (\$2,988,332 FEDERAL AND \$747,083 LOCAL) IN FY2018

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12462.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$1,685,773	\$0	\$0	\$421,443	0	\$2,107,216	
TOTAL:				\$1,685,773	\$0	\$0	\$421,443	0	\$2,107,216	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12462.17	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,988,332	\$0	\$0	\$747,083	0	\$3,735,415	INCREASE FUNDING
TOTAL:				\$2,988,332	\$0	\$0	\$747,083	0	\$3,735,415	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0636

Request: INCREASE FUNDING BY \$2,144,996 SECTION 5339 (\$1,823,247 FEDERAL AND \$321,749 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,658,278 SECTION 5339 (\$3,959,536 FEDERAL AND \$698,742 LOCAL) IN FY2018

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12730.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$2,136,289	\$0	\$0	\$376,993	0	\$2,513,282	
TOTAL:				\$2,136,289	\$0	\$0	\$376,993	0	\$2,513,282	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12730.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$3,959,536	\$0	\$0	\$698,742	0	\$4,658,278	INCREASE FUNDING
TOTAL:				\$3,959,536	\$0	\$0	\$698,742	0	\$4,658,278	

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0637

Request: INCREASE FUNDING BY \$176,871 SECTION 5339 (\$176,871 FEDERAL AND 26,532 POLICY BUNDLE TDC [MPO]) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$401,522 SECTION 5339 (\$401,522 FEDERAL AND 60,229 POLICY BUNDLE TDC [MPO]) IN FY2018

UZA: DENTON-LEWISVILLE

Comment: NOTE: 60,229 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12726.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$224,651	\$0	\$0	\$0	33,697	\$224,651	
TOTAL:				\$224,651	\$0	\$0	\$0	33,697	\$224,651	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED BY PROJECT
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12726.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$401,522	\$0	\$0	\$0	60,229	\$401,522	INCREASE FUNDING (POLICY BUNDLE TDCs)
TOTAL:				\$401,522	\$0	\$0	\$0	60,229	\$401,522	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0638

Request: INCREASE FUNDING BY \$751,416 SECTION 5339 (\$751,416 FEDERAL AND 112,713 POLICY BUNDLE TDC [MPO]) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$1,543,902 SECTION 5399 (\$1,543,902 FEDERAL AND 231,586 POLICY BUNDLE TDC [MPO]) IN FY2018

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 231,586 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12728.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$792,486	\$0	\$0	\$0	118,873	\$792,486	
TOTAL:				\$792,486	\$0	\$0	\$0	118,873	\$792,486	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED BY PROJECT
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12728.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$1,543,902	\$0	\$0	\$0	231,586	\$1,543,902	INCREASE FUNDING (POLICY BUNDLE TDCs)
TOTAL:				\$1,543,902	\$0	\$0	\$0	231,586	\$1,543,902	

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0639

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 63,019 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12736.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$341,404	\$0	\$0	\$0	51,211	\$341,404	
	TOTAL:			\$341,404	\$0	\$0	\$0	51,211	\$341,404	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$341,404	\$0	\$0	\$0	51,211	\$341,404	NO CHANGE
12793.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$59,038	\$0	\$0	\$0	11,808	\$59,038	ADD PROJECT (MPO TDCs)
	TOTAL:			\$400,442	\$0	\$0	\$0	63,019	\$400,442	

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TEXOMA AREA PARATRANSIT SYSTEM

Apportionment Year FY2013 PROGRAM OF PROJECTS

Modification #: 2017-0640

Request: REFINE FY2013 PROGRAM OF PROJECTS

UZA: MCKINNEY

Comment: NOTE: 1,488,532 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12085.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	\$1,000,000	\$0	\$0	\$0	150,000	\$1,000,000		
12249.13	PURCHASE EXPANSION VEHICLES	2013	CAPITAL	\$125,000	\$0	\$0	\$0	18,750	\$125,000		
12307.13	ACQUISITION OF HARDWARE	2013	CAPITAL	\$183,500	\$0	\$0	\$0	36,700	\$183,500		
12551.13	GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING	2013	PLANNING	\$50,000	\$0	\$0	\$12,500	0	\$62,500		
12670.13	ACQUISITION OF SHOP EQUIPMENT	2013	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000		
12672.13	ACQUISITION OF SOFTWARE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12673.13	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12674.13	CONSTRUCTION OF ADMIN/MAINT FACILITY	2013	CAPITAL	\$563,853	\$0	\$0	\$0	112,771	\$563,853		
12675.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12676.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	\$5,000	\$0	\$0	\$0	1,000	\$5,000		
TOTAL:				\$2,492,353	\$0	\$0	\$12,500	432,221	\$2,504,853		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12085.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	\$1,000,000	\$0	\$0	\$0	150,000	\$1,000,000	NO CHANGE	
12249.13	PURCHASE EXPANSION VEHICLES	2013	CAPITAL	\$125,000	\$0	\$0	\$0	18,750	\$125,000	NO CHANGE	
12307.13	ACQUISITION OF HARDWARE	2013	CAPITAL	\$183,500	\$0	\$0	\$0	36,700	\$183,500	NO CHANGE	
12551.13	GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING	2013	PLANNING	\$50,000	\$0	\$0	\$12,500	1,056,311	\$62,500	ADD MPO TDCs	
12670.13	ACQUISITION OF SHOP EQUIPMENT	2013	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000	NO CHANGE	
12672.13	ACQUISITION OF SOFTWARE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12673.13	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12674.13	CONSTRUCTION OF ADMIN/MAINT FACILITY	2013	CAPITAL	\$563,853	\$0	\$0	\$0	112,771	\$563,853	NO CHANGE	
12675.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12676.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	\$5,000	\$0	\$0	\$0	1,000	\$5,000	NO CHANGE	
TOTAL:				\$2,492,353	\$0	\$0	\$12,500	1,488,532	\$2,504,853		

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TEXOMA AREA PARATRANSIT SYSTEM

Apportionment Year FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0641

Request: REFINE FY2014 PROGRAM OF PROJECTS

UZA: MCKINNEY

Comment: NOTE: 1,613,620 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12109.14	OPERATING ASSISTANCE	2015	OPERATING	\$2,477,374	\$316,245	\$0	\$2,161,129	0	\$4,954,748
12551.14	PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$31,250	0	\$156,250
12675.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000
TOTAL:				\$2,782,374	\$316,245	\$0	\$2,192,379	36,000	\$5,290,998

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12109.14	OPERATING ASSISTANCE	2015	OPERATING	\$2,477,374	\$316,245	\$0	\$2,161,129	0	\$4,954,748	NO CHANGE
12551.14	PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$31,250	1,577,620	\$156,250	ADD MPO TDCs
12675.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000	NO CHANGE
TOTAL:				\$2,782,374	\$316,245	\$0	\$2,192,379	1,613,620	\$5,290,998	

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0642

Request: REFINE 2015 PROGRAM OF PROJECTS

UZA: MCKINNEY

Comment: NOTE: 1,615,591 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12109.15	OPERATING ASSISTANCE	2015	OPERATING	\$1,974,753	\$316,245	\$0	\$1,658,508	0	\$3,949,506
12552.15	ADA PARATRANSIT SERVICE	2015	CAPITAL	\$263,736	\$0	\$0	\$0	52,748	\$263,736
12608.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000
12761.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000
12762.15	GENERAL PLANNING	2015	PLANNING	\$156,250	\$0	\$0	\$0	31,250	\$156,250
12763.15	REHAB/RENOVATION OF ADMIN/MAINT FACILITY	2015	CAPITAL	\$150,000	\$0	\$0	\$0	30,000	\$150,000
TOTAL:				\$2,774,739	\$316,245	\$0	\$1,658,508	159,998	\$4,749,492

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12109.15	OPERATING ASSISTANCE	2015	OPERATING	\$1,974,753	\$316,245	\$0	\$1,658,508	1,455,593	\$3,949,506	ADD MPO TDCs
12552.15	ADA PARATRANSIT SERVICE	2015	CAPITAL	\$263,736	\$0	\$0	\$0	52,748	\$263,736	NO CHANGE
12608.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000	NO CHANGE
12761.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	NO CHANGE
12762.15	GENERAL PLANNING	2015	PLANNING	\$156,250	\$0	\$0	\$0	31,250	\$156,250	NO CHANGE
12763.15	REHAB/RENOVATION OF ADMIN/MAINT FACILITY	2015	CAPITAL	\$150,000	\$0	\$0	\$0	30,000	\$150,000	NO CHANGE
TOTAL:				\$2,774,739	\$316,245	\$0	\$1,658,508	1,615,591	\$4,749,492	

McKinney Urban Area Funding Recap

While providing service from 2013-2015, TAPS directly accessed federal funds for the McKinney Urbanized Area

FTA requested repayment of ~\$4M in federal funds that TAPS drew down without adequate documentation

The Texas Department of Transportation (TxDOT) is the designated recipient for federal transit funds in the McKinney Urbanized Area and has proposed that the funds be paid back from McKinney Urbanized Area past and present grants

Federal Funding Source	Funding Available for McKinney Urbanized Area	Requested FTA Repayment	Balance Available to Support Transit Service in McKinney Urbanized Area
Section 5307 and 5339 grants, FY2015-FY2017	~\$5.4M	~\$4.0M	~\$1.4M



North Central Texas Council Of Governments

April 12, 2017

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

Dear Mr. Bass:

In September 2016, the Federal Transit Administration (FTA) requested a repayment plan from Texoma Area Paratransit System (TAPS) related to undocumented drawdowns of federal funds totaling \$4,405,176. During the period of the undocumented drawdowns, TAPS was the direct recipient of funds for two small urban areas: the Sherman-Denison Urbanized Area and the McKinney Urbanized Area. Because the Texas Department of Transportation (TxDOT) serves as the designated recipient of small urban FTA funds, TAPS has coordinated closely with TxDOT to prepare a repayment plan for the funds. Our understanding is that the TxDOT/TAPS proposed repayment plan includes \$4,089,524 in McKinney Urbanized Area funds based on information that this amount was drawn down from McKinney Urbanized Area grants without adequate documentation. The proposed repayment would reduce FTA grant funds available from Fiscal Year (FY) 2015 to FY2017 apportionments for the McKinney Urbanized Area.

As you know, the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) is the Metropolitan Planning Organization for the North Central Texas Region, which includes the McKinney Urbanized Area in Collin County. TxDOT staff has discussed repayment with NCTCOG staff and staff from the City of McKinney. While the proposed repayment does not appear to hinder the return of public transportation service in McKinney in the short term, the loss of approximately \$4 million in FTA funding will negatively impact public transportation services in the region after service is restarted and ramped up to meet demand. Through this letter, NCTCOG staff is requesting that TxDOT, as the designated recipient for small urban FTA funds, use a repayment approach that holds the North Central Texas Region harmless against inappropriate actions taken by TAPS.

The City of McKinney has recently received direct recipient status from FTA and is working on restarting service to rebuild public transportation following the void left when TAPS cancelled service. Consistent and adequate public transportation funding will be vital to support the rebuilding of transit service in the McKinney Urbanized Area and to support a strong public transportation network in North Central Texas. I appreciate your consideration of this request. If you have any questions or need additional information, please feel free to contact me at (817) 695-9241.

Sincerely,

Michael Morris, P.E.
 Director of Transportation

SJC:tmb

cc: Eric Gleason, Director, Public Transportation Division, TxDOT
 The Honorable Brian Loughmiller, Mayor, City of McKinney

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www.nctcog.org



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

TO: Regional Transportation Council

DATE: October 5, 2017

FROM: Vickie Alexander
Program Manager
Program Administration

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

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

Listed below, and in the following attachment, is the first set of proposed modifications to the FY2018 and FY2019 UPWP. Included in these amendments are project updates and funding adjustments. The proposed modifications were presented at the September 11, 13, and 18, 2017, public meetings. No comments have been received to date. If any comments are received before the close of the public outreach comment period, they will be provided as a handout at the meeting. At its meeting on September 22, 2017, the Surface Transportation Technical Committee took action to recommend Regional Transportation Council approval of the proposed modifications.

Transportation Planning Fund (TPF) Modifications

- 3.02 Regional Air Quality Planning – Air Quality Planning (add \$217,600 TPF to support staff work activities in the areas of general air quality planning and conformity)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Planning (update text to reflect the addition of planning and coordination of pilot programs that advance the deployment of automated vehicles)

Other Funding Source Modifications in Coordination with Proposed Transportation Improvement Program Modifications

- 3.01 Transportation Project Programming – Regional Toll Revenue (RTR) Fund Management and Project Tracking Implementation (add \$670,000 RTR funds to support the continued monitoring of air quality and transportation projects funded with RTR funds)

- 3.04 Transportation and Air Quality Communications – Air Quality Public Education and Communication and Clean Cities Program (add \$315,000 Congestion Mitigation and Air Quality Improvement Program [CMAQ] funds with Transportation Development Credits as funding match to support air quality marketing and clean vehicle education programs)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (add \$65,000 Surface Transportation Block Grant [STBG] funds with Transportation Development Credits as funding match to support the continuation of a regional program to coordinate on school siting, safety, and communication between schools and local governments; update text to reflect additional funding sources)
- 5.05 Congestion Management Planning and Operations – Regional Trip Reduction and Vanpool Programs (add \$450,000 STBG funds with Transportation Development Credits as funding match to continue support for activities related to the reduction of employee commute trips)
- 5.05 Congestion Management Planning and Operations – Managed Lane Technology Assessment (add \$320,000 CMAQ funds and \$80,000 Texas Department of Transportation [TxDOT] funds as match to support the implementation of technology for vehicle auto occupancy detection and verification)
- 5.05 Congestion Management Planning and Operations – Transportation System Management and Operations (add \$1,200,000 STBG funds and \$300,000 TxDOT funds as match, and update text to support the implementation of traffic incident management and operations on Dallas County limited access facilities. In addition, add anticipated FY2017 carry-over funds in the amount of \$2,480,000 CMAQ funds and \$620,000 TxDOT funds as match, and update text to reflect use of CMAQ funds)
- 5.06 Regional Freight Planning (add \$1,010,000 STBG funds and Transportation Development Credits as funding match to continue planning activities related to goods movement in the region, and update text to reflect use of Transportation Development Credits)
- 5.08 Roadway and Railroad Safety – Railroad Crossing Coordination (add \$16,000 STBG funds with Transportation Development Credits as funding match to continue the identification, planning, and implementation of rail crossing projects in the region, and update text to reflect use of Transportation Development Credits)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (add \$250,000 STBG funds and Transportation Development Credits as funding match for continued support of the development and deployment of automated vehicle programs and programs advancing automated vehicle related technologies and partnerships)

Other Funding Source Text Modification

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (Update text to reflect that University Partnership Program assistance may be utilized in the development of a report evaluating the effectiveness of various funding programs)

Other Modifications that have Received Previous Regional Transportation Council or Executive Board Approval Action (e.g., via the Transportation Improvement Program [TIP])

- 3.04 Transportation and Air Quality Communications – Clean Cities Program (add \$16,000 Department of Energy [DOE] funds as partial compensation for the services of an Intern through the Clean Cities University Workforce Development Program for the 2017-2018 school year)
- 5.08 Roadway and Railroad Safety – Transportation Safety Planning (add \$25,000 local funds to reflect receipt of grant award to support driver safety education, outreach, and information programs)
- 5.09 Regional Aviation Planning and Education – Regional Aviation System Planning (add \$10,000 RTC Local funds to continue staff planning efforts and technical assistance related to the regional aviation system)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (add \$250,000 CMAQ funds and Transportation Development Credits as funding match to support the sharing of traffic signal data with partner agencies and other technologies, and update text to reflect the use of CMAQ funds)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (add \$200,000 STBG funds and \$50,000 TxDOT funds as match to support the Waze 511 DFW data sharing program, assisting local entities in sharing road closure and other pertinent information with travel navigation services so applications can route users around traffic trouble spots)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or vpruitt-jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting.

vpj
Attachments

AMENDMENT #1 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

3.03 Air Quality Management and Operations

Partnerships and Collaborations

Other Funding Sources

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

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

5.03 Land-use/Transportation Initiatives

Sustainable Development Initiatives

Other Funding Sources

Utilizing Regional Transportation Council (RTC) Local funds, staff will continue developing and tracking regional performance measures related to land-use and transportation projects and will develop future funding programs for implementation. Utilizing Federal Highway Administration (FHWA) Transportation Investment Generating Economic Recovery funds, ~~with~~ RTC Local ~~as a match~~ funds, **Surface Transportation Block Grant Program funds, and Transportation Development Credits**, staff will support efforts related to school siting and technical assistance. Anticipated products include:

- Funding programs and coordination on regional sustainability/livability grant initiatives;
- Development and implementation of land-use supported funding programs;
- Data collection and performance measure tracking;
- Coordination between Independent School Districts and other stakeholders to engage in regional issues related to school siting, safe routes to school, and various policy and transportation issues;
- Establishment of a regional working group;
- Coordination on growth and demographics;
- Technical assistance and best practices related to school siting, land banking, and transportation connections to schools;
- Development of Safe Routes to School plans;
- Safety and education information; and
- Training opportunities for various stakeholders.

5.05 Congestion Management Planning and Operations

Transportation System Management and Operations

Other Funding Sources

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

- Agreements for regional communication, infrastructure, and information sharing, including The Memorandum of Understanding (MOU) between the Dallas-Fort Worth Regional Intelligent Transportation System (ITS) partner agencies;
- Identification and documentation of standards for interagency communication of data and video, and the implementation of Center-to-Center-related software and requirements to facilitate information sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;

- Identification of needed ITS integration;
- Collection and verification of data, ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Evaluation, improvement, and implementation of the 511DFW System with outreach and communications planning, and advertising and marketing services to enhance public awareness and use of 511DFW;
- Review of statements of consistency with the Regional ITS Architecture; ~~and~~
- Staging of wreckers and other ancillary services for incident clearance and operational improvements.; ~~and~~
- **Strategies to integrate operations and rapidly clear collisions and stalled vehicles to improve roadway efficiency.**

5.06 Regional Freight Planning

Other Funding Sources

This subtask is ongoing throughout FY2018 and FY2019, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW Region. This task includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation, ~~and~~ Regional Transportation Council (RTC) Local funds **and Transportation Development Credits** will be utilized to support this project. Consultant assistance will be used. Anticipated products include:

- Quarterly Regional Freight Advisory Committee (RFAC) meetings;
- Regional Transportation Council Intermodal/Multimodal/High Speed Rail/Freight Subcommittee meetings, as needed;
- Support to the USDOT Federal Highway Administration and Texas Department of Transportation for various projects as needed;
- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study, Economic Impact Analyses and a Freight and Passenger Rail Integration Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis and a Data Collection Program which could include traffic counts, classification counts and surveys for the Regional Freight Model;
- Freight Mobility Plan; and
- Public outreach and educational programs.

5.08 Roadway and Railroad Safety

Railroad Crossing Coordination

Other Funding Sources

This element is ongoing throughout FY2018 and FY2019 and includes the identification, planning, and implementation of rail crossing projects throughout the DFW region. Surface Transportation Block Grant Program, ~~and~~ RTC Local funds, **and Transportation Development Credits** will be utilized to support this project. Anticipated products include:

- Maintenance of the regional banking program;
- Analysis of rail safety data to identify target areas for educational efforts;
- Public outreach and education efforts in the region; and
- Enhanced regional partnerships.

5.11 Automated Vehicle Technology

Automated Vehicles: Planning

Transportation Planning Funds

This program is ongoing throughout FY2018 and FY2019 providing planning for the arrival of automated vehicles and determining the impact of such vehicles on the transportation system. Strategies include analyzing the impact of automated vehicles and monitoring legal development relating to automated vehicles. Anticipated products include:

- Support for existing NCTCOG programs, including transportation planning and modeling;
- Monitoring of automated vehicle laws and policies;
- Establishment of information clearinghouse for region on automated vehicle issues; ~~and~~
- **Planning and coordination of pilot programs advancing the deployment of automated vehicles; and**
- Liaison on automated vehicle issues with public and private parties.

Automated Vehicles: Development and Deployment

Other Funding Sources

This program is ongoing throughout FY2018 and FY2019 providing for the development and deployment of automated vehicles and related technologies. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, building information tools for policy makers and the public, and examining direct employment-related impacts of automated vehicles. Consultant assistance may be utilized to support work activities. University Partnership Program (UPP) assistance will continue to be utilized to support work activities in the information tools and employment impact study. This program uses Surface Transportation Block Grant Program funds, **Congestion Mitigation and Air Quality Improvement Program funds**, Texas Department of Transportation funds, Regional

Transportation Council Local funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Development and deployment of automated vehicle technologies in the region;
- Advancing emerging cellular-V2X, DSRC and other communications technologies;
- Liaison to the Smart City/Smart State program;
- Preparation of information tools about automated vehicles; and
- Report on direct employment-related impacts of automated vehicles.

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2018 and FY2019 Unified Planning Work Program. Financial support for Fiscal Years 2018 and 2019 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2018 and FY2019 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed

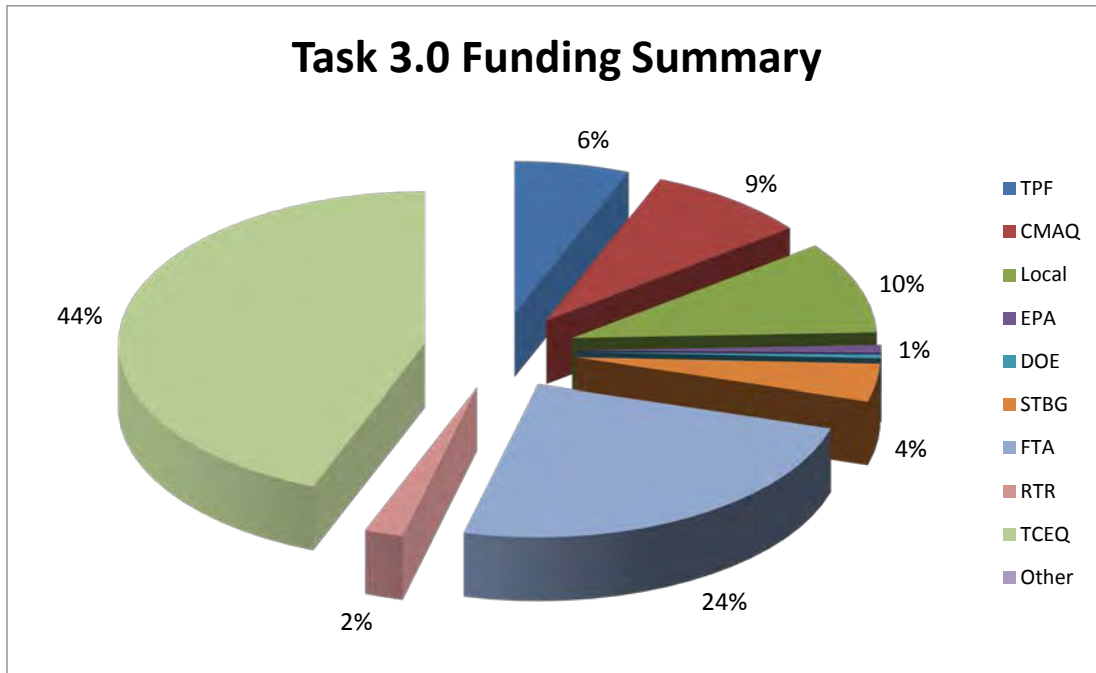
for all metropolitan planning organizations. The FY2018 and FY2019 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$7,455,075 in FY2018 and \$7,455,075 in FY2019 for a two-year total of \$14,910,150. The Federal Transit Administration 5303 funding is \$2,770,459 in FY2018 and \$2,825,868 in FY2019 for a two-year total of \$5,596,327. An estimated balance of \$5,981,498 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2017 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2018 and FY2019 UPWP is estimated at \$26,487,975. Transportation Planning Funds in the amount of ~~\$22,664,000~~ **\$22,881,600** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$5,596,327, the estimated FY2017 FHWA PL 112 fund balance of \$5,981,498, and ~~\$11,086,175~~ **\$11,303,775** of Fiscal Years 2018 and 2019 FHWA PL 112 funding. The remaining balance of Fiscal Years 2018 and 2019 FHWA PL 112 funds of ~~\$3,823,975~~ **\$3,606,375** is anticipated to be carried over to Fiscal Year 2020.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,393,700			
		\$1,648,500	RTR	
		\$667,000	STBG	
Subtotal				\$4,709,200
3.02	\$1,036,100			
		\$448,000	TCEQ	
Subtotal				\$1,484,100
3.03				
		\$6,091,700	CMAQ	
		\$68,500	DOE	
		\$893,770	EPA	
		\$3,624,400	Local	
		\$3,220,100	STBG	
		\$46,094,000	TCEQ	
Subtotal				\$59,992,470
3.04				
		\$2,935,600	CMAQ	
		\$367,200	DOE	
		\$80,200	Local	
		\$315,800	STBG	
Subtotal				\$3,698,800
3.05	\$2,983,300			
		\$649,700	FTA	
		\$15,100	Local	
Subtotal				\$3,648,100
3.06				
		\$24,940,000	FTA	
		\$6,615,000	Local	
		\$500,000	RTR	
Subtotal				\$32,055,000
Total	\$6,413,100	\$99,174,570		\$105,587,670

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

E. Funding Summary



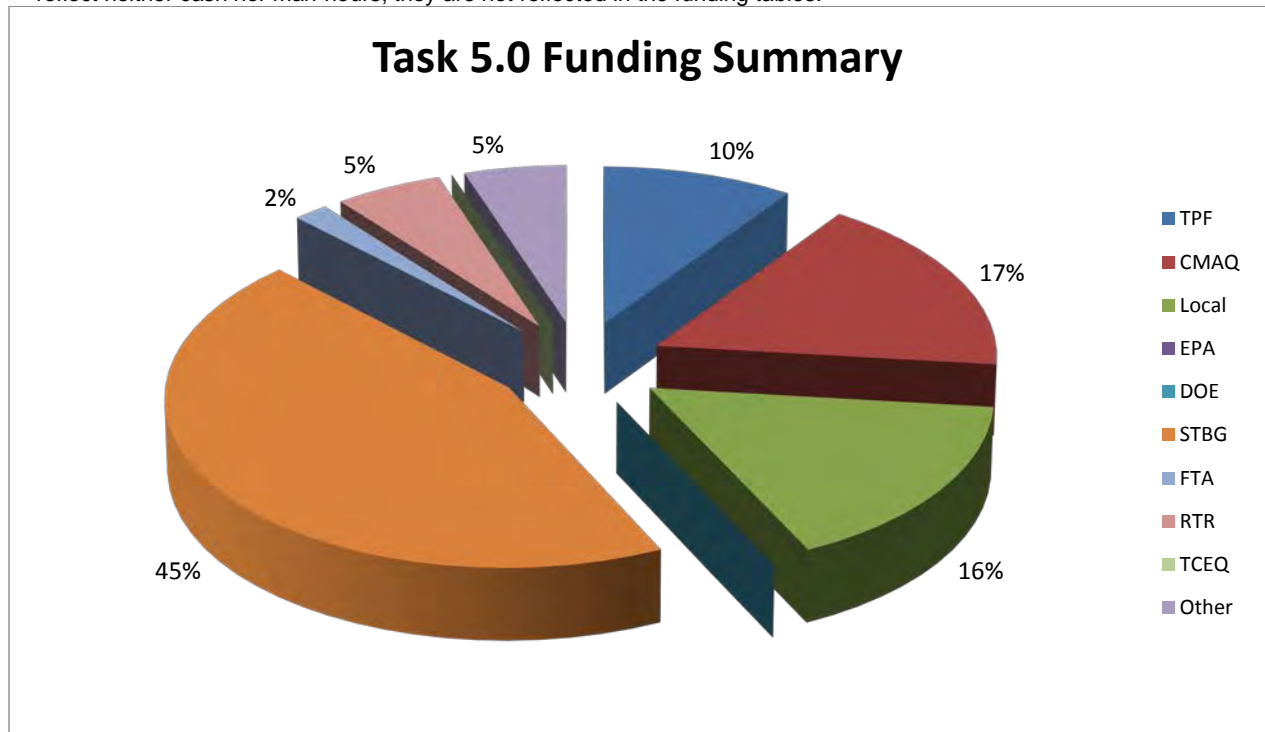
E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,041,700			
		\$434,700	Local	
		\$48,200	NTTA	
		\$2,616,800	RTR	
		\$9,250,700	STBG	
		\$261,800	TxDOT	
Subtotal				\$13,653,900
5.02	\$1,097,900			
		\$183,500	RTR	
Subtotal				\$1,281,400
5.03	\$641,500			
		\$524,000	CMAQ	
		\$71,100	FHWA	
		\$984,400	FTA	
		\$3,023,870	Local	
		\$2,387,400	STBG	
Subtotal				\$7,632,270
5.04	\$372,300			
		\$22,500	Local	
		\$327,800	STBG	
		\$10,000	TXDOT	
Subtotal				\$732,600
5.05	\$824,700			
		\$8,786,000	CMAQ	
		\$4,837,000	Local	
		\$235,000	RTR	
		\$9,481,600	STBG	
		\$2,228,500	TXDOT	
Subtotal				\$26,392,800
5.06	\$10,000			
		\$89,500	Local	
		\$1,958,900	STBG	
		\$147,800	TxDOT	
Subtotal				\$2,206,200
5.07	\$53,200			
Subtotal				\$53,200

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$610,700	\$35,900	Local	
		\$89,800	STBG	
Subtotal				\$736,400
5.09	\$234,000	\$384,400	Local	
Subtotal				\$618,400
5.10		\$80,800	Local	
Subtotal				\$80,800
5.11	\$483,500	\$250,000	CMAQ	
		\$94,500	Local	
		\$1,456,300	STBG	
		\$100,000	TXDOT	
Subtotal				\$2,384,300
Total	\$5,369,500	\$50,402,770		\$55,772,270

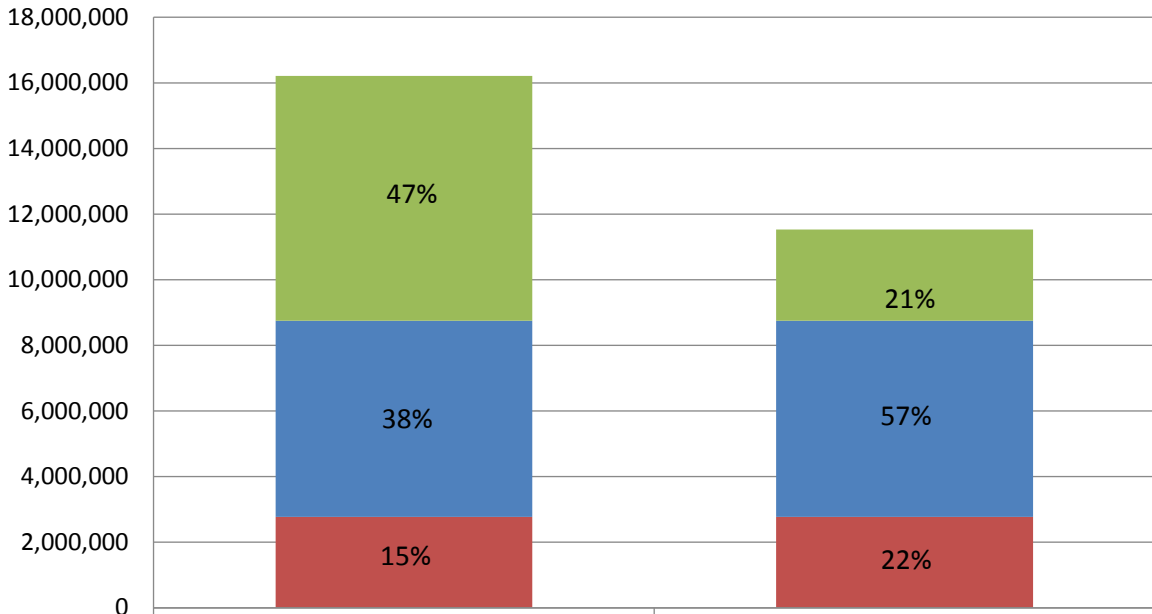
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding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



**EXHIBIT VIII-1
FY2018 AND FY2019 TPF PROGRAMMING SUMMARY**

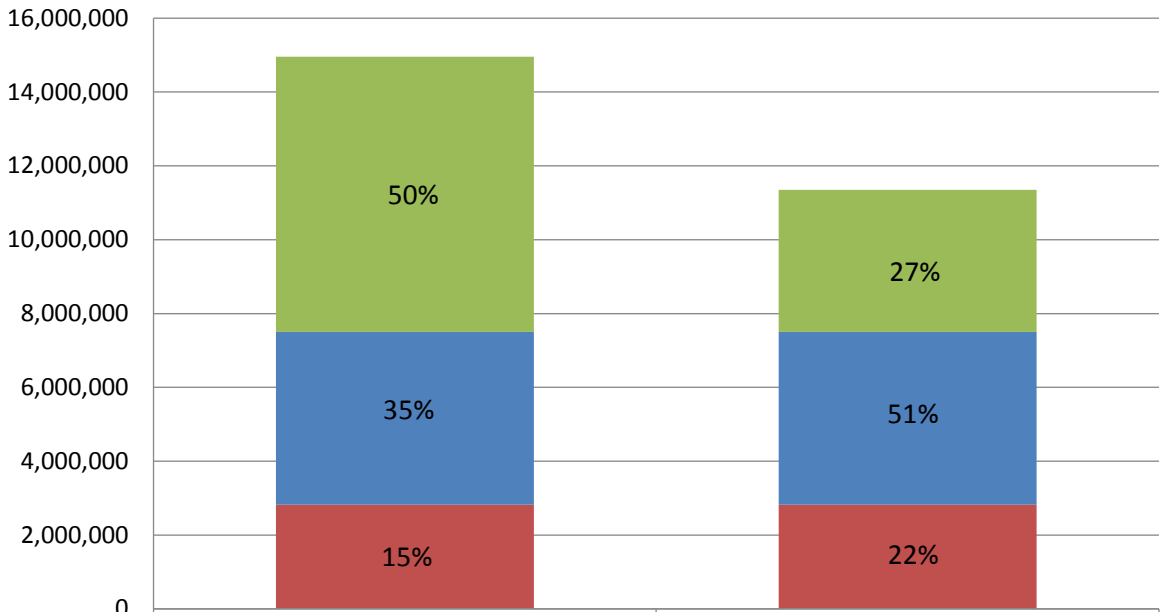
	FY2018		FY2019	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,770,459	2,770,459	2,825,868	2,825,868
FHWA (PL-112)				
Carryover	5,981,498	5,981,498	4,676,332	4,676,332
New Allocation	7,455,075	2,778,743	7,455,075	3,848,700
Total TPF	16,207,032	11,530,700	14,957,275	11,350,900
Carryover		4,676,332		3,606,375
Two-Year Totals				
FTA Section 5303	5,596,327			
FHWA PL-112	20,891,648			
Total	26,487,975			
Programmed		22,881,600		
Carryover		3,606,375		

Summary of TPF 2018 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	7,455,075	2,778,743
Carryover	5,981,498	5,981,498
FTA (5303)	2,770,459	2,770,459

Summary of TPF 2019 Funding Levels



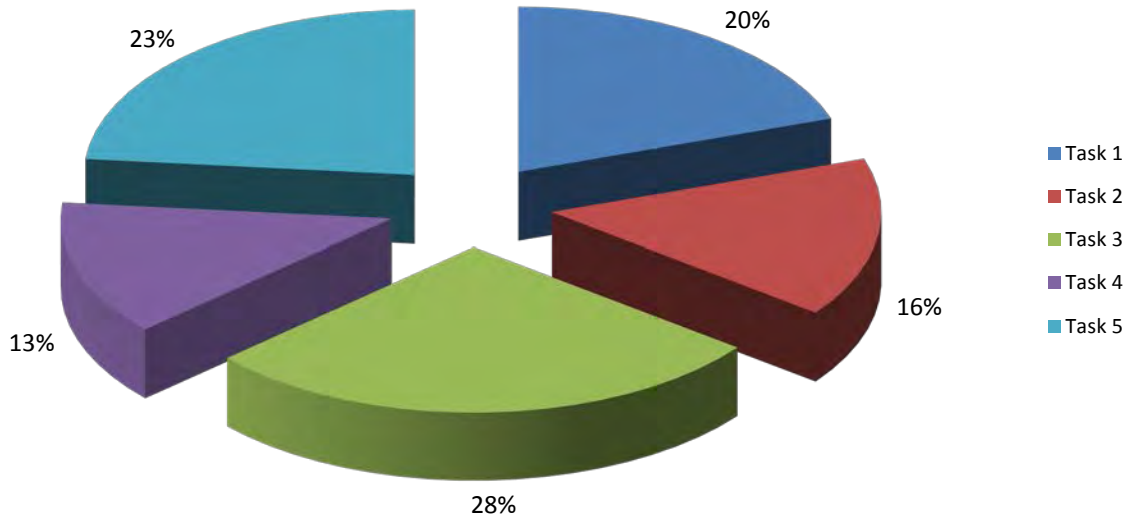
	Allocation	Programmed
■ FHWA (PL-112)	7,455,075	3,848,700
■ Carryover	4,676,332	4,676,332
■ FTA (5303)	2,825,868	2,825,868

EXHIBIT VIII-2

FY2018 AND FY2019 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2018	FY2019	Total
1.01	Community Outreach	\$1,449,100	\$1,440,400	\$2,889,500
1.02	Program Administration	\$268,300	\$253,800	\$522,100
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$793,800	\$316,200	\$1,110,000
	Subtask 1.0	\$2,511,200	\$2,010,400	\$4,521,600
2.01	Travel Forecasting Support	\$1,031,500	\$1,099,700	\$2,131,200
2.02	Transportation Data Management	\$195,600	\$203,200	\$398,800
2.03	Demographic Data and Forecasts	\$516,800	\$516,800	\$1,033,600
	Subtask 2.0	\$1,743,900	\$1,819,700	\$3,563,600
3.01	Transportation Project Programming	\$1,197,400	\$1,196,300	\$2,393,700
3.02	Regional Air Quality Planning	\$625,100	\$411,000	\$1,036,100
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$1,398,100	\$1,585,200	\$2,983,300
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3.0	\$3,220,600	\$3,192,500	\$6,413,100
4.01	The Metropolitan Transportation Plan	\$1,196,300	\$1,427,400	\$2,623,700
4.02	Coordination of Transportation and Environmental Planning Processes	\$147,400	\$75,800	\$223,200
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$71,400	\$61,300	\$132,700
4.04	Performance Based Planning & Coordination	\$17,900	\$16,300	\$34,200
	Subtask 4.0	\$1,433,000	\$1,580,800	\$3,013,800
5.01	Regional Transportation Corridor Studies	\$500,300	\$541,400	\$1,041,700
5.02	Subarea Studies and Local Government Assistance	\$545,300	\$552,600	\$1,097,900
5.03	Land-Use/Transportation Initiatives	\$313,500	\$328,000	\$641,500
5.04	Capital and Operational Asset Management System	\$186,200	\$186,100	\$372,300
5.05	Congestion Management Planning and Operations	\$369,000	\$455,700	\$824,700
5.06	Regional Freight Planning	\$10,000	\$0	\$10,000
5.07	Transportation System Security and Emergency Preparedness	\$26,600	\$26,600	\$53,200
5.08	Roadway and Railroad Safety	\$306,700	\$304,000	\$610,700
5.09	Regional Aviation Planning and Education	\$119,000	\$115,000	\$234,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$245,400	\$238,100	\$483,500
	Subtask 5.0	\$2,622,000	\$2,747,500	\$5,369,500
	FUNDING TOTALS	\$11,530,700	\$11,350,900	\$22,881,600

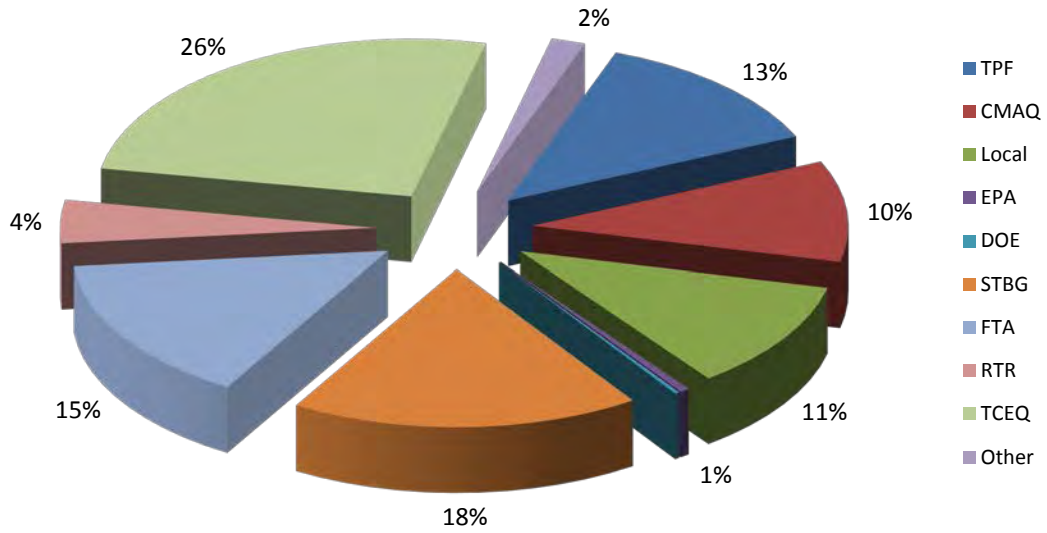
TRANSPORTATION PLANNING FUNDS (TPF) SUMMARY BY TASK



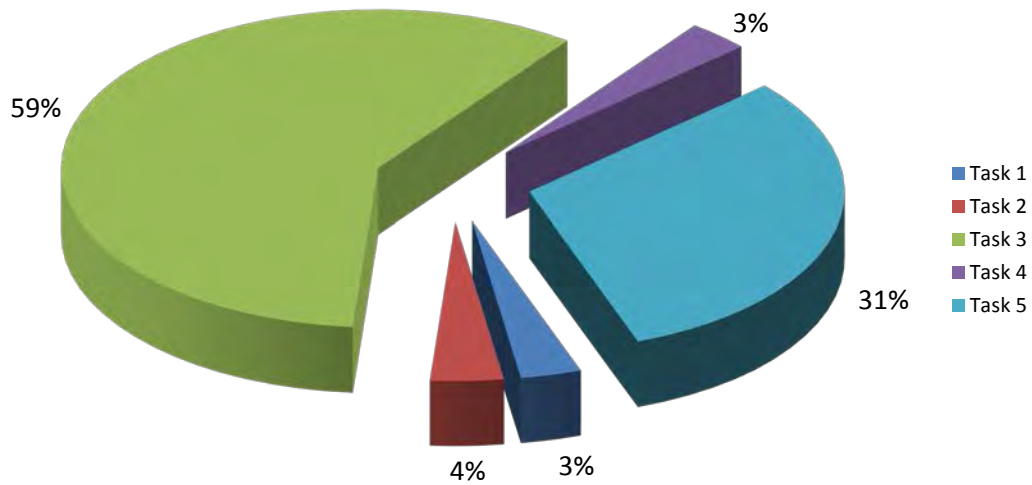
**EXHIBIT VIII-3
FY2018 AND FY2019 UPWP FUNDING SUMMARY**

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00	44.23.01	44.23.02	
			44.25.00		44.24.00	
					44.22.00	
					44.27.00	
TPF	\$4,521,600	\$3,563,600	\$6,413,100	\$3,013,800	\$5,369,500	\$22,881,600
CMAQ	\$0	\$0	\$9,027,300	\$0	\$9,560,000	\$18,587,300
DOD	\$0	\$0	\$0	\$0	\$0	\$0
DOE	\$0	\$0	\$435,700	\$0	\$0	\$435,700
EPA	\$0	\$0	\$893,770	\$0	\$0	\$893,770
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$57,100	\$0	\$34,000	\$71,100	\$162,200
FTA	\$0	\$232,200	\$25,589,700	\$0	\$984,400	\$26,806,300
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$116,900	\$497,300	\$10,334,700	\$34,000	\$9,003,170	\$19,986,070
NCTCOG Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$114,100	\$0	\$2,148,500	\$2,605,800	\$3,035,300	\$7,903,700
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$626,700	\$2,343,400	\$4,202,900	\$0	\$24,952,500	\$32,125,500
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$35,000	\$0	\$0	\$0	\$2,748,100	\$2,783,100
Subtotal	\$5,564,100	\$6,693,600	\$105,587,670	\$5,687,600	\$55,772,270	\$179,305,240

Summary of Total Funding



Summary of Funding by Task





Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Regional Transportation Council
October 12, 2017**

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

Transportation Planning Fund Modifications

Project	Financial Action	Description
Air Quality Planning (Subtask 3.02)	\$217,600	Add funding to continue support for air quality planning and conformity activities
Automated Vehicles: Planning (Subtask 5.11)	N/A	Update text to incorporate the planning and coordination of pilot programs

Non-TPF FY2018 Budget Increases in Coordination with TIP Modifications

Project	Financial Action	Scope Update
Managed Lane Technology (Subtask 5.05)	\$ 320,000 CMAQ \$ 80,000 TxDOT	No
Transportation System Management and Operations (Subtask 5.05)	\$1,200,000 STBG \$ 300,000 TxDOT Plus Anticipated Carry-over \$2,480,000 CMAQ \$ 620,000 TxDOT	Yes

Non-TPF FY2019 Budget Increases in Coordination with TIP Modifications

Project	Financial Action	Scope Update
Regional Toll Revenue Fund Management and Project Tracking Implementation (Subtask 3.01)	\$ 670,000 RTR	No
Air Quality Public Education and Communication and Clean Cities Program (Subtask 3.04)	\$ 315,000 CMAQ TDCs	No
Sustainable Development Initiatives (Subtask 5.03)	\$ 65,000 STBG TDCs	No
Regional Trip Reduction and Vanpool Programs (Subtask 5.05)	\$ 450,000 STBG TDCs	No
Regional Freight Planning (Subtask 5.06)	\$1,010,000 STBG TDCs	No
Railroad Crossing Coordination (Subtask 5.08)	\$ 16,000 STBG TDCs	No
Automated Vehicles: Development and Deployment (Subtask 5.11)	\$ 250,000 STBG TDCs	No

Other Funding Source Text Modifications

Project	Description
Air Quality Management and Operations – Partnerships and Collaborations (Subtask 3.03)	Update text to reflect that University Partnership Program assistance may be utilized in the development of a report evaluating the effectiveness of various funding programs
Transportation System Management and Operations (Subtask 5.05)	Update text to support the implementation of traffic incident management and operations on Dallas County limited access facilities

Transportation Planning Funds Two-Year Summary

FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
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FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
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FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
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Total Transportation Planning Funds	\$26,487,975
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Anticipated Expenditures	\$22,881,600
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PL Balance to Carry Over to FY2020	\$ 3,606,375
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Non-TPF Funding Adjustments

Funding Source	Amount	UPWP Subtask
STBG	\$3,191,000	5.03, 5.05, 5.06, 5.08, 5.11
CMAQ	\$3,365,000	3.04, 5.05, 5.11
TxDOT	\$1,050,000	5.05, 5.11
RTR	\$ 670,000	3.01
DOE	\$ 16,000	3.04
RTC Local	\$ 10,000	5.09
Local	\$ 25,000	5.08

Modification Schedule

September 11, 13, 18 Public Meetings

**September 22 Action by Surface Transportation
Technical Committee**

**October 12 Action by Regional Transportation
Council**

**October 26 Action by NCTCOG Executive
Board**

**October 27 Submittal of Modifications to Texas
Department of Transportation**

Requested RTC Action

Approve the proposed UPWP modifications

and

**Direct staff to also amend other
administrative/planning documents, as
appropriate, to reflect the approved modifications**



Contact Information

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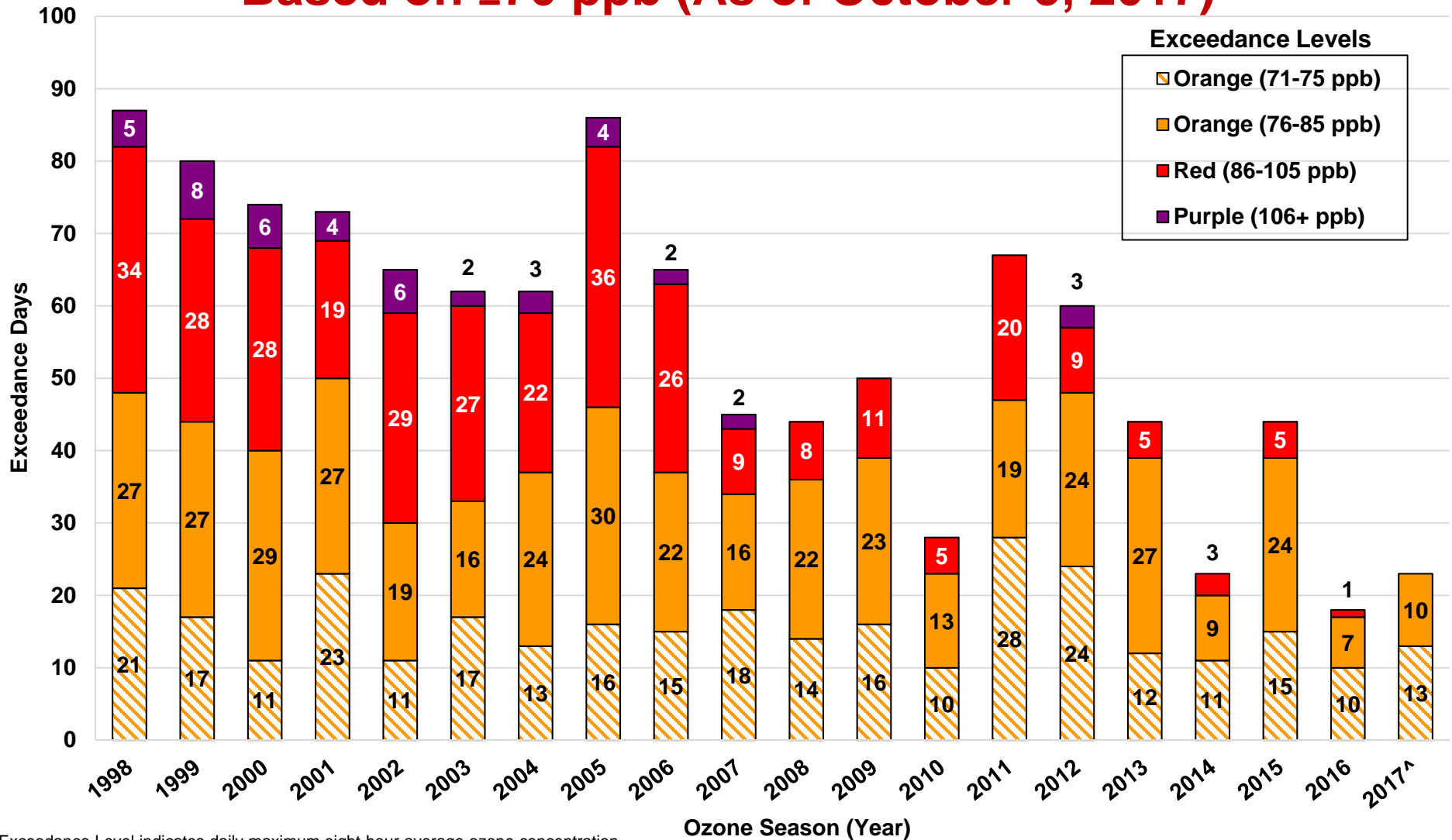


**North Central Texas
Council of Governments
Transportation Department**


<http://www.nctcog.org/trans/admin/upwp>

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 5, 2017)



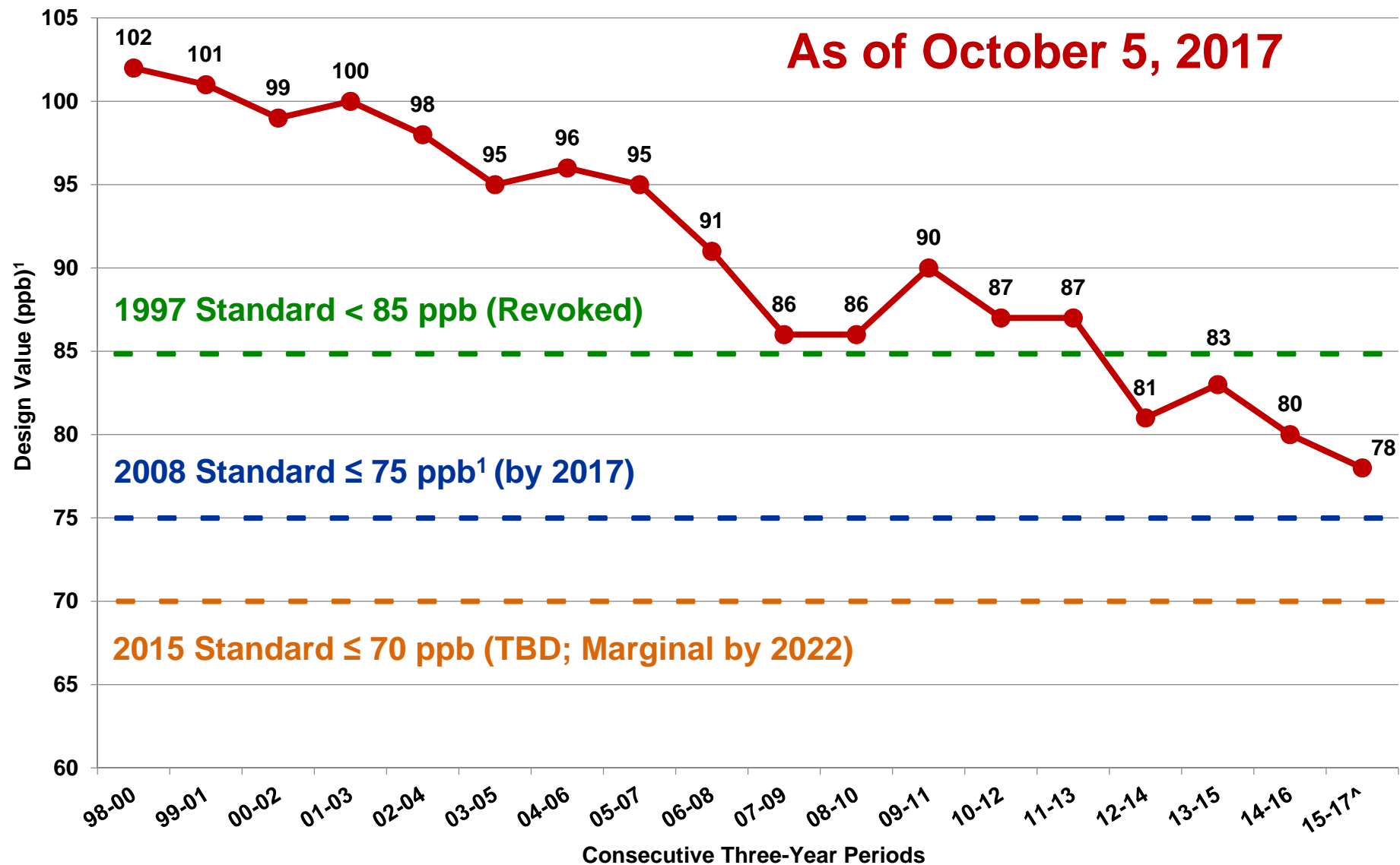
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = 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
Alternative Fueling Facilities Program (AFFP)						X				Public Sector, Private Sector
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
Fleets for the Future	X					X	X			Public 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.

9/27/2017 9/21/2017 BM/MG

FLEET SOLUTIONS - A WEBINAR SERIES

The Dallas-Fort Worth Clean Cities Coalition and the North Central Texas Council of Governments partnered to present monthly webinars for the North Texas region. Visit www.dfwcleancities.org/webinars for more details and to register.

OCTOBER // CLEAN VEHICLE SOLUTIONS - SCHOOL DISTRICTS

For School Districts

Thinking of investing in alternative fuels? Hear strategies from school districts that have implemented alternative fuels. Topics will include electric, natural gas, and propane bus options; funding tips; and how to optimize your investments.

NOVEMBER // CLEAN VEHICLE SOLUTIONS - REFUSE HAULERS

For Cities and Private Companies

Explore alternative fuels in the solid waste management sector and learn how you could save money.

DECEMBER // IDLE REDUCTION STRATEGIES

For Local Governments

Learn about different ways your fleet can save money and increase engine life through implementing attainable idle reduction strategies.



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

MITIGATION TRUST PROCESS

Trustee Selected

Wilmington Trust, N.A. Appointed March 15, 2017

Trust Agreement Finalized; Also Known as “Trust Effective Date” or “TED”

October 2, 2017

States Submit Certification of Beneficiary Status to Claim Funds and Designate Lead Agency

By December 1, 2017 (Up to 60 days from TED)

Trustee Files List of Designated Beneficiaries

By January 30, 2018 (Up to 120 days from TED)

Beneficiaries Submit Mitigation Plan

At Least 30 Days Prior to Submitting First Funding Request



www.nctcog.org/airquality

MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

Unified Planning Work Program (UPWP) Modifications

Local Bond Program Partnerships

Call for Projects Recommendations: Federal Transit Administration Funding Programs

Electric Vehicles in North Texas Update

Meeting Dates and Locations

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

1. Monday, Sept. 11, 2017 – 6:00 pm – Splash Dayz Water Park & Conference Center (White Settlement); attendance: 3; moderated by Chris Klaus, Senior Program Manager
2. Wednesday, Sept. 13, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 8; moderated by Christie Gotti, Senior Program Manager
3. Monday, Sept. 18, 2017 – 6:00 pm – Lewisville Public Library (Lewisville); attendance: 9; moderated by Dan Lamers, Senior Program Manager

Public Meeting Purpose and Topics

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

1. Unified Planning Work Program (UPWP) Modifications – presented by Vickie Alexander
2. Local Bond Program Partnerships – presented by Adam Beckom (White Settlement and Lewisville); Brian Dell (Arlington)
3. Call for Projects Recommendations: Federal Transit Administration Funding Programs – presented by Karina Maldonado
4. Electric Vehicles in North Texas Update – presented by Kristina Ronneberg (White Settlement and Lewisville); Lori Clark (Arlington)

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

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

Summary of Presentations

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

Most of the modifications presented at this meeting address budget adjustments and fall under Short-Range Planning and Programming and Air Quality and Transit Operations or Special Studies and System Operations. Said modifications include an additional \$217,600 in FY 2018 for air quality planning, text updates and non-Transportation Planning Funds (TPF) FY 2018 and FY 2019 budget increases in coordination with our Transportation Improvement Plan (TIP) modifications. Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in October 2017. Final modifications will be submitted to the Texas Department of Transportation on October 27, 2017.

Summary of Local Bond Program Partnerships presentation: In April 2017, a process to select projects via several funding programs was presented to the Regional Transportation Council. Projects were categorized into 11 programs, and project selection is proposed to occur in stages throughout 2017 and into early 2018.

The purpose of the Local Bond Program is to leverage bond funds for projects of strategic importance to local governments and the region. The City of Dallas, Hunt County, Parker County, the City of Grapevine and the City of Cedar Hill are proposed to receive approximately \$85.5 million in federal funding.

Additionally, All RTC funds will be contingent upon the materializing of bond program and/or private sector contributions. Individual projects will not be added to the Transportation Improvement Program until overall agreement about each partnership is executed. In addition to this funding, up to \$40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action. Staff are currently working with the City of Grapevine to determine the status of its Bond Program. The RTC will take action on the Local Bond Program in October 2017.

Summary of Call for Projects Recommendations: Federal Transit Administration (FTA) Funding Programs presentation: The Federal Transit Administration apportions funds to the region through two different programs. The Enhanced Mobility for Seniors and Individuals with Disabilities Program provides funding for existing transit projects, new transit projects and non-traditional new and existing transit projects. The Urbanized Area Formula Program provides funding for existing transit projects and non-traditional new and existing transit projects. About \$6.5 million in funding is available through both programs combined, and eligible costs for reimbursement include capital, operating and planning.

Projects submitted for this particular Call for Projects were evaluated in four different categories: Implementation/Operations/Sustainability, Needs Assessment, Coordination/Collaboration/Partnership and Overall Strategic Value. Projects being recommended for funding include Workforce Solutions of Greater Dallas, Dallas Area Rapid Transit (DART), the City of Dallas, the City of DeSoto, Fort Worth Transportation Authority (FWTA), Dallas County HHS Older Adult Services Program, the City of Lancaster, Span, Inc. Flower Mound and Span, Inc. Lake Cities.

The Regional Transportation Council will take action on recommended projects in October 2017. Projects are projected to begin in the spring of 2018.

Summary of Electric Vehicles in North Texas Update presentation: It is currently National Drive Electric Week, and we have several events going on to help educate the public about EVs. A Dallas-Fort Worth NDEW event was held this past Saturday, September 9, 2017, at the Grapevine Mills Mall and had over 150 EVs attend. Additionally, a free webinar series will be hosted by NCTCOG and will be presenting a different EV topic every day the week of September 11, 2017 from Noon to 1 pm.

Electric Vehicles North Texas is just one of many programs that helps improve air quality around the region. Data shows EVs are cost effective, help reduce emissions and provide energy security. Current collaborative efforts include a gap analysis of EV corridors designated by the Federal Highway Administration and an investment of \$250 million in new charging infrastructure through the Volkswagen Settlement. Information about several current incentives for purchasing an EV and more information about all of these initiatives can be found at dfwcleancities.org/evnt.

ORAL COMMENTS RECEIVED AT MEETING

Call for Projects Recommendations: Federal Transit Administration Funding Programs

Liz Holland, Citizen

- A. Expansion of Span, Inc. bus service

Comment: I'm here to support the expansion of Span, Inc. I have a son with special needs. He worked for Blockbuster for almost 20 years, and he was one of the original Span riders. People really need this service. There needs to be more consideration for both people with disabilities and the elderly. Would it be possible to consider designating more money for Span?

Summary of response by Dan Lamers: Karina and her team wake up every day to work on this type of service. I wish we could provide this to every person who needs it. We do the best we can with the funding we have available. Karina also mentioned we're extending the life of vehicles in good condition and providing them to organizations who provide the type of services you are referring to.

Summary of response by Karina Maldonado: Yes, there's not a lot of money being proposed but if awarded, Span has the opportunity to come to NCTCOG and request continued service funds. This particular Call for Projects is intended to be a pilot service that gets people involved and educates them on available services. There's opportunity in the future to increase funding.

Paula Woolworth, Mayor Pro Tem of Shady Shores

- A. Funding allocations

Comment: Are all the recommended projects awarded full funding?

Summary of response by Karina Maldonado: Yes, both Span, Inc. projects from the Denton-Lewisville Urbanized Area are being recommended to receive the funding requested in their project submittals.

Electric Vehicles in North Texas Update

Lauren Simeic, City of Mesquite

A. Use of fossil fuels

Comment: People argue electric vehicles aren't environmentally friendly because they use fossil fuels. Can you respond?

Summary of response by Lori Clark: If you look at slide 4 of our presentation, it takes into account electricity generation at a national level. Even looking at national numbers, EVs are a better option. The Texas Electrical Grid is isolated, and those numbers are even more beneficial.

Barbra

A. Fueling infrastructure incentives

Question: Are there any fueling infrastructure incentives available?

Summary of response by Lori Clark: Incentives should be available this fall through the Alternative Fueling Facilities Program. You can contact me for more information or visit terpgrants.org

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Liz Holland	Citizen	Span bus service expansion	Attachment 1
Councilmember Tom Newell	Town of Shady Shores	Funding for Span services in Denton County	Attachment 2
Mayor Pro Tem Paula Woolworth	Town of Shady Shores	FTA funding; Safe Routes to School	Attachment 3



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 Eric Holland
Organization _____
Date 9-18-2017
Meeting Location Lewisville

Please provide written comments below:

SPAN BUS service for
shady shores. ~~at~~
Great need!



Public Meeting Comment Form

Instructions:

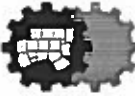
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
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4. Please return this form 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 Tom Newell
 Organization Town of Shady Shores - Alderman Place 3
 Date 9/18/17
 Meeting Location Louisville Library

Please provide written comments below:

Support Funding of Denton County Span Funding - Lake
Cities Transportation Service. Very needed in our
community. Hope in the future to have more
funding annually to support it.



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 Paula Woolworth
 Organization Mayor Pro Tem - Shady Shores
 Date 9/18/17
 Meeting Location Leweville library

Please provide written comments below:

- I'd like to understand more about funding opportunities for Safe ^{Routes} Walk to Schools
 'who can consult to me?'

- are all projects that are "recommended" tonight to be awarded ^{then} funds? OR put differently, what rate of failure / approval will we experience on this project list?

- what should we do @ either 9/22 STTC OR 10/12 RTC mtg to show support for these projects -
 (5310 projects)

Poss. expansion for IA/RC in future?

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Local Bond Program Partnerships Comments

Website & Email

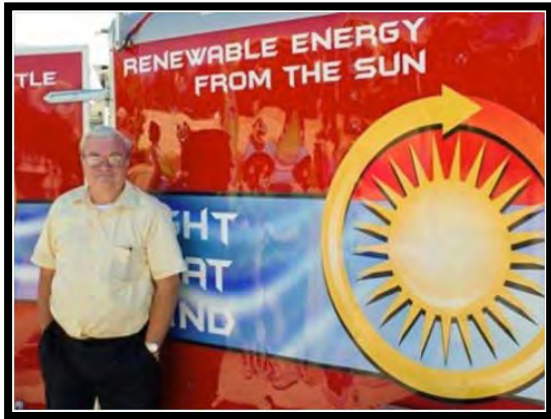
1. Kevin Hefley, Sept. 20, 2017

If people that didn't belong in Texas stayed where they belong, we wouldn't need any bonds to build anything. Case closed.. You "cater" to all the yuppies moving here, that's why they keep coming.

Electric Vehicle Comments

Facebook

1. Great event – Dallas 2030 District



2. Dan Lepinski built his own solar car 🤖☺️! Check it out for yourself at our National Drive Electric Week event tomorrow at Grapevine Mills mall from 10a-12p. 🚗⚡🔌🔋 – NCTCOG Transportation Department



Tell Dan I said hello! – Becki Boal Begley

3. Check out this video from North Texas' record-breaking National Drive Electric Week celebration.

<https://www.youtube.com/watch?v=PktpqWISqKM&feature=youtu.be>

NCTCOG Transportation Department Mike Taylor – Tesla Owners Club of North Texas



4. National Drive Electric Week North Texas is tomorrow and we're looking forward to seeing you! This is going to be a fun, record setting event. With 170+ cars attending, we'll handily break every Texas EV record you can think of and we'll set a few other NDEW 2017 superlatives as well:

- Most electric miles driven — 4.6 million. The record is 9.0 million, but it took 640 cars to do it.
- Most Teslas in one location — by far (about 50 more than Poolesville, MD)
- Second largest NDEW event in the world (unless you can find 30-40 cars to get us ahead of San Diego)

And don't forget:

- For the first time, solar-powered racing cars built by students
- A fully-autonomous vehicle
- Cars charging from a portable solar array
-

5. It's not too late to join us, whether you WANT or HAVE an electric car.

<https://www.dfwcleancities.org/ndew> NCTCOG Transportation Department #texasEV – Teresa Rickerson Schaefer



TRANSPORTATION PUBLIC MEETINGS

Mobility 2045: The Long-Range Transportation Plan for North Central Texas
Mobility 2045 will define a long-term vision for the region's multimodal transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs aimed at reducing congestion and improving air quality and quality of life. Staff will present an overview and timeline for the plan, and draft recommendations are expected to be available in spring 2018. RTC action is expected in summer 2018. For more information, visit www.nctcog.org/mobility2045.

Funding Opportunities for Vehicle and Fueling Infrastructure Projects

The legislature recently approved changes to several different funding programs that provide opportunities for fleets and interested parties to upgrade higher-polluting machines and install alternative fuel infrastructure. Other funding opportunities are also on the horizon, including money through the Volkswagen Settlement. Staff will present how to maximize these opportunities to get financial assistance for newer, cleaner vehicles. For more information, visit www.nctcog.org/aqfunding.

High-Occupancy Vehicle Technology Update

The RTC's Toll Managed Lane Policy provides a 50 percent peak period HOV discount. HOV users wishing to receive the discount must register their trip as an HOV trip in advance. A police officer then verifies a declared HOV vehicle has at least two occupants. This is a dangerous situation for officers as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. The RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. If successful, the technology solution could be implemented on all toll managed lanes within the region. An update on this initiative will be presented.

Regional Traffic Signal Retiming Program

On September 15, 2017, NCTCOG issued a Call for Projects to competitively award Federal Highway Administration Congestion Mitigation and Air Quality funding for two programs that improve traffic operations through signal retiming and low-cost operational improvements. Approximately \$2 million for the Regional Traffic Signal Retiming Program and \$2.9 million for the Minor Improvement Program is available to award in communities located in the DFW Nonattainment Area, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. Staff will present an overview of the CFP.

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.



NCTCOGtrans



North Central Texas
Council of Governments

TUESDAY, OCT. 10, 2017

6:00 PM

Ella Mae Shamblee Library
1062 Evans Ave
Fort Worth, TX 76104

WEDNESDAY, OCT. 11, 2017

2:30 PM

North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011
(Live stream available and video recording online at www.nctcog.org/input.)

MONDAY, OCT. 16, 2017

6:00 PM

Garland Central Library
625 Austin St.
Garland, TX 75040

ACT NOW!

You could be eligible for up to \$3,500 for your older vehicle! North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are at least 10 years old are encouraged to apply for assistance through the AirCheckTexas Program. Staff will be on hand at October public meetings to process applications on-site for people interested in applying for vehicle repair or replacement assistance. Applicants must provide proof of current registration, failed inspection report and annual household income. For more information about AirCheckTexas, visit www.nctcog.org/airchecktexas or call 1-800-898-9103.



CentrePort/DFW Airport Station
Arrival Options Oct. 11

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

For anyone wanting to ride transit to the Oct. 11 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.



Road-To-Work Opportunity Program

19-Sep-17

FACT SHEET

6/1/2014 Thru 8/31/2017

905

Program Participants

- ✓ 82.9% Have prior construction experience
- ✓ 182 Active Participants

134

Job Placements

- ✓ 38.8% exceeded 90 days
- ✓ 30 currently working
- ✓ 11.2% on the job over a year

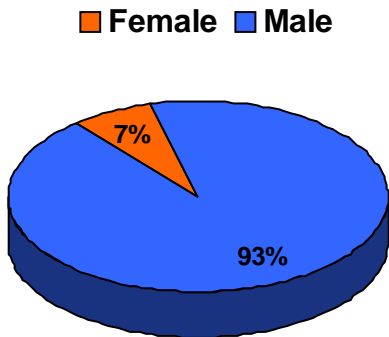
\$2,052,024

Estimated Cumulative Earnings

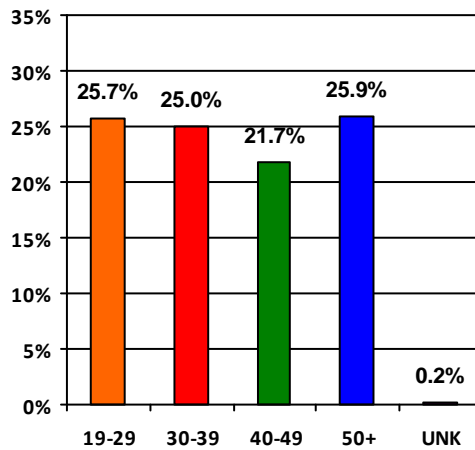
- ✓ Wages range from \$9.00-\$35.00/hour
- ✓ 44 participating contractors

Demographics for Participants

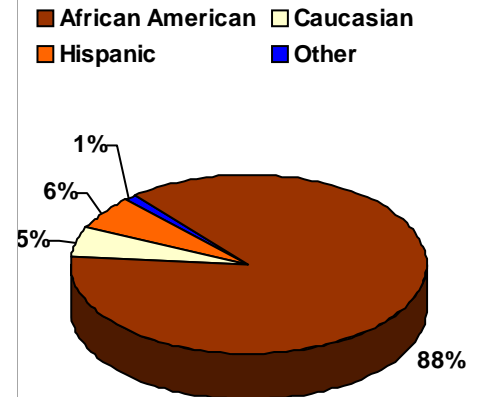
Gender



Age

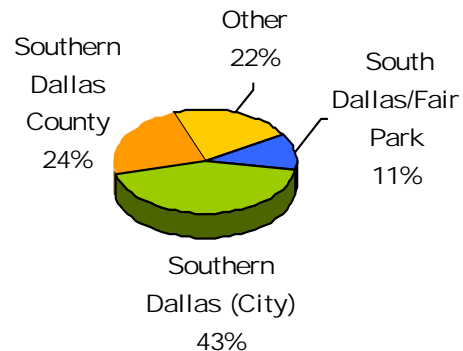


Ethnicity



Geographic Distribution

- 120 Different Zip Codes
- 73.7% (667 participants) live in U.S. Congressional District 30
- 73.7% (667 participants) live in the city of Dallas





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

September 22, 2017

Mr. Gary Thomas, P.E.
Executive Director
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX, 75202

Dear Mr. Thomas:

Over the last several years the Regional Transportation Council (RTC) has made several strategic funding decisions to secure over \$140 million to ensure the implementation of passenger rail in the Cotton Belt corridor (see Attachment 1). In July 2017, The RTC approved the final award of \$100 million in federal funds to assist in the implementation of passenger rail in the Cotton Belt corridor. The North Central Texas Council of Governments (NCTCOG) has also finalized discussions to secure funding commitments from non-Dallas Area Rapid Transit member agencies such as the City of Coppell and the Dallas-Fort Worth International Airport. The enclosed information details the funding commitments by agency. This information also includes previously funded right-of-way acquisition efforts in the cities of Plano and Richardson that will aid in the construction of the Cotton Belt corridor (see Attachment 2).

Since the final RTC commitment has been met, Dallas Area Rapid Transit (DART) and NCTCOG staff have been working to place these funds in the Transportation Improvement Program (TIP), so that funds are available for reimbursement as soon as DART is ready to use them. As a stipulation of receiving the federal funds, DART will need to document the innovative funding/procurement components of the project delivery process.

If you have any questions or need more information, please contact Christie Gotti, Senior Program Manager at cgotti@nctcog.org or (817) 608-2338.

Sincerely,

Michael Morris, P.E.
Director of Transportation

AB:tw
Enclosures

cc: David Leininger, Chief Financial Officer, Dallas Area Rapid Transit
John Terrell, Vice President of Commercial Development, Dallas Fort Worth International Airport
Bruce Glasscock, City Manager, City of Plano
Dan Johnson, City Manager, City of Richardson
Mike Land, City Manager, City of Coppell
Wes Pierson, City Manager, City of Addison

Project	FY	Phase	Revenue					Total	Comments
			RTC	DART	City of Coppell	DFW International Airport	City of Plano		
Cotton Belt #1 (Transit Section 5307 Funds)	2018	Construction	\$3,300,000	\$825,000	\$0	\$0	\$0	\$4,125,000	
Cotton Belt #2 (RTC/DART TRIP Partnership Phase 1)	2018	Environmental/Engineering	\$17,025,000	\$4,256,250	\$0	\$0	\$0	\$21,281,250	*Local Match to be paid with sales tax dollars
Cotton Belt #3 (RTC/DART TRIP Partnership Phase 2)	2021	Construction	\$19,000,000	\$4,750,000	\$0	\$0	\$0	\$23,750,000	*Local Match to be paid with sales tax dollars
Cotton Belt #4	2019-2022	Construction	\$100,000,000	\$0	\$0	\$0	\$0	\$100,000,000	*\$10M of the RTC's \$100M is to be contributed by City of Coppell
Plano Land Banking (Shiloh Station Road and 14th Street)	2013	ROW	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	*The 2016 value of this property is \$1,172,757
Plano Land Banking (12th Street Station)	2015	ROW	\$916,000	\$0	\$0	\$0	\$0	\$916,000	*The 2016 value of this property is \$929,082
Easement at US 75 near Cityline projects in Richardson	2013	ROW	\$191,329	\$0	\$0	\$0	\$0	\$191,329	*The 2016 value of the Caruth easement is \$191,329 *- In October 2012, the RTC approved over \$15M of RTR funds for projects in this area: i. East Infocom Drive from Plano Road to Wyndham (\$5,577,000) ii. Infocom Drive from US 75 to Plano Road/DART Rail Line (\$6,339,950) iii. Routh Creek Parkway from Renner Road to Infocom Drive (\$3,140,000)
Total			\$141,432,329	\$9,831,260	\$0	\$0	\$0	\$161,263,679	

Source: NCTCOG

September 2017

City of Coppell

The City of Coppell is willing to dedicate property for track, station, and park & ride lot as needed and where the City has ownership or authority, and pay for quiet zones that exceed those required by DART policy and as determined by the Coppell City Council. In addition, the City of Coppell is also willing to pay for sound attenuation solutions, including sound walls, that exceed DART's responsibility as determined during the environmental process and as determined by the Coppell City Council. Regarding bicycle/pedestrian facilities, the City of Coppell will contribute property, design, construction and ongoing maintenance costs associated with the bicycle/pedestrian trail along the Cotton Belt rail line located within the city limits of the City of Coppell. Specific contributions associated with the trail will be finalized at a later date.

Private Developer at Cypress Waters

The Billingsley Company, developer of the Cypress Waters area of Dallas, will donate right-of-way where it may be necessary for the rail line alignment through property owned by the Billingsley Company. The developer will coordinate with the Coppell Independent School District (CISD) to facilitate passage of the Cotton Belt rail line and dedication of right-of-way as necessary through the CISD property while maintaining adequate land for future use by CISD. The Billingsley Company will also provide various easements associated with bicycle/pedestrian facilities along the Cotton Belt rail line and areas connecting to the rail station, including direct trail connections to employment, schools, and residential areas within the development. These will be finalized with the design on the DART line and the trail system.

City of Plano

In partnership with NCTCOG, the City of Plano purchased land for two rail stations on the Cotton Belt: Shiloh Station and 12th Street Station.

City of Richardson

In partnership with NCTCOG, the City of Richardson obtained a donation of right of way dedicated for the Cotton Belt Corridor at US 75 and the President George Bush Turnpike.

DFW Airport

The DFW Airport Board has designed and is constructing the Terminal B station in association with TEX Rail service. This station will also serve the Cotton Belt rail line. DFW Airport has also designed and is constructing the walkway connection between the Terminal B station and DART's Terminal A light rail station.

Increase Incident Response

Decrease Driver Delay

Executive Level Incident Management Training Opportunity

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents — a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:

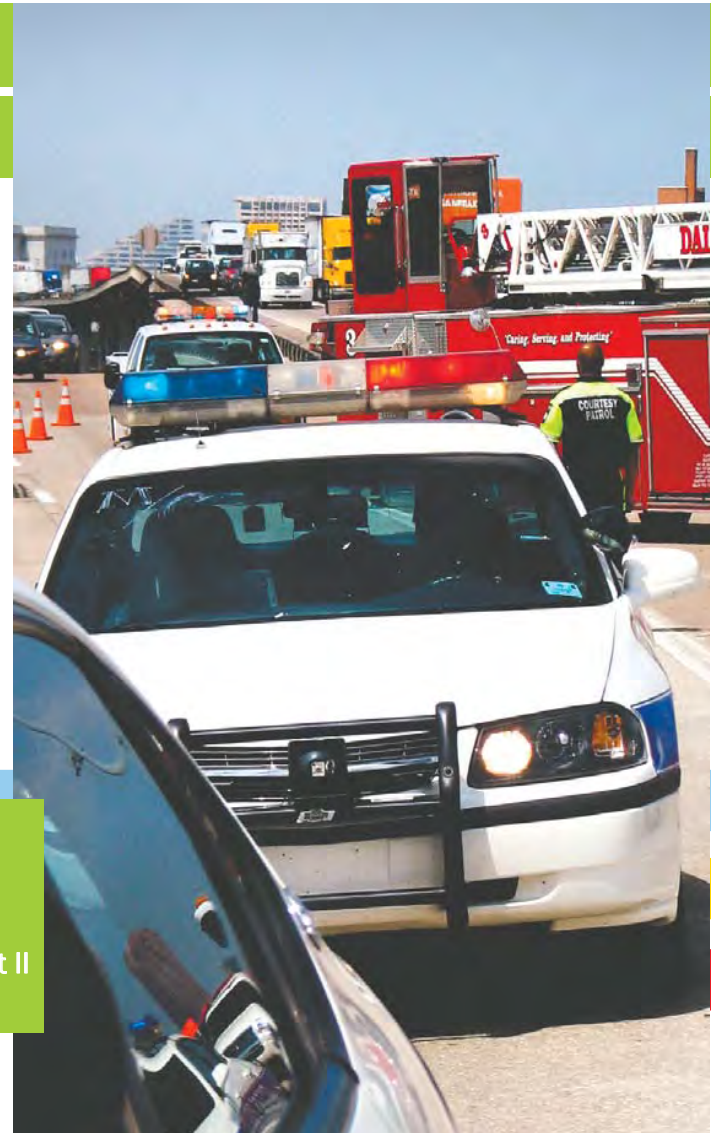
- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

Space is limited. Register today. 817.695.9245 / bwalsh@nctcog.org

Thursday, November 2, 2017
10 am— noon
NCTCOG
Transportation Council Room
616 Six Flags Drive, Centerpoint II
Arlington, Texas 76011



North Central Texas Council of Governments
Transportation

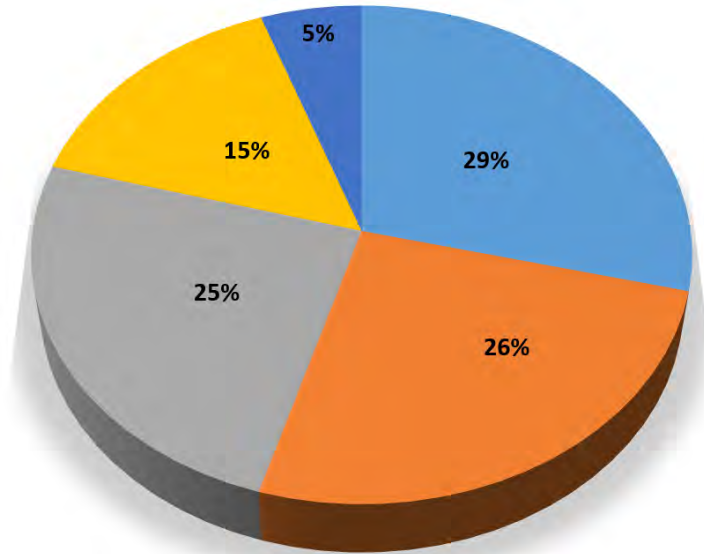


Information as Reported through TryParkingIt.com

Commute Modes January 2016 – June 2017

Commute Mode	Number of Times Used	VMT Reduced (mi)	Percentage Used
Carpool - Drive & Ride	19,511	472,858	24%
Vanpool - Drive & Ride	4,223	166,826	5%
Transit - Bus	9,550	105,892	12%
Transit - Rail	11,645	226,125	14%
Walk	11,099	10,832	14%
Bike	9,258	57,807	11%
Telecommute	12,569	300,279	15%
Day Off—Compressed Week	4,462	96,069	5%

Note: The commute modes used, as reported through the Try Parking It website, are listed in the table above. It is important to note that these statistics are based on the commute activities voluntarily reported on the website. The actual commute mode percentages used throughout the region will differ.



■ Carpool/Vanpool ■ Transit - Bus & Rail ■ Bike/Walk ■ Telecommute ■ Day Off Compressed Week

Emissions & Health Savings by Commute Mode
January 2016 – June 2017

Commute Mode	Calories Burned	GHG (lbs)	NOx (lbs)	CO (lbs)	PM (lbs)	VOC (lbs)
Carpool - Drive & Ride	0	227,337	151	2,118	25	711
Vanpool - Drive & Ride	0	107,940	81	1,081	13	361
Transit - Bus	0	96,564	77	971	13	324
Transit - Rail	0	206,997	166	2,081	27	694
Walk	1,281,372	9,778	8	98	1	33
Bike	3,055,322	53,018	43	533	7	178
Telecommute	0	271,734	218	2,731	36	910
Day Off Compressed Week	0	87,225	70	877	11	292
Brown Bag Lunch	0	213,892	171	2,139	28	713
Drive Alone ZEV	0	21,865	1	25	0	16
Total	4,336,694	1,296,350	986	12,654	162	4,232

Regional Vanpool Program January 2016 – December 2016

Vanpool Program	DART	FWTA	DCTA	Combined
Total Number of Vans to Date	185	103	37	325
Average Number of Participants Per Month	1,452	699	399	2550
Total Vehicle Miles of Travel Reduced (Annual)	21,389,968	12,620,986	7,601,720	41,612,674
Total Vehicle Trips Reduced (Annual)	650,676	299,088	180,424	1,130,188
Total NOx Emissions Reduced (lbs)	12,721	7,506	4,521	24,748
Total VOC Emissions Reduced (lbs)	4,240	2,502	1,507	8,249

Regional Vanpool Program January 2017 – June 2017

Vanpool Program	DART	FWTA	DCTA	Combined
Total Number of Vans to Date	181	96	34	311
Average Number of Participants Per Month	1,347	647	343	2,337
Total Vehicle Miles of Travel Reduced (Bi-annual)	9,740,495	6,021,462	3,414,919	19,176,876
Total Vehicle Trips Reduced (Bi-annual)	293,868	140,034	77,188	511,090
Total NOx Emissions Reduced (lbs)	5,793	3,581	2,031	11,405
Total VOC Emissions Reduced (lbs)	1,931	1,194	677	3,802

Private Vanpool Programs* January 2016 – June 2017

	2016	2017
Total Number of Vans to Date	85	89
Average Number of Participants (Per Month)	416	483
Total Vehicle Miles of Travel Reduced (Bi-annual))	5,095,833	2,968,261
Total Vehicle Trips Reduced (Bi-annual)	176,876	99,994
Total NOx Emissions Reduced (lbs)	3,031	1,765
Total VOC Emissions Reduced (lbs)	1,010	588

* Private Vanpool Program information was received directly from the vanpool vendor.

Try Parking It News

Try Parking It Commuter Challenges

The relaunch of TryParkingIt.com included the ability to host regional commuter challenges. Two very exciting commuter challenge competitions were hosted through TryParkingIt.com in 2016.

2016 DART Bike to Work Challenge

The Dallas Area Rapid Transit (DART) and TryParkingIt.com partnered on the region's first Bike to Work Challenge during Bike Month in May 2016. The DART Bike to Work Challenge encouraged commuters in the DART service area to incorporate bicycles into their work commutes between May 1—20, 2016. \$175 in gift card prizes were awarded to the top three DART Bike to Work challenge participants.

WIN PRIZES
Bike and Ride

DART
Bike to Work Challenge
May 1 thru May 31, 2016

- REGISTER
- RIDE YOUR BIKE
- LOG YOUR TRIPS

Top three participants will win the following prizes from Richardson Bike Mart.

1st Place	\$100 Gift Card
2nd Place	\$50 Gift Card
3rd Place	\$25 Gift Card

DART *let's go.*

try parking it

RICHARDSON
Bike Mart
EST. 1962

I-30 Insider Commuter Challenge



The I-30 Insider Commuter Challenge was hosted on TryParkingIt.com from October 1, 2016 – April 28, 2017. The goal of I-30 Insider Commuter Challenge, a pilot program funded through the federal Value Pricing Pilot Program, was to test the effectiveness of using a variety of incentives to positively affect driver behavior. The challenge encouraged commuters along the I-30 test corridor to use alternative commute modes like carpooling, vanpooling, biking, walking, telecommuting, or working a compressed schedule instead of driving alone. Challenge participants earned I-30 Insider points for each alternative commute trip during the AM and PM peak periods. The I-30 Insider points were then used to purchase a variety of online gift card incentives.

Become an **I-30** Insider.
 Drive I-30. Earn rewards.

www.i30insider.com

Try Parking It News

Try Parking It Commuter Challenges

In 2017, TryParkingIt.com partnered with the Denton County Transportation Authority (DCTA) and the Dallas Area Rapid Transit (DART) to offer bike month commuter challenges from May 1 to May 31, 2017.

2017 DCTA Bike Everywhere Challenge



The "DCTA Bike Everywhere Challenge" encouraged commuters in Denton County to ride their bikes instead of driving during the month of May. Participants enjoyed the benefits of biking while getting a chance to win great prizes. The three DCTA Bike Everywhere Challenge participants with the most bike trips logged at the end of the challenge won \$650 in gift cards and prizes provided by DCTA's three member cities – Denton, Lewisville, and Highland Village – who sponsored the challenge.

2017 DART Bike to Work Challenge and Bike to Work Day Events

DART and TryParkingIt.com hosted its second Bike to Work Challenge to encourage riders to use bicycles as an alternative to driving. All DART Challenge participants were entered into a drawing for a chance to win a \$200 gift card to Richardson Bike Mart.



DART also celebrated National Bike to Work Day on May 19th to promote the use of bicycles for part of a commuter's journey to work, appointments, shopping, etc. to help relieve road congestion and air pollution. As part of the Bike to Work Day celebration, "Energizer Stations" staffed by DART, Bike DFW, North Central Texas Council of Governments (NCTCOG), local bike groups/shops and other partners, provided refreshments and biking information at the following locations:

- Downtown Plano Station
- Mockingbird Station
- CityLine/Bush Station
- Farmers Branch Station
- St. Paul Station
- Addison Transit Center
- Oakenwald Streetcar Stop

Try Parking It G.R.E.E.N. Rewards Partners

NCTCOG would like to say thank you to the 128 local businesses that have signed on to be Try Parking It G.R.E.E.N. Reward Partners under the leadership of The Burrell Group. Thanks to their generosity, nearly \$112,000 in awesome rewards have been donated over the past year. Our G.R.E.E.N. Reward Partners have contributed great rewards like Dallas Mavericks and Texas Ranger game tickets; a staycation experience at a four-star resort hotel; DART and DCTA transit passes; spa and fitness sessions; bike rentals, accessories, and tune-ups; museum and amusement park passes; car washes; free food and desserts; and much more!

What is a G.R.E.E.N Rewards Partner?

GIVE: Give a certain amount of rewards monthly or quarterly for active users to win on the Try Parking It website. Rewards may include: giveaways, discounts, a large contest prize, etc.

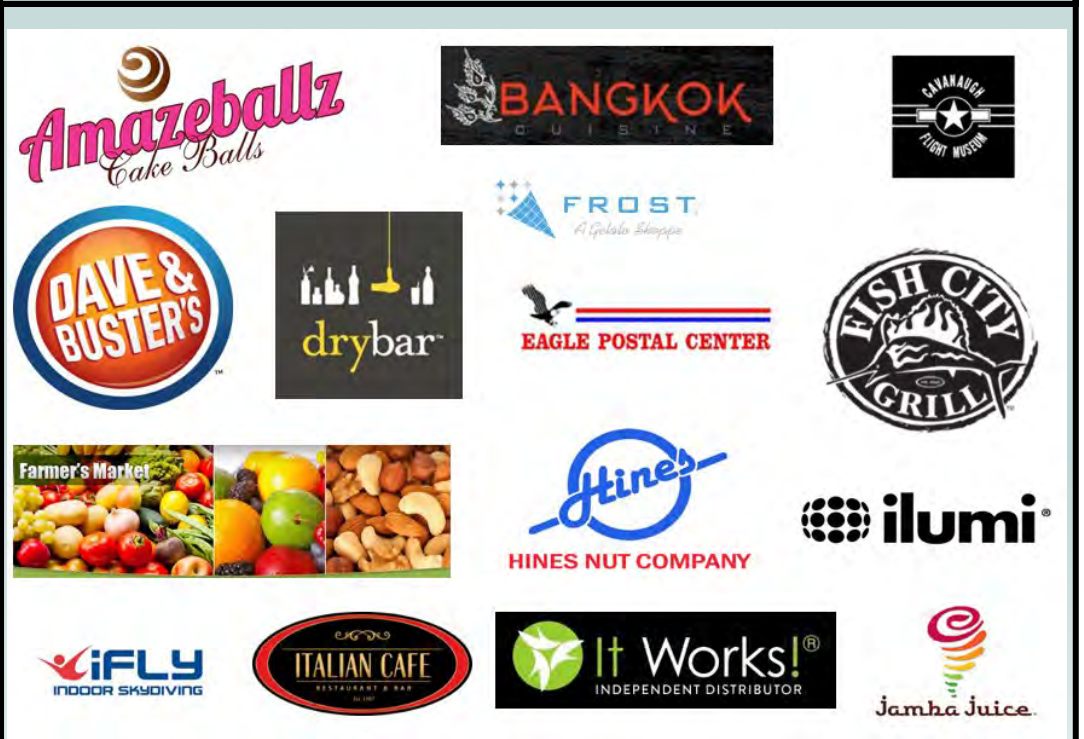
RECEIVE: Receive recognition on our website, in newsletters, social media, and more.

EXPAND: Expand your customer demographic. You will reach a large amount of commuters by partnering with us, which can potentially result in new and lasting customers for your business.

EFFECT: You are aiding in improving air quality and decreasing traffic congestion by joining our program. How? The rewards contributed by your business are motivating commuters to try alternative commutes, getting more vehicles off the road.

NORTH TEXAS: We love our region, and we know you do too. Let's work together in bringing awareness to alternative commutes and the amazing companies in our region!

Current G.R.E.E.N. Reward Partners



Try Parking It News

Current G.R.E.E.N. Reward Partners

The image displays a collection of logos for various businesses that are G.R.E.E.N. Reward Partners. The logos are arranged in a grid-like fashion. The partners include:

- Jon David Salon
- Juangaviota Flowers
- Krispy Kreme Doughnuts
- Luby's
- Berbrook Bicycle
- Larger than Life
- LUXESTVITA
- MAMBO SEAFOOD
- MARBLE SLAB CREAMERY
- NOTHING bundt CAKES
- PEI WEI
- PARKIT MARKET Homemade Deli Sandwiches
- Perfumes 2 GO
- Piccolo Mondo Italian Restaurant
- Potbelly SANDWICH SHOP
- SPARK! ADVENTURES IN CREATIVITY
- Sheraton Dallas HOTEL
- Starbucks
- STREET'S FINE CHICKEN
- Tacodeli
- TACO DINER mexican taqueria
- Taza GREEK & LEBANESE CUISINE
- THE WILLIAMS AGENCY REALTORS & ADVISORS
- Thai BOX For the Joy of Taste & Healthiness
- TITLE BOXING CLUB
- Nature's Gallery
- PLANO Cycling + Fitness www.planocycling.com
- RAFAIN SINCE 1959 The First A-frame Brazilian Soukhouse
- TOUCHED by Eve

NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

JANUARY 2016 – JUNE 2017 TDM PERFORMANCE REPORT

Try Parking It News

Current G.R.E.E.N. Reward Partners



NORTH CENTRAL TEXAS
COUNCIL OF
GOVERNMENTS
TDM PROGRAM

Contact Information

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slandrum@nctcog.org



www.nctcog.org



www.TryParkingIt.com



www.dart.org



www.fwta.org



www.dcta.net

JANUARY 2016 – JUNE 2017 TDM PERFORMANCE REPORT

Try Parking It News

Current G.R.E.E.N. Reward Partners



Historical G.R.E.E.N. Reward Partners



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 19, 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. Amy Burks

When is the next meeting for Collin County? This was the follow up meeting to the Transportation planning meeting held at the City of Allen in July.

Response by Sarah Chadderdon, NCTCOG

Hi Amy,

Thanks for reaching out. We have not scheduled the follow-up meeting yet; we are still coordinating schedules with panel participants. I believe the earliest it will take place is October. Please feel free to contact me if you have any additional questions.

Twitter

1. 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)



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

2. @UNTSocial @Danwhite7912Dan @Uber_DFW @NCTCOGtrans @VBikesTech @limebike @DiscoverDenton @DentonBlues @WeDentonDolt – Shawn Eric Gray (@ShawnEricGray)

DCTA @RideDCTA
Keep hearing about the North Texas Xpress, but you don't know what it is?
Just watch this: youtu.be/imro4CvSrfg @TheTFortWorth

3. #Dallas loses out on the basis of what? That's right—traffic and bad transit. @NCTCOGtrans – Collin Cole (@CoolinCoole)

The New York Times @nytimes
We ran the numbers. Here's where we think Amazon should put its second headquarters. nyti.ms/2gZCkhh

Project Planning Comments

Website & Email

1. Alden E. Wagner Jr.

Who can give me an accurate update on 183 from Dallas to the Airport?

Response by Carli Baylor, NCTCOG

Mr. Wagner,

Thank you for your comment.

The Texas Department of Transportation's contact for the Midtown Express project, which includes SH 183 in Irving, is Dan Peden (dan.peden@txdot.gov). He will have the latest news regarding the project's status.

Additionally, you can also find construction status and other great information on the project's website: www.drivemidtown.com.

2. Trish Donaghey

Please schedule a public meeting in the area that will be affected by the Lake Corridor 6-lane, 70 mph, LAR Freeway! Please let us know WHEN and WHERE that meeting will be held. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Donaghey,

Good afternoon. Thank you very much for your recent inquiry regarding one of the proposed draft recommendations from the ongoing Collin County Strategic Roadway Plan. We are very anxious for the opportunity to schedule public meetings so that we may discuss the study process, explain our preliminary recommendations, and obtain feedback from those who may be impacted by the proposed projects. We anticipate being able to schedule meetings later this fall, and you can be certain that we will contact you and other folks who've reached out to us as soon as potential meeting dates, times, and locations may be finalized.

It's very important to make clear at this time...projects recommended from the Collin County Strategic Roadway Plan are solely based on technical feasibility and don't in any way suggest that a solution type or final alignment has been chosen. Major public roadway facilities like the proposed Lake Corridor Freeway must undergo a comprehensive environmental assessment and public involvement process as required by the National Environmental Policy Act of 1969...a process that may take up to several years to complete before right-of-way acquisition or construction (if funded) could get underway. In the Dallas-Fort Worth region, such an effort would be conducted either by the Texas Department of Transportation (TxDOT) or another public transportation provider...but, regardless, it would occur under close cooperation with North Central Texas Council of Governments (this area's Metropolitan Planning Organization), local city/county jurisdictions, state/federal resource agencies such as the United States Army Corps of Engineers, and all affected public/private stakeholders along or close to the proposed project. However, such a large undertaking couldn't begin without an initial study like ours which must first identify a future need, suggest a potential solution, and then obtain sufficient preliminary consensus from local government planning/public works staff and elected officials before conducting a greater discussion with the public at-large. I should also point out that any environmental assessment must thoroughly compare the possible benefits and impacts of any potential "build" solution to a "no-build scenario"...and the various inputs and conclusions drawn must be appropriately considered and weighed by all stakeholders. I can assure you that we are still a great distance out from that process to occur.

Our draft recommendations are being made as attempts to accommodate the enormous projected growth in population, employment, and travel demands for Collin County between now and beyond the year 2040. We would certainly like to hear from you and your neighbors whether or not you believe that our proposed projects...or perhaps any other possible ideas or concepts...may be suitable solutions to manage future congestion and also still benefit the County's high quality of life, economic vitality, and environmental stewardship. It is always the goal of ourselves and our transportation partners to ensure that the development process for this or any other project can be as open, inclusive, and interactive as possible...so that those who could be affected in any way can directly influence possible outcomes. I know that our Director of Transportation, Mr. Michael Morris, has been in contact with you previously and has forwarded you electronic copies of study presentations we've given to technical staff and elected officials in Collin County over the past few months. I hope that information helped demonstrate that we are still very early in the planning phase for the various projects being recommended, including the Lake Corridor Freeway...and we felt it was critical first to get some initial concurrence from local governments to continue developing the projects prior to altering and obtaining interest from the general public. Please feel free to contact either Mr. Morris, myself, or this project's co-manager, Mr. Chris Reed...at any time if you have other questions and/or comments regarding this or other related

projects. We look forward to meeting and speaking more with you and other interested folks about the Collin County Strategic Roadway Plan in the near future.

Response by Trish Donaghey

Mr. Neal,

Thank you for your email yesterday detailing rationale and steps for strategic road plans. We understand it could be difficult for you to communicate with thousands of people when you are trying to formulate a transportation plan. It also appears logical that you would prefer to confer with elected officials for input during the planning stages. However, some elected officials have shown they do not represent the interests of residents on the Branch-Culleoka peninsula.

We appreciate your assurance that the process could take many years. However, page 19 of COG's June 1st presentation seems to contradict that assurance, saying, "High likelihood that Spur 399 & Lake Corridor would be cost-effective and need to be advanced now..." Also appearing to contradict your assurance is a quote from Commissioner Chris Hill on page 2A of the July 6th Princeton Herald: "...the county is prepared to spend up to \$87 million on projects until bond proceeds..."

Six weeks ago, with his emailed permission and request, I emailed you a 14-page analysis from an area engineer, who proposed better alternatives to the 6-lane, 70 mph, and limited access Lake Corridor Freeway. If you did not receive this analysis, please let me know and I will email it to you again.

Response by Jeff Neal, NCTCOG

Mrs. Donaghey,

Good morning. It's good to hear back from you, and I appreciate your question in regards to the June 1st presentation that you referenced. Please know that our recommendation for the Spur 399 Extension and the Lake Corridor "to be advanced now" solely meant the following...due to the favorable results of our technical analyses, we believed that TxDOT and/or our partner agencies should assist us in getting the comprehensive environmental assessment and public involvement process for those projects underway soon. Because that effort can take several years to complete as I mentioned in yesterday's e-mail, it would be our hope to begin that process as quickly as possible for a number of reasons. Primarily, we would want to ensure that conditions don't change so much in that a suitable corridor... where benefits can be maximized and impacts can be limited...can still be thoroughly identified/evaluated. This is particularly important in an area as fast-growing as Collin County. Also, as you mentioned below...there is some funding available that could be spent on the Lake Corridor project. Completing the environmental assessment would enable us to determine how and where the project could be constructed in stages over time. Because we know there isn't funding available to build the entire project at once...and because there are many other critical transportation needs throughout Collin County...if

we aren't able to quickly identify how and where those initial funds can be spent, they would obviously have to be reallocated to other high-priority projects more prepared for construction. So, I hope this explanation helps to reiterate my assurance that we're in no position to begin building the Lake Corridor along any possible alignment in the near future. The Collin County Strategic Roadway Plan truly does little more than identify/quantify a future need, and then suggest a potential solution type and corridor location option that could address that need. The environmental assessment is the formal study that will conclude if the corridor can or cannot meet the identified purpose and need, if the corridor can or cannot be built at/near the general location we've specified, and if moving the corridor to a different location can or cannot still meet the same purpose and need.

This last sentence relates directly to the final point you mentioned in your response below...Mr. Worley's analysis. By the way, thank you very much for forwarding his analysis to us, and I've been happy to review his information. I would expect and hope that Mr. Worley will continue to stay involved with this process and submit his analysis as a formal comment to address if the environmental assessment gets underway. While we've already tested several of his recommendations, he does bring up some key points and alternative options that will be important to consider during that subsequent effort. I hope that I'll get opportunities soon to discuss the observations and conclusions with him in person.

Again, please feel free at any time to contact me, Mr. Reed, or Mr. Morris if you have any other questions or concerns regarding our study.

3. Matt Holton

I would like to request to let 100% EV vehicles in the HOV lanes. Since there is 0 emissions, this would be another incentive for people to go with cleaner automobiles.

Response by Dan Lamers, NCTCOG

Mr. Holton,

I'm happy to hear that you are supportive of electric vehicles as a transportation choice that has the benefits of helping us improve our air quality. Back in 2006 when the Regional Transportation Council (RTC) adopted the managed lane policy for the region, it debated the very issue you bring up. In addition they have discussed it periodically as they have amended the policy in the years since. The reason for the decision to not provide for special HOV eligibility for EVs is three-fold. First, there are numerous social issues that have a link to transportation that could also provide a legitimate argument that they also deserve special allowances, and the RTC has decided that they do not want to be in the business of being the arbiter of which of those causes to provide special allowances for or not. Second, the proliferation of EVs into the marketplace is expanding rapidly and at some point the number of EVs on certain facilities would be more than the capacity of the HOV or managed lanes could effectively handle during peak travel periods. This is exactly what is happening in California where the speeds and performance of the HOV and managed lanes have deteriorated to levels where

there is no longer a clear benefit to using the lanes. Third, there are other significant incentives to consumers who wish to purchase EVs today. In fact, many of the vehicle manufacturers world-wide have already announced initiatives to increase research into improving the driving range and affordability of EVs and to phase out gasoline vehicles over time. Undoubtedly the marketplace will play the biggest role in achieving the desired effect of increasing the penetration of EVs on the road in the near future.

NCTCOG is very supportive of EVs in north Texas and hosts several programs aimed directly at this topic. Below is a link to a presentation that was made by NCTCOG staff at our most recent public meetings on EV usage in the region as well as a link to the Electric Vehicles North Texas website which contains substantial information regarding EV programs in place. I hope this answers your question, please feel free to reach out to me or to our air quality manager, Lori Clark, if you would like more information.

<http://www.nctcog.org/trans/outreach/meetings/2017/09/EV.pdf>

<https://www.dfwcleancities.org/evnt>

Response by Matt Holton

Dan,

Thank you and I honestly agree with all your reasoning. This was great information and I am going to share it with several friends who are in the market to buy EV's this year. From the Tesla 3 to BMW and Nissan Leaf.

Like most people who probably ask, it is because I just Purchased a EV. (Nissan Leaf)

I drive 70 miles a day and charge it at work and home (25 miles commute to Downtown Dallas). I use to buy 17+ gallons of gas a week but now buy 0 for my car and half as much as before for my wife's car since we drive the Leaf on the weekends more now.

Bicycle and Pedestrian Comments

Website & Email

1. Dan Novak

Curves in the trail:

If you poll the public to compare curves versus simple and straight, curves usually win on paper. However, small artificial curves are not efficient and in-mass - they are visually awkward [or just plain ugly]. Landscape design will suggest that long smooth curves are more attractive, especially when they are skirting natural barriers such as outcroppings and creeks.

Long bicycles

Some of us want to or have to ride long recumbent bicycles. Trail design should consider bikes up to 9.5 ' long that do not turn easily and that are difficult in blind corners. Especially for handicapped riders that are more likely to be on a recumbent.

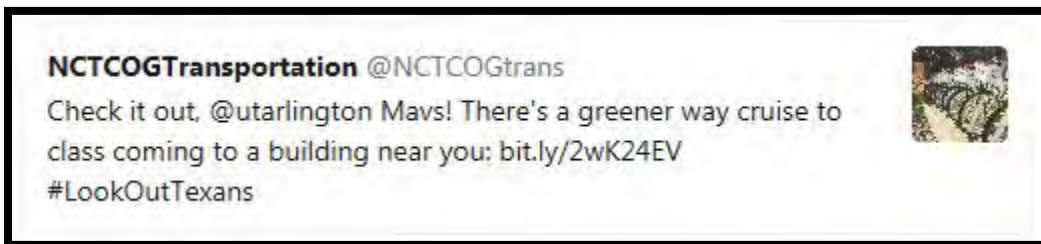
Ramps from the river bottom to the tops of the levees need to be considered. They are steep uphill climbs and you often intersect the oncoming traffic on the trail. For example, the connection behind Westworth Village City Hall. Ramp is right to left as you face the river, which means you connect into the oncoming traffic on the right hand side of the trail as they go left to right. Some sort of landing space would be helpful.

See pictures.



Twitter

1. @Danwhite7912Dan a new bike sharing @spincities @VBikesTech @limebike_dallas @spinlister lots of 🚲 – Shawn Eric Gray (@ShawnEricGray)

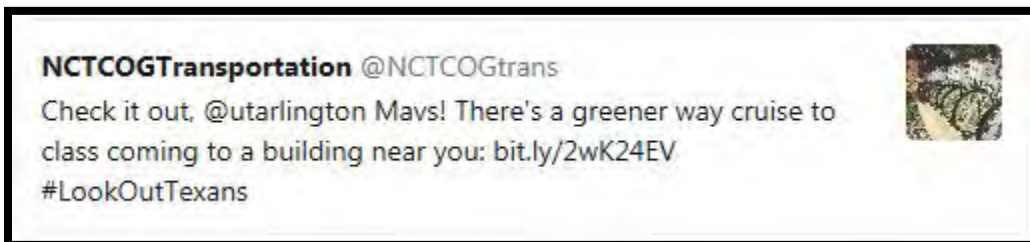


2. Check it out, @utarlington Mavs! There's a greener way cruise to class coming to a building near you: <http://bit.ly/2wK24EV> #LookOutTexans – NCTCOG Transportation (@NCTCOGtrans)



Love ❤️ the bike 🚲 sharing – Shawn Eric Gray (@ShawnEricGray)

3. Those things are lit!! #UTA21 – Carlos quiroz (@Carlosviola77)



4. "We want to build a bike culture on campus," says sustainability director Meghna Tare. – UT Arlington (@utarlington)

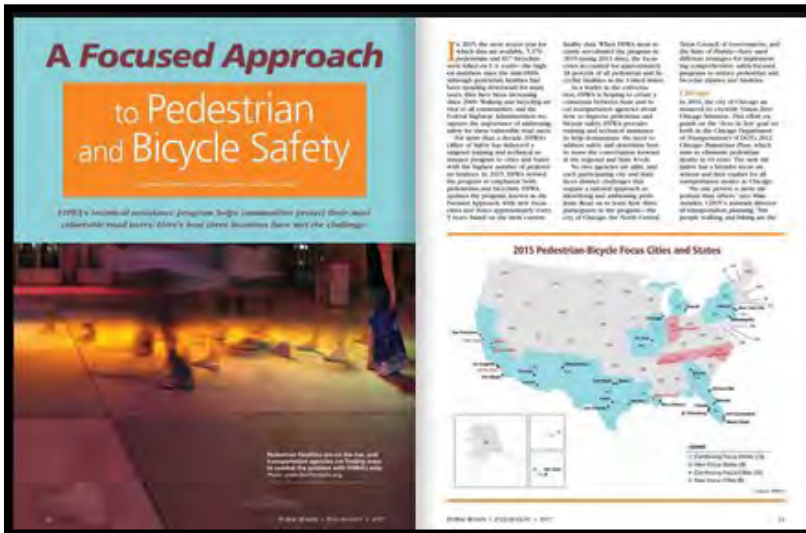


5. Another step forward 4 @utarlington Inauguration of Bike Share program Big thank you to Green Mountain Energy Sun Club @NCTCOGtrans & M Tare – Vistasp Karbhari (@VistaspKarbhari)



6. @TxDOT e-construction & @NCTCOGtrans biking safety initiatives in @USDOTFHWA Public Roads, Jul/Aug issue

<https://www.fhwa.dot.gov/publications/publicroads/17julaug/17julaug/index.html> ... – CTR Library (@ctrlib)



Mobility 2045 Comments

Twitter

1. Twitter: Input needed: Why is it difficult to get places in North Texas? <http://bit.ly/2vd2tiH> #Mobility2045 @nctcogtrans – City of Cleburne (@CityofCleburne)



2. Input needed: Why is it difficult to get places in North Texas?
<http://bit.ly/2vd2tiH> #Mobility2045 @nctcogtrans – Roanoke Texas Police (@RoanokePoliceTX)

3. How would you improve transportation in DFW? Help @nctcogtrans figure it out:
<http://bit.ly/2vd2tiH> #Mobility2045 #survey – Roanoke Texas Police (@RoanokePoliceTX)

4. Our friends at @NCTCOGtrans need your feedback on long-range transportation in #NTx.
 Take the survey: <http://bit.ly/2gqy0HI> – NorthTexasCommission (@NTxCommission)



5. Input needed: Why is it difficult to get places in North Texas? <http://bit.ly/2vd2tiH>
 #Mobility2045 @nctcogtrans – NTE (@NTEExpress)

6. Input needed: Why is it difficult to get places in North Texas? <http://bit.ly/2vd2tiH>
 #Mobility2045 @nctcogtrans – LBJ Express Project (@lbjexpress)

7. Input needed: Why is it difficult to get places in North Texas? <http://bit.ly/2vd2tiH>
 #Mobility2045 @NCTCOGtrans - Town of Prosper (@Town_of_Prospcr)

8. Why is it difficult to get places in North Texas? @NCTCOGtrans wants your help with a survey at <http://bit.ly/2vd2tiH> #Mobility2045 – City of Melissa TX (@cityofmelissatx)



Facebook

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



Transportation is an important part of North Texas. Especially if you're trying to get to a 'Tons Mongolian Grill' in a safe and timely manner. – Mel DeBevoise

But the most efficient way to get to a Tons Mongolian Grill would be if one was located in Burleson. – City of Burleson, Texas Government

The train would be nice like the TRE – Nancy Williams

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government

Low income families and college students need broader bus transportation. Example, I know several people that got hired at an Amazon warehouse. However, the closest bus stop is 4 miles away from the warehouse they were hired at. If you want these people to get out of poverty, we need better connections throughout DFW. (They live in west Fort Worth) – Susan Shumway

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government

Speed up all road/highway construction sites. (35W has been a nightmare for years now!) Stop spending money on unnecessary "improvements" like those annoying medians on Wilshire/174. – Linda Stock

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government

Medians have done what they were supposed to. Less accidents and injuries. – Chelsey Leath

Get rid of toll roads – Christie Hughes

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government

Less roundabouts! – Colton Lee Good

I agree – Chad Collingsworth

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. Please note this survey is a regional transportation survey and is not defined to the Burleson area only. – City of Burleson, Texas Government

Bring back bartlet park pond! – William Wallace

William Wallace, they just updated Bailey Lake. I don't believe they plan on bringing that pond back. – Chelsey Leath

Lol yeah yeah. – William Wallace

But there will be a dog park by next year if I heard right. – Chelsey Leath

2. Input needed: Why is it difficult to get places in North Texas? bit.ly/2vd2tiH #Mobility2045 NCTCOG Transportation Department – Town of Prosper, Texas Government



We need proper bike lanes. – Marie Crosby

I totally agree, especially here in Prosper and Celina where our roads are still in the "planning" stages. It would be so easy to incorporate a bike lanes into our roads as improvements and expansion continues. – Wally DesChamps

Too much sprawl to have an effective light rail, addiction to cars and unwillingness to give up the freedom associated with driving – Andrew McCaffrey

I have driven to Denton and Lewisville to catch Dart because of parking/driving difficulties in Dallas – Denise Meredith

Would love a DART connection to Dallas from Prosper. Bus service within Prosper for both teens and seniors and anyone without access to a car. – Viviana Baca

I agree. Even now less automobiles on the road is a plus. 380 makes transportation East/West and vice versa difficult. – Denise Meredith

You will never see DART or bus service In prosper. There is too much concentrated wealth and town in not big enough. – Cole Dafft

3. 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



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

More generally: have each road be a highway (such that one can only enter/exit via onramp/offramp), or not a highway. Why are there roads that are partially designed like highways (like 114 from Grapevine to Roanoke) and partially not (like 114 from 377 to the speedway)? – Logan Widick

Hwys 377 & 114 are both TxDOT roadways. Feel free to fill out the survey above, and then you can also submit a comment/complaint form to TxDOT: <http://www.txdot.gov/contact-us/form.html?id=> - City of Roanoke, Texas

The City has major say and pull on that intersection. Please don't always put it off on TXDOT. That excuse is getting old. – James Howell

There are plans to make a bridge in a couple years. However, I think that this area does a terrible job increasing flow with simple measures like syncing lights or adding right turn lanes. The litsey rd light is ridiculous – Brendan Elliott

Through Roanoke on 377 & 114 is the WORST!!! Avoid Roanoke at all costs until this intersection is fixed. Add center lanes with no stopping! – James Howell

Intersection Business 114 and Dorman Street. Almost impossible to on 114 from Dorman. Way too much traffic for just two lanes on either street. – Ron Huff

The entire metroplex is a mess. No wonder road rage incidents are increasing. That doggone mess on 35 and the monstrosity they built on 820/183 Is nuts! Overly complicated and confusing. Whoever signed off on all that should be tossed in jail imho. Greed, pure greed. It would have Been much quicker, easier and cheaper to simply add lanes as they did on 121/114 north of the airport. – Gary Smith

Since we can turn right on red, when traffic allows, build all new roads with a right turn lane to keep traffic flowing when possible. – Paul Strauser

4. Input needed: Why is it difficult to get places in North Texas? Click here to take the survey - bit.ly/2vd2tiH#Mobility2045 @nctcogtrans – North Tarrant Express

The infrastructure has not kept up with the population growth. Then, when we get desperate, governments and corporations think toll roads are the answer. Fact: with the additional time, labor, and materials, toll roads are more expensive and take longer to build than simply expanding the highway. – Christopher Costa

Hi Christopher, thanks for your feedback. Please click on the link above to fill out the survey for NCTCOG Transportation Department – North Tarrant Express

Done, thank you – Christopher Costa

This exactly! – Greg B. McCarter

Funny you didn't address the massive amount of construction going on at the same time as a reason it's hard to travel. Even my local city has too many projects at once. They go on over a year and start more before they finish. – Raylene Sampson

Because millions were spent on making express lanes that charge fees that are absurd and not expanding or addressing the actual issue. Merging 4 lanes into 2 and other such nonsense. – Matthew J Stevens

RTC Comments

Twitter

1. Today's Regional Transportation Council meeting is starting now! Watch live at <http://www.nctcog.org/trans/committees/rtc/video.asp> ... – NCTCOG Transportation (@NCTCOGtrans)

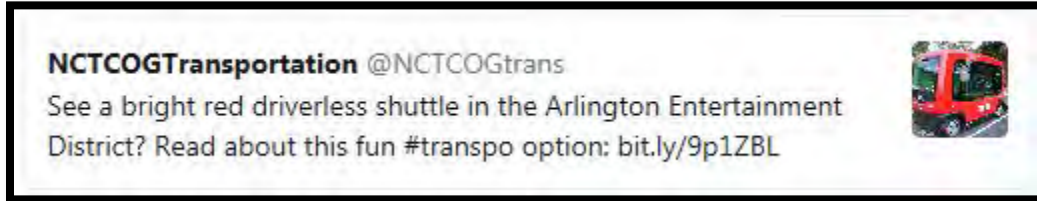


So many highways to build, so much sprawl to generate, so little time! – Wylie H Dallas (@Wylie_H_Dallas)

Innovative Vehicle & Technology Comments

Twitter

1. Catch a ride in our #EZ10 #driverless #shuttle at the Arlington Entertainment District! – EasyMile (@Easy_Mile)



Sustainability Comments

Twitter

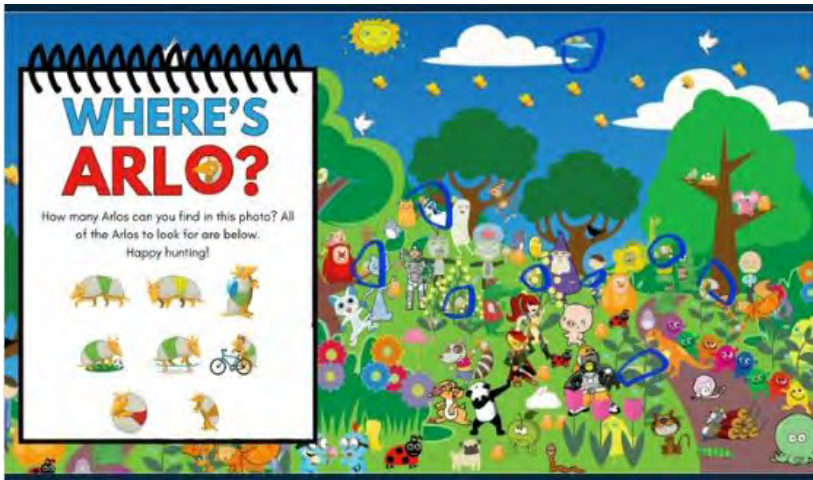
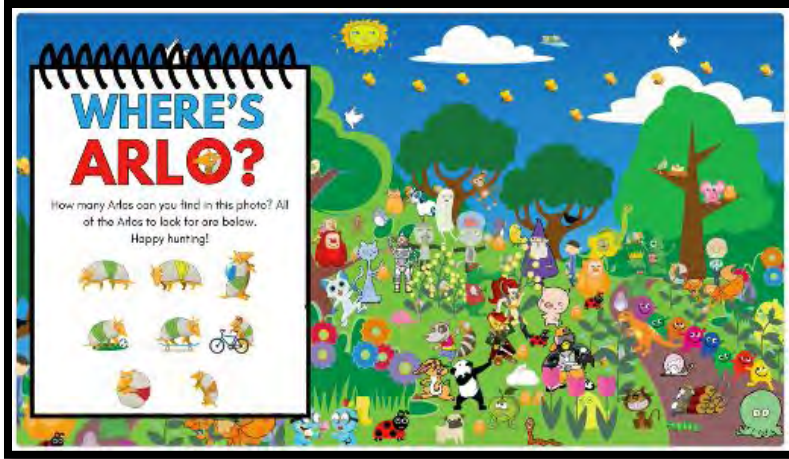
1. Sustainability Tips. <http://www.nadallas.com/DAL/September-2017/Back-to-School-Sustainability-Tips/> @NCTCOGtrans #backtoschool2017 #Sustainability #school2017 – Natural Awakenings (@NaturalDallas)



Other Comments

Twitter

1. Find as many Arlos as you can and respond to this tweet with your answer! First correct answer wins! Only one guess per person. – NCTCOG Transportation (@NCTCOGtrans)



– Doug Klein

(@fresh0288)

Thanks for your answer, Doug! We'll be announcing the correct answer and winner tomorrow morning! – NCTCOG Transportation (@NCTCOGtrans)

.@NCTCOGtrans we think we see 12 Arlos...and two dinosaurs! – CTR Library (@ctrlib)

.@ctrlib You're a winner! Message us your mailing address so we can send your prize! :) – NCTCOG Transportation (@NCTCOGtrans)



yaaaaaaaaaaaaaaaaaasss!!!!!!!!!!!! CTR Library 1616 Guadalupe St. Suite 4.202 Austin, TX 78701 – CTR Library (@ctrlibrary)



– NCTCOG

Transportation (@NCTCOGtrans)

2. Thank you to all who participated in our Where's Arlo? contest. The correct answer was 12 Arlos! – NCTCOGTransportation (@NCTCOGtrans)

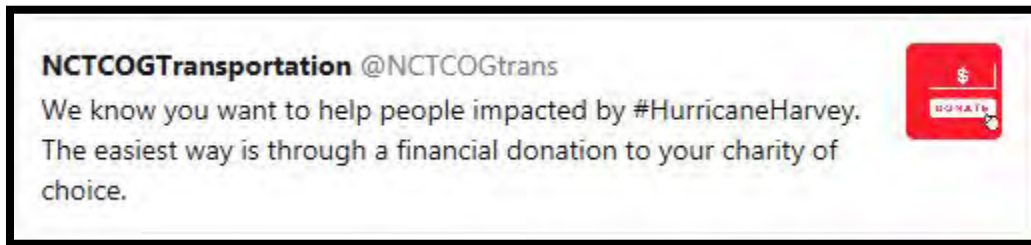


@fresh0288 You're a winner! Message us your mailing address so we can send your prize! :) – NCTCOGTransportation (@NCTCOGtrans)

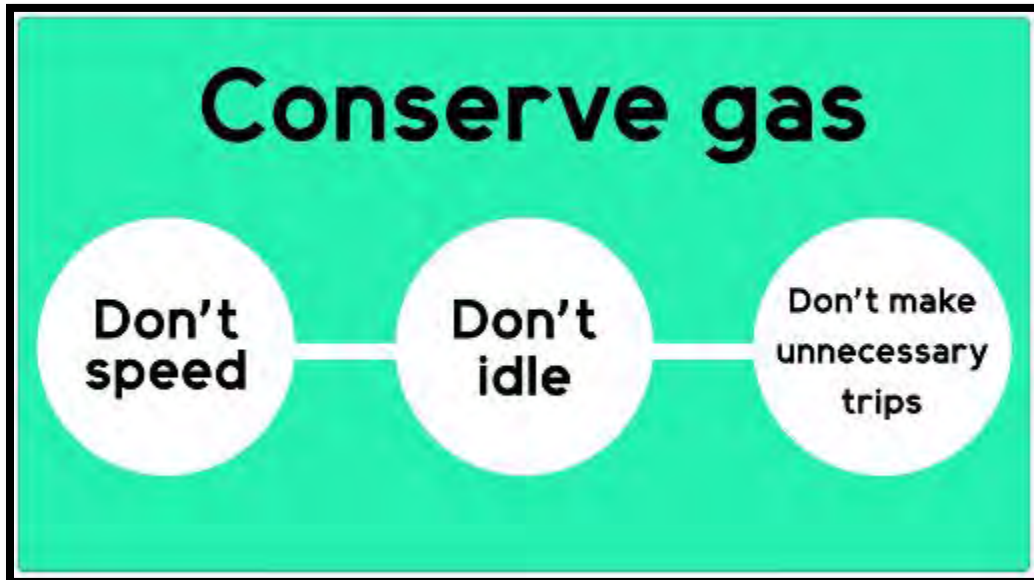


Awesome, can you follow me so that I can message you. – Doug Klein (@fresh0288)

3. #HoustonStrong #aspirehigher – Cynthia White (@CynthiaPatriot)



4. Y'all, while we're experiencing a #gasshortage, remember not to panic. Be prepared and follow these tips – NCTCOGTransportation (@NCTCOGtrans)

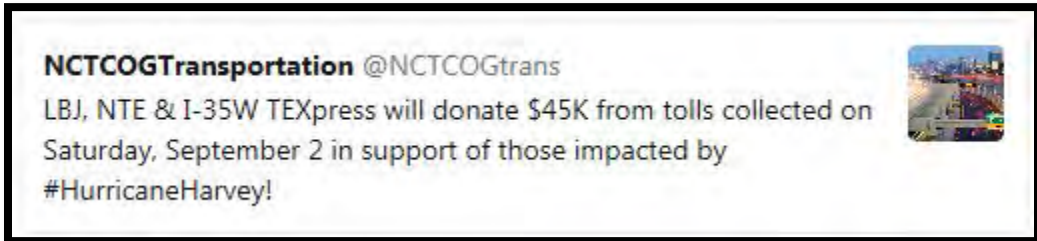


Landscaping companies are mowing today. Because important. – Landscaping companies are mowing today. Because important. – Chris (@dchrisbart)

5. Hoping this shortage is an impetus for a more sustainable mindset. Drive efficiently: whether it's your mode of transport or driving habits. – hilarying (@hilarying)



6. Now here's a good excuse to drive in tollroads – Kevin Shepherd (@k_shepherd)



7. @NCTCOGtrans we have received the box and it is glorious! thank you very much 😊😊 we will take pictures on Monday 🚚🚚🚚 – CTR Library (@ctrlibrary)

8. Our prize pack from @NCTCOGtrans's "Where's Arlo?" contest has arrived! Thank you again! #arlo – CTR Library (@ctrlib)



9. A great schedule for Texas Mobility Summit! Day 1: <http://ctr.utexas.edu/texas-mobility-summit/tms2017/day-1/> ... Day 2: <http://ctr.utexas.edu/texas-mobility-summit/tms2017/day-2/> ... #innovatetx – Robert Doyal (@robertdoyal)



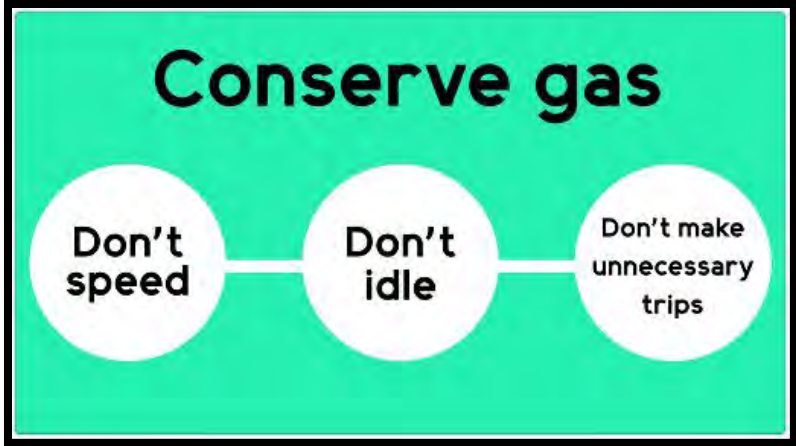
10. Our Michael Morris reminisces about Yogi Berra. You didn't think Yogi-isms could be applied to #transpo, did you? <http://bit.ly/2wdqRNe> – NCTCOG Transportation (@NCTCOGtrans)



"Nobody goes there anymore. It's too crowded." comes to mind. But we can't solve traffic w/ more lanes. We need more #TransitAlternatives! – Loren S. (@txbornviking)

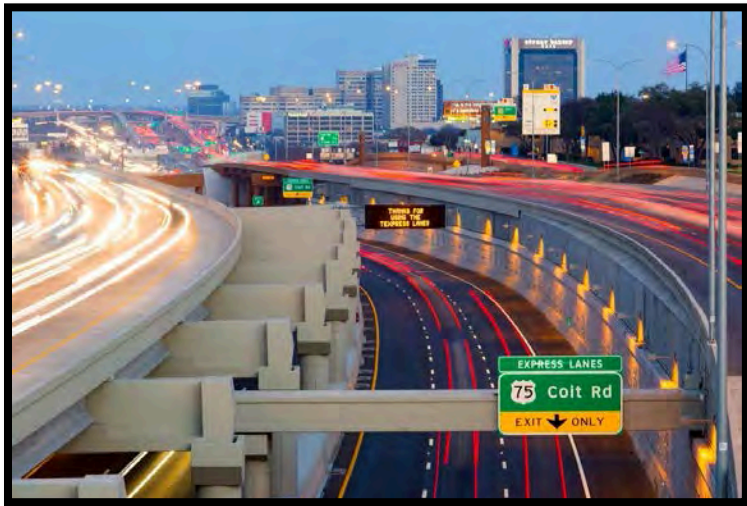
Facebook

1. Y'all, while we're experiencing a gas shortage, remember not to panic. Be prepared and follow these tips – NCTCOG Transportation Department



Plenty of gas if you fill up at 2am. – Morissa Fagan

2. LBJ, NTE & I-35W TEXpress will donate \$45K from tolls collected on Saturday, September 2 in support of those impacted by #HurricaneHarvey! Take a trip on either of these TEXpress Lanes to participate in this effort!



How nice they charge you to drive to get to work and the Tolls don't even stay in Texas enjoy the money Spain – Herb Ashley



North Central Texas Council Of Governments

September 12, 2017

Mr. Edwin Okonkwo
 Highway Engineer
 United States Department of Transportation
 Federal Highway Administration
 1200 New Jersey Avenue, SE
 Washington, DC 20590

Dear Mr. Okonkwo:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am writing to request your assistance in resolving an issue that has recently forced delays in implementation of clean vehicle projects that are designed to reduce emissions and improve air quality as part of local efforts to attain the federal ozone standard in the DFW area.

The RTC funds implementation of a variety of emissions-reducing activities using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. These efforts include a range of clean vehicle projects that are particularly cost-effective in reducing emissions. In previous years, clean vehicle projects have routinely received waivers from the Federal Highway Administration (FHWA), providing relief from strict Buy America requirements as the rule has proved to be prohibitive for these types of assets. These requirements, as applied to CMAQ funds by FHWA, require 100 percent of iron and steel components to be domestically-sourced. Waivers have been granted based on the understanding that this requirement is infeasible for vehicle projects, and have been contingent upon final assembly in the United States, which was determined to meet the intent of the Buy America provisions. The explanation provided by FHWA on previously approved vehicle waivers states:

"In today's global vehicle manufacturing industry, vehicle components are typically obtained from suppliers all over the world. Given the number of components and small subcomponents in vehicles, it is not practical for manufacturers in the current market to certify that a vehicle meets FHWA's regulatory requirement of 100-percent domestic iron and steel content. In order to maintain jobs and obtain the benefits intended in the Federal-aid highway program, such as improved air quality and bridge inspections, FHWA recognizes that it is in the public's interest to waive the Buy America requirement for vehicles or equipment on the condition that they are assembled domestically."¹

¹ <https://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=131>

These waivers were approved on a routine basis through the second quarter of 2016. NCTCOG submitted a waiver request for the first quarter of 2017. Staff was notified by the FHWA Texas Division that the waiver process was "on hold" due to ongoing re-evaluation by the new Administration, and that waiver requests from the third and fourth quarters of 2016 were still pending. No estimated timeframe for resolving this issue was provided.

NCTCOG supports the emphasis on American-made products and understands the need to re-evaluate the waiver process from time to time. However, NCTCOG notes that the Executive Order issued by President Trump, enclosed for reference, does not prohibit additional waivers to be issued. It simply requires all agencies to evaluate processes and policies to ensure that waivers are minimized. With regard to clean vehicle projects, there has been no substantial change in the global nature of the vehicle manufacturing industry in the past year. No vehicle on the market today is able to meet the 100 percent Buy America requirement. Unless waivers continue to be authorized for projects involving acquisition of clean vehicles with CMAQ funds, the following categories of eligible CMAQ projects and programs would become ineligible:

- 1) Diesel Engine Retrofits and Other Advanced Truck Technologies
- 2) Alternative Fuels and Vehicles

Ineligibility of these categories would be in direct contradiction to the emphasis that the Fixing America's Surface Transportation Act continues to place on prioritizing use of CMAQ funds to distributing funds for "diesel retrofit" projects, which are defined as including vehicle replacements, repowers, rebuilding, after-treatment, or other technologies.

NCTCOG is currently under contract to administer four CMAQ-funded projects, which are impacted by this issue. Contracts for the following projects have all been approved by both FHWA and the Texas Department of Transportation (TxDOT), but face delays due to this issue:

- 1) a project to replace old vehicles with newer, low-emission vehicles;
- 2) a project to provide incentives for zero-emission vehicle purchases by local governments;
- 3) a project to provide alternative fuel "loaner" vehicles to local governments to encourage future purchases of the lowest emission technologies available; and,
- 4) a project to facilitate advanced truck technologies and vehicle replacements or upgrades through a revolving loan.


All vehicle types involved in these projects have received Buy America waivers from FHWA in the past few years. At best, these projects are delayed until resolution is reached regarding the waiver process and FHWA is able to resume issuing waivers. At worst, these projects will not be able to move forward at all.

Mr. Okonkwo
Page Three

September 12, 2017

NCTCOG requests your help in expediting a positive resolution. Specifically, we appreciate your assistance in championing the ongoing need for waivers on domestic content for clean vehicle activities, contingent upon final assembly in the United States. If you have any questions, please feel free to contact Chris Klaus, Senior Program Manager at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Michael Morris, P.E.
Director of Transportation

LPC:ch

cc: Pete Stephanos, Director, Office of Program Administration, FHWA
Michael Leary, Director, Planning & Program Development, FHWA Texas Division
Jose Campos, Intermodal Team Leader, FHWA Texas Division
Barbara Maley, Air Quality Specialist/Planning Coordinator, FHWA Texas Division
Peggy Thurin, P.E., Project Manager, Texas Planning & Programming Division, TxDOT
Nick Page, MPO Coordinator, Transportation Planning & Programming Division, TxDOT
Chris Klaus, Senior Program Manager, NCTCOG



The White House

Office of the Press Secretary

For Immediate Release

April 18, 2017

Presidential Executive Order on Buy American and Hire American

EXECUTIVE ORDER

BUY AMERICAN AND HIRE AMERICAN

By the authority vested in me as President by the Constitution and the laws of the United States of America, and to ensure the faithful execution of the laws, it is hereby ordered as follows:

Section 1. Definitions. As used in this order:

(a) "Buy American Laws" means all statutes, regulations, rules, and Executive Orders relating to Federal procurement or Federal grants including those that refer to "Buy America" or "Buy American" that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured goods.

(b) "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

(c) "Petition beneficiaries" means aliens petitioned for by employers to become nonimmigrant visa holders with temporary work authorization under the H-1B visa program.

(d) "Waivers" means exemptions from or waivers of Buy American Laws, or the procedures and conditions used by an executive department or agency (agency) in granting exemptions from or waivers of Buy American Laws.

(e) "Workers in the United States" and "United States workers" shall both be defined as provided at section 212(n)(4)(E) of the Immigration and Nationality Act (8 U.S.C. 1182(n)(4)(E)).

Sec. 2. Policy. It shall be the policy of the executive branch to buy American and hire American.

(a) Buy American Laws. In order to promote economic and national security and to help stimulate economic growth, create good jobs at decent wages, strengthen our middle class, and support the American manufacturing and defense industrial bases, it shall be the policy of the executive branch to maximize, consistent with law, through terms and conditions of Federal financial assistance awards and Federal procurements, the use of goods, products, and materials produced in the United States.

(b) Hire American. In order to create higher wages and employment rates for workers in the United States, and to protect their economic interests, it shall be the policy of the executive branch to rigorously enforce and administer the laws governing entry into the United States of workers from abroad, including section 212(a)(5) of the Immigration and Nationality Act (8 U.S.C. 1182(a)(5)).

Sec. 3. Immediate Enforcement and Assessment of Domestic Preferences According to Buy American Laws. (a) Every agency shall scrupulously monitor, enforce, and comply with Buy American Laws, to the extent they apply, and minimize the use of waivers, consistent with applicable law.

(b) Within 150 days of the date of this order, the heads of all agencies shall:

(i) assess the monitoring of, enforcement of, implementation of, and compliance with Buy American Laws within their agencies;

(ii) assess the use of waivers within their agencies by type and impact on domestic jobs and manufacturing; and

(iii) develop and propose policies for their agencies to ensure that, to the extent permitted by law, Federal financial assistance awards and Federal procurements maximize the use of materials produced in the United States, including manufactured products; components of manufactured products; and materials such as steel, iron, aluminum, and cement.

(c) Within 60 days of the date of this order, the Secretary of Commerce and the Director of the Office of Management and Budget, in consultation with the Secretary of State, the Secretary of Labor, the United States Trade Representative, and the Federal Acquisition Regulatory Council, shall issue guidance to agencies about how to make the assessments and to develop the policies required by subsection (b) of this section.

(d) Within 150 days of the date of this order, the heads of all agencies shall submit findings made pursuant to the assessments required by subsection (b) of this section to the Secretary of Commerce and the Director of the Office of Management and Budget.

(e) Within 150 days of the date of this order, the Secretary of Commerce and the United States Trade Representative shall assess the impacts of all United States free trade agreements and the World Trade Organization Agreement on Government Procurement on the operation of Buy American Laws, including their impacts on the implementation of domestic procurement preferences.

(f) The Secretary of Commerce, in consultation with the Secretary of State, the Director of the Office of Management and Budget, and the United States Trade Representative, shall submit to the President a report on Buy American that includes findings from subsections (b), (d), and (e) of this section. This report shall be submitted within 220 days of the date of this order and shall include specific recommendations to strengthen implementation of Buy American Laws, including domestic procurement preference policies and programs. Subsequent reports on implementation of Buy American Laws shall be submitted by each agency head annually to the Secretary of Commerce and the Director of the Office of Management and Budget, on November 15, 2018, 2019, and 2020, and in subsequent years as directed by the Secretary of Commerce and the Director of the Office of Management and Budget. The Secretary of Commerce shall submit to the President an annual report based on these submissions beginning January 15, 2019.

Sec. 4. Judicious Use of Waivers. (a) To the extent permitted by law, public interest

waivers from Buy American Laws should be construed to ensure the maximum utilization of goods, products, and materials produced in the United States.

(b) To the extent permitted by law, determination of public interest waivers shall be made by the head of the agency with the authority over the Federal financial assistance award or Federal procurement under consideration.

(c) To the extent permitted by law, before granting a public interest waiver, the relevant agency shall take appropriate account of whether a significant portion of the cost advantage of a foreign-sourced product is the result of the use of dumped steel, iron, or manufactured goods or the use of injuriously subsidized steel, iron, or manufactured goods, and it shall integrate any findings into its waiver determination as appropriate.

Sec. 5. Ensuring the Integrity of the Immigration System in Order to "Hire American." (a) In order to advance the policy outlined in section 2(b) of this order, the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security shall, as soon as practicable, and consistent with applicable law, propose new rules and issue new guidance, to supersede or revise previous rules and guidance if appropriate, to protect the interests of United States workers in the administration of our immigration system, including through the prevention of fraud or abuse.

(b) In order to promote the proper functioning of the H-1B visa program, the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security shall, as soon as practicable, suggest reforms to help ensure that H-1B visas are awarded to the most-skilled or highest-paid petition beneficiaries.

Sec. 6. 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 or agency, or the head thereof;
- (ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals; or
- (iii) existing rights or obligations under international agreements.

(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.

DONALD J. TRUMP

THE WHITE HOUSE,
April 18, 2017.



North Central Texas Council Of Governments

September 12, 2017

The Honorable Darrell Cockerham
County Judge
Hood County
100 E. Pearl St., Room 7
Granbury, TX 76048

The Honorable Nin Hulett
Mayor
City of Granbury
P.O. Box 969
Granbury, TX 76048

Dear Judge Cockerham and Mayor Hulett:

On June 12, 2017, Governor Abbott line-item vetoed \$103 million from the Texas Commission on Environmental Quality (TCEQ) Fiscal Year (FY) 2018-2019 budget that will affect 47 metro-area counties across the state, including Hood County. The veto eliminated \$6 million for local air quality planning funding in 10 "near-nonattainment" urban areas, which directly impacts Hood County. The local air quality planning funding, also known as "Rider 7" funding, was designed to help areas remain in compliance with federal air quality standards. The North Central Texas Council of Governments (NCTCOG) appreciates Hood County's and Granbury's effort in reducing emissions and commitments to fulfilling the County's Ozone Advance Program Action Plan accomplished through the Hood County Clean Air Coalition (HCCAC).

NCTCOG understands that Hood County/Granbury has already taken steps to preserve as much of the existing FY2016-2017 funding as possible and that a small amount will carry over into FY2018, but that additional funding is needed in order to continue these air quality efforts through the end of FY2019. NCTCOG is interested in collaborating with Hood County/Granbury to help ensure the HCCAC continues making a positive impact in the community until Rider 7 funding can be restored during the next legislative session. NCTCOG plans to work with you and other local governments, State agencies, and stakeholders to reinstate Rider 7 funding during the next legislative session and how it plays a critical role in helping regions achieve compliance with federal air quality standards.

As you weigh options for moving forward, please let us know how we can assist. Thank you for your continued support to help improve air quality. 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:ch

cc: Chris Klaus, Senior Program Manager, NCTCOG



September 28, 2017

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

Dear Mr. Morris,

Thank you for your letter dated September 12, 2017 from the North Central Texas Council of Governments (NCTCOG) in response to the loss of the local air quality funding, the Texas Commission on Environmental Quality's "Rider 7" grant, that Granbury/ Hood County, through the Hood County Clean Air Coalition, has used to support efforts to reduce emissions and to fulfill commitments in our Ozone Advance Plan. Rider 7 funds have been used for technical work projects including photochemical modeling to better understand air quality issues for Hood County, support of alternative fuel vehicles through propane infrastructure and propane mowers for the City of Granbury, City of Tolar, Hood County, and Granbury ISD, outreach efforts through advertising and participation in local events, and for administrative expenses.

We have taken steps to preserve remaining Rider 7 funding through a portion of fiscal year (FY) 2018, but assistance to continue air quality efforts through the end of FY 2019 is needed. We have estimated that approximately \$150,000 would provide funding for a continuation of efforts through the end of FY 2019. This funding would be used to continue outreach efforts through advertising, participation in local events as well as expanding air quality outreach outside of Hood County to neighboring counties, and administrative expenses including staff support and office expenses.

We look forward to collaborating with NCTCOG to ensure air quality efforts can continue in Granbury/ Hood County and support actions to reinstate the Rider 7 funding in the next legislative session. The Rider 7 has provided support for the near nonattainment areas in Texas



for many years and is vital to the air quality planning for these areas to comply with federal air quality standards. Thank you again for your offer of assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Darrell Cockerham".

Darrell Cockerham
County Judge, Hood County

A handwritten signature in cursive script, appearing to read "Nim Hulett".

Nim Hulett
Mayor, City of Granbury

A handwritten signature in cursive script, appearing to read "David Porcher".

David Porcher
Chairman,
Hood County Clean Air Coalition

As Houston grew, officials ignored 'once-in-a-lifetime' chance to spare thousands from flooding

Sept. 5, 2017

Written by [Steve Thompson, Staff Writer](#)

The Dallas Morning News

Two decades ago, Harris County planners predicted with chilling accuracy just how devastating a storm like Hurricane Harvey would be to the Houston area. Far lesser storms, they determined, could wreck a large swath of the city and its western suburbs.

In a report dated May 1996, engineers for the Harris County Flood Control District concluded the area's reservoir system was severely insufficient and imperiled thousands of properties. The report's authors proposed a \$400 million fix: constructing a conduit - an underground channel - that would carry water out of the reservoirs and into the Houston Ship Channel more quickly.

Had the report's recommendations been heeded, the catastrophic flooding that struck Houston a week ago might have been greatly diminished, sparing thousands of homes from floodwaters.

Instead, the report got filed away and was all but forgotten. Government leaders ignored its advice.

Today, the report reads like a prophecy of the flooding that swamped west Houston and surrounding areas. Its authors knew which neighborhoods would flood and why, and in which places the flooding would be especially damaging because the water could pool for weeks.

"The primary flood threat facing the citizens of west Harris County and west Houston comes from the inability to drain the Addicks and Barker reservoirs in an efficient manner," the report said.

When built in the 1940s, the area's reservoir system was adequate, the report said. But because of changes made to the system, and given the pace of urban development 50 years later, "the project's original design parameters and assumptions are severely outdated and invalid."

In addition to the report's main proposal of a conduit, its authors raised other alternatives, such as digging the reservoirs deeper, buying out properties at risk and creating new regulations on development.

And then there was a final, stark alternative: "Do nothing and accept risk of flooding."

Asked Monday about the report, Harris County flood control officials said they could not immediately locate a copy and were unfamiliar with the details.

"What I recall is, and I haven't read the report since back then, was that it was going to be very difficult to do physically," said Steve Fitzgerald, the flood control district's longtime chief engineer.

But Harris County's flood control director at the time the report was created, Arthur Storey, said Monday that he remembered the proposal well.

"This, what we have before us, is a massive engineering and governmental failure. I'm both angry about it and embarrassed about it," said Storey, who after his time as flood control director went on to lead the county's public infrastructure department. He retired in 2015 at 78 years old.

"My embarrassment is that I knew enough that this was going to happen," he said, referring to the destruction Harvey inflicted on west Harris County. "And I was not smart enough, bold enough to fight the system, the politics, and stop it."

Rising threat

After deadly floods in 1929 and 1935, the U.S. Army Corps of Engineers built two large reservoirs in what was then ranchland west of Houston. The idea was to store up water from heavy rains, rather than let it gush straight into the Buffalo Bayou, which runs through the city and carries stormwater to the Houston Ship Channel.

Most of the time, the Barker and Addicks reservoirs would be dry, and the land could be used for soccer fields, golf courses and dog parks. Only in heavy rains would they hold water.

After a rain subsides, water within the reservoirs can be released into the bayou slowly. Originally, the earthen dams that hold water in the reservoirs were designed without floodgates. Once the water reached a certain level, it could spill out at up to 15,700 cubic feet per second.

But the threat of flooding in areas below the dams rose during the 1940s and 1950s, as urban development crowded the Buffalo Bayou upstream of Houston. To avoid such flooding, the corps installed floodgates that could release the water more slowly, at no more than 4,000 cubic feet per second. Any faster than that, the corps knew, and homes near the bayou would flood.

During hard rains in March 1992, the reservoirs reached record levels. State Highway 6, which runs through Addicks Reservoir, had to be shut down for 10 days while officials waited for the water to drain.

The event worried Harris County flood control planners. Letting the water out too fast endangered development downstream from the reservoirs, because the bayou running toward Houston would overflow.

But letting the water out too slowly created another risk, because development was encroaching on the upstream fringes of the reservoirs. Entire neighborhoods were being built inside the reservoir bowls - in places that the Corps of Engineers and Harris County planners knew would flood if the reservoir levels got high enough.

The corps purchased all the land inside the reservoirs that would be covered by water in a 100-year rain event (one with a 1-in-100 chance of happening any given year). But on land at the western fringes of the reservoirs, which would be covered in water during a greater than 100-year rain, developers were replacing pastures with neat rows of brick homes.

Action urged

In 1996, the planning department of the Harris County Flood Control District created its report urging action.

"Of primary concern is the fact that the reservoirs do not function as originally intended which translates into increased risk of flooding upstream of the reservoirs and less protection downstream," the report said. "As development continues behind the reservoirs, there is the potential to expose as many as 25,000 homes and businesses in the reservoir fringe areas to flooding."

The report called for a study on the feasibility of constructing an underground conduit of perhaps 12 feet by 12 feet to carry water out of the reservoirs and safely past developed areas downstream.

The timing, the report said, was right. The Texas Department of Transportation was embarking on a reconstruction of the Katy Freeway, the stretch of Interstate 10 west of downtown Houston. It would be a good route for the drainage channel.

"The potential flood control problems are severe enough to consider this magnitude of project, and the major transportation construction in the Katy Freeway corridor presents a unique, once-in-a-lifetime opportunity to consider this type of flood control option," the report said. "To determine if a conduit system under the freeway is justified, it needs to be evaluated against other options."

Without such a conduit, the reservoirs posed an increasing risk, the report said. Because they had to be drained so slowly, there might not be time to empty the water between storms. That meant a series of smaller storms could raise the water level just as could one big storm, a danger the report called "ratcheting."

"It is conceivable and not hard to imagine that a single storm event could have a catastrophic impact to several thousand people in the reservoirs and the fringe areas," the report said. "But, it's just as important to realize that a rainy season consisting of several 'normal' rain storms ... could be just as catastrophic because of the ratcheting effect."

Slow drainage from the reservoirs also exacerbated the duration of flooding that would be experienced in the fringes of the reservoirs.

"Flood levels would not recede over the course of several hours like typically experienced with flooding from channels," the report said. Rather, houses being flooded by slow-draining reservoir waters "could be inundated for an extended period."

Tragic reality

Last week, the report's predictions became a tragic reality. The reservoirs became vast lakes, working as designed to spare Houston from a flood. But by Aug. 28, the reservoirs were nearly full.

The water had spread to the edge of the government-owned land and was overtaking the neighborhoods beyond.

Rather than let the water keep rising, the corps opened the floodgates to let a controlled amount escape. And instead of the normal 4,000 cubic feet per second, corps officials opened the gates wide to let water spill out at more than 13,000 cubic feet per second. They had to begin to get rid of it. They did so knowing it would flood neighborhoods downstream.

And just as the 1996 report described, water in many of the flooded homes would not drain for days or even weeks.

Storey, the former county flood control director, took a break from recovering belongings from his own flooded home Monday when reached by phone.

Long ago, Storey said, one of his best engineers came to him and an elected official about the reservoir problems. "He said, 'Let me draw you a picture.' "

"We both said, 'Oh s---, no kidding, really?' " Storey recalled.

"We really knew that at that time it would be a wise thing to stop development of any land upstream of the reservoir, have the feds buy it out, and make it part of the federally owned system," he said.

Storey said he laments that he and others did not do more.

"I wish I had gone to the commanding general of the Southwestern Division of the Corps of Engineers, and sat in his office, and said, 'Sir, I'm not going to leave your office until we come up with a better solution, because it damn well is gonna rain, and it's darn well gonna hurt people,'" Storey said. "I didn't do that."

He added: "Would I have been fired before I got halfway out of town? Maybe, but I didn't do it. And the irony is my house flooded. And all of my neighbors' did. And it was by intentional discharge by the people in command and in charge of the infrastructure."

Storey said the conduit proposal didn't go anywhere because it had no funding and required the cooperation of many agencies, and because the highway reconstruction was too far along to be slowed by another study.

"Anytime anybody comes up with a good idea, there are lots of studies and information about why it won't work, it can't be afforded, or it's not practical or politically expedient, and there was all of that," he said.

"They built the highway, and there's no storm sewer under it, and don't we wish it were today."

No funding

Richard Long has worked for the Army Corps of Engineers for more than three decades, much of it overseeing operations of the Addicks and Barker reservoirs.

"Sure, it would have been nice if we'd have had all the land necessary to hold the water on, and sure, it'd have been nicer if we had a conveyance system that would carry all these large releases that we have," Long said when asked about the 1996 report.

"Without federal funding we can't do anything like that," he said. But the county is "welcome to do that if they can work with whatever partners they need to do that, and we would encourage it to happen."

Steve Radack is Harris County commissioner of the precinct that contains the reservoirs, and has been since 1989. He said he and many others have long understood the reservoirs' problems.

Radack said blame for the lack of a fix falls on the U.S. Congress, which never allocated the money.

"The corps has done an outstanding job of managing this reservoir, outstanding," Radack said. "But the problem is if you don't give them the money to do what they need to do, they can't do it."

"They knew, they asked, they didn't receive," he said.

EDITORIAL: Keeping DART on Track

3 ways DART can win over doubters

FINDING LIFELINES FOR THE WORKING POOR

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 Cockerell 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 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.

Editorial: Why Dallas must use Hurricane Harvey as a catalyst for responsible growth

Sept. 5, 2017
Dallas Morning News

Here's another gut punch for Houston residents making their way this week back to flooded homes and settling into shelters miles away: Harris County planners saw the devastation of Hurricane Harvey coming two decades ago and proposed a way to prevent it — but the advice was ignored.

Dallas Morning News reporter Steve Thompson reports that a 1996 report concluded the reservoir system was insufficient and proposed constructing a \$400 million underground channel to carry water safely away.

The proposal never got off the ground because it had no funding and there was a lack of cooperation among many agencies.

What a lesson to Harris County officials today — and to the leaders of other flood-prone areas around the state, including Dallas.

Harvey was a 500-year flood event, meaning that it's unlikely anything could have spared all the homes damaged in the Houston area this past week. But had the report's recommendations been heeded, it's possible that thousands fewer Texans would be essentially homeless this week, dozens of lives might have been saved and millions of dollars in rebuilding efforts averted.

Hindsight, of course, is 20/20. No one could prepare for 50 inches of rain. Still, this prophecy is a tragic reminder of the need for vigilance about preparing the proper infrastructure to accommodate rapid growth — in Houston, in Dallas and in neighborhoods throughout Texas.

Thousands of residents have been driven from their homes, jobs and schools in this massive flooding. It should light a fire under officials to collaborate on smart strategies that can better protect this region.

Houston has long known it was potentially in harm's way.

The 1996 report pointed out that two reservoirs — designed in the 1940s to store water from heavy rains — were rendered outdated because of changes to the system and rapid urban development. Thousands of homes and businesses in the reservoir and fringe areas were at risk for flooding because the reservoirs could not be efficiently drained.

The authors of the report called for a feasibility study for an underground conduit to carry water out of the reservoirs and safely past developed areas downstream. The Katy Freeway, about to be reconstructed, provided a "once-in-a-lifetime" opportunity for a draining channel route, they said.

It never happened.

Then last week, Hurricane Harvey made the predictions a reality. The reservoirs were nearly full. Rather than let water keep rising in the reservoirs, the federal officials opened the

floodgates knowing it would flood neighborhoods downstream. We're alarmed that many residents didn't even know their homes were at risk.

Dallas officials are confident the Trinity River levees won't break and cause the kind of massive flooding Houston suffered. But this city has seen much flash flooding.

What's more, Dallas is no stranger to the kind of massive growth its Gulf Coast neighbors have experienced. Such growth, if not regulated carefully, can make matters worse. It's time for a rigorous and transparent review of how well we're prepared.

The storms seem to be coming coming faster and faster. Florida is bracing for Hurricane Irma now.

We urge state legislators and city leaders across Texas to take planning needs seriously. We have an opportunity to learn from our Houston neighbors about the importance of growing responsibly.

Lives are at stake.

What they said

"As development continues behind the reservoirs, there is the potential to expose as many as 25,000 homes and businesses in the reservoir fringe areas to flooding." - **Harris County planners** in 1996 report

"Anytime anybody comes up with a good idea, there are lots of studies and information about why it won't work, it can't be afforded, or it's not practical or politically expedient, and there was all of that... They built the highway, and there's no storm sewer under it, and don't we wish it were today." - **Arthur Storey, Harris County flood control director** at time of the 1996 report.

<https://www.dallasnews.com/opinion/editorials/2017/09/05/dallas-must-use-hurricane-harvey-catalyst-responsible-growth>

China Fossil Fuel Deadline Shifts Focus to Electric Car Race

Bloomberg News
September 10, 2017

China will set a deadline for automakers to end sales of fossil-fuel-powered vehicles, becoming the biggest market to do so in a move that will accelerate the push into the electric car market led by companies including BYD Co. and BAIC Motor Corp.

Xin Guobin, the vice minister of industry and information technology, said the government is working with other regulators on a timetable to end production and sales. The move will have a profound impact on the environment and growth of China's auto industry, Xin said at an auto forum in Tianjin on Saturday.

The world's second-biggest economy, which has vowed to cap its carbon emissions by 2030 and curb worsening air pollution, is the latest to join countries such as the U.K. and France seeking to phase out vehicles using gasoline and diesel. The looming ban on combustion-engine automobiles will goad both local and global automakers to focus on introducing more zero-emission electric cars to help clean up smog-choked major cities.

"The implementation of the ban for such a big market like China can be later than 2040," said Liu Zhijia, an assistant general manager at Chery Automobile Co., the country's biggest passenger car exporter that unveiled a new line for upscale battery-powered and plug-in hybrid models at the Frankfurt motor show last week. "That will leave plenty of time for everyone to prepare."

BYD, China's largest electric-vehicle maker, gained as much as 7.2 percent to HK\$50.65 while BAIC advanced as much as 2.9 percent to HK\$7.09 in Hong Kong trading. Guoxuan High-Tech Co., an EV battery manufacturer, rose as much as 5.3 percent to 33.70 yuan in Shenzhen.

While many global manufacturers from billionaire Elon Musk's Tesla Inc. to Nissan Motor Co. and General Motors Co. are racing to grab a slice of the electric-vehicle market in China, it is the local manufacturers that have found considerable success thanks to generous government subsidies.

Leading the Pack

Warren Buffett-backed BYD led the pack in sales in the first seven months of this year, delivering 46,855 electric and plug-in hybrid vehicles, according to the China Passenger Car Association. Beijing Electric Vehicle, the EV division of state-owned BAIC Motor, followed with 36,084 units. In comparison, General Motors has sold 738 cars run on electricity since it launched the Velite 5 plug-in hybrid model at the Shanghai auto show this April. That is 0.04 percent of its 2.1 million vehicles sold in total in China during the seven months.

Besides subsidies that also are aimed at meeting the strategic goal of cutting expensive oil imports, the government plans to require automakers to earn enough credits or buy them from competitors with a surplus under a new cap-and-trade program for fuel economy and emissions.

Honda Motor Co. will bring its electric car for the China market in 2018, China Chief Operating Officer Yasuhide Mizuno said at the Tianjin forum. The Japanese carmaker is developing the vehicle with Chinese joint ventures of Guangqi Honda Automobile Co. and Dongfeng Honda

Automobile Co. and will create a new brand with them, he said. Nissan, which unveiled an upgraded model of its Leaf EV last week, said it will introduce the car in China in 2018 or 2019.

Startup Electric SUV

Internet entrepreneur William Li's Nio will start selling ES8, a sport-utility vehicle powered only by batteries, in mid-December. The startup is working with state-owned Anhui Jianghuai Automobile Group, which also is in a venture with Volkswagen AG to introduce an electric SUV next year.

Tesla said in June that it's working with the Shanghai government to explore local manufacturing, a move that would allow it to achieve economies of scale and bring down manufacturing, labor and shipping costs.

Though China has announced its intentions, the process will be complicated and will take time for all the auto-sector regulators to come up with an implementation plan, said Zhang Yang, a vice president at Nio. But it will help set a clear direction for manufacturers, he said on the sidelines of the Tianjin forum. China has the world's largest scale of fossil-fuel vehicle production facilities.

Changing Lane

"This will ask everyone, from energy and technology sectors as well as traditional automakers, to change to the lane to develop new powertrains," said Zhang. "It's hard to say who can be the winners at the moment. All of us should stand the test of speed and endurance in this run."

The U.K. said in July it will ban sales of diesel- and gasoline-fueled cars by 2040, two weeks after France announced a similar plan to reduce air pollution and meet targets to keep global warming below 2 degrees Celsius (3.6 degrees Fahrenheit). Norway and the Netherlands are considering a more aggressive way to put an end on fossil fuel cars years earlier than its European peers.

Chery's Liu said as newer technologies are developed in the meantime, the strongest among the manufacturers with better resources will adapt to the market and continue to dominate.

"Those who currently are outrunning the others in EVs will not necessarily continue to stay ahead," he said.

<https://www.bloomberg.com/news/articles/2017-09-10/china-s-fossil-fuel-deadline-shifts-focus-to-electric-car-race-j7fktx9z>

U.S. updates guidelines for self-driving cars

BY DEE-ANN DURBIN
Associated Press
Sept. 12, 2017

ANN ARBOR, MICH. – The Trump administration on Tuesday unveiled updated safety guidelines for self-driving cars aimed at clearing barriers for automakers and tech companies wanting to get test vehicles on the road.

The new voluntary guidelines announced by U.S. Transportation Secretary Elaine Chao update policies issued last fall by the Obama administration, which were also largely voluntary.

Chao emphasized that the guidelines aren't meant to force automakers to use certain technology or meet stringent requirements. Instead, they're designed to clarify what vehicle developers and states should consider as more test cars reach public roads.

"We want to make sure those who are involved understand how important safety is," Chao said during a visit to an autonomous vehicle testing facility at the University of Michigan. "We also want to ensure that the innovation and the creativity of our country remain."

Under Obama administration, automakers were asked to follow a 15-point safety assessment before putting test vehicles on the road. The new guidelines reduce that to a 12-point voluntary assessment, asking automakers to consider things like cybersecurity, crash protection, how the vehicle interacts with occupants and the backup plans if the vehicle encounters a problem. They no longer ask automakers to think about ethics or privacy issues or share information beyond crash data, as the previous guidelines did.

The guidelines also make clear that the federal government – not states – determines whether autonomous vehicles are safe. That is the same guidance the Obama administration gave.

States can still regulate autonomous vehicles, but they're encouraged not to pass laws that would throw barriers in front of testing and use. There is nothing to prohibit California, for instance, from requiring human backup drivers on highly automated vehicles, but the National Highway Traffic Safety Administration would discourage that.

Automakers – who were growing increasingly frustrated with the patchwork of state regulations – praised the guidelines.

"You are providing a streamlined, flexible system to accommodate the development and deployment of new technologies," Mitch Bainwol, the head of the Alliance of Automobile Manufacturers, told Chao at Tuesday's event. The alliance represents 12 major automakers, including General Motors Co., Mercedes-Benz and Toyota Motor Corp.

But critics said the guidelines don't ensure self-driving technology is safe before going out on the road.

"NHTSA needs to be empowered to protect consumers against new hazards that may emerge, and to ensure automated systems work as they're supposed to without placing consumers at risk," said David Friedman, a former acting NHTSA administrator who now directs cars and product policy analysts for Consumers Union, the policy division of Consumer Reports magazine.

Regulators and lawmakers have been struggling to keep up with the pace of self-driving technology. There are no fully self-driving vehicles for sale, but autonomous cars with backup drivers are being tested in numerous states, including California, Nevada and Pennsylvania.

California, which is the only state that requires automakers to publicly report crashes of autonomous test vehicles, said Tuesday it was reviewing the new guidelines. California's Department of Motor Vehicles said it plans to continue to update its own guidelines, a process that should be completed by the end of this year.

Chao said the federal guidelines will be updated again next year.

"The technology in this field is accelerating at a much faster pace than I think many people expected," she said.

Chao said self-driving cars could help the blind and disabled and dramatically reduce crashes. Early estimates indicate there were more than 40,000 traffic fatalities in the U.S. last year, and an estimated 94 percent of crashes involve human error.

Since the new guidelines are policy, not law, they don't legally change what the state and federal government and vehicle developers can do, said Bryant Walker Smith, a law professor at the University of South Carolina who tracks government policy on self-driving cars. Some countries, like South Korea, require pre-market government approval before autonomous vehicles can go out on the road, so the U.S. is on the more lenient side, Smith said.

Chao's appearance comes amid increased government focus on highly automated cars.

Earlier Tuesday, the National Transportation Safety Board concluded that Tesla Inc.'s partially self-driving Autopilot system wasn't to blame for the 2016 death of a driver in Florida. But it said automakers should incorporate safeguards that keep drivers' attention engaged and limit the use of automated systems to the areas they were designed for, like highways.

Last week, the U.S. House voted to give the federal government the authority to exempt automakers from safety standards that don't apply to autonomous technology. If a company can prove it can make a safe vehicle with no steering wheel, for example, the federal government could approve that. The bill permits the deployment of up to 25,000 vehicles exempted from standards in its first year and 100,000 annually after that.

The Senate is now considering a similar bill.

Here's where Dallas will build a new subway and streetcar line

SEPT. 13, 2017
Written by Liz Farmer
Dallas Morning News

The Dallas City Council on Wednesday gave its support to plans to build a subway on a route downtown under Commerce Street.

The council also tentatively approved a new streetcar line that would connect the city's two existing streetcar lines through downtown. A large part of that line would also run along Commerce Street. The council unanimously supported both plans.

Dallas Area Rapid Transit will continue design work on the projects as the agency pursues federal funding, DART spokesman Morgan Lyons said.

"There's still work to do," he said.

The estimated \$92 million streetcar would link the existing streetcars in Uptown to those that run from Union Station to the Bishop Arts District in North Oak Cliff.

A Downtown Dallas, Inc. study suggested the Elm-Commerce alignment as the most advantageous route because of its potential economic impact. The council followed this advice by approving the route, though council members also kept two other options on the back burner: a Main Street alignment and a Young Street alignment.

Proposed route options for a downtown streetcar line

Far North Dallas council member Sandy Greyson reiterated her support for a "Young-Harwood" alignment because "it's an important linkage" from north to south.

"I'd like that to continue to be looked at," she said.

Greyson backed the Young-Harwood proposal when the council's transportation committee considered routes because she said it'd improve access to the Farmers Market area and possibly spark growth in vacant, privately owned lots behind City Hall.

But the Young plan wouldn't spur as much economic development, said Kourtny Garrett, CEO of Downtown Dallas, Inc.

"The Elm-Commerce option just makes more sense," Garrett said. "It serves for better extensions and better office leasings."

Garrett has previously noted that the streetcar and subway will serve different groups of riders. People who live and visit downtown are likely to use the streetcar to circulate Uptown and in North Oak Cliff, while subway users will likely be commuters from farther out.

"It's a significant achievement: We now have decisions, we're ready to move forward," Garrett said. "We've been waiting for this project for many years."

The subway line

The estimated \$1.3 billion subway will serve as a reliever line since all four DART lines currently run through the same downtown tracks.

The Commerce option is one of three that were still under consideration after years of planning. The others proposed running the line beneath Pacific Avenue or one block south under Elm Street.

Council members didn't take any issue with moving forward on the Commerce alignment -- a marked departure from previous contentious debates about whether the alignment should be above ground and farther south.

Proposed route options for downtown Dallas subway

Each of the routes would begin above ground near the existing DART Victory Station and wind over to a new station next to the Perot Museum of Nature and Science. It would then pass under Woodall Rodgers Freeway before then going underground.

Under the proposed Commerce route, the subway would then curve east on Commerce before popping back up just before Good-Latimer Expressway near Deep Ellum. The proposal calls for the elimination of the existing Deep Ellum station. The Baylor University Medical Center station would be renamed to include Deep Ellum.

The streetcar is projected to be completed by 2023 and the subway is currently expected to be finished the following year.

DART still has to secure all the funding and finalize its plans, but clearing the hurdle Wednesday was significant, Garrett said.

"It's a big day," Garrett said.

<https://www.dallasnews.com/news/transportation/2017/09/13/downtown-dallas-roads-ripped-make-way-subway-streetcar>

Buses, Yes Buses, Are 'the Hottest Trend in Transit'

Technology, declining ridership and changing demographics have spurred cities across the country to redesign bus systems that are more convenient. It's no easy task.

GOVERNING MAGAZINE
BY [DANIEL C. VOCK](#) | SEPTEMBER 2017

A few years ago, as the Central Ohio Transit Authority (COTA) was marking the 40th anniversary of its bus service in the Columbus area, a new employee came into the office of Curtis Stitt, the agency's president and CEO. She brought him a copy of a 1974 annual report that she had stumbled upon while going through the archives. As Stitt looked over the decades-old document, one thing stuck out at him. "The system map from 1974 looked very much like the system map for 2014," Stitt says. "Forty years later, the routes looked pretty much the same. The question it naturally raised was: Does this system still work? The answer was no."

Since the 1970s, Columbus has grown by nearly 60 percent, to a population of 860,000. It is now the 14th largest city in the country. Its geographic area has grown by a third as well, and the suburbs have sprawled in every direction. Jobs have followed people away from downtown, and the nature of the jobs has also changed. With the growth of the service economy, more residents work on nights and weekends instead of 9 to 5.

That meant that the traditional hub-and-spoke arrangement of the city's bus routes didn't make sense anymore. If people needed to get across town, or go from one suburb to another, they didn't want to have to go through downtown to do it, especially if that meant transferring from one infrequent bus route to another.

The Columbus transit agency spent four years and \$9.4 million studying its bus network, gathering public feedback and designing alternative routes. All of that work came to a head this May, when COTA switched to a completely new system. It doubled the number of bus lines with frequent service (every 15 minutes or less), deploying many of them along major roads far from downtown. The new routes added or increased service to the airport, shopping malls, a casino and many other job centers. By COTA's estimate, the number of jobs within a quarter mile (a five-minute walk) of a frequent bus line jumped from 155,000 to 265,000. The number of people who lived within a quarter mile of those lines increased from 116,000 to 219,000. Plus, the agency beefed up service on Saturdays and Sundays. And Columbus did all of it without an increase in funding.

The problems that beset the Columbus bus system before its relaunch are all too common among this country's transit agencies. In most places, as in Columbus, they go unaddressed for decades. But just in the last few years, transit agencies in more than half a dozen major cities have totally revamped their bus routes to focus on frequent, reliable service to job centers and dense neighborhoods. As in Columbus, transit advocates hope the recent redesigns in Indianapolis; Jacksonville, Fla.; Omaha, Neb.; Portland, Ore.; and, most of all, Houston, will lead to major changes in how cities think of and offer bus service. But the same advocates acknowledge that there is nothing easy about making these changes, even if the need for them seems obvious.

The biggest reason for the sudden attention to bus networks is that bus ridership is dropping across the country, both in absolute terms and as a percentage of total transit trips. As recently as 1990, buses accounted for nearly two-thirds of all transit trips in the country. But in 2014, for

the first time, bus rides made up less than half of all transit trips, according to the American Public Transportation Association. Part of that is because more people are taking subways, light rail and commuter rail. But a good many bus riders have left the transit system altogether. “Bus network redesigns are a reaction to that decline,” says Kirk Hovenkotter, the national network coordinator at TransitCenter, a New York foundation that recently hosted a conference on bus system overhauls. Even leaders from cities that have not committed to major changes are enthusiastic about the idea, he says. “Network redesigns are the hottest trend in transit right now.”

Redesigns can help reduce inefficiency in bus systems, but that doesn’t always translate into higher ridership numbers. External factors such as gas prices and the state of the economy can affect ridership. Plus, a well-designed bus network can lead to fewer trips because riders have to transfer less to get to their destinations.

But declining ridership isn’t the only reason transit agencies are reconfiguring their bus routes. Demographic shifts in urban areas are also forcing them to reexamine their services. Jarrett Walker, a transit consultant who has helped several cities with their bus network redesigns, says many cities are developing dense neighborhoods that cannot function if they don’t have a good transit system. Single-occupancy vehicles -- even taxis or UberX compacts -- simply take up too much room on the streets. And residents in those areas want better transit options. “There is justifiably pressure on transit to work more effectively and meet the expectations of those residents,” Walker says.

Inefficiencies in bus systems have also gotten easier to measure, as real-time bus arrival data and online trip planning tools make gaps in a system painfully obvious. While riders a few years ago might have waited at a stop in hopes that the bus would come soon, now they know for sure when it’s coming, and they don’t want to wait long. They can tell from a map how far out of their way they have to go in order to get to their destination. “You’re seeing the problems you couldn’t see before,” Walker says. “That makes it easier to diagnose and to build political consensus to solve those problems.”

That political will is important, because political pressure is a big reason bus routes follow meandering paths and are hard to change. Interest groups urge politicians to add new stops, often in places that wouldn’t warrant them based on ridership. The added stops make the routes longer, and the longer routes mean the bus doesn’t come as often. “The cumulative effect of elected officials doing that over 20 to 30 years is a network that looks like spaghetti, where frequencies aren’t very high,” Walker says. When transit planners try to make a network more efficient, they inevitably have to cut service to low-performing areas, and riders there will complain to the transit agency. Without political cover, Walker says, transit planners often just try to do their job without getting yelled at, which means no major changes happen.

One Sunday morning in August 2015, Houston woke up with a brand-new bus system. It was a big deal, not just for Houstonians who rode the bus, but for the transit community nationwide. Houston wasn’t the first to successfully complete a network overhaul: Portland, Ore., Jacksonville and a few other places had gone before. But Houston’s “reimagining” of its system was an especially ambitious project in America’s fourth-biggest city. Officials in other cities seemed to figure that if Houston could reconfigure a system with 1,200 buses and 10,000 stops, they could figure out how to do it in their cities too.

The impetus for Houston Metro's route overhaul came from its board, and from one new member in particular. Christof Spieler came to the board in 2010 after earning a name for himself in Houston as a transit blogger. He is an engineer by trade, with a focus on urban planning, and was a regular rider of Metro's local No. 9 route. That latter fact set him apart from his fellow board members, who he says weren't regular bus riders before they joined the board. His message to the others was that frequent service -- not just having a big coverage area -- was the key to a good bus network.

It was clear that Houston Metro had to do something to address ridership. Between 1999 and 2012, the number of riders dropped by 20 percent, even after Metro extended its service hours and even while the city's population and economy were booming. And unlike other cities, Houston didn't see its bus ridership bounce back after the Great Recession.

Metro also had to revisit its network because it was in the process of completing three new light rail lines. Metro needed to adjust its bus schedules to better connect to the light rail and to eliminate duplicative service.

And, of course, Metro's antiquated bus routes faced the same issues as the ones in Columbus. In Houston's case, some of the the routes could be traced back to the early 1900s, when they were streetcar routes between downtown and outlying neighborhoods. Over the years, tinkering had made those short, straight routes long and twisty. Many of the areas they served were no longer big population centers. And downtown was no longer the dominant job magnet. Instead, much of the workforce commuted to universities and hospitals south of downtown in the city's medical center, while big shopping areas sprouted up around the Galleria mall and office towers emerged in once-sleepy suburban territory. Houston had become a city with a complex and "multinodal" employment base.

Metro, in other words, faced big problems that needed big fixes. "The [problems] couldn't be solved by adding another bus to this line or extending this route here," says Kurt Luhrsen, the agency's vice president of service planning. "It was systematic. The system was not serving those folks well anymore."

Once Metro decided it needed to overhaul its bus network, the agency's leaders combined their own data analyses with suggestions from the public. They wanted Houstonians to realize that this was not an arcane, bureaucratic process, but a chance to make big changes to improve people's lives. So Metro urged residents to reimagine the bus network.

The agency also described its existing operations in blunt terms, recalled Spieler, speaking at a 2015 transit conference. "We started this [process] by saying, 'We have a really crappy bus system,' which is a real odd thing for an agency to do. In fact, we had considerable internal fights over that idea. ... I said, we're not going to fix the system if we don't own up to the fact that our current system isn't working. Why in the world would we go to the public and say, 'We have a great system. We'd like to blow it up and start all over?'"

There is a tension in designing any bus system between maximizing ridership and maximizing coverage. The easiest way to bump up the number of riders would be to run more routes frequently through dense areas. But then the outlying areas would get little or no service, residents of poorer neighborhoods would have trouble getting to work and older people would be stranded without a connection to out-of-the-way senior centers. Before the redesign, Metro split its resources evenly between ridership and coverage. Based on the feedback it received, the board decided that the agency was spending too much to operate largely empty buses. So it

shifted resources: 80 percent went to building ridership, while 20 percent went to maintaining coverage.

Originally, the plan was supposed to be cost-neutral. Metro thought it could achieve that goal by using its existing resources more effectively. But residents who stood to lose service under the agency's initial proposal came to board meetings and public hearings to protest the changes. Politicians took up their causes. It took a year for the agency to iron out all of the wrinkles. Most of the changes the agency made to its initial plan were to lower-service routes. The high-volume lines remained largely the same. One way the board smoothed the passage was by adding \$12 million to the annual operating budget for buses, which was about a 4 percent increase.

The switch came after months of publicity, as well as training for Metro staff. The transition itself had no major problems, although the agency did have to make adjustments after the rollout. Still, the easy transition made the process look simpler than it was. "We just barely pulled it off," Spieler says, "with the right staff, the best consultants, a gutsy board and a policy geek mayor with lots of spine." (Mayor Annise Parker's term expired in 2016.)

Metro, though, will fall short of its goal of increasing overall transit ridership by 20 percent in the new system's first two years. Ridership did climb by 6.8 percent in the first year, but most of that came from increased light rail boardings. Bus trips increased by 1.2 percent in that initial year, much of that from weekend service. Weekday trips decreased.

Things got worse the second year, when lower gas prices led to a more sluggish economy in energy-dependent Houston. Although final data was not available by press time, Luhrsen, the Metro vice president, says ridership for the second year will likely be flat. [*This story was reported and written prior to when Hurricane Harvey hit Houston in August.*] But he points out that other Texas cities are seeing decreases of 5 to 6 percent because of the drop in gas prices and the oil-related downturn in the local economy. "If we would have done nothing, we would have been down 5 to 6 percent, too," he says. "But [after two years] we're up 7 percent."

Houston's size makes it the obvious template for other cities that want to launch a bus network redesign. But the growing number of transit agencies that are going through with similar plans will offer slightly different models to follow.

While Houston and Columbus tried to keep their expenses relatively flat, Indianapolis is embarking on an expensive redesign, aiming for fast, frequent service even as it expands its network by about 70 percent. Indianapolis will fund the expansion through a new 0.25 percent income tax voters approved in 2016, which is expected to bring in an additional \$54 million a year for IndyGo, the city's bus service. A major component of the new design will be adding three bus rapid transit lines that are designed to "basically be light rail on tires," says Bryan Luellen, an IndyGo spokesman. (The Indiana Legislature prohibited Indianapolis from using the money on actual light rail, but transit experts say the city isn't dense enough for rail anyway.) The new tax money will also help upgrade existing buses and bus stops, increase service on nights and weekends, and reduce customer waiting times on a more simplified grid network.

The transit system serving the Albany, N.Y., region stands out because it has increased bus ridership by 25 percent since 2009, while most other agencies have struggled with declining ridership. The Capital District Transportation Authority covers four counties, but it concentrates its efforts on fast, frequent service in its four major cities: Albany, Saratoga Springs,

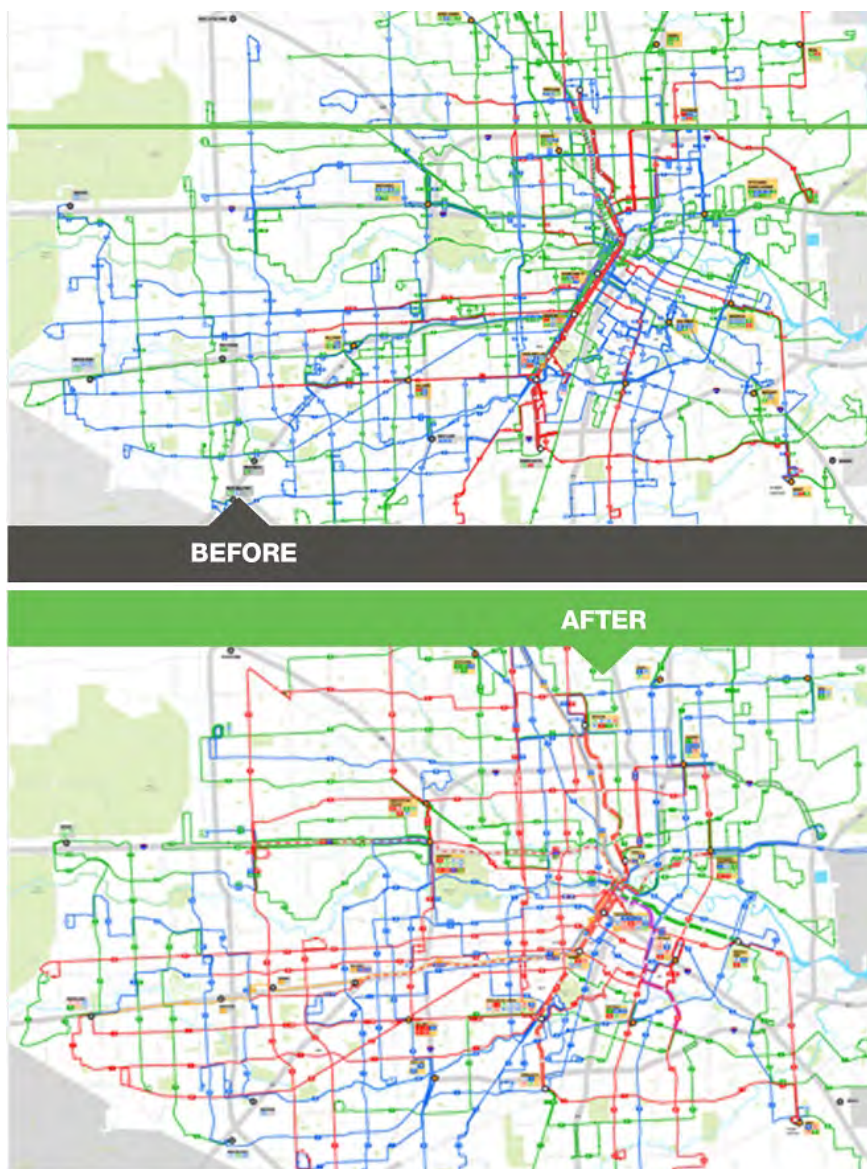
Schenectady and Troy. The emphasis on frequency, says authority CEO Carm Basile, is a “game changer,” because when buses come every eight to 15 minutes, the service “starts to feel a lot more like a rail system. The No. 1 thing people want from you when they get on your bus is to get off your bus. They want the bus to come really frequently, and they want to get to their destination really quick, just like a rail system.”

But another key to Albany’s success has been its decision to reach out to local colleges and businesses to enroll in its “universal access” arrangements. In those deals, the institutions pay a discounted rate up front so their students or employees can ride without paying a fare. More than a dozen colleges and a dozen local businesses participate in the program, and their riders make up nearly a quarter of the passengers the agency handles and a quarter of the fare revenues it collects. The program makes route planning easier, Basile says, because it’s easy for the agency to predict where students or workers will want to travel. Plus, he adds, it helps keep ridership up. “Wholesaling service has taken the spikes out of the ridership,” he says, that

are caused by external factors like the price of fuel. “We’ve been isolated from that. The people we are talking about are going to use the service regardless, because they can and it’s free to them.”

The number of transit agencies contemplating a bus system redesign continues to grow. This summer, Philadelphia officials announced they would soon undertake one, in part to respond to what they see as competition from private ride-sharing services. Anchorage, Alaska; Austin; Dallas; Richmond, Va.; and even Los Angeles and Staten Island in New York City are working on overhauls as well.

CAPTION: Houston's new system increases high-frequency bus routes (shown in red), which brings more than 1 million Houstonians into within a half-mile of a route that runs every 10-15 minutes. (Metro.com)



Jon Orcutt, the director of communications and advocacy for the TransitCenter, says many of those cities may need an infusion of new money, along with a new system design, to make a truly effective bus system. But some, like Los Angeles, which has the country's second-largest bus system after New York, will mainly need to show that they can spend existing tax money more effectively. L.A. voters approved major transportation funding measures in 2008 and 2016, which have resulted in a rapidly growing light rail system. At the same time, though, bus ridership has fallen sharply, decreasing by 20 percent in just the last three years.

Redrawing bus routes and overhauling schedules forces transit agencies to take a hard look at whether they're doing everything they can to serve their riders, Orcutt says. "It's a reflexive thing in the transit industry. If ridership goes down, the explanation tends to be that it's some sort of exogenous force: Gas is cheap, Uber came to town, whatever. But they don't look at whether their service is attractive to people. They don't look at what they can do, regardless of external forces," he says. "But now you're seeing the best of the transit industry looking at doing what they do better and trying to use the resources they have better."

<http://www.governing.com/topics/transportation-infrastructure/gov-big-city-bus-systems.html>

Could futuristic travel end up in Dallas? Hyperloop company is considering it

Sept. 15, 2017
Written by Melissa Repko
Dallas Morning News

Dallas has one more mode of futuristic transportation to dream about, along with bullet trains and flying Uber cars. It's made the short list for Hyperloop One, a Los Angeles-based company that wants to replace long flights and road trips with a quick ride through a low-pressure tube.

The Texas route is one of 10 routes that the company is considering, according to a Thursday news release. It would cover about 640 miles and connect Dallas-Fort Worth to Austin, Houston, San Antonio and Laredo.

Hyperloop One launched a contest in May 2016, asking individuals, universities, companies and governments to submit proposals for routes in their region. The company narrowed the field from hundreds of applicants to 10 teams. It will now start researching the commercial viability of the possible routes and look at factors like economic benefits, regulatory environments and passenger demand, according to the news release.

If the Texas route ever becomes reality, it would take just 19 minutes to travel from Dallas to Austin, according to Hyperloop One.

The Texas proposal — dubbed the Texas Triangle — was submitted by engineering firm AECOM with support from the North Central Texas Council of Governments, Dallas Area Rapid Transit, Austin Capital Metro, City of Dallas, Houston-Galveston Area Council, the Port Authority of Houston, Public Works and the U.S.-Mexico Chamber of Commerce.

Hyperloop One is building a new transportation technology that would use levitating pods to shuttle people as fast as 700 mph through low-pressure tubes by propulsion of electric motors. And the company says it would like to keep the price as low as a bus ticket.

The company was founded in 2014. Since then, it's built a track near Las Vegas and started testing. Company leaders say they'd like to have three systems in operation by 2021. It has raised \$160 million so far, according to the company's website.

Steven Duong, a senior urban designer in AECOM's Dallas office who is leading the Hyperloop Texas team, told *The Dallas Morning News* in April that Texas would be ideal for the project because the state's large number of commuters, relatively flat landscape and problems with traffic congestion. He said the Hyperloop would do for transportation what broadband did for communications.

Even if plans for the Texas route move forward, it would have to overcome engineering challenges and regulatory hurdles. For example, a project to build high-speed rail from Dallas to Houston has been slowed by property owners who don't want the train to pass through their land.

Hyperloop One is one of many companies trying to turn the concept into reality. The idea of the Hyperloop has been championed by tech billionaire Elon Musk, known for his focus on futuristic innovations like Tesla's electric cars and SpaceX's private space travel.

Uber is working on its own imaginative transportation approach. It's chosen Dallas and Dubai to test its concept for ride-hailing through the skies.

But just like the Hyperloop, it may be awhile before we see those flying taxis or lightening-fast travel tubes.

Here's the list of the 10 contenders:

U.S.

Chicago-Columbus-Pittsburgh, 488 miles

Dallas-Laredo-Houston, 640 miles

Cheyenne-Denver-Pueblo, 360 miles

Miami-Orlando, 257 miles

India

Bengaluru-Chennai, 208 miles

Mumbai-Chennai, 685 miles

United Kingdom

Edinburgh-London, 414 miles

Glasgow-Liverpool, 339 miles

Mexico

Mexico City-Guadalajara, 330 miles

Canada

Toronto-Montreal, 400 miles

<https://www.dallasnews.com/business/technology/2017/09/14/futuristic-travel-end-dallas-hyperloop-company-considering>

On Your Bike, Watch Out for the Air

By RICHARD SCHIFFMAN
JULY 6, 2017
New York Times

On weekdays, Darby Jack bicycles the 15 miles from his home in Clinton Hill, Brooklyn, to his office at Columbia University's Mailman School of Public Health in Washington Heights. Unlike most people who bike to work, the 42-year-old assistant professor of environmental health wears sensors that monitor how much air he breathes in during the trip, along with air pollution levels along his route.

This elaborate gadgetry is part of a five-year study that aims to find out at what point the harm done by pollution to cyclists might outweigh the health benefits accrued from the exercise.

The strapped-on sensors measure levels of PM 2.5, the fine particulate matter that is about one-thirtieth the diameter of a human hair and thought to be particularly harmful to health. The tiny particles, including black carbon, the main component of soot, penetrate deep into the lungs and bloodstream and may lead to the development of respiratory illnesses like asthma and lung cancer. Even relatively short-term exposures can increase body-wide inflammation and boost the likelihood of strokes and heart attacks.

"Our hope is that the city will employ our data as one of many inputs in designing better bicycling paths to minimize these risks," said Dr. Jack. The findings could lead to safer ways to engage in all kinds of exercise outdoors, especially on days when pollution levels are particularly high.

A 2014 report issued by the New York City Health Department said that particulates in the air cause more than 2,000 premature deaths and 6,000 emergency room visits and hospitalizations each year. And while the city has rapidly expanded its bike lanes and other bike-friendly infrastructure during the past decade, most of the planning to date has focused on traffic safety concerns, not pollution.

A partnership with the public radio station WNYC helped get the study started and has provided valuable ongoing coverage, Dr. Jack said.

So far, two years into the study, 40 cyclists have been recruited through announcements on WNYC to suit up like Dr. Jack. The researchers are looking to recruit 150 more.

The information collected will be used to create a street-level pollution map of New York City and an app that will help bicyclists choose less polluted routes. Participants' blood pressure and heart rates are also monitored to assess the effects of riding on the city's streets on the cardiovascular system.

"Our preliminary data shows that many bicyclists are getting a bit over half of their daily air pollution dose in only 6 to 8 percent of their day during their daily commutes," said Steven Chillrud, a geochemist at the Lamont-Doherty Earth Observatory at Columbia, who is conducting the study with Dr. Jack.

Early results indicate that bicyclists in lanes that are separated from active traffic by a row of parked cars breathe in a lot less pollution than those who use bike lanes adjacent to the traffic. The researchers are also finding perennial pollution hot spots, like the spiraling approach to the

Manhattan Bridge that Dr. Jack encounters on his daily ride. “The looping highways on all sides funnel the bad air” he says. “I’m riding uphill, breathing hard, it’s a perfect storm of negative factors.”

Bridges, where traffic bottlenecks are common, and the interior of Manhattan, which is buffeted by fewer refreshing breezes than the island’s periphery, are also prone to higher pollution levels. The city’s roads are generally more polluted during the morning rush hour than during the evening rush hour, when winds tend to be greater.

But just as important as the level of pollution in an area is the effort exerted by a bicyclist to pedal through it. “We know that just walking we are breathing in two to three times the air as we are when we are sitting,” Dr. Chillrud explained. Cycling and other strenuous activities like jogging and playing basketball boost the volume of air — and therefore the particulates — that we are inhaling. Dr. Jack, for example, breathes in roughly eight liters of air per minute when he is resting; when he cycles that volume soars to 70 liters. Biking hard, uphill or fast increases one’s pollution intake still further.

Another consideration is that the impact of air pollution varies a lot from person to person. “If you have a lung disease like asthma, cardiovascular problems or diabetes, or if you are a young child, a teen or elderly, you will likely be more susceptible to harm,” says Janice Nolen, the assistant vice president for national policy at the American Lung Association. “There is also evidence that women — whose lungs are slightly smaller than men’s — are more affected by pollution.”

Ms. Nolen said the Columbia study will provide much-needed information but cautions that people who participate in such research tend to be young, healthy and male, so the results may not accurately represent the population at large. Indeed, Dr. Jack said, the Columbia study’s volunteers do skew young and male. “The good news is we’re getting cleaner vehicles and less pollution,” Ms. Nolen said.

Stephanie Chan, a 42-year-old physical therapist who is volunteering in the study, says that while she finds it exhilarating to bike to work, “I’ve always been aware that you are right in the middle of the traffic breathing in the car exhaust. On a hot humid day, I get home and my scalp is gritty, and I’ve got dirt on my face.” While the study has made her think more about pollution risks, she doubts that it will cause her to change her behavior. “It’s just one of those things where you take your chances,” she says.

Audrey de Nazelle, an expert in risk assessment at the Centre for Environmental Policy at Imperial College London, said that while the benefits from exercise are slightly diminished by pollution, it doesn’t negate them in healthy adults. “Exercise actually lowers the rate of inflammation in the body, which exposure to pollution raises. So the relationship is complicated,” she said.

“In highly polluted cities like Delhi, you’ll benefit by outdoor exercise for about a half an hour, but after that the risks begins to outweigh the benefits,” she said. The good news for New York’s cyclists, said Dr. de Nazelle, is that studies conducted in European cities like Barcelona and London with roughly comparable pollution levels have shown that, even factoring in the risk from traffic accidents, people who bicycle statistically improve their health over all and extend their lives.

Still, cyclists would be wise to choose their routes and biking times carefully, says Dr. de Nazelle, and eat plenty of antioxidant-rich fruits and vegetables to help counteract the impact of air pollution on the body.

Correction: August 2, 2017

An article on July 11 about a study of cycling and air pollution in New York City misstated the role of the radio station WNYC in the study. It helped start the study with scientists at Columbia University; it did not merely air announcements to recruit participants.

<https://www.nytimes.com/2017/07/06/well/move/on-your-bike-watch-out-for-the-air.html?mcubz=0>

Dallas could absorb an Amazon HQ2, but it should look to Seattle for clues

Sept. 16, 2017
Written by Maria Halkias
Dallas Morning News

Even for a corporate magnet and job engine like Dallas-Fort Worth, Amazon's call for cities to bid on where it should build its second headquarters, dubbed HQ2, is irresistible. It's joining scores of cities and states in the intense competition to lure the e-commerce giant.

The Dallas area holds any number of sites that could fill the bill — a cluster of buildings in Dallas' newly revitalized central business district, the former site of Valley View Mall in North Dallas, or even vacant land south of downtown.

The technology and retail company plans to spend \$5 billion over a decade and bring up to 50,000 new employees to the site, and with its presence, it promises to remake a region. It's given government leaders specifications about what it wants, such as proximity to transit, availability of tax incentives and a business-friendly environment.

D-FW is one of the few metropolitan areas that could absorb Amazon's giant footprint that's come to dominate Seattle's downtown.

Last year, the population of D-FW grew by 143,000, making it No. 1 in the nation for the sheer number of people added. Companies are flocking here by the dozens, with the region accounting for 13 percent of net office leasing nationwide in 2016.

Adding Amazon to Dallas' already impressive lineup of Fortune 500 companies would fast-forward future growth in an instant.

D-FW, long a distribution hub for companies like Amazon and a corporate headquarters for executive ranks, would suddenly become a player in shaping the future of what e-commerce looks like. Amazon says it is looking for a site with 100 acres or existing and new buildings totaling 8 million square feet by 2027.

Architect Lance Josal, chairman of CallisonRTKL, said it's too early to figure out exactly what kind of facility Amazon will build.

"I think everybody is out there racing around trying to think about how they catch the biggest fish in the ocean," Josal said. "Right now it's a real estate deal."

"They have to figure out where they want to be. It will be a lucky city that can attract them."

But what can that city expect? The answers are probably in Seattle.

Before Amazon moved into downtown Seattle in 2010, like most U.S. cities it had felt the brunt of suburbia's wide-open spaces having the edge, though there were some efforts to stop the decline. Developer Matt Griffin, principal at Pine Street Group, worked with Seattle-based Nordstrom department store to turn a three-block area into the Pacific Place retail and entertainment center.

That opened in 1998, encouraging young people and baby boomers to move downtown. While that and a few other projects were a start to the resurgence, Griffin said, “when Amazon decided to move, that was like a shot of jet fuel.”

Unlike the Silicon Valley self-contained corporate campuses Apple, Facebook and Google have built, Amazon founder and CEO Jeff Bezos insisted on an urban campus where any other company building might be across the street.

Amazon’s new buildings in Seattle have cafeterias, but those eateries aren’t subsidized and by design only have the capacity to hold 20 percent of the people who work there. The point is to have 80 percent of its workforce out spending money at the businesses nearby to be sure the environment stays vibrant.

When Amazon moved in from the suburbs with 5,000 employees, it chose an area called South Lake Union — mostly parking lots and old abandoned buildings. That area has turned into a hub of commerce and a low-rise campus setting. Other companies have offices there and Google is building a facility that will house 4,000 employees.

In 2012, Amazon announced that a new high-rise campus was also in the works, and Bezos insisted it was also in the urban core. Last year, employees started filling the \$4 billion headquarters on city blocks that locals considered another blighted area. Two of the three 36-story buildings — the tallest among the other buildings in downtown Seattle that Amazon owns or leases — are finished and the last one will be completed in 2019.

One of the buildings has an outside dog park on the 17th floor. Amazon is known for its dog culture. On any day, at least 500 dogs come to work with employees.

About 70 percent of Amazon’s Seattle employees live in the city. Fewer than half use a car, and 20 percent walk to work. Many ride their bikes. Amazon built what employees call “bike cages,” which are not only places to store bikes, but also have showers for employees.

Today, Amazon occupies 33 buildings for a total of 8.1 million square feet in downtown Seattle. No building is farther than a 15-minute walk. Its 40,000 headquarters employees working downtown represent a \$25.7 billion-a-year payroll.

Amazon pays \$43 million a year into the city’s transportation system as an employee benefit. Visitors to Amazon last year required 233,000 hotel nights. The number of Fortune 500 companies with engineering/research and development centers in Seattle increased from seven in 2010 to 31 in 2017.

Second city

And Amazon has promised to do it again over the next 10 years somewhere else.

What city wouldn’t want all that? Maybe the question to ask is what city could handle it? Seattle is now a more expensive city. Some don’t like the dominant corporate hold Amazon has on Seattle, which is also home to Starbucks. Microsoft and Costco are in the suburbs.

Throughout the Seattle region, residential and office rents have climbed steadily. Salaries are also higher. Amazon says its average annual compensation for a corporate employee is more than \$100,000.

Dallas has never feared growth.

“This is the mother ship of all corporate relocations, and that also means there’s going to be fierce competition for it,” said former Dallas Mayor Ron Kirk, who said the 50,000 jobs are transformative for the whole community.

Kirk was in office when Seattle-based Boeing picked Chicago over Dallas for its new headquarters and 400 corporate jobs. Dallas learned a lot from the Boeing episode and the city has upped its urban quotient with parks, businesses and residential developments downtown, and new neighborhoods circling the central business district. Amazon’s magic dust would accelerate the momentum in the city.

The Dallas Regional Chamber has said it will be putting together a bid by Amazon’s Oct. 19 deadline.

Before Amazon made its announcement this month and stipulated that mass transit to the site was a requirement, both DART and the North Texas Council of Governments had been working to expand the 143-mile train system.

“For that kind of job creation, it’s worth it for the city of Dallas to do whatever it can for Amazon,” Kirk said. “That’s a positive tax base and 50,000 families helping to transform this community.”

It could even help heal some longstanding wounds, Kirk said, speculating that a location in South Dallas would help close Dallas’ north-south economic divide.

Big dreams

One of the sites being prepared to be included in the Greater Dallas Chamber’s pitch to Amazon is the Dallas Midtown project planned where Valley View Mall is being torn down.

Scott Beck, CEO of Beck Ventures, has been selling Midtown as a place for Dallas to have a location big enough to compete with the suburbs for the big corporate relocations such as State Farm in Richardson and Toyota in Plano.

Amazon Web Services has occupied five floors next door in the Galleria Tower since 2014 and can expand into surrounding office buildings while its first new space is being prepared. Amazon has said it wants to expand into its new HQ2 in three phases, with employees starting to move to the new city in 2019.

Midtown’s first phase has 500,000 square feet of office space and may be delivered around the time Amazon said it will be ready for it in early 2020, Beck said. The Valley View site is 100 acres and Beck Ventures owns 70 percent of it. The area is part of a 430-acre district that the city of Dallas rezoned to accommodate redevelopment that would include office buildings of up to 40 stories. The region is bordered by LBJ Freeway and extends north of Alpha Road, Preston on the east side and west to the Dallas North Tollway.

“An east-west or diagonal light rail line from North Dallas and Plano to Addison is part of our proposed plan,” Beck said.

He estimates that Dallas is one of only a half-dozen cities that can make a valid pitch to Amazon. And each city needs to present Amazon with a few credible opportunities, he said. “It’s

transformational. We want to put our best foot forward, and any perceived shortcomings won't be gaps for long."

Midtown's plans include a 20-acre park in the middle. Beck's already renaming it Amazon Park.

Dallas as the anti-Seattle? A pro-business climate may help Texas land Amazon's HQ2

Sept. 19, 2017

Written by Mitchell Schnurman, Business columnist

Dallas Morning News

Cities around the country were thrilled after Amazon said it was searching for a second headquarters location, but the Seattle establishment was shaken.

This “should serve as a wake-up call for the region,” the president of the Seattle Metro Chamber said in a statement.

And it “should come as no surprise,” she said, because “the city has continued to implement policies that create an environment that is at best unfriendly, and at worst, outright hostile toward the needs of our largest employers.”

That sounds harsh, especially from a pro-business group that promotes the region, but it's a common conclusion. From a \$15 minimum wage to mandates for paid sick leave to proposals for a capital gains tax, the regulations just keep coming in Seattle and Washington state.

In June, a soda tax was approved with a levy that's eight times higher than one for beer. In July, an ordinance took effect that restricts scheduling changes at large restaurants and retailers and can require more pay for workers whose hours are extended or cut.

This summer, Seattle unanimously approved an income tax on earnings over \$250,000, even though it was sure to provoke a legal challenge because Washington does not have a state income tax.

“It won't be lost on historians that two months after City Hall cheered itself for ‘taxing the rich,’ Amazon chose to seek a ‘stable and business-friendly environment’ for its next act: A \$5 billion investment and 50,000 new jobs,” wrote the editorial board of *The Seattle Times*.

A proposal for a head tax on workers in the city was adopted a decade ago, only to be repealed. But it keeps coming back.

“What have Seattle businesses done to deserve still more bills?” wrote the CEO of the Washington Retail Association last year after the head tax was put in play again.

Compare that approach with the pro-business policies in Texas. Tort reform, right-to-work laws, a low minimum wage, deregulation and light regulation are among the factors that make Texas a perennial top choice for corporate expansion and relocation.

In annual surveys of top corporate executives, Texas has been named the best state for business for 13 consecutive years. Washington ranked 39th in this year's report in *Chief Executive* magazine.

Amazon has outlined a long list of attributes for what it's calling HQ2, although it's not clear which ones matter most. The more weight that's given to the business climate, the better the chances for Dallas, Austin and other Texas metros.

It's important to note that other major metros can brag about their own pro-business practices. Georgia, for instance, ranked No. 8 among the best states, bolstering Atlanta's prospects. And Denver, considered a favorite, can tout 13th-ranked Colorado, which also has a cool factor that helps in recruiting.

The question is whether Amazon will be looking for an anti-Seattle, at least on the regulatory front.

Amazon didn't air any grievances with its hometown in announcing the search for a second headquarters. Still, long-time observers distilled some deeper messages in the announcement and location documents, suggesting that Amazon wasn't merely outgrowing the space in Seattle.

Part of what it's looking for: "elected officials eager and willing to work with the company," according to Amazon's request for proposals.

"That's a backhanded way of saying they're not able to work with the establishment in Seattle," said Paul Guppy, vice president of research for the Washington Policy Center, a conservative think tank in Seattle.

In general, employers in the Northwest are liberal about social issues, including benefits for same-sex couples and paid family leave, he said. But the constant stream of new requirements can be expensive and time-consuming.

"Employers are definitely fed up, but they're very reluctant to say so, because they don't want to be cast as mean capitalists," Guppy said.

When some restaurant owners criticized the big jump in the minimum wage and warned that it would lead to fewer jobs, they faced a firestorm of criticism online. So they went silent, he said.

Texas has put its business-friendly brand at risk recently. This year, lawmakers adopted a law to prohibit sanctuary cities and repeatedly tried to pass a bill to restrict bathroom choices for transgender people.

Many employers, including Amazon, spoke out forcefully against the "bathroom bill" and managed to hold off the legislation. Amazon and its founder and CEO, Jeff Bezos, odds with Texas political leaders on immigration, LGBT rights and climate change. But that may not be insurmountable.

"Controversial social issues come and go," Guppy said. "But tax rates, mandated benefits, the business climate — those really hit the bottom line. They're permanent and they're real."

Amazon said that it wants HQ2 to be the full equal of its Seattle base. Senior leaders will decide where to locate their teams, and employees are expected to have an option to move if they prefer.

If cost of living matters a lot, Dallas has a significant edge.

Kriss Sjoblom, senior economist at the Washington Research Council, expects Texas sites — perhaps both Austin and Dallas — to make the shortlist.

"There's no state income tax and no inheritance tax," he said, and no plans for new taxes.

In contrast, Washington already has the nation's biggest estate tax, up to 20 percent.

For workers at a company like Amazon, that could make a difference.

<https://www.dallasnews.com/business/economy/2017/09/19/dallas-anti-seattle-pro-business-climate-may-help-texas-land-amazons-hq2>

The Suburb of the Future, Almost Here

Millennials want a different kind of suburban development that is smart, efficient and sustainable.

By ALAN M. BERGER
SEPT. 15, 2017
New York Times

The suburbanization of America marches on. That movement includes millennials, who, as it turns out, are not a monolithic generation of suburb-hating city dwellers.

Most of that generation represents a powerful global trend. They may like the city, but they love the suburbs even more.

They are continuing to migrate to suburbs. According to the latest Census Bureau statistics, 25- to 29-year-olds are about a quarter more likely to move from the city to the suburbs as vice versa; older millennials are more than twice as likely.

Their future — and that of the planet — lies on the urban peripheries. Hurricanes Harvey and Irma made clear that, especially in suburbs, the United States desperately needs better drainage systems to handle the enormous amounts of rainfall expected from climate change.

They also made clear that new, sustainable suburbs can offer an advantage by expanding landscapes that can absorb water.

Housing affordability is a major driver of the appeal of suburbia, which has historically been, and still is, more affordable, especially for first-time home buyers.

Yet millennial suburbanites want a new kind of landscape. They want breathing room but disdain the energy wastefulness, visual monotony and social conformity of postwar manufactured neighborhoods. If new suburbs can hit the sweet spot that accommodates the priorities of that generation, millennial habitats will redefine everyday life for all suburbanites, which is 70 percent of Americans.

How can technology, revolutionary design and planning transform suburban living?

Climate will determine how environmental goals can be achieved in a given place: solar in the Sunbelt, say, or advanced water management in the rainy regions like the Pacific Northwest. Suburbs of the same age or size don't share the same potential benefits or needs. Here are some ideas to shape future suburbs into smart, efficient and more sustainable places to live.

Existing suburbs were developed to maximize house and lot sizes, and some are often locked into aesthetic compliance, like mowed lawns. These communities were also built around cars. Many residential developments offer small parks or playgrounds within walking distance, but require cars to get to bigger recreation areas.

In sustainable new suburbs, house and lot sizes are smaller — in part because driveways and garages are eliminated — paving is reduced up to 50 percent and landscapes are more flexible. The plant-to-pavement ratio of today's suburb is much higher than that of cities, but the next generation of suburbs can be even better at absorbing water.

House and open community spaces are set among teardrop-shaped one-way roads, which encourage predictable, safe separation of pedestrians and moving vehicles. New suburban developments will utilize technology like autonomous electric cars (parked at solar-powered

remote lots) and smart street lighting, which minimize energy use and harmful environmental impact.

Communities will share neighborhood amenities like public access areas, drone ports for deliveries, car pull overs (a wider shoulder in the road for pickup and drop-off) rather than private driveways and open common spaces.

Businesses also like locations on urban peripheries. That dynamic is helping to reshape suburbia's traffic patterns, since many cars avoid urban centers. As cars move to renewable energy, emissions and road noise will diminish. In the near term, we should hope to see more efficient cars and on ride sharing.

Drones at your doorstep

The use of drones will reduce the need for many car errands — and their emissions: With their unrestricted air space, suburban communities are likely to be first to receive package deliveries from the drones being tested by Amazon. They would be either hub-based, at Amazon warehouses, within 15 to 20 miles of customers, or truck-based, as with U.P.S. or Workhorse, in which a truck stops and a drone deploys. Small to medium packages — 86 percent of Amazon deliveries are under five pounds — can be handled by current drones and deliver to covered areas at doorways or at shared car pull-offs.

Cars that park themselves

In a future suburban development, a homeowner will order an autonomous car, via an app, from a remote solar-charging lot. As a car approaches, it will “talk” to a home: Lights and other utilities are activated or shut off for greater energy efficiency. Because these suburban homes will not have driveways or garages, front yards can be bigger, devoted to ecological functions or recreational activities.

A smarter landscape

The neighborhoods will be friendlier for pedestrians, with sidewalks and paths that connect to open spaces and communal areas. Before we had fenced-off backyards. In the future we'll have common recreation spaces or vegetable gardens. Or they can be designed for shared landscape features like forest, vernal ponds or wetlands that help manage storm runoff and control flooding.

Climate change has resulted in heavier rainfall when storms do come, and there's a need to store all of this water to prevent catastrophic urban flooding. Less pavement in suburbia means the ground absorbs more rain and snow and less storm water pours into heavily paved urban areas nearby.

Planners need to view cities, suburbs and exurbs not as discrete units but as regions, with one integrated environmental and technological system.

It's rare that such a profound change of vision for the future is so close to being achievable. And the millennial generation, with their there's-an-app-for-that outlook, is the one that will adopt it.

They find beauty in the utilitarian, and they know just how quickly radical technologies can change everything — including the suburb they want to call home.

Alan M. Berger is a professor of landscape architecture and urban design at Massachusetts Institute of Technology, a co-director of the MIT Norman B. Leventhal Center for Advanced Urbanism and a co-editor of the forthcoming anthology “Infinite Suburbia.”

DART could saddle future generations with huge debt if it uses backup plan to finance rail, experts warn

SEPT. 20, 2017
Written by Liz Farmer
Dallas Morning News

Two major rail projects might be funded with bonds that experts warn could land future generations with a massive bill.

The Dallas Area Rapid Transit board approved a backup financing plan last week for the suburban Cotton Belt commuter railway and the downtown Dallas subway. The projects are estimated to cost about \$1 billion each.

The Dallas City Council voted last week for plans to build the subway under Commerce Street. The 26-mile Cotton Belt line, which will run from Plano to DFW International Airport, has been a point of contention between the city and the suburbs because some have worried that the Cotton Belt would be prioritized over the subway.

The backup financing plan, though, would allow both projects to move forward with or without federal help, which some local politicians have been concerned about.

The vote allowing for the backup financing gives DART the option to use traditional bonds or capital appreciation bonds, a controversial funding mechanism that the agency has never used before.

Whereas traditional bonds issued by most government agencies require regular payments, the bill isn't due on capital appreciation bonds until many years after they are issued.

"Several school districts use these," said DART spokesman Morgan Lyons. "They're very solid."

But some experts say that deferring payment on debt can get out of hand.

Upon hearing the term "capital appreciation bonds," Tracy Gordon, a senior fellow with the Urban-Brookings Tax Policy Center, responded with an "Oh no."

"It's a way of backloading the costs on other generations," Gordon said.

As a cautionary tale, she pointed to the Poway Unified School District in San Diego, which borrowed \$105 million in 2011. Because the district did so through capital appreciation bonds, or so-called CABs, taxpayers will end up owing nearly \$1 billion in the long term, according to news reports.

Robert Bland, a University of North Texas professor who focuses on city government and budgets, echoed that concern. He said CABs come with "substantial risk," though he added that DART generally has a good history of fiscal planning.

"Their financial manager has certainly been very astute and a top-notch manager, so I would be a little more supportive, I guess, or encouraging if DART went that direction," Bland said.

If the board does go that route, he said, then it should have a reserve fund to accumulate the principal and interest to pay off the debt. Lyons, the DART spokesman, said the agency is required to do so.

"By our rules, we have to have a reserve equal to a year's worth of principal and interest," he said.

Lyons reiterated that DART may never use CABs. It could always use traditional bonds.

"It adds that to the list, the menu of options," he said.

One of the main concerns about CABs is how various factors could alter the bonds, like if another recession hits or if a member city left DART, taking its sales tax with it.

The agency has been through challenges like that before, though, Lyons said: From 2000 to 2010, the agency's main revenue — sales tax — remained flat, but DART still doubled the rail lines, he said.

"In 2000, we had 20 miles of light rail. By 2010, we were more than 60 miles," he said.

Route for suburban Cotton Belt commuter railway

For the Cotton Belt, DART originally planned to use a \$908 million Railroad Rehabilitation and Improvement Financing loan through the Federal Railroad Administration.

In June, the board voted against using that method. But at a meeting Sept. 12, the revamped board — several members had been appointed — said DART could use the federal loan, CABs or a combination of the two.

"We're looking for flexibility," Lyons said. "Basically, the board says, 'Go get debt and use whichever approach works.'"

If DART doesn't get the loan, the agency could issue up to \$908 million in CABs.

Proposed Commerce Street route option for downtown Dallas subway

For the downtown subway, DART is pursuing a \$650 million capital investment grant from the Federal Transit Administration. The rest of the subway project would be financed through traditional bonds and the debt repaid through sales taxes.

But under President Donald Trump's proposed budget, the federal grant program would face significant cuts. Congress will ultimately decide its fate.

"In our conversations with FTA, they've said keep moving, keep doing what you're doing," Lyons said.

But the unpredictability of what might happen at the national level left DART administrators looking for ways to finance both the Dallas subway and the suburban Cotton Belt no matter what happens.

In previous months, attempts to separately organize financing for the projects pitted Dallas and suburban board members against each other. The two camps worried that if there's not enough money for both projects, then their preferred rail won't be prioritized.

The Dallas City Council overhauled the DART board this summer to reflect its stance: Fund the subway, not the Cotton Belt.

DART has not been as concerned about acquiring the loan for the Cotton Belt as it has been with obtaining the grant for the downtown Dallas subway.

In an effort to avoid political turmoil altogether, DART has lumped the two projects together.

If the federal grants don't come through or the full \$650 million isn't allotted, DART could pursue up to \$350 million in CABS. The remaining amount would need to be covered in another way if the agency didn't receive the grant. Some options have been discussed, but members won't need to decide on one until later.

"It's early in the process," Lyons said.

<https://www.dallasnews.com/news/dart/2017/09/20/dart-saddle-future-generations-huge-debt-uses-backup-plan-finance-rail-experts-warn>

Texas' bridges aren't bad, but roads and other infrastructure need serious work, engineers say

Sept. 21, 2017

Written by Jackie Wang, Austin Bureau
Dallas Morning News

AUSTIN — When it comes to the state's bridges, roads and other infrastructure, Texas has work to do, according to a national engineering group.

The American Society of Civil Engineers gave Texas a C-minus in its 2017 report card released Thursday, noting that Hurricane Harvey serves as a reminder of the value of infrastructure.

“Life grinds to a halt when our bridges, wastewater treatment plants, and utility lines are out of service,” Travis Attanasio, the vice president for professional affairs for the Texas section, said in a news release. “As we rebuild, we have an opportunity to modernize our infrastructure so that it is better equipped for our growing population, and more resilient to weather events.”

The group evaluated seven categories of infrastructure. According to the report card's scale, a B means infrastructure is adequate, a C indicates general deterioration and a D shows that it's at risk.

Texas did improve its grades in aviation, bridges, dams and drinking water since the last evaluation in 2012.

The engineers attributed the state's D in flood control to the fact that local authorities are still largely responsible for flood preparation, floodplain management and flood prevention, with no state-level authority.

They also noted that dams are aging quickly, and despite Texas being a national leader in the condition of its bridges, 50 percent of them have been in use for over 40 years, while 20 percent have been in use for 60 years. Most of the bridges were built with a design life of 50 years.

The state's report card recommended long-term, increased and consistent state and local investment to help raise the state's infrastructure grades.

“We expect infrastructure to work effectively but when it doesn't, we may no longer take it for granted,” the report reads.

Still, Texas is doing better than the nation as a whole. The group graded the country a D+ overall in March.

<https://www.dallasnews.com/news/transportation/2017/09/20/texas-bridges-bad-roads-infrastructure-need-serious-work-engineers-say>

Dallas-Fort Worth Region Plots Practical Course for Autonomous Vehicles

Sept. 21, 2017
By Skip Descant
GovTech.com

In his self-described “department of one,” Thomas Bamonte is steering the Dallas-Fort Worth metro region toward a place that positions north Texas to be a leader in autonomous vehicle technology and its corresponding public policy.

Bamonte is the senior program manager for the automated vehicles department within the North Central Texas Council of Governments (NCTCG), which helps to guide funding and public policy along a range of transportation initiatives in the Dallas-Fort Worth metropolitan area — a spread of 16 counties with some 7 million residents.

“All of my colleagues — in their subject-matter areas — were learning more, seeing more discussions about those [autonomous vehicle] technologies and business practices. But the COG [Council of Governments] wanted someone who could live and breathe this stuff,” said Bamonte in a recent interview. His department was formed about 18 months ago.

“We saw the developments. Many of the folks here saw the developments, and we wanted to be an MPO (Metropolitan Planning Organization) that kind of, I would say, get in front of the [autonomous vehicle] issue,” said Bamonte. “And certainly have a rigorous focus on what transportation automation may mean to how we plan, program, deliver, operate and maintain our transportation system.”

The NCTCG has established an “automated vehicle program,” approved by the Regional Transportation Council, a subset of the NCTCG, earlier this year. It includes funding for two low-speed automated vehicle pilot programs, funding to support the use of Interstate 30 between Dallas and Fort Worth as a test corridor for transportation technology.

“We have two grant programs to encourage local cities to — in one program — make their traffic signal data accessible to the developer community to support connected vehicle applications,” Bamonte said.

Another grant program encourages cities to share their transportation data with Waze and other travel navigation services, “and to make use of the data streams that they receive in return,” he added.

“We believe that by building the data infrastructure for connected vehicles is probably the most cost-effective investment we can do at this point,” said Bamonte.

The council of governments is also, reserving some money to research or reinvent “people mover systems using automated vehicles,” said Bamonte. He wants to spur discussions about the future of transportation which may expand beyond the single personal vehicle to conveyance options that take the form of small electric buses.

“I think there is an opening for the emergence of vehicles in that spectrum between an electric bike and the kind of one-size-fits-all vehicles that we all use today,” he offered. “And I want to

make sure, both at the federal and the state levels, that there's sufficient space for the emergence of these vehicles.”

An example would be the sorts of low-speed automated shuttles carrying about a dozen passengers, already being tested — or at least displayed— in a number of cities.

“They get one or two people to work. They have much less of physical and environmental footprint,” said Bamonte. “I think there's real potential for movement there. It's not strictly automation. But it's certainly consistent with, kind of reinventing, or rethinking, the way that we're doing surface transportation.”

<http://www.govtech.com/fs/transportation/Dallas-Fort-Worth-Region-Plots-Practical-Course-for-Autonomous-Vehicles.html>

Column: For Dallas, urbanism versus sprawl is quickly becoming a zero-sum game

THURSDAY, SEPTEMBER 21, 2017 AT 4 A.M.
BY JIM SCHUTZE
Dallas Observer

Two huge forces are bearing down on Dallas right now — climate change and Amazon — and either one could be the boost the city needs to leap ahead. Or land in the ditch.

See what Hurricane Harvey did to Houston, Irma to Florida. People can nibble around the edges of it all they want, but climate change and resilience to it already are major factors in the foot race between cities. There is no longer a viable way out of it. If nothing else, at some point the simple matter of insurance will call the question.

And now let's see what Amazon really wants in its continental search for a new second headquarters. Most of the announced criteria — mobility, culture, talent pool and so on — sound like one thing. City. In fact, it sounds like a bright-lights big city, with lots of sizzle and jazz.

But what else? One assumes Amazon's second home will need to be a city that also is good at its basic chores: keeping up the infrastructure, keeping down the crime, providing a congenial physical setting.

And forget about Amazon. Even if there were no corporate behemoth scratching at our door right now, the issues of environmental resilience and urban quality of life are already the paradigm for local politics. All of the big questions to be settled or not settled in upcoming local elections will have to do with resilience and cityhood.

By resilience, I mean not setting the city up to be a patsy, a hapless victim of climate change, violent weather, flooding and other forms of catastrophe that we know await us in the near future. But what is cityhood?

Cityhood is related — bonded at the hip, in fact — to resilience because all of the answers to climate change are going to have to do with density, and density is all about social trust. When human beings share basic social trust, they can rub elbows, live stacked on top of each other, have a lot of fun and not start hyperventilating every time they get stuck on an elevator with somebody who doesn't look like a cousin.

Without social trust, everybody wants to live in a fortified sensory-deprivation chamber out in the land of cow patties. It won't defend against floods. It won't get the new Amazon second headquarters.

Without social trust, not so much. Without social trust, everybody wants to live in a fortified sensory-deprivation chamber out in the land of cow patties. That pattern, which we know by the name sprawl, does not and will not and cannot work. It won't defend against floods. It won't get the new Amazon second headquarters. Pretty soon, it won't even make money.

These questions are right under our noses already in Dallas because the leadership of the city is so evenly divided between the old-school champions of sprawl, which they call regionalism, and the new-school champions of cityhood. As the confrontation between the two camps matures, it gets easier to recognize who is on which side.

The best litmus is still the massive public-works campaign that the old school fought for 20 years to carry out along the Trinity River through the center of the city. Only recently defeated by the new urban forces, the project was known mainly for its most salient feature, the Trinity toll road, which was to have been a six- to eight-lane expressway built almost on top of the river, cutting off access to the city's largest natural feature and seriously threatening the already rickety and inadequate system of flood control that is supposed to protect downtown from disaster.

During the old establishment's 20-year war for that road, the main justification for it was that it would promote regionalism. By offering regionalism as a selling point, the old guard betrayed its utter unawareness that people on the other side of the paradigm think regionalism is the problem. And there you have it.

I know I started by suggesting that getting ahead of this curve was a good way for Dallas to get ahead of other cities, but I ought to let you in on a kind of confidence here. I don't really believe that's how these problems will get themselves worked out. A very new, still nascent effort is underway in Texas to stitch together a new urban alliance based on these questions, and so far it's a product of cooperation more than competition.

I don't get the impression anybody involved in it seriously thinks that solving the issues of environmental resilience and social trust will provide a cool way for one city to get two jumps ahead of the next one. Instead, it looks to me more like a bunch of people scattered around in cities all over Texas are more or less simultaneously realizing that they have a shared interest in resisting the forces of sprawl, social distrust and climate vandalism.

Dallas City Council member Philip Kingston is helping to organize one statewide network of urban officials and thinkers, based not on a left-right or progressive-conservative paradigm but on questions of urban sustainability. A lot of the shared challenge, he believes, is in Austin with

"We have passed these two constitutional amendments that sequester huge swaths of our budget for transportation," he says, "in a period of time when everybody acknowledges that the importance of the car is shrinking.

"And then our governor says, 'OK, Texas Department of Transportation, here's what I am telling you to do. You are to spend all this money that the voters have just sequestered on building more highway capacity inside cities,' which cities do not want. We don't want it, and it's going to really damage us. It's going to really harm our urban fabric."

Former Dallas City Council member Angela Hunt says that the recent defeat of the Trinity toll road, a project she fought for a decade, has given her an opportunity to pause and look forward.

"I have been thinking a lot about this since the Trinity toll road was killed last month," she says. "What are the issues that we need to focus on as a city?"

"Here are the three that have come to mind as critical for the next 50 years to our really creating a 21st century city: improving our schools, creating affordable housing across the city and creating mobility options that don't focus on massive highways to the suburbs.

"How do cities survive and compete and sustain themselves? How do they bounce back and sustain an economy that can withstand national fluctuations? Our city cannot sustain itself on a

model of simply having the wealthy inhabit the center part of our city and pushing people out and out.”

Hunt thinks properly managed density with an important element of economic diversity will create urban success.

“You simply create a more sustainable environment in a multitude of ways, and you create positive benefits that you didn’t even set out to create when you create more economic diversity throughout the city,” she says.

The natural catastrophes dominating the news of the last month are pressing on us in a drumbeat of fear. We know that our vulnerabilities will be tested at some point. But at the same time, the enormous economic promise of something like an Amazon headquarters lures us forward, offering new dimensions of prosperity and opportunity.

It may sound like two things, toughening ourselves to be resilient, expanding ourselves to be attractive. But there’s a growing sense that’s it’s not two things, that it is all one thing and that the one thing is cityhood. That’s what we’ve got to vote on next time we go to the polls.

<http://www.dallasobserver.com/news/dallas-resilient-bright-lights-big-city-of-the-future-or-not-9888816>

Task Force Busting Fake License Plates Forced To Shut Down

September 25, 2017 9:34 PM
By Cristin Severance
CBSDFW

It's a massive problem in North Texas and it's driving by you everyday: fake paper license plates. Consumer Justice Investigator Cristin Severance found out the task force dedicated to catching those crooks is being forced to shut down.

It's called the Dallas County Clean Air Task Force — a misleading name for a group whose mission is to get fake paper tags off the road. The task force is made up of four traffic enforcement deputies and ten detectives. They say 90 percent of the paper plates on the roads are fake. The plates are mainly used to hide either the vehicle or the driver from the law. "And it's not just a certain part of the county," said Deputy Jerry Cox, "it's the whole North Texas area."

Criminals used to put phony inspection stickers on cars that wouldn't pass inspection. After Texas stopped requiring two stickers, investigators say paper plate fraud exploded. "I believe that since we went to the one sticker, the crime has tripled," said one undercover detective.

Consumer Justice rode along as the undercover detectives bought two fake paper plates from a man in a gas station parking lot. Deputies were waiting nearby to pull him over — they arrested him and found a printer in his back seat. "He had been using [it] to obviously make these tags and distribute them," said the detective. The driver, Jose Hernandez, is now facing two felony charges of tampering with a government document.

It's not just citizens. The task force pulled over a Dallas County Deputy Constable driving his personal vehicle with a fake paper plate. Dash cam video shows Agustin Saucedo admitting to using a template on his home computer to print his own plates. Saucedo was charged with Reproducing Temporary Tags, a felony. The Dallas County District Attorney's Office later reduced the charge to Displaying the Wrong Plates, a misdemeanor equivalent to a typical traffic ticket. The DA's Office says it offered Saucedo a plea bargain because he wasn't giving the tags to anyone else. Saucedo was sentenced to 96 hours of community service, and resigned his job as a deputy constable.

Deputy Cox says the fake plates hide a bigger problem. "You don't know if that car with that paper tag is actually safe to be driven on the road." He says it's possible the car can't pass inspection, or the person behind the wheel doesn't have a driver's license or insurance.

Often the paper plates are sold to fund drug cartels, human trafficking, even terrorism. "Because the paper tags don't come back to a particular vehicle or person," said Cox, "we have certain dealerships that sell paper tags out the back door for money." You can also find tags for sale on Facebook, Craigslist, and other buy-sell-trade apps.

Now instead of focusing on crime, the task force is being forced out of business. For years clean air task forces across Texas were funded through a grant by the Texas Commission on Environmental Quality, with Dallas County pitching in 20 percent. The county paid for its share by adding a \$6 fee to vehicle inspections. The money also went to the Low Income Repair Assistance Program or LIRAP, better known as Cash for Clunkers.

In July, Governor Abbott vetoed all funding to the state's clean air programs. When the state money dried up, Dallas County commissioners voted to stop sending that \$6 fee to Austin.

"We're not going to tax our taxpayers any longer for you to balance your budget," said Dallas County Judge Clay Jenkins. "If you're not going to use this to fund our law enforcement, our cash for clunkers program, then we're not going to let you rip off our taxpayers."

When Consumer Justice contacted Gov. Abbott's office, a spokesman said the task force could apply for money from the state's Criminal Justice Division grant. The problem is, those funds wouldn't be available until September 2018. "So when the task force shrinks and the gangs get stronger, that's on the governor," said Jenkins.

Representatives of the Dallas County Commissioners and the North Central Texas Council of Governments both said they were working to replace the funding, but weeks after Consumer Justice started asking questions, there was still no solution in place.

Jenkins and Chris Klaus, a senior program adviser for NTCOG, told CBS 11 the deputies will be assigned to other jobs within the county with the hopes of bringing the task force back together in December.

"Our goal is to get them back together by Christmas," said Jenkins.

Klaus said they are working on finding the funding now.

"The immediate need is to come up with the funding to get the task force up and running as it was," said Klaus.

However, county sources told CBS 11, that timeline is unrealistic. The task force office is cleared out and all the surveillance equipment has been given to other divisions. The source said putting the group back together a few months after allowing it to dissolve wouldn't make sense.

Task Force Captain John Dohmann says the unit will be officially dissolved on September 30th. After that, he fears what will happen out on the roads. "If nobody is enforcing it anywhere... well, then it's just going to get worse."

Here's the Governor's full statement.

"The LIRAP program in question was the equivalent of the failed federal cash-for-clunkers program. It was a terrible deal for Texas taxpayers and the state's fiscal health, and most counties were not utilizing the money to combat drug trafficking. Funding for criminal justice programs like the one in Dallas County remains. Every year, the Governor's Criminal Justice Division makes \$275 million available to criminal justice agencies in state and federal funding for programs just like these."

County Officials: Abbott Cut Task Force Funds Without The Facts

September 26, 2017 8:26 PM
By Cristin Severance
CBSDFW

Governor Greg Abbott eliminated funds for the only task force focused on busting drivers using fake paper license plates.

Hiding potentially dangerous cars and criminals, the fake plates are all over North Texas roads. But it turns out, according to several sources, Abbott didn't realize he was cutting funding to law enforcement across the state.

At least ten Clean Air Task forces, including Dallas County's were mostly funded through a state grant. County officials said when Abbott vetoed funding for the grant, he thought he was only cutting off money to the state's Cash For Clunkers program.

A spokesperson for Abbott said Cash For Clunkers was a "terrible deal" for taxpayers. But he never responded about what exactly Abbott did or did not know when it came to vetoing the grant.

But some people, including Dallas County Judge Clay Jenkins are incredulous about that explanation.

"Yeah, I think it's important to know what you're vetoing and not be confused and to veto something when you think it's something else," said Jenkins. "And the ramifications are that we're not going to have the Dallas County Clean Air Task Force officers out there."

Dallas County Clean Air Task Force Shuts Down

October 1, 2017 3:14 PM
By Cristin Severance
CBSDFW

The only task force in North Texas focused on stopping the sale of fake paper license plates shut down Friday.

Detectives said the move by Gov. Greg Abbott hurts all drivers on the road.

"I was here when we first opened up the doors," said Lt. Lawrence Mccall

Mccall helped start the Dallas County Clean Air Task Force nearly 10 years ago.

Now, the offices are empty and their equipment has been given away.

"The cabinets are cleared out. Surveillance equipment, vehicles we were using, body cams. All gone," said Mccall.

The 14-member task force went after drivers with fake paper license plates.

They said some drivers use a fake temporary tag when their car won't pass inspection, they want to hide from police or they don't want to pay tolls on the tollway.

"By looking at the boxes, it shows me that it's the end," said Mccall.

Each box in the task force conference room contains thousands of closed cases.

"There are thousands of tickets, thousands of arrests. I can say that we helped the majority of them. By investigating them, we were able to find out that they were victims," said Mccall.

Mccall explained that some drivers didn't know the temp tags they were given were fake.

"A lot of our consumers had been victimized," said Mccall.

McCall explained there are several reasons regular police officers can't tackle the problem of fake paper plates.

"When they aren't trained, they think those paper tags came from a dealership. We were trying to go for the big fish, we were trying to go for the people that was actually making the paper tags. Giving these people false hope that their vehicle was a legitimate vehicle," said McCall.

Gov. Abbott vetoed all funding to the states clean air programs in July.

County officials told CBS 11 that Abbott thought he was only cutting off money to the state's cash for clunkers program.

They said he didn't know his signature would cut off money to clean air task forces across the state.

"How could you not know that? Or how could someone in your group not know that and tell you that? It seems a little ridiculous," said Task Force Captain John Dohman.

"My mom and dad always taught me, if you do something wrong, make it right. When you make a mistake make it right. When it was identified that a mistake had been made then it should have been corrected," said McCall.

No one from the state or county stepped in to fund the unit.

Now, dozens of open cases will be passed off to other detectives with a full case load and no training in fake license plates.

"It's similar to giving your child away to someone else to take care of. When you are capable of taking care of them yourself," said McCall.

By the close of business Friday, the task force was done.

One of the men who started it all will be there to finish it.

"Just like a captain of a ship when it goes down, most likely, he's the last one to go down with the ship. And I want to be the one to lock up when we leave," said McCall.

The deputies and detectives have been assigned to other departments in the county.

Officials with the North Texas Council of Governments, or COG, told the I-Team they are trying to come up with enough money to reassemble the task force by Christmas.

Although, several county sources told CBS 11 it's unrealistic to think they can get everyone back together that quickly once they allowed the task force to be disbanded.

"The crime will triple, quadruple because there will be no one out there to enforce these laws, these regulations," said McCall.

Column: Here's how the wheels came off Fort Worth's plan for better transit

BY BUD KENNEDY
FORT WORTH STAR-TELEGRAM
SEPTEMBER 23, 2017 6:02 PM

FORT WORTH – Plans to add \$2.8 million in city bus service stalled last week, and City Council appeared to be asleep at the wheel.

Raising taxes even only \$7 extra per year for a smidgen more public transit led to a complete mechanical breakdown at City Hall, and Councilman Cary Moon intentionally blocked a plan that had been on wobbly wheels from the start.

One day after Moon no-showed a budget hearing, killing a council quorum and the plan — he chose to stand outside City Hall doing TV interviews — Moon told a neighborhood forum Saturday he instead wants a countywide election on \$1.2 billion for regional rail.

“We need a mass transit system that will attract corporate headquarters like Amazon, and that doesn't rely on buses,” Moon said, saying he skipped the public hearing because the proposal came late and only improved bus service for west Fort Worth, which is not his district.

But the proposal was a small second step in a long-range transit plan that would eventually include a regionwide rail network. Fort Worth and Tarrant County offer less than half the bus and rail service of Austin, San Antonio or other comparable metropolitan areas.

The first step in April added bus service to far north Fort Worth. That included Route 11 to Moon's own Heritage neighborhood.

When he dodged the budget hearing, he effectively blocked extra City Hall funding for the same expanded bus service in anyone else's neighborhood.

Speaking to Eastern Hills residents Saturday, Moon criticized the proposal as “last-minute” at the annual deadline to set a tax rate. He said backers were trying to “circumvent the public process” with a belated proposal.

Council members had voted 6-1 to schedule rushed hearings on whether to spend up to \$5.7 million on bus service. A majority seemed to have settled on \$2.8 million.

But it didn't matter what the majority wanted.

South side council member Ann Zadeh, who pushed for the extra spending, said she knew days ago that some supporters would miss the public hearing. But she thought either Moon or opponent Jungus Jordan would attend to complete a quorum for discussion.

(Jordan has given no explanation for his absence.)

“It was only a public hearing — a conversation — it wasn't even a vote,” Zadeh said Saturday.

“I'm just really disappointed. I think what we were working on would have had the support of a majority of the council.”

At the east side forum, Moon muddled the debate by saying city leaders can attract companies like Amazon with a big regional rail plan, not a few million here and there for city buses.

“If we’re going to spend money on public transportation,” he said, “we need to do it correctly.”

But he also stoked old crosstown hostilities, saying the added bus service was for the “west side”: “Why not bring a bus route to east Fort Worth?”

(East and south bus service expansions are next in the plan.)

Moon said he plans to start working on a countywide transit tax election, and also for a citywide vote on moving part of Fort Worth’s half-cent “crimefighting” sales tax to transit. That would basically shift more police costs to the regular budget.

Zadeh said she welcomes any support for transit, but wonders about a countywide vote.

“As a resident of Fort Worth, I’d like to see our service be as robust as we can make it, and I don’t want to dilute that with too many member cities,” she said.

Moon said he wants to talk with city and business leaders next week.

Why should anyone show up to listen?

<http://www.star-telegram.com/opinion/opn-columns-blogs/bud-kennedy/article175079831.html>

Texas kids will have safer paths to school

BY ELIZABETH CAMPBELL
Fort Worth Star-Telegram
Sept. 24, 2017

HURST – Pamela Householder can see Harrison Lane Elementary School from her front door. But helping her daughter, who uses a wheelchair, get to her classes is a complicated journey because there are no sidewalks.

Householder and her daughter Dacie, who has cerebral palsy, travel along East Cheryl Avenue, where cars are parked on the side of the road and traffic is constant.

“Pushing a wheelchair on a street is not safe. She (Dacie) certainly can’t do it,” Householder said.

But thanks to the city of Hurst and funding from the Texas Department of Transportation’s Safe Routes to School Program, Dacie and other schoolchildren will soon have safer routes to school.

Greg Dickens, Hurst’s executive director of public works, said with the TxDOT grant, the work to build the new sidewalks could begin next month and should take about four months to complete.

Michelle Lazo, Hurst planning and community development director, said city officials met with the principals from the Harrison Lane and Hurst Junior High schools concerned about safety and watched where children were walking in the mornings and afternoon.

“Kids would walk out into the street and cross where it wasn’t safe,” Lazo said. Others walked through yards.

GRANTS HAVE POURED INTO NORTHEAST TARRANT CITIES

Hurst is among many Northeast Tarrant County cities that have benefited from the Safe Routes to School Program grants.

For this current project, Hurst will pay for the work up front, and receive an 80 percent reimbursement from the state. The amount of the grant is \$489,515. Along with the sidewalks, the grant for Hurst also will pay for flashing signals.

The program was established by the 77th Legislature in 2001 to improve bicycle and pedestrian safety for children at or near schools, said Michael Peters, spokesperson for the Texas Department of Transportation (TxDOT).

Peters said Safe Routes to School was established as a competitive construction program paid for with state and federal funds as well as local contributions.

Since the program began, it has provided funding for 203 projects throughout the state for \$73 million, with 12 of those in Tarrant County, costing \$4 million.

Those cities include Haltom City and Richland Hills that each received three grants; Keller and Southlake each with two grants; and Grapevine with one.

Peters said 12 additional projects have been approved for funding but are still in development.

Those include seven projects in Fort Worth and one each in Aledo, Azle, Burleson, Keller and North Richland Hills. The total estimated cost of these upcoming projects is \$10 million, Peters said.

OUR PIECE OF THE PIE

Aledo was awarded an \$833,880 grant to build sidewalks on Old Annetta Road. The city will contribute \$208,470 toward the project.

Azle school district received a \$301,116 grant to build a pedestrian walkway for Walnut Creek Elementary School. The school district will contribute \$75,279.

Burleson will get \$1.7 million from Safe Routes to School to pay for sidewalks on Irene Street from Gardens Boulevard to Johnson Avenue, where there are several schools in the area. The city's local match will be \$430,255.

Fort Worth won grants for seven projects totaling \$3.2 million. They are CC Moss Elementary School, \$507,909; Diamond Hill Elementary School, \$790,533; W.J. Turner Elementary School, \$541,572; M.L. Phillips Elementary School, \$551,405; D. McRae Elementary School, \$547,892; Bonnie Brae Elementary School, \$375,958; and Daggett Elementary School/Montessori School, \$602,673.

Keller received \$770,000 grant money to build a sidewalk connecting neighborhoods to Willis Lane Elementary School and Messiah Lutheran Academy in the south part of the city. Construction could start in 2019.

The 4,200-foot trail will be on the east side of Whitely Road from Edenderry Drive to Rapp Road, where it will continue east to Willis Lane. The trail will cost \$970,000, and Keller's portion will be about \$193,000.

North Richland Hills was just awarded a \$211,000 grant for sidewalks around Smithfield Middle School on Main Street. The grant will pay for 2,796 feet of sidewalk, crosswalks and curb reconstruction to accommodate bikes and pedestrians, said Clayton Comstock, planning manager for North Richland Hills.

It will also pay for a bicycle rack at the school. The city will contribute \$52,784. Construction is scheduled for completion by the end of 2019.

For Householder, having sidewalks in her neighborhood can't come fast enough.

"We are constantly dodging cars and constantly having to look and make sure nobody is going to pop out and hit us," she said. "Sidewalks are just so much safer."

Who can handle Amazon's 50,000 jobs? The Dallas-Fort Worth area adds twice that many every year

Sept. 24, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

Amazon's second headquarters could transform a region, but how many cities have the bandwidth to handle the massive project?

It involves 8 million square feet of office space eventually, along with big incentives, mass transit connections and a stable, pro-business climate. Perhaps most important, Amazon needs a labor pool that can provide 50,000 workers, including many tech specialists.

It's a daunting number of new jobs, especially from a single company, and few regions have a record of such job growth. But Dallas-Fort Worth is one that does.

Since 2010, D-FW has added an average of almost 100,000 jobs a year, twice as many as Seattle, Amazon's fast-growing hometown. D-FW is also well ahead of Denver, considered a favorite in the Amazon sweepstakes, and Austin, another leading contender.

The Dallas metro area has over twice the population of Denver and Austin, so you'd expect it to add more workers. That may seem an unfair advantage, but size has advantages.

Amazon won't hire 50,000 people immediately, so cities have time to ramp up. Still, Dallas could handle the extra load better than most.

Job creators

Metro area	Average annual jobs added since 2010
New York	156,000
Los Angeles	113,000
Dallas-Fort Worth	97,000
Houston	72,000
Atlanta	65,000
Seattle	48,000
Boston	45,000
Denver	40,000
San Francisco	39,000
Austin	36,000

SOURCE: U.S. Bureau of Labor Statistics; *Dallas Morning News* research

Staff Graphic

Amazon plans to hire lots of tech workers, including high-demand software engineers. Last year, almost two-thirds of Amazon job postings in Seattle were for tech workers, according to Emsi, a labor market research firm in Moscow, Idaho.

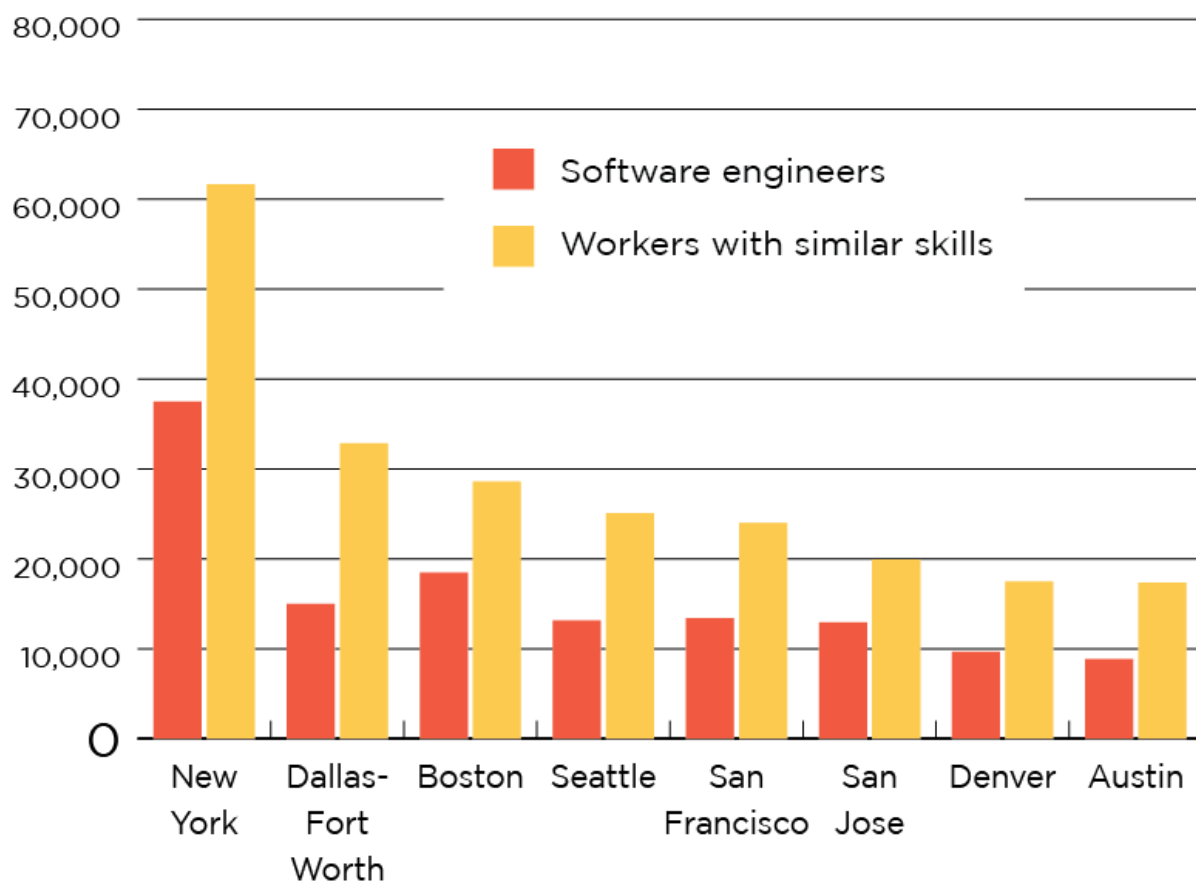
Emsi recently published a report on the top cities for so-called HQ2, based on their ability to meet Amazon's labor demands. Dallas-Fort Worth, a tech powerhouse that often doesn't get credit for it, was No. 5 in the overall ranking.

"Dallas has really strong numbers in the tech area and in broader management and administration," said Josh Wright, Emsi's director of economic development.

Average pay for the Amazon jobs will be about \$100,000 a year, according to public documents from the company. At that pay rate, Amazon could attract almost 15,000 software engineers in the Dallas area, Emsi reported.

Expand the job search to workers with similar technical skills, and Amazon could land almost 33,000 people, Emsi said. That's almost twice as many potential hires as Denver and Austin, thanks again to the advantage of size.

Who's got tech workers?



SOURCE: Emsi

Staff Graphic

Amazon wants a second headquarters that's the equal of Seattle, so it needs more than software stars. It's also looking for workers in legal, accounting and administrative services, and in management and the executive ranks.

This general labor category represents one of Dallas' strengths. While Fort Worth-Arlington has more manufacturing and logistics, the Dallas-Plano-Irving area has had rapid growth in professional and business services.

That sector includes many of the fields Amazon is targeting. Dallas' growth is the result of a diverse economy that has a rich mix of major corporations and smaller employers. It's home to AT&T, American Airlines, Exxon Mobil and Southwest Airlines.

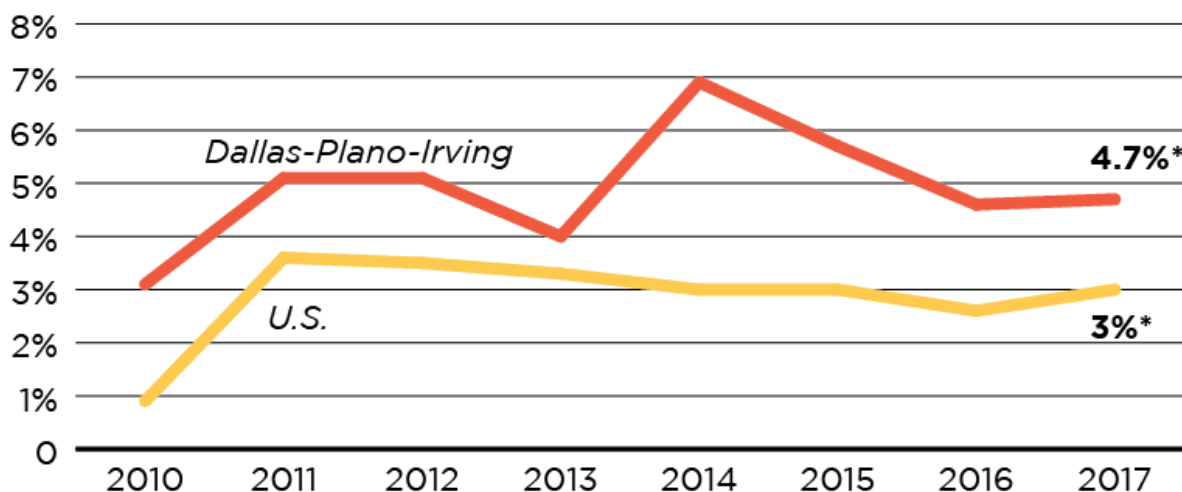
Dallas also has a long record of attracting workers from other states and nations, along with college students from outside the region. And a city's ability to recruit talent is very important to Amazon.

"We have no trouble getting people to move to Dallas," said Matt Bomberger, managing director for Experis IT, a tech staffing company.

In part, he said, that's because Dallas is home to many foreign nationals and they feel welcome here.

Beyond tech jobs

12-month increase in professional and business services jobs:



* Through August

SOURCE: U.S. Bureau of Labor Statistics

Staff Graphic

In the competition for HQ2, Dallas has a serious weakness: education.

Twenty-one percent of adults in Dallas-Fort Worth have a bachelor's degree, according to the ranking by Emsi, and that's the lowest rate among the top 10 contenders in its report.

San Francisco, San Jose and Boston are over 30 percent. Denver's at 28 and Austin's at 27.

"A highly educated labor pool is critical," Amazon said in its request for proposals, "and a strong university system is required."

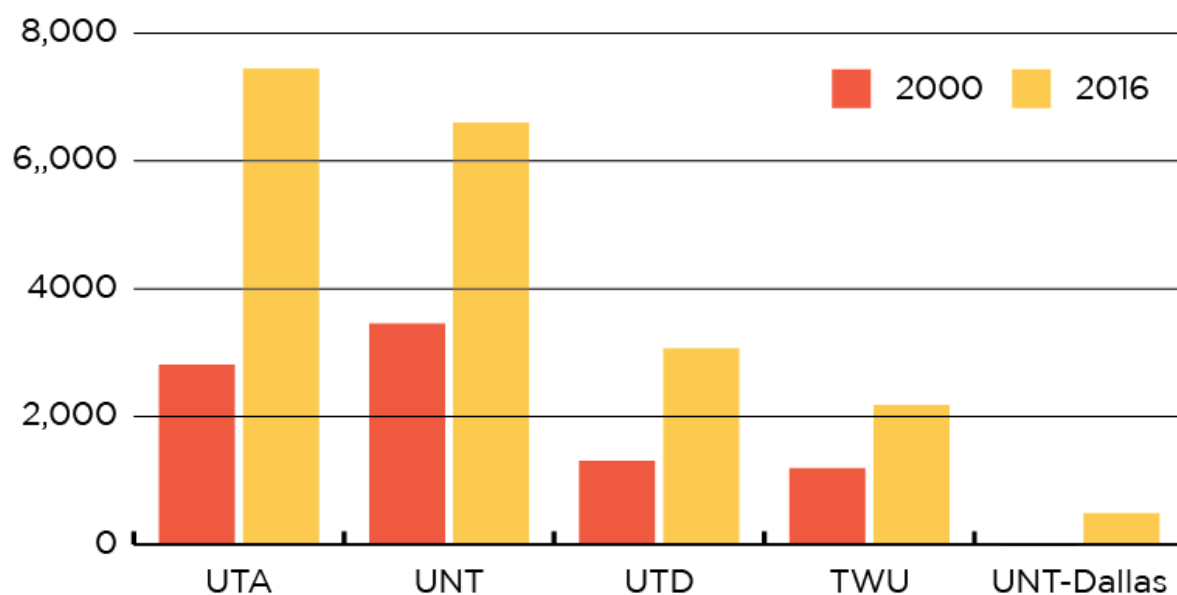
On that second part, things are more promising. Local leaders have long pushed to improve area universities, and the colleges are getting more students to finish and get a diploma.

The University of Texas at Arlington and the University of Texas at Dallas awarded over twice as many bachelor's degrees last year as in 2000. Engineering and computer science were among the top majors, and they're of special interest to Amazon.

Even private schools, such as Southern Methodist University and Texas Christian University, have had a big increase in bachelor's degrees since 2000.

Progress in higher ed

Bachelor's degrees awarded:



SOURCE: Texas Higher Education Coordinating Board

Staff Graphic

Every company wants talented workers but not at any price.

Amazon asks cities to provide local wage information for the jobs it will be hiring. And Dallas sits in a good spot among the top contenders.

It's not cheap to hire tech talent in Dallas, but it's a bargain compared with Silicon Valley and Seattle. It also costs less than in Denver, and Colorado has a state income tax, too.

In Dallas-Fort Worth, the median hourly rate for software developers is \$47.71, according to Emsi. That works out to just over \$99,000 a year, which nearly matches the pay rate that Amazon has estimated for future workers in HQ2.

Pay rates are slightly lower in Austin and Atlanta, but not enough to create much separation among the three. So the question is, what do you get for your money?

In Dallas, it's a labor pool with over 30,000 skilled tech workers who might jump at Amazon's offer.

That's a strong pitch — strong enough to build a bid on.

How Dallas pay stacks up

Metro area	Median hourly pay for software developers
San Jose	\$62.46
Seattle	\$59.19
Washington	\$52.68
Boston	\$51.94
Denver	\$49.26
New York	\$48.31
Dallas-Fort Worth	\$47.71
Los Angeles	\$47.70
Austin	\$46.32
Atlanta	\$44.71

SOURCE: Emsi

<https://www.dallasnews.com/business/economy/2017/09/24/can-handle-amazons-50000-jobs-dallas-adds-twice-many-every-year>

Amazon Is a Lifeline for Retail Workers (If They Live in the Right City)

By Spencer Soper
Bloomberg News
September 20, 2017, 6:00 AM EDT

Elijah Hahe spent years toiling in retail — supermarket cart boy, gas station attendant — with little to show for it but low pay, inconsistent hours and skimpy benefits. So when Hahe heard a radio ad for positions at a new Amazon.com Inc. warehouse near Columbus, Ohio, he applied immediately.

“I knew Amazon was an up-and-coming company, so I figured I’d give it a shot,” says Hahe, who’s 25. “It was definitely scary. Once I got here, I realized it was a good fit.”

A year later, Hahe is training new hires and aspires to run his own warehouse. He has steady full-time work, health benefits and is saving for a three-week vacation to Ireland, something he never considered while working retail.

For many struggling store workers, the answer seems to be: If you can’t beat ’em, join ’em. Amazon says it doesn’t count how many of these people it has hired. But, according to the U.S. Labor Department, the number of workers who lost their jobs at department stores like Sears, Macy’s and J.C. Penney since 2000 is about the same as the 444,000 hired by the warehousing industry.

Many of these new warehouse jobs are at Amazon fulfillment centers, buildings of about a million square feet where products are retrieved, packed into boxes and shipped to homes around the country. The 125,000 people toiling in Amazon’s distribution network account for about 25 percent of the warehouse jobs added in the last 20 years. So while critics including Barack Obama and Donald Trump have blamed Amazon for destroying retail jobs, the online giant is also providing a potential lifeline to those same workers.

There is a wrinkle, however, with long-term implications for the U.S. labor market. The likelihood of someone who lost a job working the Macy’s makeup counter landing a job packing boxes at an Amazon warehouse largely depends on where they live (or their ability to move). Bloomberg reviewed Labor Department data, state notices about store closures and Amazon warehouse announcements over the past 20 years, revealing a concentration of warehouse employment growth clustered around Amazon facilities while retail’s losses are more evenly distributed.

Out of luck

As shoppers shift more of their spending from stores to websites, some warehouse labor markets are winning while many retail markets are losing. The 1,000-plus people who have lost retail jobs over the last decade in the Columbus region where Hahe works have Amazon as a backstop.

As do retail workers in San Bernardino, Calif., or Harrisburg, Pa., or dozens of other markets around the country where Amazon has set up distribution hubs. But many regions losing department stores can’t take advantage of Amazon’s hiring machine.

For example, hundreds of displaced retail workers in El Paso are out of luck because there’s no Amazon facility nearby. Amazon has a huge presence elsewhere in bigger Texas cities, though.

It's building its third fulfillment center in Coppell and another one west of Houston in Katy. It will have 10 in Texas when those are completed this year. Amazon's North Texas fulfillment centers are in Dallas, Coppell, Fort Worth and Haslet. Others are in Houston, Schertz (near San Antonio) and San Marcos.

"Previously, you needed stores in big towns, medium towns and small towns," said Kirithi Kalyanam, director of the Retail Management Institute at Santa Clara University. "With e-commerce, jobs are more aggregated."

Some markets will have a huge shortage of jobs. For people caught on the wrong side, this is going to be painful."

The e-commerce revolution that has decimated the retail industry (Toys "R" Us Inc. just filed for bankruptcy protection) is also upending the gender balance. Women hold about 60 percent of jobs at general merchandise stores but only about a third of those at warehouses, which tend to favor mid-career men without college degrees, says Jed Kolko, the chief economist at job search website Indeed.com. "The rise of e-commerce doesn't just favor some places over others," he says. "It favors some people over others."

Amazon's growing impact on the economy — including its \$13.7 billion purchase of Whole Foods Market — has prompted talk in Washington that the company is growing too big and powerful. Trump frequently hints in tweets that he'll try to rein in the e-commerce giant, and Democrats have called for hearings.

No one expects an antitrust investigation against Amazon any time soon, but the company's public relations machine has been loudly touting its hiring and job-training programs.

In January, chief executive Jeff Bezos pledged to create 100,000 jobs over the next 18 months. And earlier this month, the company invited cities to submit proposals to host a second North American headquarters that would eventually employ 50,000 (although some of those could transfer from its Seattle base).

More pay, hours

The company is also hiring in an industry that typically pays better.

Amazon doesn't disclose pay, but warehouse workers earn an average of \$17 an hour vs. \$13 for retail workers at stores selling general merchandise.

Plus, warehouse workers get more than 40 hours a week compared with about 30 for retail workers, according to Labor Department data.

Damien Tyson, 30, left a management job in a Florida big-box store and now works as a trainer at the Amazon warehouse in Columbus. Tyson makes more than he ever did in retail, and he's putting the extra money toward online classes to pursue a degree in data management. He met his fiancée, who also has a retail background, at Amazon, and she's going back to school as well.

"My fiancée and I are both in college, and we wouldn't have been able to do that if we stayed in retail," Tyson says.

Amazon's job-creation narrative got a boost in March when the Progressive Policy Institute concluded that the e-commerce industry is adding jobs more quickly than the retail sector is losing them. But the company remains vulnerable to criticism that its distribution model means jobs are concentrated in fewer pockets around the country.

El Paso has lost hundreds of retail jobs this year as Macy's, Sears and other retailers shutter stores. Guadalupe Meyer, 51, watched the death of a local Macy's first-hand. As she and her colleagues sold off the last of the inventory, they discussed the fate of the only industry they knew.

"We'd talk about how everything is going to Amazon and asked ourselves how we could get jobs there," says Meyer, who has been applying at other retailers and hotels. "Those are questions we still ask. If we get an Amazon warehouse, I could gather a group of my colleagues, and we're ready to work."

But Amazon's nearest warehouse is more than 400 miles away in Phoenix.

The situation in El Paso is so bleak that a local nonprofit petitioned the federal government for Trade Adjustment Assistance, long-term unemployment benefits and education funds for displaced workers.

Such aid is usually reserved for workers affected by offshoring, when businesses close U.S. factories and customer call centers and shift the work overseas.

But Joyce Wilson, who runs Workforce Solutions Borderplex, an economic development agency in El Paso, says the aid should be broadened to retail workers displaced by e-commerce.

"The federal government isn't paying attention to this," she says. "They're talking about coal mining and manufacturing and 19th century jobs. They aren't paying attention to what's happening in retail."

<https://www.bloomberg.com/news/articles/2017-09-20/amazon-is-a-lifeline-for-retail-workers-if-they-live-in-the-right-city>

Fort Worth has a new tax rate, but not one that will help transit at the moment

BY SANDRA BAKER
FORT WORTH STAR-TELEGRAM
SEPTEMBER 26, 2017 10:16 PM

FORT WORTH – After a couple of weeks of trying to land on a property tax rate, the Fort Worth City Council on Tuesday decided on one, but it doesn't mean homeowners' city tax bills are going down.

The City Council voted 9-0 Tuesday night to approve a \$1.7 billion budget and adopted a tax rate of 80.5 cents per \$100 of assessed valuation for the 2018 budget year, which begins Oct. 1. Because the new tax rate produces a revenue increase for the city, the council also approved a resolution to accept the money. Councilwoman Kelly Allen Gray did not vote on the Police Department portion of the budget, because her husband works for the department.

The new rate means the property tax on a \$200,000 house will go up about \$20 a year on the city's portion of the bill.

That vote came after supporters of an earlier proposal to put some money from the general fund toward transit failed because Councilmen Cary Moon of District 4 and Jungus Jordan of District 6 didn't show up for a special public hearing Friday. Moon deliberately didn't show because he opposed the plan. He said he has another one in the works.

Jordan said Tuesday afternoon that he was unable to rearrange a family commitment he made six weeks prior to the meeting being scheduled. Three other council members also had previously made plans and could not be there.

As a result, the public hearing was not held for a lack of a quorum, and the proposal died.

About two dozen transit supporters showed up Tuesday night and got their word in. Some took Moon to task.

Allyson Baumeister, chair of the 2,000-business member Fort Worth Chamber of Commerce, had praise for the budget, which increases city services and yet lowers the tax rate, but said a recent chamber survey found that people are ready to move on the transit issue. The chamber is ready to throw its support behind a countywide discussion about transit and finding funding for it, she said.

"We must be able to move our commuters to their workplaces and visitors to our world-class attractions with a world-class system that includes ample roadways without congestion, numerous bus routes and convenient rail service," Baumeister said. "The stakes are high, the will is strong, the time is now."

Scott Mahaffey, chair of the Fort Worth Transportation Authority board, said, "We do not take transit seriously in this town. Transit doesn't happen overnight. You have to make the commitment that transit is important."

Councilwoman Ann Zadeh, who pushed for transit funding in the upcoming budget, said she is impressed by the public engagement over the issue. "Do not be discouraged, and continue to advocate for transit," she said.

In the meantime, Mayor Betsy Price and some of the other council members called on the city manager to put together a task force on transit soon and provide a 90-day report after the group is put together, as well as to look for savings in the budget throughout the year that could be used for transit.

The council was to have voted earlier this month on a tax rate and budget. During that process, Zadeh pushed to set the tax rate at 81.5 cents per \$100 of assessed valuation, with the extra revenue of about \$5.7 million put toward transit. The Fort Worth Transportation Authority, known as the T, said it would have used the additional revenue to expand bus services on the city's west side.

The council reached a compromise on 80.5 cents per \$100, giving the T about \$2.7 million.

Ironically, the council Tuesday night also approved its eight appointments to the T's board. They include the reappointment of Neftali Ortiz, Scott Mahaffey, Dennis Dunkins, Jeff King and Jeff Davis. Two new city appointments are Louis "Charles" Edmonds Jr. and Ray Taylor.

Tarrant County commissioners appoint three members to the board.

<http://www.star-telegram.com/news/local/community/fort-worth/article175593111.html>

Here's how DFW stacks up in the race to land Amazon

Sept. 27, 2017
BY ANDREA AHLES
Fort Worth Star-Telegram

Can we really land the new Amazon headquarters?

Lots of affordable land, vast connections at DFW Airport and a history of doling out big tax incentives give Dallas-Fort Worth some advantages. But a lack of regional mass transit and a smaller tech workforce could lead the e-commerce giant to other locations.

Overall, corporate relocation experts say they expect the DFW region to make the list of top contenders as Amazon searches for a site to build a second corporate complex.

"You're high on the list and you're hot right now because you're affordable," said Susan Wachter, a professor of real estate and finance at the University of Pennsylvania's Wharton School of Business.

While the Metroplex is typically in the game for big corporate relocations, cities like Chicago, Denver and the Washington, D.C./Baltimore area may have more of the amenities Amazon is looking for, experts say.

And don't discount the cool factor. Amazon is looking for a place where tech workers and millennials want to live, said Columbia Business School professor Rita McGrath.

"When I think of tech in Texas, I think of Austin. I don't think of DFW," McGrath said.

Here's how our region stacks up against the competition, based on the requirements set out on Amazon's wish list.

MAJOR AIRPORT

Dallas/Fort Worth Airport is the fourth-largest airport in the country based on passenger traffic. Only Chicago, Los Angeles and Atlanta serve more travelers.

"One of the things DFW has going for it is the airport situation," said James Shein, a professor of strategy at Northwestern University's Kellogg School of Management. In addition to DFW, Dallas Love Field has been upgraded and there are dozens of small airports serving private planes throughout the region.

Shein notes that recent renovations at DFW's terminals have improved the customer experience and, with its location in the middle of the country, Amazon executives can get to either coast in about three hours.

A 100-ACRE SITE

North Texas still has plenty of wide-open spaces. Fort Worth alone has several sites that could accommodate Amazon's need for 500,000 square feet initially and room for expansion up to 8 million square feet, including undeveloped areas near AllianceTexas.

“You have the key, which is land,” Wachter said, noting that there are flat industrial parks all over the state that fit Amazon’s criteria.

Although Amazon has suggested it would like an urban campus, Wachter said Texas cities should be able to find sites it can creatively repurpose for the online retailer.

“That’s the only way that I see Austin or Fort Worth making a successful bid is by re-envisioning its future,” Wachter said.

ACCESS TO MASS TRANSIT

Although the T has added bus routes and DART has expanded light rail over the past decade, the mass transit system in North Texas is still limited and doesn’t serve all cities. DART already has a line running from Dallas to DFW Airport and a Fort Worth rail line to the airport will open next year.

“Dallas doesn’t have much of a mass transit system,” Shein said. “Given the mass transit systems of so many other cities, like Chicago or D.C., that’s a factor that could complicate things for DFW.”

TECH WORKERS

With Texas Christian University, Southern Methodist University, University of North Texas and University of Texas at Arlington to name a few, North Texas produces a substantial number of graduates with computer science and math degrees, about 800 bachelor’s certificates each year, according to Statebook. But that pales in comparison to Washington, D.C., which has more than 3,700 tech graduates. DFW ranked 16th in the Statebook report.

The area does have the fifth-highest number of tech workers, with 139,740, more than San Francisco, Statebook says. However, CBRE ranked DFW 10th in its Tech Talent Report behind cities like Atlanta, Austin and Raleigh-Durham.

BUSINESS-FRIENDLY

Texas prides itself on being business-friendly and state and local leaders routinely put together incentive packages to lure companies like Facebook or Toyota.

“The first thing that people think about Texas is no income tax and big incentives to give away,” said Calandra Cruickshank, chief executive of StateBook International, a firm that provides data analysis for site selections.

In its most recent budget, the city of Fort Worth had 33 projects with tax incentive deals worth about \$15.2 million.

COST OF LIVING

Of the 52 metropolitan areas with more than 1 million people, DFW ranked 18th in terms of its cost of living, according to Statebook. Cities like Austin, St. Louis and Kansas City have better cost-of-living rankings.

Still, while housing prices have jumped in recent years, the median sale price of a single-family home is \$255,000, according to the National Association of Realtors. That's much cheaper than home prices in Portland, Denver, Boston and Seattle.

CULTURE OF CREATIVITY

DFW usually isn't first to mind when it comes to where millennials want to live or where tech workers want to be.

According to Apartments.com's new report on best metro areas for millennials, DFW ranked 13th, behind Houston and San Antonio. Pittsburgh topped the list.

"If I were Amazon, I would be saying, 'Where would I go that people say 'oh cool, I want to be there?'" McGrath said, noting that millennials sometimes will turn down a great job offer if it is in a city where they don't want to live.

Some Arlington council members not wild about new ballpark design

BY BILL HANNA
FORT WORTH STAR-TELEGRAM
SEPTEMBER 26, 2017 4:40 PM

ARLINGTON – The exterior design of the new Texas Ranger baseball stadium, shown to the public last week by the HKS architecture firm, is getting less-than-resounding reviews from some Arlington City Council members.

“The exterior looks cluttered to me,” said Councilwoman Sheri Capehart. “This doesn’t speak ballpark to me.”

Capehart and fellow council member Charlie Parker were more complimentary of the interior design, with Parker calling it “an inside-the-park home run.”

But like Capehart, Parker wasn’t satisfied with renderings showing the outside of the stadium, to be known as Globe Life Field.

“I don’t feel like it’s giant steps ahead of the old ballpark,” Parker said.

Mayor Jeff Williams noted that the Rangers are pumping an additional \$100 million into the ballpark’s construction and that the design is a work in progress. Williams noted that other teams often don’t release renderings so early in the project.

Bryan Trubey of HKS said that architects are used to getting “constructive criticism” from the public and that they will come back to the city with updates.

The \$1.1 billion retractable-roof stadium, to be built just south of Globe Life Park, is expected to open for the 2020 baseball season. A formal groundbreaking event is scheduled for Thursday.

Separately on Tuesday, the Rangers released the results of a fan survey, showing that 36 percent of respondents want public transportation to the ballpark. In-game entertainment was also important to 27 percent of the 1,760 respondents and for 18 percent, the second favorite fan experience was simply enjoying the game of baseball.

The council also received a briefing from its transportation advisory committee recommending a multimodal approach to transit including ride-sharing and high-speed rail. If high-speed rail doesn’t get built, the committee recommends bus rapid transit, which would operate in its own lane, or high-intensity bus, which could operate along Interstate 20 or Interstate 30.

The committee also said more autonomous shuttles such as milo, which is a pilot project in the entertainment district, could be added as the technology improves.

The mayor said there will likely be town halls to discuss the recommendations.

“Transportation experts are saying Arlington has an opportunity to rise from one of the worst to one of the best,” Williams said.

<http://www.star-telegram.com/news/local/community/arlington/article175530591.html>

Corporations Have Rights. Why Not Rivers?

By JULIE TURKEWITZ
New York Times
SEPT. 26, 2017

DENVER — Does a river — or a plant, or a forest — have rights?

This is the essential question in what attorneys are calling a first-of-its-kind federal lawsuit, in which a Denver lawyer and a far-left environmental group are asking a judge to recognize the Colorado River as a person.

If successful, it could upend environmental law, possibly allowing the redwood forests, the Rocky Mountains or the deserts of Nevada to sue individuals, corporations and governments over resource pollution or depletion. Future lawsuits in its mold might seek to block pipelines, golf courses or housing developments and force everyone from agriculture executives to mayors to rethink how they treat the environment.

Several environmental law experts said the suit had a slim chance at best. “I don’t think it’s laughable,” said Reed Benson, chairman of the environmental law program at the University of New Mexico. “But I think it’s a long shot in more ways than one.”

The suit was filed Monday in Federal District Court in Colorado by Jason Flores-Williams, a Denver lawyer. It names the river ecosystem as the plaintiff — citing no specific physical boundaries — and seeks to hold the state of Colorado and Gov. John Hickenlooper liable for violating the river’s “right to exist, flourish, regenerate, be restored, and naturally evolve.”

Because the river cannot appear in court, a group called Deep Green Resistance is filing the suit as an ally, or so-called next friend, of the waterway.

If a corporation has rights, the authors argue, so, too, should an ancient waterway that has sustained human life for as long as it has existed in the Western United States. The lawsuit claims the state violated the river’s right to flourish by polluting and draining it and threatening endangered species. The claim cites several nations whose courts or governments have recognized some rights for natural entities.

The lawsuit drew immediate criticism from conservative lawmakers, who called it ridiculous. “I think we can all agree rivers and trees are not people,” said Senator Steve Daines of Montana. “Radical obstructionists who contort common sense with this sort of nonsense undercut credible conservationists.”

The office of Mr. Hickenlooper, a Democrat, declined to comment.

The lawsuit comes as hurricanes and wildfires in recent weeks have left communities across the country devastated, intensifying the debate over how humans should treat the earth in the face of global climate change.

Mr. Flores-Williams characterized the suit as an attempt to level the playing field as rivers and forests battle human exploitation. As it stands, he said, “the ultimate disparity exists between entities that are using nature and nature itself.”

Imbuing rivers with the right to sue, he argued, would force humans to take care of the water and trees they need to survive — or face penalties. “It’s not pie in the sky,” he said of the lawsuit. “It’s pragmatic.”

Jody Freeman, director of Harvard's environmental law program, said Mr. Flores would face an uphill battle.

"Courts have wrestled with the idea of granting animals standing," she wrote in an email. "It would be an even further stretch to confer standing directly on rivers, mountains and forests."

The idea of giving nature legal rights, however, is not new. It dates to at least 1972, when a lawyer, Christopher Stone, wrote an article titled "Should Trees Have Standing?"

Mr. Stone had hoped to influence a Supreme Court case in which the Sierra Club wanted to block a ski resort in the Sierras. The environmental group lost.

"But Justice William Douglas had read Stone's article," Ms. Freeman wrote, "and in his famous dissent, he embraced the view advocated by Stone: that natural objects should be recognized as legal parties, which could be represented by humans, who could sue on their behalf."

That view has never attracted support in the court. But it has had some success abroad.

In Ecuador, the constitution now declares that nature "has the right to exist, persist, maintain and regenerate its vital cycles." In New Zealand, officials declared in March that a river used by the Maori tribe of Whanganui in the North Island to be a legal person that can sue if it is harmed. A court in the northern Indian state of Uttarakhand has called the Ganges and its main tributary, the Yamuna, to be living human entities.

The Colorado River cuts through or along seven Western states and supplies water to approximately 36 million people, including residents of Denver, Salt Lake City, Las Vegas, Phoenix, Tucson, San Diego and Los Angeles. It also feeds millions of acres of farmland.

It is as famous for its power and beauty as it is for overuse. Scientists expect that increased temperatures brought on by climate change will cause it to shrink further, leaving many people anxious about its future.

Mr. Flores-Williams is a criminal defense lawyer known for suing the city of Denver over its treatment of homeless people. Deep Green Resistance believes that the mainstream environmental movement has been ineffective, and that industrial civilization is fundamentally destructive to life on earth. The group's task, according to its website, is to create "a resistance movement that will dismantle industrial civilization by any means necessary."

Mr. Flores-Williams responded to criticism that his argument, if successful, would allow pebbles to sue the people who step on them.

"Does every pebble in the world now have standing?" he said. "Absolutely not, that's ridiculous."

"We're not interested in preserving pebbles," he added. "We're interested in preserving the dynamic systems that exist in the ecosystem upon which we depend."

<https://www.nytimes.com/2017/09/26/us/does-the-colorado-river-have-rights-a-lawsuit-seeks-to-declare-it-a-person.html>

Costly commutes: Billions may be wasted due to traffic bottlenecks, congestion

Sept. 28, 2017
Dee-Ann Durbin
The Associated Press

DETROIT — Traffic bottlenecks will cost commuters hundreds of billions of dollars over the next decade if nothing is done to fix them, according to a new study.

Los Angeles, New York, Washington, Atlanta and Dallas face the highest costs from such bottlenecks, according to the study released Wednesday by Seattle-based traffic data firm Inrix. The study looked at major cities' traffic hotspots — defined as areas with repeated traffic jams — and ranked them according to the duration, length and frequency of those traffic jams.

The study is the latest attempt to quantify the problem of traffic congestion by Inrix, which collects anonymous data from vehicle navigation systems, GPS systems and smartphones.

“We’re saying, ‘Hey, let’s take an honest look and see what’s going on on all these roads,’” says Bob Pishue, Inrix’s senior economist. “Only when we have fully measured this problem can people and governments get together and solve it.”

In a previous study, released in February and based on 2016 data, Inrix calculated that congestion costs U.S. drivers an average of \$1,400 per driver each year. That’s mostly the cost of their time and fuel, but also the increased cost they pay for goods. If a vegetable truck sat in traffic and used more fuel, for example, a grocery store might have to charge more for the vegetables.

The latest study narrowed its focus to the 100,000 traffic hotspots within the largest 25 cities in the U.S. Inrix measured traffic patterns at those spots in March and April of this year.

New York had the most hotspots, at 13,608. But Los Angeles topped New York in the rankings because of the severity and frequency of its traffic jams. At one Los Angeles hotspot — where U.S. 101 South connects to CA-134 and CA-170 — the average length of a traffic jam is 355 minutes, and it stretches for an average of 4 miles. Inrix counted 108 traffic jams at that spot in the two-month period.

The worst hotspot in the country was in Washington, where Interstate 95 South connects to the Fairfax County Parkway. The average traffic jam in that area lasted 33 minutes and was 6 miles long; Inrix counted 1,394 traffic jams in the two-month period.

In Dallas, the worst hotspot was along Interstate 20 West between exits 451 and 456. The average traffic jam lasted 109 minutes and was 4.5 miles long.

The cost is staggering.

From now through 2026, hotspots will cost Los Angeles commuters \$90.9 billion and New York commuters \$63.9 billion. Dallas — at No. 5 in the rankings — faces a \$28.3 billion price tag for its 6,720 hot spots. Boston, at No. 10, faces an \$18.9 billion hit for its 4,158 traffic hotspots. Phoenix, at No. 15, faces a \$9.5 billion cost for its 3,441 hotspots.

The estimates mostly take into account the value of drivers' time, which is based on median household income and other factors. The U.S. Department of Transportation has set a value of \$12.81 per hour for a commuter and \$25.19 per hour for a business traveler. Nonbusiness travel, like running errands, is worth \$9.51 per hour.

Inrix also factored in 57 cents per minute for the cost of fuel and for the health and environmental cost of increased carbon emissions. The study used the federal government's set costs for the impact of emissions, Pishue said.

As much as drivers might dream of wide open highways and fast commutes, getting rid of traffic congestion isn't a realistic goal, Pishue says.

Instead, cities should think about alternative solutions, like opening roadway shoulders during peak traffic times. Seattle recently spent \$11 million to open 1.8 miles of highway shoulder on the I-405 during peak commuting times. Pishue says traffic flow has improved as a result. Chicago also added lanes to one of its peak hotspots to improve traffic.

Feds move forward on asking states to track car emissions

Sept. 29, 2017
BY KATHLEEN RONAYNE
Associated Press

SACRAMENTO – Federal officials moved forward Thursday with requirements that states track vehicle emissions on federal highways after months of delays that prompted California and seven other states to sue.

But they might repeal the new rules next year anyway, rendering this week's decision moot.

The rules require state transportation departments to track on-road emissions of greenhouse gas emissions by looking at gas purchased and miles traveled on federal highways. States must then set emissions targets, with the goal of reducing them over time. Emissions from cars, trucks and other vehicles make up roughly 27 percent of the nation's total greenhouse emissions.

In the short term, the rules will move forward. But federal officials will also undertake a fresh review of whether they're necessary or could be made better.

"We have heard anecdotally that some states are already collecting such data, and we do not want to complicate their work with potentially duplicative federal requirements," said Doug Hecox, a spokesman for the Federal Highway Administration. "It is also unclear whether the rule, as currently written, will have any meaningful utility."

Still, California Attorney General Xavier Becerra is claiming victory, arguing the multistate lawsuit he filed Sept. 20 proved the Trump administration can't ignore the law. "This is a victory for the American people and will help us tackle climate change," Becerra said in a statement.

Becerra has sued the Trump administration repeatedly over environmental policy decisions, arguing it is needlessly delaying rules aimed at combating climate change.

Hecox said he couldn't comment on pending litigation when asked whether the lawsuit prompted the change in course. He also did not say whether the Federal Highway Administration believes asking states to track such emissions is good policy. The new review could eliminate the rules entirely or make them better, he said.

"We'll see what the public wants," Hecox said.

Hey Amazon, Dallas has big plans (and money) for public transit and connectivity

Sept. 29, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

Every city has weaknesses, and the Amazon sweepstakes is a sure way to expose them.

What's different about Dallas is that some of the shortcomings could be turned into an advantage.

Amazon is looking for a second headquarters location, where it plans to invest \$5 billion and hire 50,000 workers. It's one of the biggest economic development deals ever, and metro areas are scrambling to put their best face forward — and dig deep for the incentives to make it happen.

The Dallas region is a strong contender. It has the land, the office space, the labor pool, the air travel connections, a moderate cost of living and a record of stepping up with big tax breaks.

What's not so good: public transit and connectivity.

Those kinds of live, work and play amenities are in high demand in a modern urban setting, especially among millennials.

When *The New York Times* evaluated the top candidates for Amazon's HQ2, Dallas lasted until the final nine. Then the criteria focused on traffic congestion and mass transit, and Dallas didn't make the cut, along with Austin, Atlanta and others.

Denver was the *Times'* top choice and has been a favorite since Amazon announced the search. Denver is popular with recent college grads, and Amazon wants a place that attracts talent. It also has the recreational lifestyle and cool factor to rival Amazon's hometown of Seattle.

But there's not much separation with Dallas on transit and congestion. Dallas Area Rapid Transit ridership numbers have been in decline, and the share of workers using it hasn't changed much since 2010.

Last year, just 3.9 percent of workers in Dallas commuted by public transportation. That compares with 6.3 percent in Denver and over 30 percent for Washington and Boston, the runners-up in the *Times'* analysis.

Stuck in traffic

Those results are flipped on congestion, another data point that Amazon wants to see in the cities' bids. During peak hours, Dallas drivers were stuck in congestion 12 percent of the time last year, according to INRIX, a transportation analytics company.

Traffic was slightly worse by that measure in Denver, and much worse in Boston and Washington.

Many people from outside D-FW don't understand the regional transit system and its progress, said Michael Morris, transportation director for the North Central Texas Council of Governments, a group that assists local cities in regional development.

"They're missing the whole picture," Morris said, disagreeing with the *Times'* assessment.

DART has invested heavily in light rail, building out the nation's longest network. And the impact can be measured beyond ridership, he said.

Transit-oriented developments have emerged around rail stations in Plano, Richardson, Irving, Carrollton, Dallas and more. Since 1999, nearly \$11 billion has been invested near DART's 93-mile rail system, one study found. Those projects have helped attract prominent employers to North Texas.

In the last decade, the region has also spent roughly \$13 billion for major highway projects. They include the LBJ Express, the Horseshoe near downtown, the DFW Connector and the express lanes for Interstate 35E.

Those improvements keep cars and trucks moving despite rapid growth in population and jobs.

Now there's a chance to keep the progress coming and improve connectivity in downtown Dallas. And maybe loop Amazon into the process.

Seeking input

Last year, state officials completed a lengthy study of downtown Dallas highways and proposed surprising ways to ease congestion and spur economic development and job creation. One idea is to tear down Interstate 345, the elevated highway that divides downtown from the vibrant Deep Ellum neighborhood. Another is to relocate Interstate 30.

The report includes proposals for bike lanes and wider sidewalks, two attributes that Amazon wants in its next location. It contemplates more deck parks to connect neighborhoods in the way that Klyde Warren Park has bridged downtown and Uptown.

That planning is ready to move forward, and just in time for Dallas' bid for Amazon.

At a recent transportation meeting, city leaders were urged to think big and pursue projects that could transform the area. Texas has earmarked billions of dollars to improve mobility, said Victor Vandergriff, a member of the Texas Transportation Commission. And cities should be prepared to seize the moment as soon as the money becomes available.

"Where are some projects we can champion here?" Vandergriff asked the Regional Transportation Council a few weeks ago.

"Big projects drive the gross domestic product," Morris told local officials. "Starting next month, if we're serious, we're gonna start taking action."

Near the top of the list are highway improvements around I-20 in Tarrant County and along the eastern edge of I-635. About \$1.6 billion is earmarked for improving downtown Dallas, and with the Trinity tollway proposal off the table, the 345 bridge is in play.

This week, the Texas Transportation Department said it would start working on a feasibility study to see which direction the community wants to go on 345. That may take a few years, but the effort has begun.

Removing the bridge or putting it below ground level would open up connections and real estate between Deep Ellum and downtown.

If Amazon comes to Dallas, it could influence how all that's done. Given Amazon's expertise in technology, data and urban development, that would be a big plus for everyone.

Other cities will extend similar offers to Amazon, proposing to reshape their community according to the company's wishes. But Dallas is already well down the road, and state funding is in the pipeline.

"It's a tailor-made time and a tailor-made opportunity," Vandergriff said.

That would be transformational.

<https://www.dallasnews.com/business/economy/2017/09/28/hey-amazon-dallas-big-plans-money-public-transit-connectivity>

Will the fight for Amazon's HQ2 pit Dallas and its suburbs against each other?

Sept. 29, 2017

Written by Jill Cowan, Economy Writer
Dallas Morning News

The Dallas-Forth Worth economic development officials working to nab Amazon's second headquarters have a problem, albeit something of a good one: Across a sprawling metropolis there are almost too many sites for the corporate mammoth to choose from.

And corralling a herd of development-hungry urban and suburban leaders could be crucial to convincing Seattle-based Amazon about locating its \$5 billion, 50,000-employee second home in North Texas.

But as the company's Oct. 19 proposal deadline approaches, officials are contending with — at times — competing interests of Dallas' downtown area and its many fast-growing suburbs.

Frisco released a splashy video touting its singular merits, including how it attracted the Dallas Cowboys' headquarters. Though city officials have said they're participating in an effort led by the Dallas Regional Chamber, the video — and Frisco — made it into a *New York Times* story, which mentioned Dallas only as a geographic point of reference.

Dallas City Council member Philip Kingston criticized a regional approach as a waste for residents of Dallas' urban core, many of whom are effectively cut off from booming job growth in the northern suburbs.

"If Amazon is an urban employer whose employees demand an urban setting, then Dallas is in great shape and shouldn't feel that much pressure to compete with anybody," he said. "If Amazon is a suburban employer, then it doesn't matter what we do, because we are at such a disadvantage with our suburban competitors, because of the interface between economic development and transportation."

Still, officials at the Chamber insist that the area mayors are united behind a common cause.

"This is a coordinating role that we often play for large projects, working closely with our partners in Fort Worth and across the region," Mike Rosa, the chamber's senior vice president for economic development, said in response to emailed questions. "We have been in close contact with our regional economic development partners, who by participating in the MSA response are demonstrating a unified front when it comes to presenting the best possible options our region has to offer."

When Amazon announced on Sept. 7 that it was seeking second headquarters site, leaders across North America jumped at the chance to bring home a massive economic prize.

And, unlike the typical secretive corporate site selection process, Amazon made its wish list public. The online behemoth put out a request for proposals — one that officials have taken to quoting like gospel.

Among the document's credos? "We encourage states, provinces and metro areas to coordinate with relevant jurisdictions to submit one (1)," response per metro statistical area.

With that in mind, Chamber officials sent out a call for site proposals from cities around the region with its own deadline: Friday.

“That sort of breaks the entire time frame up,” Rosa said. “There’s enough time for communities to get their best foot forward and enough time for regional aggregation.”

Rosa said that the Chamber expects, “to receive qualified submittals from many regional cities, all of which will be included in our response.”

Chamber won’t make its final proposal public, out of respect for cities or developers’ “competitive or other confidential information.” But that hasn’t stopped a flurry of developers, cities and others from making their pitches known.

Developers and cities across the region have already submitted more than two dozen site proposals, based on a count of publicly disclosed proposals and according to people familiar with the process.

Ross Perot Jr.’s Hillwood Urban is part of five proposals, two in Dallas and one each in Frisco, Fort Worth and Westlake. Hunt Realty Investments has two proposals in Dallas. Developers KDC and Crescent Real Estate have partnered with landowners at the former Valley View Mall in North Dallas and Trinity Groves in West Dallas.

Other pitches include two 100-acre parcels from Dallas-based Billingsley Co. in the Carrollton portion of Austin Ranch and in an area of its Cypress Waters development that is in northwest Dallas.

Nevertheless, some stakeholders have held off on discussing their plans out of deference for the greater regional good.

Sally Bane, Plano’s head of economic development, for instance, declined to comment, saying only that the “City of Plano will be submitting a proposal to [be] compiled in a MSA response to the [Chamber], as requested by the company.”

Kingston derided that kind of deference as “complete garbage.”

“The Chamber’s rhetoric with, ‘We all need to come together,’” he said. “It’s baloney.”

Kingston said that the city should be willing to “go to the mats,” to lure Amazon to Dallas, especially as the suburbs have an unfair edge. Suburban cities, he said, make use of Dallas’ transit networks and county hospital without paying into those systems. That frees up tax money for economic development.

“Every time you increase the population of Frisco, you continue the imbalance of the transportation network,” he said.

Chamber officials did not respond to Kingston’s comments.

Dallas Mayor Mike Rawlings agreed that putting the city’s interests first is “always” the best policy. But he said that opposing a regional strategy early on is just “getting out over our skis.”

“We’ll see if we get to the next level, then we figure out how we compete,” he said. “I don’t think this is really hard — they’re kind of testing us: Do we know how to tie our shoes and do we know how to fill out a form correctly?”

An Amazon spokesman declined to comment beyond what was in the initial news release and RFP.

Rawlings added that after having spoken with the mayors of cities throughout the region, he thought, “Frisco knows that [the city’s video] was not according to what the RFP wanted.”

Frisco Mayor Jeff Cheney underscored that his city was “absolutely participating in the regional effort.”

But he said that anything that grabs attention for any North Texas city raises the entire region’s profile.

“The video we made we feel has helped everybody,” he said. “My opinion is the region as a whole should be bold and innovative in the response, and that is something that we would absolutely like to work with our neighbors in creating.”

In any case, Greg LeRoy, executive director of the nonprofit Good Jobs First, said that requiring major metro areas to work together is one of few “positive” aspects of the Amazon HQ2 search.

His organization advocates for accountability in economic incentives — including the ones that are sure to be part of any ultimate Amazon deal.

“The meaningful unit of competition is the labor market,” LeRoy said. “They’re kind of testing how well people play with each other, seeing how coherent the metro can make their pitch ... and that really matters when you’re trying to hire 50,000 people.”

Robert Allen, who heads Texas’ economic development agency, said that, overall, he likes Texas’ odds.

“On Amazon, I think you’d be hard pressed to find another state in the United States ... that wakes up any day of the week with multiple metro areas that fit the bill,” he said.

<https://www.dallasnews.com/business/economy/2017/09/29/will-fight-amazons-hq2-pit-dallas-suburbs?extpar=dfw-m>

More than 12 North Texas cities, 30 sites hit local deadline for Amazon HQ2 consideration

Sept. 29, 2017
By Bill Hethcock
Dallas Business Journal

It could anchor the proposed bullet train station in downtown Dallas or go into one of Big D's most iconic skyscrapers. It could be the centerpiece of a big development envisioned on the north side of the Trinity River in Fort Worth. It could go into a proposed project called The Strand in Allen. Or into any of six proposed development sites in a 10-mile stretch of the Dallas North Tollway in Frisco.

Those cities along with Plano, McKinney, Denton and others are among the 12 to 14 who hit Friday's deadline for North Texas cities to submit their individual bids for Amazon's huge HQ2 project to the chambers of commerce in Dallas and Fort Worth.

Given that most cities submit multiple sites — Dallas and Frisco, for instance, submitted at least a half dozen sites apiece — that number almost certainly tops 30 and could be approaching 50 or more.

That's just in North Texas. More than 50 cities across North America are vying to become home of Amazon's new headquarters.

Beginning next week, the Dallas Regional Chamber and the Fort Worth Chamber of Commerce will begin compiling the pitches they receive into a combined, regional pitch and send it to Amazon (Nasdaq: AMZ) before the Oct. 19 deadline set by the online retail giant.

HQ2, the name of the second headquarters for the Seattle-based company, is expected create more than 50,000 high-paying jobs and bring \$5 billion in direct investment to the city that wins the prize.

Mike Rosa, senior vice president of economic development for the Dallas Regional Chamber, declined to comment on the number of cities or proposed sites, but city officials, developers and other sources have been trotting out multiple sites daily for the past week.

Some developers and city officials have said the Dallas and Fort Worth chambers, as gatekeepers, would narrow the options to about 10 front-runners before presenting the North Texas packet to Amazon. Rosa, however, said all sites submitted to the chamber will be included in the packet the chamber sends to Amazon.

"We expect to receive qualified submittals from many regional cities, all of which will be included in our response to Amazon's RFP," Rosa said.

Over the next two weeks the DRC will reviewing submittals from the cities and prepare a proposal that showcases the diversity of options in the Dallas Region that meet the criteria outlined in Amazon's RFP. The chamber also will provide regional data and information in an attempt to tell a compelling and comprehensive story about North Texas.

"We're working very closely with the Fort Worth Chamber, and with our other regional economic development partners, to ensure that we put the best possible foot forward on behalf of the

entire region," Rosa said. "In a unique region like ours, we are going to have a lot of great options with different character and advantages because we are such an interesting composite."

The chamber does not plan to allow representatives of individual cities, developers or others to see the regional packet before it is submitted to Amazon, Rosa said.

Some of the more intriguing proposals include:

- Texas Bullet Train has a proposal to develop Amazon's HQ2 in the Cedars neighborhood of Dallas, near the Dallas station site. The site is being pitched as creating a "super economy" between Dallas and Houston formed by the 90-minute connection.
- Allen has two potential sites, including one called The Strand at State Highway 121 and Alma Road. The 135-acre project is designed to create a corporate campus environment with walkable amenities and a trail system.
- Plano will submit up to six development sites, including its historic downtown, according to Mayor Harry LaRosiliere. If Plano were to be successful in its Amazon bid, it would come on the heels of Toyota North America building its own massive continental headquarters in the city.
- Dallas' tallest skyscraper, Bank of America Plaza, is one of the buildings being discussed as an Amazon option, along with development parcels at Field and Ross streets, south of Dallas City Hall, on the east side of the Central Business District by Interstate 345, and Exposition Park east of downtown Dallas near Deep Ellum. Another Dallas option would be Victory Park, and one more is the Midtown site at what is now the aging Valley View Mall, which is in the process of being demolished.

Need a way to get around in Arlington? Think vans, not buses

BY BILL HANNA
FORT WORTH STAR-TELEGRAM
SEPTEMBER 29, 2017 4:48 PM

ARLINGTON – Mass transit has always been a dirty word in this city. Three times — in 1980, 1995 and 2002 — Arlington voters defeated efforts to fund a mass transit system.

Now the city is preparing to tackle the issue again but with a high-tech twist.

Think of a service like Uber or Lyft but with vans traveling specific corridors of the city. The on-demand ride-share system wouldn't pick you up at your door, but stop within walking distance.

In June, the city put out a request for proposals to private companies for such a “pop-up transportation system” using 14-passenger vehicles. The city hopes to start a pilot project early next year.

It's the first outcome of a 31-member Transportation Advisory Committee, which spent a year studying transit issues in Arlington. Its task was giving the city a long-term transportation vision for the next 20 to 30 years with both mid-term and long-term recommendations.

While the committee report released last week includes traditional options, such a high-intensity bus routes that would speed commuters down a freeway to their workplace, that doesn't appear to be the direction city council members are headed.

“We'll be trying these things out and seeing what works and what doesn't,” said Mayor Jeff Williams. “And we'll be monitoring what new transportation inventions come online because we are at the beginning of a transportation/technology revolution. We want to be a test city for that, as we have been for the autonomous vehicle.”

For example, Milo, a free autonomous shuttle that can carry 12 passengers, is operating as a pilot project in the entertainment district during Texas Rangers and Dallas Cowboys games.

It also means that Arlington's lone regularly scheduled bus service is going away.

MAX, short for Metro ArlingtonXpress, currently runs from the TRE/Centreport station to downtown Arlington and the University of Texas at Arlington. But City Manager Trey Yelverton said that service will cease when the contract expires at the end of the year.

MAX ridership has been dropping. In May, there was an average of 220 rides per day, down from 235 in May 2016, according to data from the city. In April, there were 242 average rides per day, down from 299 in April 2016.

“Right now, MAX gets you from Centreport to downtown,” Yelverton said. “The new service will fulfill that same niche but in a more on-demand type service. Then it actually lets you broaden out to other zones. It's taking the spine of what you get with MAX and replacing it with a smaller and scalable-technology service.”

The total budget for MAX for 2017 is \$708,406, with \$354,203 coming from a Federal Transit Administration grant. Arlington contributes \$169,601.50 and UTA's contribution is \$169,601.50. Private businesses contribute \$15,000.

The cost for the demand response ride-share pilot project would be \$700,000-\$900,000, with half the cost covered by a Federal Transit Administration grant. The city and community partners would fund the other half.

One such ride-sharing company, Boston-based Bridj, shut down in May and ceased operating in Kansas City two months earlier. Several publications raised questions about whether the model will work.

Susan A. Shaheen, co-director of the Transportation Sustainability Research Center of the University of California-Berkeley, said many cities are looking at new transportation technologies.

“More research is needed to understand opportunities and challenges with flexible route/on-demand high-occupancy services (micro-transit) either replacing or augmenting existing bus networks,” Shaheen said. “To maximize success, cities should consider supportive public policies, such as bus/high occupancy vehicle (HOV) lane access and signal prioritization. Other policies could include pricing to incentivize individuals to take alternative modes (e.g., subsidies).”

In Arlington, Yelverton said there are several proposals from viable companies that are still being studied by city staff.

The Transportation Advisory Committee, composed of leaders from major Arlington institutions like UTA, the Texas Rangers and Six Flags Over Texas, identified key corridors and hubs for Arlington.

Hubs included the CentrePort TRE Station, the entertainment district, downtown /UTA, and the Parks Mall/Arlington Highlands shopping areas. Minor hubs include Viridian, Arlington Memorial Hospital, General Motors, Senior Center, Medical District, the U.S. 287/Interstate 20 area, the I-20/Texas 360 industrial area, Tarrant County College Southeast campus and Mansfield.

Major transportation corridors included CentrePort to the entertainment district, the entertainment district to south Arlington via Cooper Street, the entertainment district to Tarrant County College Southeast Campus along State Highway 360, Interstate 30, Interstate 20 and Spur 303 (Pioneer Parkway).

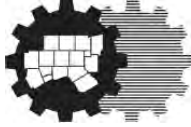
Other recommendations include supporting a proposed high-speed rail project that would cross Arlington and develop a future station. The city should also plan for a multi-modal center in the entertainment district where passengers can transfer between a variety of transportation modes.

After a year as the committee’s chair, Bill Verkest, a former director of the Fort Worth Transportation Authority, said it is clear that Arlington residents are interested in transportation issues. Both Williams and Yelverton have said there will be town hall meetings later this year or early next year.

But Verkest said it’s also clear residents want something different.

“They do not want buses running all over town and we did not make that recommendation,” Verkest said. “I think this mayor and council are committed. They’re going to use our report as a basis for going out and soliciting public input.”

<http://www.star-telegram.com/news/local/community/arlington/article176211446.html>



North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG Requests Input on Funding Initiatives

Local bond partnership could help advance regional projects

Sept. 7, 2017 (Arlington, Texas) – The North Central Texas Council of Governments 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 Sept. 11 (White Settlement), Sept. 13 (Arlington) and Sept. 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. Staff will present projects recommended for federal mobility and air quality funds through the Local Bond Program partnership effort.

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. 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 10 projects the available funding.

Finally, an update will be provided on Dallas-Fort Worth's 2017 National Drive Electric Week activities and EV industry trends.

Information on Mobility 2045, modifications to the list of funded projects, the Public Transportation Agency Programs of Projects and the AirCheckTexas program will also be highlighted. Residents are invited to provide their input on the future of transportation by taking the Mobility 2045 survey at www.surveymonkey.com/r/mobility2045. It will be open through Sept. 20.

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.

Public Meeting Details

Monday, Sept. 11, 2017
6 p.m.

Splash Dayz Water Park &
Conference Center
8905 Clifford St.
White Settlement, TX 76108

Wednesday, Sept. 13, 2017
2:30 p.m.

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

Monday, Sept. 18, 2017
6 p.m.

Lewisville
Public Library
1197 Main St.
Lewisville, TX 75067

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.

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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

2017-2018 CMAQ/STBG Funding Program
Local Bond Program

DRAFT

Implementing Agency	Project	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Project Cost	Notes
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local*	Private/Other			
Hunt County	FM 1570 (Phase 2)	From IH 30 to SH 34	Widen 2 lane roadway to 4 lane divided	2019	ENG	\$0	\$0	\$1,472,000	\$0	\$0	\$1,472,000	\$22,886,140	Project priority may change depending upon final discussions with Hunt County and TxDOT
				2020	ROW/UTIL	\$0	\$0	\$0	\$1,284,140	\$0	\$1,284,140		
				2022	CON	\$0	\$16,104,000	\$4,026,000	\$0	\$0	\$20,130,000		
Subtotal - Hunt County						\$0	\$16,104,000	\$5,498,000	\$1,284,140	\$0	\$22,886,140	\$22,886,140	
City of Dallas	Circuit Trail Connector/Katy Trail Extension	From Katy Trail to Trinity Strand Trail	Extend Katy Trail over IH 35E to the Trinity Strand Trail	2018	ENG	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$21,000,000	RTC contribution to be used on the Katy Trail to Trinity Strand Trail segment as it will likely be federalized as a result of the work over IH 35E; City and private sector will build the other 3 connections; RTC contribution contingent upon receipt of 2017 bond and private sector commitments; Private sector committing additional \$13M for architectural upgrade and ongoing maintenance and operations; Local funding: \$20M is from the City of Dallas and \$5M is from Dallas County
				2021	CON	\$8,000,000	\$0	\$0	\$9,000,000	\$0	\$17,000,000		
	Dallas Circuit Trail	Various segments along the Dallas Circuit Trail	3 Veloweb gap closures: Trinity Forest Spine Trail (8.7 miles), Trinity Skyline Trail Link (0.5 miles), Link to Trinity Skyline Trail at Baker Pump Station (0.5 miles)	TBD	ENG, CON	\$0	\$0	\$0	\$12,000,000	\$10,000,000	\$22,000,000		
City of Dallas	Uptown McKinney/Cole Couplet	On Allen St. from Carlisle St. to McKinney Ave; On Carlisle St. from Cole Ave to Allen St.; On Cole Ave from Harvard Ave to Carlisle St; On McKinney Ave from Harvard Ave to Allen St	Conversion of one-way couplet to two-way; On Allen: Conversion of 4 lane one-way roadway to 4 lane, two-way roadway; On Carlisle: Conversion of 4 lane, one-way roadway to 4 lane, two-way roadway; On Cole: Conversion of 4 lane, one-way roadway to two-way roadway; On McKinney: Conversion of 3 lane, one-way roadway to two-way roadway and intersection, signal, and pedestrian improvements	2018	ENG	\$0	\$0	\$0	\$2,010,000	\$0	\$2,010,000	\$16,760,000	NCTCOG costs include: signalization, pedestrian improvements, trolley relocation; Contingent on keeping historic street car operational at least on the weekend; Contingent upon \$1M for state of the art signal timing/pedestrian timing
				2020	CON	\$6,700,000	\$5,100,000	\$0	\$2,950,000	\$0	\$14,750,000		
				TBD	ENG, CON	\$0	\$0	\$0	\$2,340,000	\$1,000,000	\$3,340,000		
City of Dallas	N. Prairie Creek/Sam Houston/Mesquite Yard Grade Separation	At UP RR	Grade separation of N. Prairie Creek over UP RR to avoid long vehicle wait times at intersection, and close crossing of Sam Houston at UP RR	2018	ENG	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$19,113,653	Private/Other Funding: Union Pacific; \$3,241,000 of local funding is committed from Dallas County; \$9.2M of local funding is from the City of Dallas
				2019	ROW	\$0	\$0	\$0	\$200,000	\$0	\$200,000		
				2019	UTIL	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000		
				2020	CON	\$5,172,653	\$0	\$0	\$6,641,000	\$1,500,000	\$13,313,653		
City of Dallas	US 75 at Mockingbird Pedestrian Safety Enhancements	US 75 at Mockingbird	Pedestrian and bicycle enhancements including traffic signals, sidewalks, crosswalks, and lighting	2018	ENG	\$166,754	\$0	\$0	\$41,689	\$0	\$208,443	\$5,693,148	Project Costs: Dallas [\$4.4M], Highland Park [\$141.1K], University Park [\$72.9K], TxDOT [\$2.04M]; Cost Specifics: Signal retiming [\$94.1K], Bike/Ped [\$3.7M], Miscellaneous Roadway [\$2.9M]; Signal work to be funded with existing funding; NCTCOG will help get TxDOT funding commitment; Some work (\$969,621) has already been completed; Flexibility in making minor adjustments to State and Local match amounts is requested
				2020	ROW	\$1,809,967	\$0	\$1,125,000	\$911,283	\$0	\$3,846,250		
				2019, 2020	CON	\$588,113	\$0	\$903,314	\$147,028	\$0	\$1,638,455		
City of Dallas	Northwest Highway/Preston Parking/Transportation Interface	Northwest Highway at Preston Road	Parking garage with "Smart Garage" technology, Transportation Access improvements, and Texas U-turn	2019	ENG	\$0	\$0	\$0	\$3,840,000	\$0	\$3,840,000	\$48,000,000	NCTCOG funding commitment contingent upon \$10M from City and funding from additional partners; State match for NW Highway portion; Costs of each improvement type to be determined
				2021	CON	\$0	\$10,000,000	\$0	\$6,160,000	\$28,000,000	\$44,160,000		
City of Dallas	Harry Hines Improvements	Harry Hines near Southwest Medical District	Scope of work to be determined, but will involve implementation of context sensitive design elements	2018	ENG	\$0	\$0	\$0	\$3,145,120	\$0	\$3,145,120	\$32,556,322	RTC already approved \$1M for feasibility/preliminary engineering work; Portions of the project may qualify for a State match
				2020	CON	\$3,000,000	\$3,000,000	\$0	\$4,354,880	\$19,056,322	\$29,411,202		
Subtotal - City of Dallas						\$25,437,487	\$18,100,000	\$2,028,314	\$63,341,000	\$59,556,322	\$168,463,123	\$168,463,123	

*Local funding includes match to federal funds as well as any local funds in excess of the required match

2017-2018 CMAQ/STBG Funding Program
Local Bond Program

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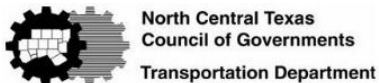
Implementing Agency	Project	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Project Cost	Notes	
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local*	Private/Other				
City of Cedar Hill	Signal Installation	New Clark Road and Wintergreen	New signal improvements, including retiming	2018	ENG	\$28,000	\$0	\$0	\$7,000	\$0	\$35,000	\$350,000		
				2019	CON	\$252,000	\$0	\$0	\$63,000	\$0	\$315,000			
Subtotal - City of Cedar Hill						\$280,000	\$0	\$0	\$70,000	\$0	\$350,000	\$350,000		
Parker County	US 180 - East Loop (Intersection)	US 180 at East Loop	Intersection improvements, including turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$1,630,000	TxDOT committed to paying a state match; County is paying for engineering	
				2019	CON	\$980,000	\$0	\$245,000	\$155,000	\$0	\$1,380,000			
Parker County	FM 730 - East Loop (Intersection)	FM 730 at East Loop	Intersection improvements, including additional left turn lanes and dedicated right turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$1,630,000	TxDOT committed to paying a state match; County is paying for engineering	
				2019	CON	\$980,000	\$0	\$245,000	\$155,000	\$0	\$1,380,000			
Parker County	FM 51 (Phase 2) Springtown Project	From Pojo Road to 5th Street	Widen 2 lane roadway to 3 lanes urban; Intersection improvements including turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$1,218,000	\$0	\$1,218,000	\$8,268,000	Part of a larger project (Pojo to Roberson) in the 10-Year Plan; \$16.55M is the entire construction cost (\$12M is already in the 10-Year Plan); TxDOT committed to paying a state match; Right-of-way to be paid for by TxDOT as this is part of a 10-Year Plan project	
				2018	ROW	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000			
				2018	UTIL	\$0	\$0	\$0	\$1,500,000	\$0	\$0			\$1,500,000
				2019	CON	\$2,920,000	\$720,000	\$910,000	\$0	\$0	\$4,550,000			
Parker County	FM 730/SH 199	FM 730 at SH 199	Signal improvements including corridor retiming	2017	ENG	\$0	\$0	\$0	\$56,900	\$0	\$56,900	\$1,116,900	TxDOT committed to paying a state match; County is paying for engineering	
				2019	CON	\$848,000	\$0	\$212,000	\$0	\$0	\$1,060,000			
Parker County	FM 113 (Downtown Millsap)	From Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	2017	ENG	\$0	\$0	\$0	\$128,225	\$0	\$128,225	\$1,873,225	TxDOT committed to paying a state match; County is paying for engineering and utilities	
				2018	ROW	\$0	\$0	\$500,000	\$0	\$0	\$500,000			
				2018	UTIL	\$0	\$0	\$0	\$145,000	\$0	\$0			\$145,000
				2019	CON	\$0	\$480,000	\$120,000	\$500,000	\$0	\$0			\$1,100,000
Parker County	FM 5/E. Bankhead Highway	FM 5 at E. Bankhead Drive	Realign the intersection, pavement resurfacing, drainage improvements	2018	ENG	\$0	\$0	\$0	\$105,900	\$0	\$105,900	\$696,900	TxDOT committed to paying a state match; County is paying for engineering	
				2019	CON	\$0	\$448,000	\$112,000	\$31,000	\$0	\$591,000			
Parker County	FM 1187	From Maverick Street to FM 5	Widen from a 2/3 lane to a 5 lane urban section; Intersection improvements including a roundabout	2018	ENG	\$0	\$0	\$0	\$519,060	\$0	\$519,060	\$7,362,070	TxDOT committed to paying a state match; County is paying for engineering, right-of-way, and utilities	
				2019	ROW	\$0	\$0	\$0	\$153,010	\$0	\$0			\$153,010
				2019	UTIL	\$0	\$0	\$0	\$250,000	\$0	\$0			\$250,000
				2020	CON	\$1,032,000	\$4,120,000	\$1,288,000	\$0	\$0	\$6,440,000			
Subtotal - Parker County						\$6,760,000	\$5,768,000	\$4,632,000	\$5,417,095	\$0	\$22,577,095	\$22,577,095		
Total						\$32,477,487	\$39,972,000	\$12,158,314	\$70,112,235	\$59,556,322	\$214,276,358	\$214,276,358		

*Local funding includes match to federal funds as well as any local funds in excess of the required match

2017-2018 CMAQ/STBG* FUNDING: LOCAL BOND PROGRAM PARTNERSHIPS

Regional Transportation Council
October 12, 2017

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



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

AGENCY	PROPOSED FEDERAL FUNDING^{1,2}
City of Dallas	\$43,537,487 ³
Hunt County	\$16,104,000 ⁴
Parker County	\$12,528,000 ⁴
City of Cedar Hill	\$280,000
Total	\$72,449,487

1: All Regional Transportation Council (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 can be found in Reference Item 5.1.

3: In addition to this funding, up to \$40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action.

4: The 20 percent State match increases the total construction funding to \$20.13 million in Hunt County, and \$15.66 million in Parker County.

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

ACTION REQUESTED

- RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Local Bond Program Partnerships Program (Reference Item 5.1)
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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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:

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A. Program Description

1. Overview

The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. To maximize the value of FY 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

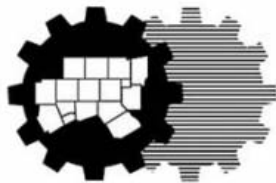
Front line units should take responsibility and be held accountable by the chief executive officer (CEO) and the board of directors for appropriately assessing and effectively managing all of

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).



INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS NOTICE OF FUNDING AVAILABILITY



North Central Texas
Council of Governments

Regional Transportation Council
Presented on: 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
- 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 evaluating 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

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

CONTACT INFORMATION

Adam Beckom, AICP

Principal Transportation Planner

Ph: (817)608-2344

abeckom@nctcog.org

Cody Derrick

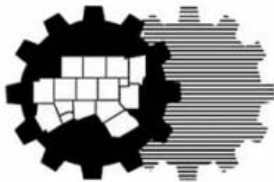
Transportation Planner I

Ph: (817)608-2391

cderrick@nctcog.org



2017 INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANT PROJECT SUBMITTAL



North Central Texas
Council of Governments

Regional Transportation Council

October 12, 2017

TXDOT PROJECT SELECTION

- Texas Department of Transportation (TxDOT) has selected the three projects to be submitted by the state:

Project
US 69 widening in the Beaumont District
SH 225 at Beltway 8 in the Houston District
IH 35W North Tarrant Express in the Fort Worth District

NCTCOG AND TXDOT COORDINATION

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

Project	Proposed INFRA Request Amount
IH 635 LBJ East	\$165 Million
DFW Connector at IH 635/SH 114 or SH 121	\$65 million
IH 20 Y-Connection	\$100 Million

CONSIDERATIONS FOR PROPOSING PROJECTS

- Select projects in both the East and West
- Put all our “eggs” in one basket (so to speak) to focus on large scale, mega-projects
- Is there an opportunity for “Mega-Leveraging?”
- Is the project large enough?
- Partnership opportunity with TxDOT (we submit our priority projects that they do not choose to submit)

ACTION REQUESTED

RTC approval of:

- Projects proposed for submittal by NCTCOG/RTC for INFRA Funding
- Direction to staff to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP and other planning/administrative documents to include INFRA projects if selected

TIMELINE

- | | |
|--------------|--|
| July 5 | INFRA Grant Notice of Opportunity Announced |
| August 25 | Surface Transportation Technical Committee (STTC)
Information |
| September 14 | RTC Information on projects and action on Letters of
Support |
| September 22 | STTC Action |
| October 12 | RTC Action |
| November 2 | Applications must be submitted by 7:00pm CST through
www.grants.gov |

CONTACT INFORMATION

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Principal Transportation Planner

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abeckom@nctcog.org

DRAFT

Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange
(P17-01)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions of the Dallas-Fort Worth area. New revenues from "Big Projects" will be placed on this project.

The RTC wishes to complete this project after years of delay and to complete the project in its entirety, including improvements to the IH 635/IH 30 Interchange. To accomplish this, the RTC and impacted local governments wish to construct tax-supported frontage roads, tax-supported main lanes, and tolled dynamically priced managed lanes from US 75 to IH 30. The public sector will retain the revenues from tolls and develop a tolling policy to pay back the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, operations, maintenance, rehabilitation, and congestion management only. Off-peak and weekend tolling may be phased out over time. The RTC is requesting the tolled component to complete the managed lane system in this part of the region. The RTC reminds TxDOT that this project will need to be funded with federal funds in order to comply with State laws and voter-approved constitutional amendments.

The RTC requests that TxDOT expedite this project through a pass-through toll or design-build contract.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The Skillman/Audelia project and already approved project revenues will be included in this construction in order to expedite both projects.

The RTC requests that North Central Texas Council of Governments staff place this project in the Mobility 2045 plan and commence with public involvement.

DRAFT

Policy Support to Expedite IH 20 "Y" Connection/IH 820/US 287
(P17-02)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions. New revenues from "Big Projects" will be placed on this project.

TxDOT will take the lead with North Central Texas Council of Governments (NCTCOG) assistance. This project will go from Northeast Mall to Downtown Mansfield. The RTC requests that TxDOT expedite this project through a pass-through toll or design-build contract.

The RTC requests that NCTCOG staff place this project in the Mobility 2045 plan and commence with public involvement.

DRAFT

Policy Support to Define Improvements on SH 183/IH 35W/IH 30/IH 45/US 175
and to Identify Resources
(P17-03)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions. New revenues from "Big Projects" will be placed on this project.

TxDOT will take the lead with North Central Texas Council of Governments (NCTCOG) assistance. It is requested that TxDOT initiate efforts in these corridors with the assistance of the City of Dallas, as well as NCTCOG.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The RTC wishes to see the completion of current TxDOT contracts on SH 183 and US 175 with the center section being the product of this effort.

This effort is responding to the City of Dallas request from August 9, 2017, to reject the Trinity Parkway Alternative Alignment 3C and remove this facility in the Mobility 2045 plan. The RTC requests that NCTCOG staff place this project as a corridor need in the Mobility 2045 plan and commence with public involvement.

DRAFT

Policy Support to Advance Current Commitments
(P17-04)

The Regional Transportation Council (RTC) support for Policies P17-01, P17-02, and P17-03 does not impede the construction schedule of current commitments. There is no loss of revenue for already approved RTC commitments. RTC contingency funds from the December 2016 action and elimination of the Trinity Parkway remain intact.

DRAFT



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

October 12, 2017

Mr. Kenneth Barr
Chairman
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

Dear Chairman Barr:

The Regional Transportation Council (RTC) is developing a funding strategy, in conjunction with the Texas Transportation Commission, for the next slate of "Big Projects" in Texas and the Dallas-Fort Worth region. The RTC has identified three such "Big Projects" to allocate additional funding of approximately \$3.6 billion that may become available to the region. The three projects are reflected in the attached map and listed as follows:

- 1) IH 635 Phase 3 (US 75 to IH 30); with tolled managed lanes
- 2) IH 20 "Y" Connection Upgrade and Replacement of Four Lane Sections (includes portions of IH 820 and US 287); non-tolled
- 3) Interstate Highway Capacity Near Downtown Dallas as a replacement to the Trinity Parkway (IH 45, IH 30, and IH 35E); possible non-tolled and tolled managed lanes

The RTC is undergoing a process to develop the region's next long-range transportation plan, Mobility 2045, which will include removing the Trinity Parkway and including a replacement for the additional capacity needed near Downtown Dallas. As funding becomes available, these projects will be included in the Transportation Improvement Program (TIP).

Chapter 373 of the Texas Transportation Code establishes a primacy determination process to determine whether a local toll entity or the Texas Department of Transportation would develop, finance, construct, and operate a toll facility in the territory of the local toll entity. The North Texas Tollway Authority (NTTA) has the first option for toll projects in its territory.

Chairman Kenneth Barr
Page Two

October 12, 2017

The RTC respectfully requests that NTTA waive its option to develop, finance, construct, and operate the IH 635 Phase 3 project and interstate highway capacity near Downtown Dallas.

If you have any questions, please contact Michael Morris at (817) 695-9240.

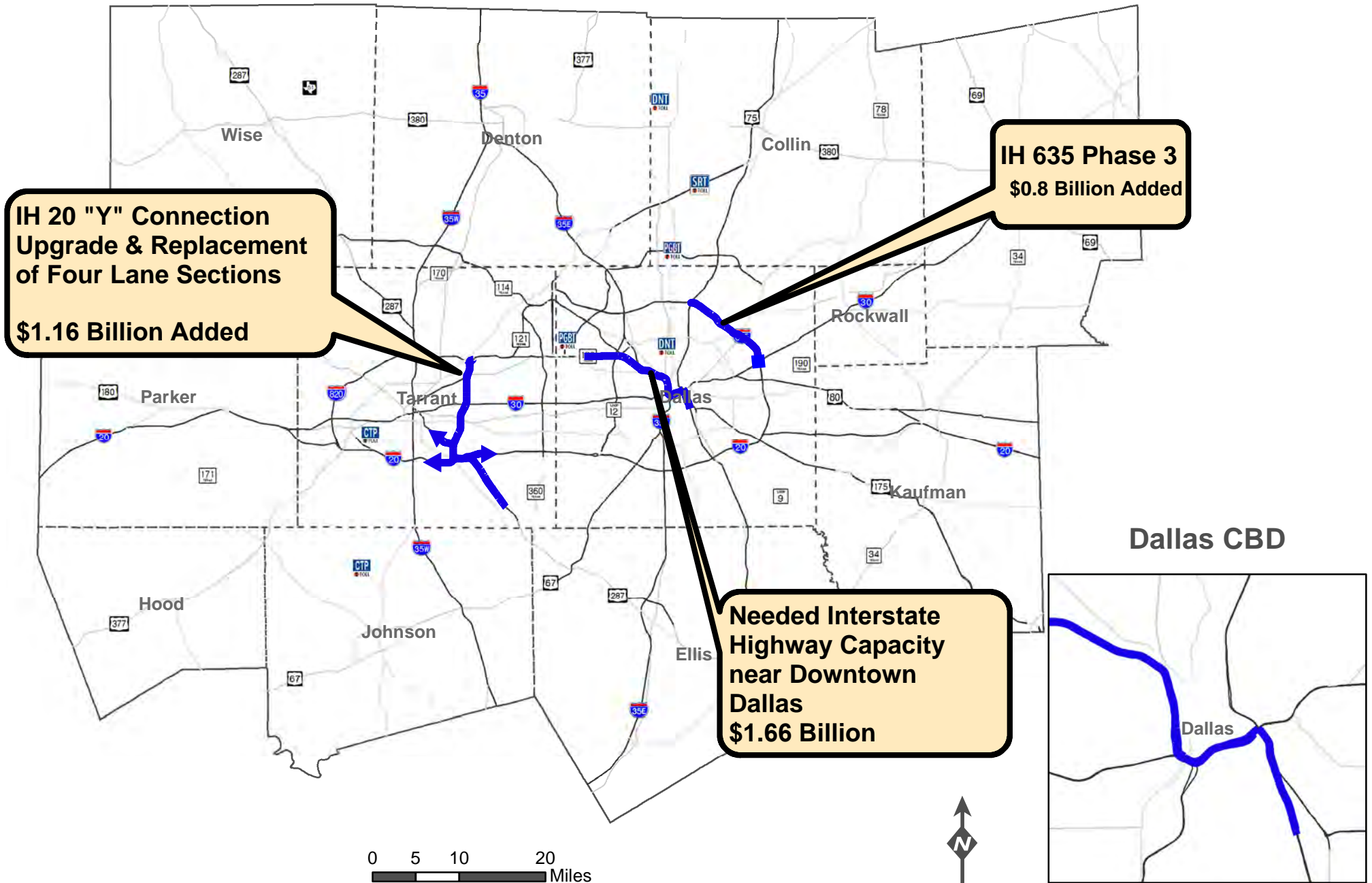
Sincerely,

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

KK:al
Attachment

cc: Mr. Gerald Carrigan, P.E., CEO/Executive Director, NTTA
Ms. Elizabeth Mow, P.E., Assistant Executive Director of Infrastructure, NTTA
Mr. Kelly Selman, P.E., District Engineer, TxDOT Dallas District
Mr. Loyl C. Bussell, P.E., Acting District Engineer, TxDOT Fort Worth District

Next Big Projects in the Dallas-Fort Worth Region: Additional Texas Transportation Commission Incremental Funding





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

June 26, 2014

Mr. Rick Loessberg
Director of Planning and Development
Dallas County
411 Elm Street, 3rd Floor
Dallas, TX 75202

Dear Mr. Loessberg:

The Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area. A membership roster is attached. In this role, the RTC is responsible for developing transportation plans and selecting transportation improvements to receive funding for additional capacity. Factors such as safety, congestion relief, providing multimodal options and the potential for economic development are all considered by the RTC when making these funding decisions.

It has recently come to my attention that Tesla Motors is in the process of selecting a location for manufacturing batteries and a site in southern Dallas County may be placed under consideration, and that additional transportation improvements are needed in the general area. The attached map (Attachment 1) shows projects that are currently in the planning process or have funding committed through the RTC, the Texas Department of Transportation or Dallas County.

The projects in this map are a natural product of the Southern Dallas County Infrastructure Analysis, a planning process that concluded in 2012, which included multiple public sector partner agencies as well as involvement from landowners and developers in the community. Attached is an excerpt from the study's Executive Summary (Attachment 2) and a map of the transportation improvements recommended by the study (Attachment 3).

The map in Attachment 1 shows a gap in the roadway improvements currently underway connecting the southern terminus of the Bonnie View extension with the western terminus of the Pleasant Run project. In partnership with Dallas County, the region will commit to closing that transportation gap if Tesla chooses to relocate to the proposed site in Southern Dallas County. Including all projects shown in Attachment 1 that are underway or for which funding will be committed, the total financial commitment in the area of interest is just below \$200 million.

Mr. Rick Loessberg
Page Two

June 26, 2014

Bringing a new manufacturing facility to southern Dallas County represents a great opportunity to bring needed economic development to the area. I look forward to working with you as we continue to make transportation improvements in this part of the region.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping initial "M".

Michael Morris, P.E.
Director of Transportation

AW:ch
Attachments



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", is written over a light gray rectangular background.

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

Regional Transportation Council Attendance Roster
October 2016-September 2017

RTC MEMBER	Entity	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	9/14/17
Douglas Athas (06/13)	Garland	P	P	P	P	P	E(R)	P	P	P	P	P	P
Tennell Atkins (09/17)	Dallas	--	--	--	--	--	--	--	--	--	--	--	A
Sara Bagheri (12/16)	Denton	--	--	P	P	P	P	P	P	E(R)	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	P	E	P	A	P	E	P	A	P	P	E
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	--	--	--	--	P	P	E(R)	P	P
Rickey D. Callahan (09/17)	Dallas	--	--	--	--	--	--	--	--	--	--	--	A
Mike Cantrell (1/07)	Dallas Cnty	P	R	E	P	P	P	P	P	P	P	P	P
Jeff Cheney (06/17)	Frisco	--	--	--	--	--	--	--	--	P	P	E(R)	E(R)
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	E(R)	P	E	P	P
Rudy Durham (7/07)	Lewisville	E	P	P	P	P	P	E(R)	P	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	P
Gary Fickes (12/10)	Tarrant Cnty	P	E	P	P	P	P	P	E(R)	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	E(R)	P	P	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	--	--	--	--	--	--	--	--	--	P	P	A
Sandy Greyson (11/11)	Dallas	P	P	E	P	P	A	P	P	P	A	P	P
Mojoy Haddad (10/14)	NTTA	P	P	E	A	A	P	A	P	A	P	P	P
Roger Harmon (1/02)	Johnson Cnty	E	P	P	P	E(R)	P	P	E	E	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	E	E	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	A(R)	E(R)
Jungus Jordan (4/07)	Fort Worth	P	P	E(R)	P	P	P	P	P	P	P	P	E(R)
Lee M. Kleinman (09/13)	Dallas	P	P	E	P	P	E	P	E	P	A	P	P
Harry LaRosiliere (06/17)	Plano	--	--	--	--	--	--	--	--	P	P	E(R)	P
David Magness (06/13)	Rockwall Cnty	A	P	E	P	E	P	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	E(R)	P	P	P	P	P	P
B. Adam McGough (07/16)	Dallas	E	P	P	P	P	P	P	P	E(R)	P	P	P
William Meadows (02/17)	DFW Airport	--	--	--	--	E	P	P	P	P	E	A	P
Steve Mitchell (07/17)	Richardson	--	--	--	--	--	--	--	--	--	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	E(R)	P	E(R)	P	P	P	A	P	P
Stan Pickett (06/15)	Mesquite	P	E(R)	P	P	P	E	E(R)	P	P	P	P	P
Mark Riley (1/09)	Parker Cnty	E(R)	E	P	P	P	P	P	E(R)	P	P	E	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	E(R)	E(R)	P	P	E(R)	P	P	E(R)	P	P
Gary Slagel (11/15)	DART	P	P	P	P	P	P	E	P	P	E(R)	E(R)	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	E	E(R)	P	A	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	P	P	P	P	P	P	P	E(R)	P	P	E(R)

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
October 2016-September 2017**

RTC MEMBER	Entity	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	9/14/17
William Tsao (3/17)	Dallas	--	--	--	--	--	P	P	P	P	P	E(R)	P
Oscar Ward (6/14)	Irving	P	P	P	P	E	P	P	P	P	P	P	E
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	E(R)	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	E	E	P	P	P	P	E(R)	P	P	A(R)
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E(R)	E	P	P	P	E	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	--	--	--	--	--	--	--	--	P	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
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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
August 2016-August 2017

STTC MEMBERS	Entity	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	8/25/17
Antoinette Bacchus	Dallas County	P	P	A	A	P	P	P	P	A	P	A	P
Micah Baker	Dallas County	P	A	P	A	A	A	A	A	P	A	A	A
Katherine Beck	Fort Worth	--	--	--	--	--	--	--	P	P	A	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	A
Kristina Brevard	DCTA	P	P	P	P	P	P	P	P	P	P	P	A
Keith Brooks	Arlington	R	P	A	P	P	A	R	P	A	P	P	P
Mohammed Bur	TxDOT, Dallas	P	P	P	P	P	P	P	P	A	P	P	A
Dave Carter	Richardson	P	A	P	A	A	P	P	P	A	P	P	P
Season Clemens	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Robert Cohen	Southlake	--	--	--	--	--	--	--	--	--	--	R	P
Kent Collins	Coppell	--	P	P	P	P	P	R	P	A	P	P	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	A	P	P	P	P	P	P
Hal Cranor	Euless	P	P	P	P	P	P	P	R	P	P	R	P
Jacqueline Culton	Duncanville	--	--	--	--	--	--	--	--	--	P	P	P
Clarence Daugherty	Collin County	R	R	R	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	A	P	A	A	P	A	A	P	P	P
Greg Dickens	Hurst	R	A	R	R	A	R	R	R	R	R	R	R
David Disheroon	Johnson County	A	P	P	P	P	P	A	P	P	A	P	A
Massoud Ebrahim	Greenville	P	P	P	P	A	P	P	P	P	A	P	P
Chad Edwards	DART	P	P	P	P	P	P	P	P	P	A	P	P
Claud Elsom	Rockwall County	P	P	P	P	A	P	P	P	P	P	A	P
Keith Fisher	Cleburne	--	--	--	--	P	R	P	P	P	P	P	A
Eric Fladager	Fort Worth	P	P	A	P	P	P	A	P	P	P	P	P
Chris Flanigan	Allen	R	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	P	R	P	P	P	P
Gary Graham	McKinney	P	R	P	R	R	P	P	R	R	P	R	P
Tom Hammons	Carrollton	A	P	A	A	A	A	A	A	A	A	A	A
Ron Hartline	The Colony	P	R	P	P	R	A	R	R	R	R	A	R
Curvie Hawkins	FWTA	P	P	P	P	P	A	P	A	P	P	R	P
Mark Hines	McKinney	A	A	A	A	A	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	A	P	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	A	P	P	A	P	R	P	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	A
Jeremy Hutt	Colleyville	P	P	P	P	A	P	P	P	P	P	A	R
Paul Iwuchukwu	Arlington	P	A	P	P	P	P	P	P	P	P	P	P
Tim James	Mesquite	A	A	A	P	P	A	A	P	A	P	P	A
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	P	A	A
Tom Johnson	DeSoto	P	P	P	A	P	A	P	P	P	P	A	P
Sholeh Karimi	Grand Prairie	P	P	A	P	P	P	P	P	A	P	P	P
Paul Knippel	Frisco	A	P	A	P	A	A	A	A	A	A	A	P
Chiamin Korngiebel	Dallas	A	P	P	P	P	P	A	A	P	P	P	R
Richard Larkins	Grapevine	P	P	P	A	A	P	A	P	P	P	P	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
August 2016-August 2017

STTC MEMBERS	Entity	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	8/25/17
Alonzo Liñán	Keller	--	--	--	--	--	P	A	P	P	P	P	P
Paul Luedtke	Garland	A	P	P	P	P	P	P	R	P	P	P	P
Stanford Lynch	Hunt County	P	P	P	A	R	P	A	P	P	P	P	P
Rick Mackey	TxDOT, Paris	P	P	P	P	A	A	A	A	P	P	A	A
Srini Mandayam	Mesquite	R	R	R	R	R	A	R	R	A	P	A	R
Alberto Mares	Ellis County	--	--	--	--	--	--	--	--	--	--	P	A
Laura Melton	Burleson	P	P	P	P	A	A	P	P	P	P	P	P
Brian Moen	Frisco	A	A	A	A	A	A	P	P	A	P	P	P
Cesar Molina, Jr.	Carrollton	P	A	P	P	A	P	A	P	A	P	R	A
Lloyd Neal	Plano	P	P	P	P	P	P	A	P	P	P	P	A
Mark Nelson	Denton	P	P	P	P	P	P	R	P	A	P	P	P
Jim O'Connor	Irving	P	A	P	P	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	R	P	P	A	A	A	A	P	A	A	A
Kevin Overton	Dallas	P	P	A	P	P	P	P	P	P	A	P	P
Dipak Patel	Lancaster	R	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	--	--	P	P	P	P	P	P	P	P	P	P
John Polster	Denton County	P	P	P	P	A	P	P	P	P	P	P	P
Tim Porter	Wylie	--	--	--	P	A	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	A	P	P	P	P	P	P	P	P	P	A
Lisa Pyles	Addison	P	A	P	A	P	P	A	A	P	P	A	P
William Riley	Tarrant County	P	P	P	P	P	P	P	A	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	A	P	A	A	P	A	P	A	A	A
Moosa Saghian	Kaufman County	P	A	P	P	P	P	P	P	P	A	A	P
David Salmon	Lewisville	P	P	P	P	R	P	P	P	R	A	P	P
Elias Sassoon	Cedar Hill	P	P	R	P	R	P	P	P	A	P	R	R
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	A	P	P	P	A	P	A	P	A
Tom Simerly	Fort Worth	--	--	--	--	--	--	--	--	A	P	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	A	P	A	P	P	A	A	P	P	P	P
Chelsea St. Louis	Dallas	--	--	--	--	P	P	P	R	P	P	P	P
Caleb Thornhill	Plano	A	P	P	P	A	P	P	P	A	P	P	P
Dave Timbrell	Garland	--	--	--	--	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	A	P	P	P	P	P	P	P	P	P	A
Gregory Van Nieuwenhuize	Haltom City	R	P	P	P	P	P	P	A	P	P	R	P
Daniel Vedral	Irving	A	P	A	A	A	P	A	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	A	P	P	P	P	P	P	P	P
Sam Werschky	Fort Worth	--	--	--	--	--	--	--	A	P	P	P	P
Jared White	Dallas	P	A	A	P	P	P	A	A	P	A	P	P
Bill Wimberley	Hood County	P	P	P	P	P	P	P	R	P	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 August 25, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 25, 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: Antoinette Bacchus, Katherine Beck, Keith Brooks, Dave Carter, Ceason Clemens, Robert Cohen, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Cheryl Taylor (representing Jeremy Hutt), Paul Iwuchukwu, Tom Johnson, Sholeh Karimi, Paul Knippel, Anshi Jin (representing Chiamin Korngiebel), Alonzo Liñán, Paul Luedtke, Stanford Lynch, Yang Jin (representing Srini Mandayam), Laura Melton, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jason Brown, Ron Brown, Ken Bunkley, Derek Cheatham, Ying Cheng, Michael Copeland, Ernie Cunningham, Cody Derrich, Kevin Feldt, Brian Flood, Tommy Foster, Mike Galizio, Christie Gotti, Heather Haney, Victor Henderson, Alan Hendrix, Rebekah Hernandez, Ernest Huffman, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, Karina Maldonado, Gregory Masota, Michael Morris, Sukrit Narula, Jenny Narvaez, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Kyle Roy, Russell Schaffner, Shannon Stevenson, Neil Strassman, Marian Thompson, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of July 28, 2017, Minutes:** The minutes of the July 28, 2017, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
 - 2.1. **Extension of Funding for Transit Service in Collin County:** A recommendation of 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 was requested. In May 2016, the RTC approved operating funding for transit service in Collin County and the funding is sufficient to allow the extension without changing the total dollar amount. Additional details were provided in Reference Item 2.1.
 - 2.2. **Fiscal Year 2018 Advertising for Transportation Initiatives:** Support for a Regional Transportation Council recommendation to the North Central Texas Council of Governments Executive Board for approval of up to \$1,250,000 in new funding for Fiscal Year (FY) 2018 advertising for transportation initiatives was requested. An explanation of the benefits and cost savings for this initiative was provided in Reference Item 2.2.1. Electronic Item 2.2.2 provided more information on FY018 advertising.

- 2.3. Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: A recommendation for Regional Transportation Council approval of the eligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Project was requested. Details were provided in Electronic Item 2.3.

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

3. **Follow Up to the Cotton Belt Public Meeting:** Michael Morris provided an overview of the Cotton Belt regional passenger rail public meeting held on August 17, 2017. He noted the Regional Transportation Council has already approved revenues for the corridor, and staff will continue to work with Dallas Area Rapid Transit (DART) to develop innovative strategies to implement the corridor. Correspondence will be prepared for transmittal to DART regarding the advancement the Cotton Belt corridor. Approved funding for the corridor, extending from the Dallas Fort Worth International Airport to Plano, was highlighted. At the August 17 public meeting, staff presented six potential innovative financing options to deliver the project. The first is public-public partnerships; transportation agencies and NCTCOG working together through a strong partnership mutually supporting the implementation of transit projects. Second is private-private partnerships; private-sector working with the private sector supporting the implementation of transit projects. Third is capital cost/operating cost synergy. IH 635 East is an example in which the entity that builds the project is operating the project. If the entity that builds the project also pays for the operation of the project, the project will likely be built with a design that minimizes operational costs. The fourth extends the third option and is capital cost/operating cost/ridership synergy. The entity builds and operates the project and partnerships are then created with local governments for land use around the rail station. Mr. Morris noted this option is one on which he believes there should be more focus to reach out to the transportation authorities, look at underutilized station locations, and work with local governments on how more economic development can be placed around those stations as a strategy to tie together all three components. The fifth is capital cost/operating cost/revenue risk transfer. At this time, it is difficult to have an entity build, operate, and take on the revenue risk associated with a project. Even though this is happening on two projects on the roadway side in the Dallas-Fort Worth region, the Texas Legislature does not necessarily support this model. Lastly is capital cost economies of scale between multiple projects; putting projects together so that multiple projects are funded at one time. This could potentially produce savings in both the cost of projects and savings on the mobilization of projects as an attempt to try to scale bigger projects. Mr. Morris noted strong support for the Cotton Belt project was seen at the public meeting. It is critical that the region work to advance the more than \$100 million approved by the Regional Transportation Council to DART in support of the project. Staff will document commitments from the City of Coppell and the Dallas Fort Worth International Airport as part of NCTCOG's previous agreement. It is hoped that the DART Board will proceed with implementation of the Cotton Belt corridor. Chad Edwards asked if the 21,000 annual projected ridership noted in Electronic Item 3 was for the entire TEXRail and Cotton Belt corridor. Ms. Chadderdon noted the projected ridership was for the eastern portion of the corridor at full build out. Mr. Morris noted that staff will confirm the annual projected ridership from both the east and the west and provide an update to members. John Polster asked the percentages of Congestion Mitigation and Air Quality Improvement Program funds and Surface Transportation Block Grant Program funds. Staff noted the percentages were 50/50 at this time.

4. **Mobility 2045 Update and Survey:** Kevin Feldt highlighted staff efforts as work continues on the development of the region's next long-range transportation plan, Mobility 2045. Staff has reviewed Mobility 2040 projects to determine status, begun calculation of revenue forecasts and development of model networks, is continuing coordination with partners, held initial public meetings, and is conducting an online survey. Project submissions from partners are due August 31. Staff will be scheduling partner meetings, conducting additional public review, and a Regional Transportation Council (RTC) workshops is schedule for October 12. Mobility 2045 performance measures were also highlighted. Mr. Feldt provided additional details on a survey that is available for public input on Mobility 2045. Electronic Item 4.1 contained a copy of the survey for print and a link to the online survey was provided in Electronic Item 4.2. The survey asks questions such as the mode of travel used, difficulty in travel, improvement strategies, and others. The survey is opened until September 20, and as of the meeting over 1,500 responses had been received. Preliminary responses were reviewed. Staff will continue coordinating with project partners to finalize projects. Public meetings will be held in October and January, and the 60-day review cycle will begin in April. John Polster asked if staff expected any changes in Mobility 2045 performance measures versus Mobility 2040 performance measures. Mr. Feldt noted that changes are not anticipated, but are possible and added that members would be presented any potential changes through the Committee process.

5. **Heavy-Duty Diesel Inspection and Maintenance Pilot Phase 2:** Jason Brown presented results of the recently completed Heavy-Duty Diesel Inspection and Maintenance (I/M) Pilot Phase 2. Currently, the State's I/M program does not include the testing of diesel vehicles. However, heavy-duty diesel vehicles contribute approximately 48 percent of the region's on-road emission sources. The pilot program evaluated the feasibility of incorporating diesel vehicles into the I/M Program. In order to evaluate the feasibility of incorporating this type of program, the North Central Texas Council of Governments (NCTCOG) partnered with the Texas Department of Transportation, Texas A&M Transportation Institute, and the University of Denver. The main objectives of Phase 2 was to test refinements on the design from Phase 1, investigate other technologies that could be integrated, and deploy technology and field study locations for real-world applications. As a result of testing at TTI's research facility, a refined design was developed and deployed to a field location. Emissions were collected and tested from over 900 trucks in over a two week period in October 2016. Mr. Brown highlighted the distribution of truck model years that were tested, as well as nitrogen oxide (NOx) results by truck model year. In addition, trucks were identified as high-emitters of NOx by model year. As a result, it was determined that 7.3 percent of the high-emitting vehicles accounted for 21 percent of the total NOx emissions. If high-emitting vehicles are replaced with an average emitting vehicle, the region could potentially reduce 5.15 tons of NOx per day. Additionally, if the high-emitting vehicles are replaced with a 2017 model vehicle the region could potentially reduce almost 7 tons of NOx per day. Possible applications for I/M programs include clean screening of vehicles and identifying high-emitters from a fleet. While this study established support for the On-Road Heavy-Duty Measurement System for various applications, areas for further research include testing of heavy-duty vehicles with low exhaust pipes, considerations for light-duty vehicles, and others. In addition, in order to implement the system considerations must be given for funding, enforcement, and legislative/rulemaking. Mr. Brown noted that further discussion on this topic is necessary and that NCTCOG will be hosting a conference with other State agencies from across the country to discuss their I/M efforts, research being conducted, and other information that would help the region improve air quality. A copy of the final report is available at www.nctcog.org/dieselim. John Polster discussed the emission technology on light-duty vehicles and asked how further research on light-duty vehicles would be different

from the emission systems already used. Staff noted that those are the types of discussions planned for the upcoming conference and that additional information would be provided to members in the future. Details were provided in Electronic Item 5.

6. **Regional Transportation Council Transit Call for Projects:** Karina Maldonado presented draft recommendations for the Regional Transportation Council (RTC) Transit Call for Projects. Funding is available through two programs. The first program is the Urbanized Area Formula Program of which 2 percent of the funding is set aside to be awarded competitively to nontraditional transit providers for the implementation of Job Access/Reverse Commute (JA/RC) projects. The goal of these projects is to get low income individuals to and from employment. Any funding remaining from the competitive call will be returned to transit authorities in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. The second program is the Enhanced Mobility of Seniors and Individuals with Disabilities Program. Funding from this program should serve seniors and individuals with disabilities when public transportation is unavailable, insufficient or inappropriate. The first distribution of funding goes towards existing transit providers and their projects and the remaining funds are awarded to transit providers with new projects and nontraditional providers with new and existing projects. Funding is available to projects that serve the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Both programs are reimbursement grant programs for the eligible portions of capital, operating, or planning expenses. The federal and local funding share requirements for each type of expense was highlighted. Through this Call, applicants could also request Transportation Development Credits from the small transit provider bucket to leverage the local match on capital expenses only. Approximately \$3.1 million was available in the Dallas-Fort Worth-Arlington urbanized area and \$230,000 in the Denton-Lewisville urbanized area for JA/RC-type capital, operating, and planning projects. Approximately \$2.9 million available in the Dallas-Fort Worth-Arlington urbanized area and \$302,000 in the Denton-Lewisville urbanized area for capital and operating projects through the Enhanced Mobility program. North Central Texas Council of Governments (NCTCOG) staff conducted an initial screening of submitted proposals to ensure projects were eligible, complete, and addressed the appropriate strategies from the regional coordination plan, Access North Texas. Recommendations for funding included awarding the highest scoring projects that adequately addressed each of the evaluation factors, and prioritized funding the most critical expenses associated with providing on the ground service. Ms. Maldonado next highlighted the projects submitted and the staff recommendations for each program. Details were provided in Electronic Item 6. In the Dallas-Fort Worth-Arlington urbanized area, two JA/RC-type projects were recommended for a total of approximately \$390,000 through the Urbanized Area Formula Program. The remaining \$2.7 million in funding will be returned to the transit authorities in the Dallas-Fort Worth-Arlington urbanized area. A total of six projects were recommended for the Enhanced Mobility for Seniors and Individuals with Disabilities Program for a total of approximately \$1.2 million in funding. Ms. Maldonado noted staff recommended a utilization of the NCTCOG vehicle lease program for two projects to decrease capital costs involved in both projects. Approximately \$1.6 million was not awarded to the Dallas-Fort Worth-Arlington urbanized area for the Enhanced Mobility program and will be carried forward. In the Denton-Lewisville urbanized area, no JA/RC projects were submitted, and available JA/RC funding will be returned to the Denton County Transit Authority in the Denton-Lewisville Urbanized Area. A total of two projects were recommended for the Enhanced Mobility for Seniors and Individuals with Disabilities Program for a total of approximately \$302,000. Ms. Maldonado noted that recommendations will be presented to the public in September and staff will seek action by the Committee at the September 22, 2017, meeting.

7. **Aviation Update:** Ernest Huffman presented information regarding ongoing efforts within the Aviation Program Area. Regarding airport funding, the North Central Texas Council of Governments aviation program area's purview is general aviation airports in the region. General aviation airports receive funding through federal, State, and local sources. Subsections of these sources were highlighted. In addition, historical funding levels for Texas general aviation facilities were discussed. Aviation funding peaked in 2009, and significantly decreased in 2013, 2014, and 2015 due to the fact that none of the airports statewide received discretionary funding other than a small amount in 2015. In 2015, the Air Transportation Advisory Committee (ATAC) formed a funding subcommittee to determine why funding was not allocated and to address issues regarding project selection. As a result of that effort, improvements have been seen in how aviation is managed in the State through increased membership on the Texas Aviation Advisory Committee and more transparent, detailed funding disclosures. In addition, discretionary spending has returned to Texas and the Texas Department of Transportation and Federal Aviation Administration (FAA) have promised that the State will not see a lull in its funding bank in the future. Staff will continue to seek transparency with the project selection process and work to get additional federal and State funding for general aviation airports. In an effort to continue to track the funding issues, staff has developed a tracking dashboard that will be made available to stakeholders from ATAC. The dashboard will track the funding mechanisms for both the State and the region. Related to unmanned aircraft systems (UAS) regulations, Mr. Huffman noted efforts by ATAC over the last several years to create a model regional ordinance to ensure that the region's recreational UAS operators are not flying drones in airspace recklessly. At the end of 2016, FAA released regulations creating rules for UAS pilots across the country. However, the industry agrees the standards are low from a safety standpoint. In addition, during the 85th Legislative Session House Bill (HB) 1643 was passed including that any municipality or local government may not develop a UAS model ordinance without approval from the FAA, but the FAA does not currently have an approval process in place. Staff is encouraged by the national Drone Federalism Act of 2017 that will ask ten pilot governments to create a UAS ordinance that will have the resources of the national government behind the pilot program. North Central Texas Council of Governments staff will be drafting letters of support for the Drone Federalism Act and working to gain confirmation that the State is indeed interested in a statewide ordinance. A copy of HB 1643 was provided in Electronic Item 7.1, and a copy of the Drone Federalism Act was provided in Electronic Item 7.2. Finally, Mr. Huffman provided an update regarding the North Texas Aviation Education initiative. Staff recently conducted a survey to inventory aviation education programs in the region. Through the survey, staff learned that five new aviation programs have been added to the curriculum of high schools and colleges in the region. In addition, it was learned that Letourneau University is eliminating its air traffic control programs due to low enrollment caused by the change in hiring practices with the FAA. Staff also learned of opportunities for growth including plans for local colleges and school districts to add aviation-related programs to their curriculum. In addition, he highlighted available regional aviation-related programs and areas in need of increased program offerings such as airport design, airport management, airport planning, and others.
8. **Blue-Green-Gray Grant Opportunities:** Michael Morris outlined new grant opportunities that integrate infrastructure projects that have a water and environmental component. Electronic Item 8 summarized a new program that was generated out the Irving Summit last year. At the 2016 Irving Summit, a panel was formed to discuss removing the silos among various disciplines such as transportation (gray), water (blue), and environmental mitigation (green) and partnering to create innovative projects. The implementation of that program was presented at the 2017 Irving Summit. Mr. Morris highlighted the proposal submittal process and requirements. Individuals, private firms, or government agencies are eligible to

apply for up to \$50,000 to advance projects or programs that develop innovative outcomes. The projects must have three elements: 1) water (blue), 2) environment (green), and 3) infrastructure (gray). Applications are due by 5:00 pm on November 3, 2017. The seed money is intended to develop new ideas that could be transmitted to non-profit organizations, private-sector companies, or governmental agencies for funding of the next phase. An application for the design and construction of a bridge over a body of water that captures storm water that is then processed through environmental mitigation for drinking water is an example of a blue-green-gray application. Interested parties should send their contact information to Kim Diederich at kdiederich@nctcog.org by 5:00 pm on Friday, September 15, 2017. In addition, Mr. Morris noted his "Yogi Berra" column in the current issue of Mobility Matters. He also noted that information regarding the Texas Department of Transportation State Infrastructure Bank loan program was distributed at the meeting. Members asked when funding for blue-green-gray projects would be available. Mr. Morris noted that funding would likely be available in approximately six months, following the standard Committee and Regional Transportation Council approval process.

9. **Transportation Improvement Program Quarterly Update: East/West Equity:** Adam Beckom provided an update regarding east/west equity in the region. In February 2010, the Regional Transportation Council (RTC) approved a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations with the intention to track the east/west equity over time, allowing the RTC to take corrective actions if necessary. Staff proposed to consolidate the tracking effort of each of the transportation funding bills into one report. Previous surface transportation bills will become line items once they are replaced with a new funding bill, and staff will continue to provide updates on the east/west equity balance. Mr. Beckom noted that Electronic Item 9.1 contained the final inventories for the TxDOT non-formula commitments under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and Moving Ahead for Progress in the 21st Century. Regarding the Fixing America's Surface Transportation (FAST) Act, the transfer of \$100 million Category 2 funds from the east to the west has been included leaving the region at 31.71 percent in the west and 68.29 percent in the east. This balance is near the 68 percent east/32 percent west percentages recently approved by the RTC. Electronic Item 9.2 inventoried the TxDOT non-formula commitments under the FAST Act.
10. **2017 Infrastructure for Rebuilding America Grants:** Christie Gotti provided an overview of the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program for highway and freight projects of national and regional significance. INFRA is a replacement of what was previously known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program. The new program maintains the original freight-oriented components, but expands funding to more general highway projects. Approximately \$1.75 billion is available through the discretionary grant program for Fiscal Years (FY) 2017 and 2018, with approximately \$1.32 billion available to urban areas. Large projects must be \$100 million or more in cost and the INFRA request must be for \$25 million or more. There is no project maximum. Small projects must have a total cost of less than \$100 million and an INFRA request of \$5 million or more. Projects can have up to a 60 percent INFRA cost share and 80 percent or less federal share total. The non-federal share of a project can include State, local, private, or other non-federal funds. Projects must begin construction within 18 months after the obligation of funds. FY2017 funds will be obligated by September 30, 2020, and FY2018 funds will be obligated by September 30, 2021. Eligible projects include: 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, and other freight projects

that are intermodal/rail freight projects or projects within public or private freight rail or intermodal facilities. Eligible agencies include states, urbanized areas, local governments, subdivisions of State or local governments, and other transportation agencies. Each eligible applicant can submit no more than three applications. Key objective areas include supporting economic vitality, leveraging partnerships, safety innovation, project delivery innovation, performance/accountability, geographic disbursement, and project readiness. A copy of the notice of funding opportunity was provided in Electronic Item 10.1. Electronic Item 10.2 detailed the most recent discretionary grant program efforts in the region. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the Texas Department of Transportation (TxDOT) in Austin on the potential projects the State is planning to submit. TxDOT Dallas has submitted the LBJ East project and TxDOT Fort Worth has submitted the IH 35W "3C" project. Those projects are being reviewed by the State and TxDOT Austin's decision may impact the projects proposed to the Regional Transportation Council (RTC). Ms. Gotti noted that the RTC typically offers letters of support for other agencies in the region that are submitting potential projects. However, staff will seek RTC direction on whether letters of support will be provided to other agencies or if focus will be placed a larger regional effort. Coordination between NCTCOG and TxDOT will continue to identify projects for the RTC to consider. Staff anticipates one from the east and one from the west. The RTC is anticipated to take action on the proposed projects on October 12 and applications must be submitted by 7 pm central standard time on November 2. John Polster noted projects in the east that have funding gaps and asked that staff not recommend that the region not submit as many projects as possible in order to increase the chances of a project in the region being selected. He suggested that as long as agencies propose a project that is in the Regional 10-Year Plan, it was not clear why the RTC would not provide letters of support even if the support was contingent on meeting some criteria. Michael Morris noted this would be the type of question asked of the RTC, and the projects mentioned would be the projects of interest. In the past, letters of support have been provided to any project in the Metropolitan Transportation Plan. Mr. Polster requested that when staff consider options internally for proposal to the RTC that his comments be considered. Ms. Gotti noted that staff believes innovative finance/leveraging components will receive more consideration and that it may be difficult for individual agencies to be competitive. Mr. Polster also asked if an agency were to submit a project, could the RTC funding commitment be included as part of the funding for the project. Ms. Gotti noted that the RTC funding could be counted, though it is believed that projects with a higher non-federal commitment will score higher. Mr. Morris noted that staff's goal is to maximize the chances of the region having a project selected for funding.

11. **CMAQ/STBG Funding: Local Bond Program Partnerships:** Adam Beckom briefed the Committee 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 Program (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved several funding programs to select projects using CMAQ and STBG funding. The 11 programs and their status was highlighted, and the Local Bond Program was discussed. The goal of the Local Bond Program is to leverage bond funds for projects of strategic importance to local governments and the region. Staff is working with various agencies to leverage their bond funds. Mr. Beckom noted the presented information was draft as staff works to gain project specifics and funding plans from the agencies. Proposed funding includes: 1) \$46.64 million for the City of Dallas (in addition to the up to \$40 million previously approved for the Southern Gateway Pedestrian Plaza), 2) \$20 million for Hunt County, 3) \$13.65 million for Parker County, 4) \$5 million for City of Grapevine, and 5) \$280,000 for City of Cedar Hill for a total of approximately \$85.58 million. Mr. Beckom noted that additional details on the individual

projects, funding amounts, and timing will be presented at the September 22 meeting. The timeline for the effort was reviewed. Details were provided in Electronic Item 11. John Polster asked staff how CMAQ and STBG funds will be allocated. Mr. Beckom noted that as project descriptions are determined, staff will look for CMAQ-eligible expenses and determine the appropriate distribution of CMAQ/STBG funds.

12. **Fast Facts:** Jody Loza provided an ozone season update. As of the date of the meeting, the region had experience 14 exceedance days. However, she noted that no level red days had been experience by the region and that the design values was 80 parts per billion. Details were provided in Electronic Item 12.1.

Kristina Ronneberg highlighted current air quality funding opportunities for vehicles. She noted the Propane Vehicle Incentives for Texas program for private fleets, and two workshops in November regarding alternative fueling facilities and the Natural Gas Grant Program. Details were provided in Electronic Item 12.2.

Kristina Ronneberg also noted a Light-Emitting Diode (LED) Street Light Retrofit workshop on September 26. The purpose of the workshop is to discuss the benefits of LEDs and best practices. Details were provided in Electronic Item 12.3.

Kristina Ronneberg also highlighted events for National Drive Electric Week, September 9-16 at Grapevine Mills Mall. Details were available in Electronic Item 12.4.

Jenny Narvaez noted recent correspondence, provided in Electronic Item 12.5, from the Environmental Protection Agency (EPA) announcing it was reverting back to its original October 2017 schedule for 2015 ozone standard designations. Staff anticipates drafting a letter to the EPA recommending that it reevaluate county designations originally submitted by the State that was based on older ozone monitor data.

Jenny Narvaez also highlighted the upcoming Southern Transportation and Air Quality Summit schedule for August 29-30. Registration information was available through Electronic Item 12.6.

Jenny Narvaez also discussed correspondence provided in Electronic Item 12.7. The correspondence from the United States Department of Justice was in response to a letter from the RTC requesting that should any Fiat/Chrysler settlement funds be released the funds be earmarked to implement certain air quality projects and programs to help offset some of the emissions from the vehicles.

Carli Baylor noted that the Public Comments Report was provided in Electronic Item 12.8 and contained general public comments submitted by the public from June 20-July 20.

Carli Baylor also noted that the September public meeting notice announcing public meetings on September 11, 13, and 18, was distributed at the meeting in Reference Item 12.12. Staff will present information on several funding initiatives, modifications to 2018-2019 Unified Planning Work Program, and electric vehicles in north Texas.

Brian Wilson noted the latest edition of Mobility Matters was distributed to members at the meeting and is also available at www.nctcog.org/mobilitymatters.

Rebekah Hernandez discussed the new federal Executive Order on infrastructure recently signed by the President. The order specifically establishes a two-year goal to process

environmental documents for major infrastructure projects. The order includes a one Record of Decision policy, as well as requires federal agencies to track the cost of conducting environmental reviews. The environmental review and permitting process will be reviewed to improve performance across government agencies and hold every agency accountable.

Gabriel Ortiz noted that the Texas Department of Transportation (TxDOT) has recently purchased crowd source bicycle and pedestrian data from STRAVA Metro. The data is used by departments of transportation, as well as city planners to help improve infrastructure for bicycle and pedestrians. TxDOT will be hosting a live training session on the use of the data on Wednesday September 20 in North Richland Hills. The training session is opened to TxDOT staff, as well as local government staff and transit providers. Details were distributed at the meeting in Reference Item 12.13.

Kathryn Rush highlighted a new school zone safety flyer, provided in Electronic Item 12.9. This flyer complements the new Safe Routes to School brochure. She noted flyers are available for download at www.lookouttexas.org and printed versions were also available.

The current Local Motion was provided in Electronic Item 12.10 and transportation partner progress reports were provided in Electronic Item 12.11.

13. **Other Business (Old and New):** Chad Edwards noted that several presentations at the meeting were not included in the meeting mail out materials. He asked that the presentations be provided to members following the meeting and that efforts to make the presentations available in the meeting mail out material would be appreciated.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 22, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.



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

October 2017

Plano to host Texas Energy Summit

The Texas Energy Summit is scheduled for November 13-15 in Plano. The summit is an opportunity to learn about strategies for cleaner air, a better built environment, sustainability and a new energy economy. Local governments stand to benefit by hearing presentations from their peers on a variety of successful initiatives. Register by October 31. For more information, visit <https://catee.tamu.edu>.

Calendar

October 4, 8:30 am TRTC

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

October 6, 11 am DRMC

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

October 12, 1 pm Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 27, 1:30 pm Surface Transportation Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Texas among 10 winners of Hyperloop competition

Hyperloop One has named a Texas proposal to transport passengers and freight via high-speed pods a winner of its international competition.

Selected as one of 10 winners from a list of 35 finalists, the Texas route would serve Dallas-Fort Worth, Austin, San Antonio, Houston and Laredo. There were about 2,600 original entries into the Hyperloop One Global Challenge.

Efforts to develop the Hyperloop, which would operate vehicles with magnetic levitation in giant tubes, are underway, and the Dallas-Fort Worth area could provide an effective test corridor. Earlier this year, the Regional Transportation Council approved a resolution supporting the Texas Triangle proposal.

The competition sought applicants able to effectively make the case for how the technology would revolutionize travel in their regions. Hyperloop One will assist the winning teams with further analysis of their proposals, including preliminary ridership forecasts, according to the Hyperloop One website.

Hyperloop One's experts will also help with the business cases and conduct workshops with each winning team. Additionally, they will provide preliminary technical analysis of the route and corridor, tailored to the needs of the individual route.

In addition to Texas, the other US winners were Chicago-Columbus-Pittsburgh, Miami-Orlando and Cheyenne-Denver-Pueblo. There were six international winners: two each in the United Kingdom and India, one in Canada and one in Mexico.

For more information on the Hyperloop One Global Challenge and the winners, visit www.hyperloop-one.com.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department

DART announced more options to take you to the State Fair of Texas

North Texans can ride Dallas Area Rapid Transit to a wide variety of entertainment, art, agriculture, history and cuisine at the 2017 State Fair of Texas through October 22.

The Fair Park and MLK Jr. stations allow riders to access the fair with DART's Green Line. Extra Green Line trains will be available approximately every 15 minutes between Victory and Lawnview stations at select times during the fair.

All DART rail and Trinity Railway Express passengers can transfer to the Green Line. Look for the trains marked

"Fair Park," "Buckner" or "Lawnview." Orange Line passengers from Irving transfer to the Green Line at Bachman Station. Southbound Orange, Red and Blue Line passengers transfer at Pearl/Arts District Station or St. Paul Station. Northbound Red and Blue Line passengers transfer at Akard Station. TRE passengers transfer to the Green Line at Victory Station. Details are at www.trinityrailwayexpress.org.

Customers using the Denton County Transportation Authority should check www.dcta.net for departure and arrival times and to ensure smooth connections at Trinity Mills Station to DART's Green Line. DCTA will be adjusting its schedules during the fair.

More than 2.8 million rode DART light rail to the fair in 2016. Expecting similar ridership numbers DART has scheduled several changes, including:

- The addition of more Green Line trains between the Victory and Lawnview stations from 9:30 am to 3:30 pm weekdays and 9:30 am to 7 pm weekends
- The extension of the Orange Line to Parker Road for all trips
- The addition of Green and Blue line service after 7 pm Saturdays and Sundays
- Extra buses on Routes 60 and 409 Friday through Monday
- TRE trains operating each Sunday during the fair

For more information, including ticketing, visit www.dart.org/statefair.



DART photo

Dallas Area Rapid Transit has adjusted its schedule to accommodate the anticipated crowds during the State Fair of Texas, which continues through October 22.

North Texas Facilities

Expo set for Oct. 11-12

North Texans can learn the latest in integrating green building techniques with their facilities at the North Texas Facilities Expo on October 11-12 at Dallas Market Hall.

The expo offers opportunities to network with other professionals and learn how to make the efficiency and operating improvements facilities need to remain competitive.

It is cosponsored by DFW Clean Cities, which will host a panel on workplace electric vehicle charging. Attendees will have the opportunity to learn about new products and technologies, and attend valuable educational seminars for free. Among the scheduled sessions are:

- Examining Your Building to Find Low-Cost Operational Improvement Opportunities
- AT&T Stadium: Challenges of Efficient Operation
- University of Texas at Dallas – Campus Transformation in Sustainability

For questions, please contact Joyce Lortz at jlortz@facilitiesexpo.com or 800-827-8009. To register for the expo, visit www.fent.facilitiesexpo.com.

REGIONAL News

State EV record shattered at local NDEW event

The Dallas-Fort Worth area's National Drive Electric Week celebration set another record this year, when owners of 155 electric vehicles gathered at Grapevine Mills Mall in September.

This represented a State record for the number of EVs in one location, improving upon last year's mark of 128. This year's Grapevine gathering was also the largest NDEW celebration outside California and kicked off a week of educational opportunities for people interested in electric vehicles.

DFW Clean Cities and NCTCOG offered a series of lunchtime webinars during the week to discuss public and private uses for EVs.

There are approximately 8,000 EVs in the region, a 43 percent increase over 2016. This trend will likely continue as more vehicle manufacturers are committing to electrified transportation.

For more information on NDEW, visit www.driveelectricdfw.org.

Fleet discounts on alternative fuel vehicles

Public fleets have an opportunity to receive substantial discounts on alternative fuel vehicles and infrastructure through Fleets for the Future.

With a unique cooperative procurement process, fleets will benefit from exclusive offers for some of the most popular AFVs on the market. Vehicles include plug-in hybrid sedans; propane, natural gas, and plug-in hybrid pickup trucks; and full electric shuttle buses and cargo vans.

Learn how you can transition your fleet to alternative fuels, while saving thousands of dollars in the process, by visiting www.fleetsforthefuture.org.



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

155

The number of electric vehicles at Grapevine Mills Mall September 9. This represented a State record.

PUBLIC *Involvement*

NCTCOG to give residents Mobility Plan update

NCTCOG staff will present an overview and timeline for the region's long-range transportation plan and process AirCheckTexas vehicle repair and replacement applications during public meetings in October. Residents can provide input on Mobility 2045 at public meetings on October 10 (Fort Worth), October 11 (Arlington) and October 16 (Garland).

Mobility 2045 will define a long-term vision for the region's multimodal transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, as well as other programs aimed at reducing congestion and improving air quality and quality of life.

Staff will also be available to process applications for people interested in applying for vehicle repair or replacement assistance through AirCheckTexas. North Texans whose vehicles have failed the emissions portion of the State inspection in the past 30 days or are at least 10 years old may be eligible to receive up to \$3,500 for their vehicle. Applicants attending a public meeting must provide proof of current registration, failed inspection report and annual household income. For more information about AirCheckTexas, visit www.airchecktexas.org or call 800-898-9103. 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.

Public Meeting Details

October 10, 2017 6 p.m.	October 11, 2017 2:30 p.m.	October 16, 2017 6 p.m.
Ella Mae Shamblee Library 1062 Evans Ave. Fort Worth, TX 76104	NCTCOG 616 Six Flags Drive Arlington, TX 76011	Garland Central Library 625 Austin St. Garland, TX 75040

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.