

AGENDA

**Regional Transportation Council
Thursday, April 14, 2016
North Central Texas Council of Governments**

12:45 pm **RTC Photo for NCTCOG 50th Anniversary**

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

1:00 – 1:05 1. **Approval of March 10, 2016, Minutes**
 Action Possible Action Information Minutes: 5
 Presenter: Mark Riley, RTC Chair
 Item Summary: Approval of the March 10, 2016, 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**
 Presenter: Christie Gotti, NCTCOG
 Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2015-2018 Transportation Improvement Program (TIP) will be requested.
 Background: May 2016 revisions to the 2015-2018 TIP are provided as [Reference Item 2.1](#) 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.

 2.2. **Northwest Highway/Preston Center, Prestonwood, and Hospital District Parking Analysis**
 Presenters: Karla Weaver and Michael Morris, NCTCOG
 Item Summary: Regional Transportation Council (RTC) approval to allocate \$400,000 of RTC Local funds to conduct a parking garage and transportation facility interface analysis on Northwest Highway/Preston Center, Prestonwood, and the Hospital District in Dallas will be requested.
 Background: The North Central Texas Council of Governments has partnered with the City of Dallas and Texas Department of Transportation to develop a Northwest Highway and Preston Road Area Plan that will be completed in the Summer of 2016. The planning study focuses on parking, transportation, and land use. Other subareas may need similar analysis. These areas are included in Mobility 2040 as future planning areas and require a feasibility study to evaluate a parking interface to identify parking availability to reduce congestion and improve air quality.

1:05 – 1:20

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

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

1. June Regional Transportation Council (RTC) Meeting Date Rescheduled to June 16, 2016, 1:00 pm
2. North Texas Tollway Authority Q&A, Marketing Region-wide Toll Tag Penetration, and Toll Tags in the DFW Connector Corridor Discussion Scheduled for Future RTC Meeting
3. North Central Texas Council of Governments/RTC/Texas Department of Transportation Auto Occupancy Technology Detection Procurement: Issued April 8, 2016
4. HB 20 Status Report
5. Collin County Transit Update/Toyota Donation to Dallas Area Rapid Transit
6. 2016 United States Department of Transportation, Transportation Infrastructure Finance and Innovation Act Program Announcement ([Electronic Item 3.1](#))
7. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
8. April Car Care Clinics ([Electronic Item 3.3](#))
9. Latest Reminder of the 2016 Clean Diesel Call for Partners, Deadline April 15, 2016 ([Electronic Item 3.4](#))
10. April Public Input Opportunity ([Electronic Item 3.5](#))
11. March Public Meeting Minutes ([Electronic Item 3.6](#))
12. Recent Correspondence ([Electronic Item 3.7](#))
13. Recent News Articles ([Electronic Item 3.8](#))
14. Recent Press Releases ([Electronic Item 3.9](#))
15. Recent Transportation Performance Measures ([Electronic Item 3.10](#))
16. Transportation Partners Progress Reports

1:20 – 1:35

4. **Final Project Milestone Policy Recommendations and Update Regarding the 2017-2020 Transportation Improvement Program Development Timeline**

Action Possible Action Information Minutes: 15
Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the Project Milestone Policy recommendations and provide an update on the timeline for the 2017-2020 Transportation Improvement Program (TIP) development process.

Background: In June 2015, the RTC approved the Project Milestone Policy that focused on reviewing projects that were selected ten or more years ago. The policy was designed to remove low-priority projects from the TIP/Statewide TIP (STIP) and leave funding capacity for higher-priority projects that are ready to proceed to implementation within the current TIP/STIP. Since November 2015, North Central Texas Council of Governments (NCTCOG) staff has worked with local implementing agencies, which could justify keeping projects that are still of interest to the respective communities. Agencies were required to provide:
1) documentation of local match availability, 2) a realistic and achievable schedule that has concurrence from the Texas Department of Transportation (TxDOT) and NCTCOG, and

3) recent policy board action confirming the project. Project submittals were reviewed and proposed recommendations are available in [Reference Item 4.1](#). Included in this item is a proposal that projects with a delay must begin construction within one fiscal year of the year identified in the milestone recommendation list in order to maintain the funding commitment. Upon approval, recommendations in [Reference Item 4.1](#) will be included in the 2017-2020 TIP project listings.

In addition, a new TIP is developed every two years through a cooperative effort among NCTCOG, TxDOT, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings. To this end, NCTCOG staff has met with local partners to receive input and updates on all active projects. The data from these meetings has been organized into a draft project listing, which is financially constrained against the funding allocations identified in the 2016 Unified Transportation Program (UTP).

On March 25, 2016, the Surface Transportation Technical Committee (STTC) recommended the 2017-2020 TIP listings for RTC approval. Since STTC approval, staff was made aware of a schedule change at the State level. The 2017-2020 TIP is due to TxDOT on June 24, 2016 (instead of May 2, 2016). Given this change, staff plans to delay the request for final action of the 2017-2020 TIP listings until May 2016. Staff will continue to refine the listings with comments from local agencies, the public, and TxDOT. Final listings will be ready for RTC approval in May 2016.

Additional details regarding the Project Milestone Policy and the draft 2017-2020 TIP development process are available in [Electronic Item 4.2](#).

1:35 – 1:45

5. **Waco Metropolitan Planning Organization Presentation and Continued Partnership**

Action Possible Action Information Minutes: 10

Presenter: Elected Officials, Waco MPO

Item Summary: Elected officials from the Waco Metropolitan Planning Organization (MPO) have requested a short presentation to the Regional Transportation Council (RTC) on common planning needs between the two regions.

Background: The RTC has an interlocal partnership agreement with the Heart of Texas region, including the Waco MPO. North Central Texas Council of Governments staff recently gave a presentation to the Waco MPO outlining possible initiatives that could be beneficial

to its residents and businesses. This item will highlight continued dialog for coordinating transportation planning between the two regions.

1:45 – 1:55

6. **2016 FASTLANE Grant Program Project Submittal**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the 2016 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program recently announced by the United States Department of Transportation (US DOT), and will request action on the proposed list of projects to be submitted.

Background: In February 2016, the US DOT announced the 2016 FASTLANE grant program for freight projects with national or regional significance. The program is designed to address congestion on the nation's freight corridors and to support anticipated freight growth in the multimodal transportation system. [Electronic Item 6.1](#) is a copy of the notice of funding opportunity that details the \$800 million grant program, as well as the application requirements. Pre-applications are not required, but applicants were encouraged to e-mail the US DOT with a brief project description by March 25, 2016. Final applications are due to the US DOT by April 14, 2016. Additional information is available online at www.transportation.gov/FASTLANEgrants.

For agencies in the region submitting projects, please be aware that you must complete the Grants.gov registration process before submitting the application, and that this process usually takes 2-4 weeks to complete.

An overview of the 2016 FASTLANE grant program and the projects proposed for submittal on behalf of the RTC is available in [Reference Item 6.2](#).

1:55 – 2:05

7. **2016 Transportation Investment Generating Economic Recovery VIII Project Submittal**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the 2016 Transportation Investment Generating Economic Recovery (TIGER) VIII discretionary grant program recently announced by the United States Department of Transportation (US DOT), and will request action on the proposed list of projects to be submitted.

Background: In February 2016, the US DOT announced the 2016 TIGER VIII discretionary grant program for surface transportation projects that have a significant impact on the nation, a region, or a metropolitan area. [Electronic Item 7.1](#) is a copy of the notice of funding opportunity that details the \$500 million discretionary grant program, as well as the application requirements. Pre-applications are not required for this round of the program, and

final applications are due to the US DOT by April 29, 2016. Additional information is available on the TIGER website at www.transportation.gov/TIGER.

For agencies in the region submitting projects, please be aware that you must complete the Grants.gov registration process before submitting the application, and that this process usually takes 2-4 weeks to complete. In addition, if an agency would like to receive a letter of support from the Regional Transportation Council (RTC), requests must be submitted to Rebekah Hernandez by Friday, April 8, 2016, at rhernandez@nctcog.org.

[Electronic Item 7.2](#) details the previous TIGER efforts in the Dallas-Fort Worth region and the resulting funding decisions. An overview of the TIGER VIII process and the projects proposed for submittal on behalf of the RTC is available in [Reference Item 7.3](#).

- 2:05 – 2:15** 8. **Environmental Stewardship Program and Appreciation to the North Texas Tollway Authority**
- Action Possible Action Information Minutes: 10
- Presenter: Michael Morris, NCTCOG
- Item Summary: Staff will request the creation of an environmental stewardship initiative to help mitigate the increase in upcoming Proposition 1 and Proposition 7 projects in the region.
- Background: The North Texas Tollway Authority (NTTA) paid the region \$3.2 billion in regional toll road funds to build the SH 121 toll road (i.e., Sam Rayburn Tollway). This item would create \$3.2 million for an Environmental Stewardship Program in appreciation to NTTA. The program would be an NTTA/Texas Department of Transportation (TxDOT)/Regional Transportation Council (RTC) partnership that would support 50 percent of the program and challenge residents and businesses to pay another 50 percent. North Central Texas Council of Governments (NCTCOG) staff proposes to present this program at Earth Day Texas on April 22, 2016. Of the \$1.6 million request, \$200,000 has already been approved by the RTC. This action would approve an additional \$1.4 million in Region Toll Revenue funds. [Electronic Item 8](#) lists the initial set of projects. This program is also initiated in memory of Chris Anderson, author of the "Shared Environmental Mitigation Program" and former NCTCOG employee who recently passed away, and who also spent a lot of his career at NTTA and TxDOT.
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- 2:15 – 2:25** 9. **High-Speed Rail Update/Federal Notice of Funding Availability**
- Action Possible Action Information Minutes: 10
- Presenter: Kevin Feldt, NCTCOG
- Item Summary: Staff will provide an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region, including staff efforts to advance the initiatives.

Background: The Regional Transportation Council (RTC) has adopted a new Mobility 2040 and a regional policy guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are ongoing. They are: 1) Houston to Dallas, 2) Dallas-Arlington-Fort Worth, and 3) Fort Worth-Austin-San Antonio. North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC High-Speed Rail Policy and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. NCTCOG staff will continue to serve as the RTC liaison for regional high-speed rail efforts. Staff will provide updates on each project proposed within the Dallas-Fort Worth region, including proposed staff efforts to respond to the Federal Railroad Administration Request for Proposals published in the March 9, 2016, Federal Register seeking proposers to finance, design, construct, operate, and maintain a high-speed rail system.

2:25 – 2:35 10.

Start of Ozone Season/Air Quality Update

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide an update on a variety of ozone topics pertaining to North Central Texas, including start of the 2016 ozone season, upcoming outreach events, and the status of the two overlapping 2008 and 2015 eight-hour ozone standards.

Background: The 2016 ozone season began on March 1, 2016, for the North Central Texas ten-county region classified as moderate nonattainment for the Environmental Protection Agency's (EPA) 2008 eight-hour National Ambient Air Quality Standards (NAAQS) for ozone, ≤ 75 parts per billion (ppb). Currently, the region's design value is 72 ppb at Denton Airport South.

As the Texas Commission on Environmental Quality (TCEQ) works to finalize the region's State Implementation Plan for the 2008 NAAQS, the Regional Transportation Council continues to support air quality projects and programs to assist the region in meeting federal attainment and transportation conformity requirements for ozone. In recent correspondence to the TCEQ, provided in [Electronic Item 10.1](#), the EPA recognized the region's continued efforts to reduce emissions from mobile sources.

In addition, implementation of the EPA's 2015 eight-hour ozone standard, ≤ 70 ppb, continues. Through April 15, 2016, the TCEQ is seeking comment on potential area designations and boundary recommendations under this new standard. [Electronic Item 10.2](#) is North Central Texas Council of Governments correspondence to local counties of the TCEQ's request. Further details can be found in [Electronic Item 10.3](#).

2:35 – 2:45 11.

Bicycle and Pedestrian Data User Counts

Action Possible Action Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will present information about the regional bicycle and pedestrian data count program. A report is currently available reflecting the first full calendar year in which data was collected.

Background: In 2014, the North Central Texas Council of Governments purchased bicycle and pedestrian count data collection equipment, and in partnership with several local agencies began installing the equipment on shared-use paths in various urban and suburban areas around the region. Additional count equipment has also been purchased and installed by other agencies. A report has been prepared providing an overview of count data collected during 2015 in 26 locations installed in 5 cities across 4 counties. The report presents information for each count station related to mode-share split, total bicycle and pedestrian trips, and seasonal variations in the average daily trips by month. A bicycle and pedestrian count fact sheet 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 Minutes and Attendance ([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, May 12, 2016, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL****March 10, 2016**

The Regional Transportation Council (RTC) met on Thursday, March 10, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Scott LeMay (representing Douglas Athas), Brian Barth, Carol Bush, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Rob Franke, Mojoy Haddad, Roger Harmon, Ron Jensen, Jungus Jordan, Lee Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, Cary Moon, Mark Riley, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, Sheri Capehart (representing Jeff Williams), Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, John Baker, Melissa Baker, Berrien Barks, Carli Baylor, Bryan Beck, Adam Beckom, Natalie Bettger, Brandy Bissland, Alberta Blair, David Boski, Kristina Brevard, Charles Brewer, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Chris Burkett, Loyl Bussell, David Cain, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Lori Clark, Joan Contreras, John Cordary, Michael Coyle, John Curtis, Ruben Delgado, Kim Diederich, Jerry Dittman, David Dryden, Chris Dyser, Chad Edwards, Traci Enna, Bob Golden, Christie Gotti, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Robert Hinkle, Jodi Hodges, Donna Huerta, Greg Janes, Yagnesh Jarmarwala, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Sonny Loper, Mark Lorance, Paul Luedtke, Stanford Lynch, Matthew MacGregor, Barbara Maley, Martin Malloy, Molly Maus, James McLane, Michael Miles, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Bruce Nipp, Mickey Nowell, John Polster, James Powell, Vercie Pruitt-Jenkins, Milton Richter, Bill Riley, Tito Rodriguez, Carrie Rogers, Kyle Roy, Moosa Saghian, Steve Salin, Russell Schaffner, Lori Shelton, Randy Skinner, Rick Stopfer, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Gary Thomas, Lauren Trimble, Leslie Wade, Mitzi Ward, Matt Welch, Sandy Wesch, Elizabeth Whitaker, Cheryl Williams, Amanda Wilson, Brian Wilson, Alicia Winkelblech, and Ed Wueste.

1. **Approval of February 11, 2016, Minutes:** The minutes of the February 11, 2016, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Robert Franke (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Lawsuit Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars of North America:** A motion was made to approve submittal of correspondence to the United States Department of Justice and Texas Attorney General related to emission test-cheat devices installed in certain Volkswagen, Audi, and Porsche diesel vehicles, provided in Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Final Action Regarding the Texas Department of Transportation Congestion Relief Program:** A motion was made to approve final changes to the Texas Department of Transportation Congestion Relief Partnership with the Regional Transportation Council, detailed in Reference Item 2.2.

- 2.3. Clean Fleets North Texas 2015 Call for Projects Funding Recommendations: A motion was made to approve funding recommendations for the Clean Fleets North Texas 2015 Call for Projects in Reference Item 2.3.2. An overview of the call for projects was provided in Electronic Item 2.3.1.
- 2.4. Approval of Personal Services Agreement for Transit Planning and Programing Assistance: A motion was made to approve a one-year personal services agreement with Jessie Huddleston for an amount not to exceed \$60,000 to assist the Regional Transportation Council in the performance of its triennial review and upcoming transit development within the region.

Mike Cantrell (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris noted that a photo of the Regional Transportation Council (RTC) will be taken at 12:45 pm, prior to the April 14, 2016, meeting as part of the North Central Texas Council of Government (NCTCOG) 50th anniversary. He thanked Gary Fickes for presenting to the RTC a map dated 80 years ago from the City of Fort Worth archives that focused on the connection between Dallas and Fort Worth. In addition, he noted that April 22 is Earth Day. The RTC has asked to be a participant and would like to thank the North Texas Tollway Authority for the Regional Toll Revenue funds as part of the celebration. Additional details will be provided at the April 14, 2016, RTC meeting. Mr. Morris also noted that Jessie Huddleston recently relocated with her family. Through the Consent Agenda, a one-year personal services agreement with Ms. Huddleston was approved for the transition. Sarah Chadderdon will continue providing support for the Regional Transit Coordination and Operations team.

Jungus Jordan provided an overview of the RTC Legislation and Finance Partnership Subcommittee held prior to the meeting. A program is being prepared in preparation for the 2017 Legislative session. Discussion focused on three items for a legislative approach: 1) expressing thanks to the Austin and the federal delegation for the success of Proposition 1 and Proposition 7, 2) showing how the region is utilizing the funds provided, and 3) developing key analytics that express what tools are needed in the future tool box. An agenda from the meeting was provided in Electronic Item 3.1.

Mr. Morris noted that that 2016 Transportation Investment Generating Economic Recovery (TIGER) VIII deadline is April 29 and that the FASTLANE freight program deadline is April 14. Details were provided in Electronic Item 3.2 and Electronic Item 3.3. Proposed projects will be presented to members at the April 14 meeting. He asked that entities planning to submit projects coordinate with staff so that the same projects are not submitted. An east/west equity update was provided in Electronic Item 3.4, an American Recovery and Reinvestment Act (ARRA) update was provided in Electronic Item 3.5, and details about the completion of the \$855 million in ARRA projects was provided in Electronic Item 3.6. He noted that draft correspondence to the President and congressional delegation thanking them for the initiative would be transmitted by staff.

4. **Mobility 2040, 2016 Transportation Conformity, and 2015-2018 Transportation Improvement Program Projects Affected by Mobility 2040:** Oscar Trevino recused himself due to a conflict of interest. He left the room at 1:18 pm and did not participate in discussion for Agenda Item 4. Michael Morris discussed public comment recently received regarding Mobility 2040. Letters were received from the City of Aubrey and Aubrey

Independent School District supporting a component of Collin County's transportation plan that is included in Mobility 2040. In addition, a series of 717 letters were received at 3:50 pm on March 9, 2016. The letters do not support the TEX Rail project from downtown Fort Worth to the Dallas/Fort Worth International Airport. The handout, provided in Reference Item 4.8, includes the cover letter received and a sample of the 717 unsigned letters that were identical, other than the signature block, and expressed concern the Regional Transportation Council (RTC) would be diverting \$1 billion in transportation revenue away from roadways for transit. The handout also included a summary of the cities represented in the letters. Most of the letters are from Tarrant County addresses and many are from Colleyville. As a result, a City of Colleyville resolution supporting the project was included in the handout. Also included are staff's comments in response to the letters. Mr. Morris reviewed the comments and noted that this is not a diversion of funds away from roadways. Most of the funds are not eligible to be placed on roadways. Funds include Federal Transit Administration (FTA) 5309 New Start grant funds of \$498 million, Fort Worth Transportation Authority (The T) sales tax of \$214 million, and \$113 million in Grapevine revenue to build rail. In addition, he noted the project is already under construction with \$400 million spent to date, creating potential legal concern. There is also significant previous RTC support and over \$100 million in RTC funds for the project, as well as significant public support. He also noted that a significant portion of the region does not have a driver's license or own a car and would like to use another mode of transportation. Scott Mahaffey noted that the project has reached a point on no return. There are contracts and expenditures totaling almost \$400 million and the full funding grant is expected within the next few months. Once received, The T is ready to move forward and expects trains to be running in 2018. The money was never available to build bridges and roadways. It was not earmarked for the region and was obtained through the work of the RTC, Federal Transit Administration, The T, and Congressional staffs. He noted the majority of letters were from Colleyville, and historically individuals in that area have not been interested in rail service. However, additional modes must be used to move people in the region or the region will not continue to grow.

Chad McKeown noted that approval of a resolution adopting Mobility 2040 and the corresponding 2016 Transportation Conformity results would be requested, and that information presented was nearly identical to what was presented at the February 11, 2016, RTC meeting. Mobility 2040 prioritization and expenditures were noted, with expenditures totaling \$118.9 billion. Recommendations for the Regional Veloweb were highlighted, and a small reduction in the number of planned miles was noted. Major transit corridor recommendations were highlighted for rail and high-intensity bus lines, and included no changes. Major roadway recommendations include freeways, tollways, managed lane, express lanes, and capital maintenance facilities. No changes were made to major roadway recommendations, as well. Similarly, no changes have been made to funded improvements to major arterials. Also included in Mobility 2040 is the illustrative roadway map of corridors for future evaluation. These projects are not included in the financially constrained portion of the Plan, but highlight areas of growth where future analysis will take place and perhaps form the basis for future Plan recommendations. Final Plan recommendations and air quality conformity analysis results were summarized in Electronic Item 4.2. The Mobility 2040 document was provided for review in Electronic Item 4.3. Mr. McKeown also discussed the RTC Policy Bundle initiative developed in conjunction with Mobility 2040. The voluntary initiative aims to find solutions beyond infrastructure improvements to achieve regional transportation goals. No changes have been made to the policies, which were provided in Electronic Item 4.4. Mobility 2040 will also include the RTC Policy Position on Transit Implementation in the Cotton Belt Corridor. The proposed policy calls for expedited delivery

of the project. If rail cannot be expedited, other options for early implementation will be reviewed. The proposed policy position was provided in Reference Item 4.5. Lastly, he noted that scope, timing, and funding changes in Mobility 2040 will impact a small number of projects in the 2015-2018 Transportation Improvement Program (TIP)/Statewide TIP. Due to the timeframe when these projects will be implemented, the projects will be modified in the 2017-2020 TIP to make them consistent with Mobility 2040. Impacted projects were provided in Electronic Item 4.6. This will not impact the implementation schedule for these projects and subsequent TIP action will be consistent with Mobility 2040 and the 2016 Transportation Conformity.

Chris Klaus provided information regarding 2016 Transportation Conformity. As a nonattainment region, an air quality conformity determination is required to ensure projects in Mobility 2040 meet Motor Vehicle Emission Budgets established for the region. Staff analyzes the ozone precursors of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) in the region for various analysis years using latest planning assumptions. Each of the four analysis years in Mobility 2040 fall below the set budget for both NO_x and VOCs for the ten-county ozone nonattainment area. In addition, emission inventories also fall below staff's lower, internally imposed budgets. Mr. Klaus reminded members that RTC air quality initiatives are having cumulative impacts on reducing emissions from the automobile sector. The schedule for Mobility 2040 and 2016 Transportation Conformity was reviewed. Since last presented, a Transportation Control Measure substitution has been added. In review with consultation partners, there are interim projects in Mobility 2040, such as the existing US 67/IH 35E HOV project, that have run their intended life. This project was implemented as an interim solution until a more permanent solution was identified. Consultation partners suggest that NCTCOG staff remove the interim projects and go through a separate process to substitute out a commitment with a project of equal benefit. Consultation partners agreed that this substitution can be done concurrently with transportation conformity review for an anticipated June US DOT conformity determination. The draft resolution for RTC approval was detailed in the presentation and provided in Reference Item 4.1. Charles Emery discussed transit considerations on the IH 35W corridor showing high intensity bus terminating just north of the Denton County line. He noted the Denton County Transportation Authority will be advancing conversations with The T to develop a partnership for the full route between Fort Worth and Denton for high intensity bus service. A motion was made to approve the RTC Joint Resolution Adopting Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the 2016 Transportation Conformity Determination for the Dallas-Fort Worth Ten-County Nonattainment Area (R16-01) provided in Reference Item 4.1. This includes approval of Mobility 2040, 2016 Transportation Conformity results, that Transportation Improvement Program-related changes will occur through the 2017-2020 Transportation Improvement Program approval process (provided in Electronic Item 5.6), the RTC Policy Bundle Initiative (provided in Electronic Item 4.4), the RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (provided in Reference Item 4.6), and the Transportation Control Measure substitution process. Robert Franke (M); Lissa Smith (S). The motion passed unanimously. Oscar Trevino returned to the meeting at 1:37 pm.

5. **Recommendation for Revenue Sharing on the Y Connection Being Constructed within the IH 35E/IH 635 Interchange:** Ken Kirkpatrick presented a proposed resolution for revenue sharing between the Texas Department of Transportation (TxDOT) and the LBJ Infrastructure Group (LBJIG) associated with the increase in revenues to the LBJ Project due to the IH 35E/IH 635 Y Connection. A map of the IH 35E/IH 635 Interchange was highlighted at the meeting and provided in Electronic Item 5.1. As part of the IH 35E

project, TxDOT exercised an option, at the Regional Transportation Council's (RTC's) recommendation, to construct a Y Connection that connects the IH 35E managed lanes through the IH 35E/IH 635 Interchange. The purpose is to avoid users from having to exit the managed lanes, mixing with general purpose traffic through the interchange, and reentering the managed lanes after the interchange. The connection increases revenue on the segment of IH 35E north of the interchange. This segment is owned by the public sector and governed by the RTC resolution that requires the revenue from IH 35E north of the interchange to stay on the IH 35E corridor until the improvements on IH 35E are complete. This connection also increases revenue on the managed lanes south of IH 35E, governed by the comprehensive development agreement between TxDOT and the LBJ Infrastructure Group (LBJIG). TxDOT, LBJIG and Cintra have been discussing the fair allocation of the revenues from the increase in revenue due to the Y Connection. TxDOT has asked RTC staff to assist in facilitating a resolution of the revenue sharing. A draft RTC resolution has been developed and was provided in Reference Item 5.2. Mr. Kirkpatrick noted that an updated version of the resolution was provided at the meeting. Principles outlined in the resolution were highlighted. Section 1a recognizes that TxDOT and LBJIG are in the early phase of a long-term contract and this is one of many issues that may be negotiated over the long-term contract. Section 1b recognizes that any resolution should minimize the risk of an all-or-nothing approach and should reflect a win-win position for both parties, and that both parties have contractual remedies that may be exercised at any time. 1b includes language added since the mail out. Section 1c states the proposed revenue sharing position should account for the associated cost of the Y Connection. It was noted that the Y Connection is anticipated to cost approximately \$45 million. Depending on the amount of increase in revenue, he noted it may be appropriate to discuss how to repay the capital cost associated with this item. Section 1d indicates that although TxDOT and LBJIG have specific contractual interest in the outcome, any proposed revenue sharing position should also incorporate the interests of the region. Section 1e states to the extent possible, any revenue sharing position should streamline the implementation of other RTC policy interests. Section 2 clarifies the RTC is volunteering staff to be available to TxDOT and the LBJIG to facilitate the resolution. Section 3 indicates the resolution will be transmitted to the Texas Transportation Commission, TxDOT Executive Director, TxDOT Dallas District Engineer, and the LBJ Infrastructure Group. Section 4 makes the resolution effective immediately upon its adoption. Lee Kleinman asked if the funding was from Regional Toll Revenue (RTR) funds. Mr. Kirkpatrick noted that funding for Option 1 is being cash flowed from Denton County RTR funds, to be replaced by Transportation Infrastructure Finance and Innovation Act (TIFIA) loan funds once the loan is approved. Mr. Kleinman asked if the revenue collection component is only for those using the interchange or is there incremental revenue on the LBJ Express being created that staff is trying to capture. He also asked if the goal was for the LBJ Infrastructure Group to be made whole. Michael Morris noted that revenue gains and losses are expected, and staff's recommendation is that data from the corridor determine the outcome. If the revenue is low, then no sharing in capital cost will be requested. If the revenue is high, then some sharing will likely be proposed. There is a significant revenue stream that will make the LBJIG whole, and there will also be significant increases in revenue. Each party is magnitudes apart with regard to how much revenue is expected. Matthew Marchant asked the result if there is not resolution. Mr. Kirkpatrick noted that the parties have contractual remedies in the form of dispute resolution that either party could exercise. In that scenario, a 3rd party would decide. One party would win and the other would lose. Andy Eads asked the source of the \$45 million. Mr. Morris noted that the \$45 million is Denton County revenues that were approved three years ago when the project went to construction. Mike Cantrell (M); Andy Eads (S). The motion passed unanimously.

6. **Federal Transit Administration Direct Recipient Status for the McKinney Urbanized Area:** Michael Morris presented information regarding the direct recipient status for Federal Transit Administration (FTA) funds in the McKinney Urbanized Area (UZA). The McKinney UZA has a population of approximately 170,000 and includes the Cities of McKinney, Princeton, Prosper, Celina, Melissa, and Lowry Crossing. Each year, the Federal Transit Administration (FTA) formula allocates funds for the McKinney UZA. The FY 2016 urbanized area formula allocation for the McKinney UZA is \$2.6 million. Historically, Collin County Area Regional Transit served as the direct recipient through 2013. Beginning in 2014, Texoma Area Paratransit System served as the direct recipient but is no longer operating in the region. The North Central Texas Council of Governments (NCTCOG) is currently the direct recipient of funds for the Dallas-Fort Worth-Arlington UZA, and staff proposes that NCTCOG temporarily become the direct recipient for the McKinney UZA until the City of McKinney can determine the best way to proceed. Eligible direct recipients include public agencies such as metropolitan planning organizations, cities, counties, council of governments, state agencies, metropolitan transit authorities, and public transportation agencies that are political subdivisions of the State of Texas. Staff does not want the funds to be lost and allocated to other portions of the state. Requirements related to the designated and direct recipients for small urbanized areas were noted. Brian Loughmiller, Mayor, City of McKinney, noted that the City was supportive of NCTCOG becoming the direct recipient so that funds are not lost to other parts of the State. McKinney will continue discussions regarding serving as the direct recipient at future Council meetings. He noted there are many elements to consider, including recent discussion in Collin County and the City of Allen, as well as a recently received consultant report. As of the last Council meeting, members were not ready to authorize seeking direct recipient status and have concerns over a long-term solution. Lee Kleinman asked if the RTC is obligated to provide/operate service or matching funds if it becomes the direct recipient, and how long FTA funds can be held by an agency. Mr. Morris noted that staff would need to come back to the RTC in order to contract service and would likely suggest that Dallas Area Rapid Transit provide the service. The need for matching funds is unknown at this time, but Transportation Development Credits would probably be used, if needed. In addition, he noted FTA funds can be held for several years. Mr. Loughmiller noted that the City of McKinney has not and will not ask RTC to provide service that itself cannot provide. Matthew Marchant asked why the City of McKinney was not interested in becoming the direct recipient. Mr. Loughmiller noted that the Council did not authorize seeking direct recipient status because there were disagreements over the long-term solution. At this time, it does not make sense to lose the funds to another area in the State because the Council has not taken action. Duncan Webb noted he was supportive of NCTCOG becoming the direct recipient. Bernice J. Washington (M); Brian Loughmiller (S). The motion passed unanimously.
7. **High-Occupancy Vehicle Subsidy Report and Modification to the Toll Managed Lane Policy:** Dan Lamers provided an update on the most recent managed lane performance report for managed lanes operating in the region. A map of the near-term managed lane systems in the region was presented, and it was noted that the subsidy report specifically addresses the facilities that are open: the North Tarrant Express (NTE), LBJ Express, and the DFW Connector. LBJ Express and NTE are operated by a private entity under a comprehensive development agreement (CDA) with the Texas Department of Transportation (TxDOT). The current Regional Transportation Council (RTC) Managed Lane Policy allows for declared high-occupancy vehicle (HOV) users to travel on tolled managed lanes at a 50 percent discount during the peak periods. The RTC is responsible for paying the cost of the discount on the North Tarrant Express and the LBJ Express to the developer. RTC originally allocated \$17 million dollars for this subsidy until all funds are expended, and

currently has a policy that the 2+ occupancy requirement will go to 3+ when needed. This policy currently expires on June 1, 2016. As of December 2015, the HOV subsidy is approximately \$380,000. In addition to HOV users receiving a discount, the policy also allows for RTC-sponsored vanpool users to receive a 50 percent discount during the peak periods through a reimbursement request. To date, approximately \$717.58 has been used for vanpools. In addition, the North Texas Tollway Authority serves as the billing agent for all tolled managed lanes in the region. It has not reported any customer service impacts or concerns to date. Also, there have not been qualifying instances in which the average corridor speeds have dropped below the 35 mile per hour minimum average to trigger a refund. Expenditures by facility were highlighted. Staff's recommendation is that the RTC maintain the 2+ occupancy requirement and continue to monitor subsidy expenditures and requested that the RTC change the date to move to 3+ occupancy to receive the HOV subsidy be changed to June 1, 2018. Staff will continue to provide quarterly reports to the RTC. Mr. Lamers noted as additional managed lane facilities open, expenditures will rise. In addition, staff is working to develop and implement an automated vehicle occupancy verification system. This will also lead to a rise in expenditures since users will no longer be required to preregister to receive the discount. Matthew Marchant asked if a trend is noticeable regarding the expenditures. Mr. Lamers noted the number of people with the app are increasing steadily, but there have not been a significant number of additional users requesting the subsidy. The amount of users affirmatively declaring themselves eligible has remained stable. A motion was made to amend the Regional Transportation Council Toll Managed Lane Policy to extend the "on or before" date of implementing the HOV 3+ requirement for peak period discount to June 1, 2018, pending future subsidy expenditure levels. Mike Cantrell (M); Lissa Smith (S). The motion passed unanimously.

8. **DFW Connector Pilot Study Update:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the DFW Connector Pilot Program. The pilot seeks to test whether increasing the pay-by-mail toll surcharge will result in an increase of toll tag usage, reducing the associated collection risk and cost of collecting the pay-by-mail charges. The basic purpose beyond increasing toll tag usage is to apply lessons learned in the IH 35W corridor for which the Texas Department of Transportation (TxDOT) has the collection risk. Since the pilot program began, overall the DFW Connector traffic is increasing with both toll tag users and pay-by-mail. The current surcharge is 90 percent. Over the last six months, the transaction split has leveled off and is relatively constant at 70 percent toll tag usage and 30 percent pay-by-mail. He reminded members that toll tag transactions have a high collection rate and is low cost compared to pay-by-mail which has a low collection rate and is high cost. The North Texas Tollway Authority's (NTTA's) system, which is much more mature, has a collection rate of 80 percent toll tag and 20 percent pay-by-mail. Next steps include identifying the market segments of the 30 percent to determine the different types of user groups. In addition, there may be users that do not have a traditional financial mechanism to enter into transactions. Marketing and communication outreach programs will be developed for each market segment with communication tools and potential incentives to target the individual groups. Addressing environmental justice issues and the impact of toll facilities on low-income users will also be a consideration. Staff will continue to provide updates to members on a quarterly basis. RTC Chair Mark Riley asked about billing issues related to timing, and asked if that may have some impact. He also asked if the increase in surcharge may have a negative impact and if staff has tracked the cost of the surcharge relative to the collection rate. Mr. Kirkpatrick noted staff is reviewing data for these types of issues to determine if the surcharge has an impact on payment, usage, and/or transferring to toll tags. He noted NTTA has made significant progress in streamlining its collection process. Mojoy Haddad asked if these results have an impact on NTTA. Mr. Kirkpatrick noted

that the pilot originated among NTTA, TxDOT, and RTC, and staff is aware that NTTA is interested in also learning from the results of the pilot. Mr. Morris discussed the pilot project and increase of the surcharge. He noted NTTA is welcomed to partner to make the process regional. Otherwise, staff will continue to focus on users in the DFW Connector corridor to determine why users are willing to pay a 90 percent surcharge instead of purchasing a toll tag. Mike Taylor asked if debit cards were eligible for payment in addition to credit cards, and also asked if there were collection issues with commercial vehicles. Mr. Morris noted that staff will work with NTTA and get answers to the standard questions for presentation to the RTC at a future meeting. Jungus Jordan asked if bills include statements about the amount that could have been saved and give the option to place a credit card on record. Carrie Rogers, Director of NTTA Government Affairs, noted that NTTA pay-by-mail invoices include information about the potential savings if the user had a toll tag. She discussed the agency's marketing effort and \$20 starter toll tag, and added that she would provide details to staff.

9. **Project Milestone Policy Update:** Christie Gotti discussed the Regional Transportation Council (RTC) Project Milestone Policy. In June 2015, the RTC approved the policy that directed staff to look at projects that were funded ten or more years ago for which construction has not started, to determine if the projects were expected to proceed to implementation. Since November 2015, staff has been working with local implementing agencies to assess the status of projects. Details of the projects were provided in Electronic Item 9.1. Agencies with projects in this category could justify keeping projects by providing a realistic and achievable schedule, providing documentation of policy board support, as well as documenting affirmatively that the local matching funds were available. The intention of the policy was to remove funds from older projects that have not moved forward to allow funds to be moved to newer projects that are ready to proceed and possibly now have a higher priority. The policy effort also helps provide a realistic assessment of project status for decision-making purposes and helps balance the project construction schedule capacity with the current financial constraints. Projects are categorized into three main categories: 1) projects that can possibly be canceled, 2) projects that have gone to construction or recently let, and 3) projects with potentially confirmed funding for which the city or agency is still interested, but has requested to delay until FY 2016, FY 2017, or FY 2018 and beyond. The policy question for the RTC is, if these projects were originally funded ten or more years ago and have yet to proceed, should a decision be made to remove the funds and place the funds on higher-priority projects. Staff's current proposal is to confirm the funding depending on Regional Transportation Council (RTC) comments. Staff will work with the Texas Department of Transportation (TxDOT) to review the projects and present proposed action at the April 14, 2016, RTC meeting as part of the 2017-2020 Transportation Improvement Program. Michael Morris reminded members that out of the \$331 million in older projects, the process has potentially resulted in only \$560,000 back to the region. Elected officials have expressed support for the remaining projects. Staff believes the RTC should support the projects. However, the members should weigh in on the length of time the projects should be delayed. RTC Chair Mark Riley agreed, noting that governmental bodies change along, with direction and vision. Entities should pass a resolution that includes a reasonable timeframe for implementation with the understanding that if the project does not proceed to implementation, the money will be lost. Lee Kleinman asked if funds for the projects are available for reallocation within the entity. Mr. Morris noted that the funds will go back to the region for RTC to determine future allocation. Mr. Kleinman asked if staff has created a list of projects that it believes will never move towards implementation. Mr. Morris noted that staff has prepared a list of projects that will be available for review as part of the April 14, 2016, RTC meeting agenda for action.

10. **Try Parking It Web Site Relaunch and Employer Trip Reduction Program:** Natalie Bettger provided an overview of the newly relaunched TryParkingIt.com Web site that allows travelers in the region to log commutes. The Web site initially launched in 2006. A ride-matching component was added in 2010, and in March 2013 users of the site reached over 5 million miles saved. In December 2015, the site was relaunched with a more modern appearance. The site is now device responsive, accounts can be associated with Facebook, and multimodal trip logging is available. The new site also includes an account dashboard, allows tracking of personal information including trip origin and destination, trips saved, milestones, and mile and money saved. Ride matching and commute options component not only matches carpoolers, but also matches bicyclists and transit users. Commuter options include a calendar in which travel modes can be dragged and dropped into specific calendar days. An awards system is also integrated to provide incentives. Users can earn points for alternative commute trips that are logged on the site. Rewards offered through the site are donated by regional companies called GREEN reward partners: Give Receive Expand Effect North Texas. Local public and private sector entities were encouraged to become GREEN partners. Employer portals have also been added and can be tailored towards a company's needs and preferences. Ms. Bettger also provided an update regarding the Regional Employer Trip Reduction (ETR) program. The program educates major employers and commuters to look for alternatives to driving to work alone. NCTCOG staff is available to assist employers and educate them on what strategies may be beneficial within their own agencies. The ETR manual was also recently updated and outlines available alternative commute modes, as well as possible benefits to employers and employees. NCTCOG staff is available to assist in developing employer-specific trip reduction programs, as well as providing Try Parking It marketing materials.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, Surface Transportation Technical Committee meeting minutes and attendance was provided in Electronic Item 11.2., and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** Regional Transportation Council (RTC) Chair Mark Riley noted that Kathryn Wilemon has requested a workshop regarding driverless vehicles to be held at a future date.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, April 14, 2016, 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: 54112 **Facility:** FM 1570 **Location/Limits From:** SH 66 **Modification #:** 2015-0455
Implementing Agency: TXDOT-PARIS **Location/Limits To:** US 380
County: HUNT **CSJ:** 0901-22-103
City: GREENVILLE **Desc:** CONSTRUCT 2 LANES (4 LANE ULTIMATE) DIVIDED HIGHWAY ON NEW LOCATION
Request: INCREASE FEDERAL FUNDS FOR ROW BY \$800,000 STP-MM [\$800,000 FEDERAL], REMOVE STATE MATCH FOR ROW (\$200,000 STATE), INCREASE ROW BY 320,000 TDC (MPO) (320,000 REGIONAL), AND DELAY ROW AND UTIL TO FY2016; INCREASE CONSTRUCTION BY \$3,500,000 STP-MM (\$2,800,000 FEDERAL AND \$700,000 STATE)
Comment: 320,000 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
2013	ENG	0901-22-103	SBPE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2015	ROW	0901-22-103	Cat 7:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2015	UTIL	0901-22-103	Cat 7:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2016	CON	0901-22-103	Cat 7:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$5,200,000	\$1,600,000	\$0	\$0	\$0	\$6,800,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0901-22-103	SBPE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2016	ROW	0901-22-103	Cat 3 - TDC (MPO):	\$0	\$0	\$320,000	\$0	\$0	\$0
2016	ROW	0901-22-103	Cat 7:	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000
Phase Subtotal:				\$1,600,000	\$0	\$320,000	\$0	\$0	\$1,600,000
2016	UTIL	0901-22-103	Cat 7:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2016	CON	0901-22-103	Cat 7:	\$6,800,000	\$1,700,000	\$0	\$0	\$0	\$8,500,000
Grand Total:				\$8,800,000	\$2,100,000	\$0	\$0	\$0	\$10,900,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	Identifies the county in which the project is located.
CITY:	Identifies the city in which the project is located.
FY:	Identifies the fiscal years 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.
FACILITY:	Identifies the highway or road on which the project is located. VA means Various, CS means City Street, and MH means Municipal Highway.
LOCATION/LIMITS FROM:	Identifies the starting point of the project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
CSJ:	Tracking number the Texas Department of Transportation (TxDOT) assigns to a project.
DESC:	Identifies the project description or scope of work that will be completed in the project.
REQUEST:	Describes the action being requested through each modification.
COMMENT:	States any comments related to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
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 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.
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 MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 25016 **Facility:** VA **Location/Limits From:** S CENTER ST BETWEEN ARBROOK BLVD AND VOLUNTEER DR **Modification #:** 2015-0462
Implementing Agency: ARLINGTON **Location/Limits To:** VOLUNTEER DR BETWEEN S CENTER ST AND S COLLINS ST
County: TARRANT **CSJ:** N/A
City: ARLINGTON **Desc:** ADD DECELERATION LANES, TURN LANES, SIGNAL AND INTERSECTION IMPROVEMENTS
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); OFFSET BY A DECREASE ON TIP 11924 (SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS POOL) WITH BALANCE OF FUNDS FROM REGIONAL POOL

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$365,202	\$0	\$0	\$365,202
Grand Total:				\$0	\$0	\$365,202	\$0	\$0	\$365,202

Revisions since STTC Meeting: CLARIFIED REQUEST THAT INCREASE IN FUNDING IS OFFSET BY A DECREASE ON TIP 11924 (SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS POOL) WITH BALANCE OF FUNDS FROM REGIONAL POOL AND TO REFLECT PROJECT WILL ONLY BE ADDED TO THE TIP (NOT THE STIP)

TIP Code: 11933 **Facility:** IH 20 **Location/Limits From:** WEST OF BANKHEAD HIGHWAY **Modification #:** 2015-0490
Implementing Agency: PARKER CO **Location/Limits To:** EAST OF CENTERPOINT ROAD
County: PARKER **CSJ:** 0314-07-053
City: WEATHERFORD **Desc:** RECONSTRUCT 2/3 LANE EASTBOUND FRONTAGE ROAD AND 2 NEW ON/OFF RAMP (PHASE 2 OF 3)
Request: CANCEL PROJECT; DECREASE IN FUNDING PARTIALLY OFFSETS AN INCREASE IN FUNDING ON TIP 11932/CSJ 0314-07-052

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0314-07-053	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$850,000	\$850,000
2020	CON	0314-07-053	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8,500,000	\$8,500,000
Grand Total:				\$0	\$0	\$0	\$0	\$9,350,000	\$9,350,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0314-07-053	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2020	CON	0314-07-053	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11661 **Facility:** VA

Location/Limits From: EXPEDITE SECTION 404 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK

Modification #: 2015-0508

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0918-00-947

City: VARIOUS **Desc:** EXPEDITE SECTION 404 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK

Request: REVISE SCOPE AS EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK; REVISE FUNDING SHARES TO 100% REGIONAL FOR A REVISED AUTHORIZED AMOUNT OF \$250,000 RTR 121-ES1 (\$250,000 REGIONAL) IN FY2017 AND IN FY2018; ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-947	Cat 3 - RTR 121 - East Set Aside 1	\$0	\$0	\$200,000	\$50,000	\$0	\$250,000
2018	IMP	0918-00-947	Cat 3 - RTR 121 - East Set Aside 1	\$0	\$0	\$200,000	\$50,000	\$0	\$250,000
Grand Total:				\$0	\$0	\$400,000	\$100,000	\$0	\$500,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-947	Cat 3 - RTR 121 - East Set Aside 1	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2018	IMP	0918-00-947	Cat 3 - RTR 121 - East Set Aside 1	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Grand Total:				\$0	\$0	\$500,000	\$0	\$0	\$500,000

Revisions since STTC Meeting: CLARIFIED REQUEST TO "REVISE FUNDING SHARES TO 100% REGIONAL" FROM "REVISE FUNDING SHARES TO 100% RTR"

TIP Code: 11652 **Facility:** VA

Location/Limits From: REGIONAL MINOR INTERSECTION EQUIPMENT PROGRAM

Modification #: 2015-0524

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0902-00-923

City: VARIOUS **Desc:** REGIONAL MINOR INTERSECTION EQUIPMENT PROGRAM-MINOR IMPROVEMENTS SUCH AS TRAFFIC SIGNAL CABINETS, ETC.

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON AUGUST 13, 2015

Comment: ANTICIPATE FUNDING 350 MINOR TRAFFIC SIGNAL IMPROVEMENTS OF WHICH 117 ARE ALSO ITS PROJECTS; THEREFORE REGIONAL ITS BENEFITS APPLY

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0902-00-923	Cat 5:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11932 **Facility:** IH 20

Location/Limits From: WEST OF BANKHEAD HIGHWAY

Modification #: 2015-0553

Implementing Agency: PARKER CO

Location/Limits To: EAST OF CENTERPOINT ROAD

County: PARKER **CSJ:** 0314-07-052

City: WEATHERFORD **Desc:** RECONSTRUCT AND WIDEN 2 LANE BRIDGE TO 4 LANE BRIDGE, CONSTRUCT NEW WESTBOUND 2/3 LANE FRONTAGE ROAD (PHASE 1A OF 3)

Request: CHANGE IMPLEMENTING AGENCY TO TXDOT-FORT WORTH; REVISE LIMITS TO IH 20 FROM BANKHEAD HIGHWAY TO CENTERPOINT ROAD; REVISE SCOPE TO RECONSTRUCT 2 LANE BRIDGE TO 1 LANE U-TURN BRIDGE, CONSTRUCT 0 TO 4 LANE BRIDGE AT CENTERPOINT RD, CONSTRUCT 4/6 LANE FRONTAGE ROADS ON IH 20 AND RAMPS; INCREASE CONSTRUCTION AND ADVANCE FUNDING TO FY2016; INCREASE IN FUNDING PARTIALLY OFFSET BY A DECREASE IN FUNDING ON TIP 11933/CSJ 0314-07-046

Comment: STP-MM TO BE REDUCED UPON APPROVAL OF CONVERSION OF PASS THROUGH FINANCING; LOCAL CONTRIBUTION TO BE PAID BY PARKER COUNTY

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0314-07-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$940,000	\$940,000
2016	ROW	0314-07-052	Cat 7:	\$912,000	\$228,000	\$0	\$0	\$0	\$1,140,000
2016	UTIL	0314-07-052	Cat 7:	\$160,000	\$40,000	\$0	\$0	\$0	\$200,000
2017	CON	0314-07-052	Cat 7:	\$6,992,000	\$1,748,000	\$0	\$0	\$0	\$8,740,000
Grand Total:				\$8,064,000	\$2,016,000	\$0	\$0	\$940,000	\$11,020,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0314-07-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,560,000	\$1,560,000
2016	ROW	0314-07-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,920,000	\$1,920,000
2016	UTIL	0314-07-052	S102:	\$585,000	\$65,000	\$0	\$0	\$0	\$650,000
2016	CON	0314-07-052	Cat 1 - Prop 1:	\$0	\$3,280,497	\$0	\$0	\$0	\$3,280,497
2016	CON	0314-07-052	Cat 2M - Prop 1:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2016	CON	0314-07-052	Cat 4 - Prop 1:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2016	CON	0314-07-052	Cat 7:	\$8,064,000	\$2,016,000	\$0	\$0	\$0	\$10,080,000
2016	CON	0314-07-052	Cat 11 - Prop 1:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
Phase Subtotal:				\$8,064,000	\$13,666,497	\$0	\$0	\$0	\$21,730,497
Grand Total:				\$8,649,000	\$13,731,497	\$0	\$0	\$3,480,000	\$25,860,497

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 54125 Facility: US 377

Location/Limits From: NORTH OF SH 171

Modification #: 2015-0658

Implementing Agency: TXDOT-FORT WORTH

Location/Limits To: JOHNSON/HOOD COUNTY LINE

County: JOHNSON CSJ: 0080-12-001

City: CRESSON Desc: CONSTRUCT NEW 4 LANE DIVIDED ROADWAY WITH AN INTERCHANGE AT US 377 AND BU 377

Request: REVISE CONSTRUCTION FUNDING; DELAY ENGINEERING AND ROW TO FY2016 AND DELAY CONSTRUCTION TO FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0080-12-001	Cat 3 - Prop 12 V2:	\$664,624	\$166,156	\$0	\$0	\$0	\$830,780
2015	ROW	0080-12-001	Cat 3 - Prop 12 V2:	\$680,000	\$170,000	\$0	\$0	\$0	\$850,000
2016	CON	0080-12-001	Cat 12(425):	\$8,600,000	\$2,150,000	\$0	\$0	\$0	\$10,750,000
Grand Total:				<u>\$9,944,624</u>	<u>\$2,486,156</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$12,430,780</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0080-12-001	Cat 3 - Prop 12 V2:	\$664,624	\$166,156	\$0	\$0	\$0	\$830,780
2016	ROW	0080-12-001	Cat 3 - Prop 12 V2:	\$680,000	\$170,000	\$0	\$0	\$0	\$850,000
2017	CON	0080-12-001	Cat 1 - Prop 1:	\$0	\$3,140,000	\$0	\$0	\$0	\$3,140,000
2017	CON	0080-12-001	Cat 11 - Prop 1:	\$0	\$2,480,000	\$0	\$0	\$0	\$2,480,000
2017	CON	0080-12-001	Cat 12(425):	\$8,600,000	\$2,150,000	\$0	\$0	\$0	\$10,750,000
Phase Subtotal:				<u>\$8,600,000</u>	<u>\$7,770,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$16,370,000</u>
Grand Total:				<u>\$9,944,624</u>	<u>\$8,106,156</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$18,050,780</u>

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 54114 Facility: US 377

Location/Limits From: JOHNSON/HOOD COUNTY LINE

Modification #: 2015-0660

Implementing Agency: TXDOT-FORT WORTH

Location/Limits To: SOUTH OF SH 171

County: HOOD CSJ: 0080-11-001

City: CRESSON Desc: CONSTRUCT NEW 4 LANE DIVIDED ROADWAY WITH INTERCHANGE AT US 377 AND BU 377 AND GRADE SEPARATION AT FWWR AND SH 171

Request: DELAY CONSTRUCTION TO FY2017; REVISE FUNDING

Comment: LOCAL CONTRIBUTION TO BE PAID BY HOOD COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,678,434	\$1,678,434
2016	ROW	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,807,221	\$5,807,221
2016	CON	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$21,602,108	\$21,602,108
Grand Total:				\$0	\$0	\$0	\$0	\$29,087,763	\$29,087,763

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0080-11-001	SBPE:	\$0	\$1,678,434	\$0	\$0	\$0	\$1,678,434
2016	ROW	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,807,221	\$2,807,221
2016	ROW	0080-11-001	S102:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$2,400,000	\$600,000	\$0	\$0	\$2,807,221	\$5,807,221
2017	CON	0080-11-001	Cat 1 - Prop 1:	\$0	\$3,140,000	\$0	\$0	\$0	\$3,140,000
2017	CON	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$0	\$3,140,000	\$0	\$0	\$11,000,000	\$14,140,000
Grand Total:				\$2,400,000	\$5,418,434	\$0	\$0	\$13,807,221	\$21,625,655

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11763 Facility: CS Location/Limits From: ON CHAPEL CREEK BLVD Modification #: 2015-0662

Implementing Agency: TXDOT-FORT WORTH Location/Limits To: AT IH 30

County: TARRANT CSJ: 0902-48-722

City: FORT WORTH Desc: CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE

Request: REVISE SCOPE AS CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES, 2 LEFT TURN LANES, AND A SEPARATE U-TURN BRIDGE TO INCLUDE RIGHT-TURN LANES, APPROACHES, PEDESTRIAN IMPROVEMENTS, SIGNALIZATION, LIGHTING, AND RETAINING WALL IMPROVEMENTS; INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2017 WITH NO CHANGES TO ENGINEERING OR ROW

Comment: CMAQ IS FOR U-TURN BRIDGE, INTERSECTION IMPROVEMENTS, AND PEDESTRIAN IMPROVEMENTS

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0902-48-722	Cat 12(S):	\$675,200	\$0	\$0	\$168,800	\$0	\$844,000
2015	ROW	0902-48-722	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2017	CON	0902-48-722	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$989,000	\$989,000
2017	CON	0902-48-722	Cat 7:	\$5,644,000	\$0	\$0	\$1,411,000	\$0	\$7,055,000
Phase Subtotal:				\$5,644,000	\$0	\$0	\$1,411,000	\$989,000	\$8,044,000
Grand Total:				\$6,319,200	\$0	\$0	\$1,579,800	\$1,589,000	\$9,488,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0902-48-722	Cat 12(S):	\$675,200	\$0	\$0	\$168,800	\$0	\$844,000
2015	ROW	0902-48-722	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2017	CON	0902-48-722	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$989,000	\$989,000
2017	CON	0902-48-722	Cat 5:	\$2,213,720	\$0	\$0	\$553,430	\$0	\$2,767,150
2017	CON	0902-48-722	Cat 7:	\$5,644,000	\$0	\$0	\$1,411,000	\$0	\$7,055,000
Phase Subtotal:				\$7,857,720	\$0	\$0	\$1,964,430	\$989,000	\$10,811,150
Grand Total:				\$8,532,920	\$0	\$0	\$2,133,230	\$1,589,000	\$12,255,150

Revisions since STTC Meeting: REVISE REQUEST TO CLARIFY THAT ROW PHASE IS NOT BEING DELAYED

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20256 **Facility:** VA

Location/Limits From: EXPEDITE 404 PERMITS AND DEVELOP REGIONAL MITIGATION BANK

Modification #: 2015-0701

Implementing Agency: NCTCOG

County: DALLAS **CSJ:** 0918-00-198

City: DALLAS **Desc:** EXPEDITE 404 PERMITS AND DEVELOP REGIONAL MITIGATION BANK

Request: REVISE SCOPE AS EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK; DECREASE LOCAL FUNDING BY \$160,000 FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$1,240,000 RTR 121-DA2 (\$1,160,000 REGIONAL AND \$80,000 LOCAL) AND DELAY TO FY2012

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	IMP	0918-00-198	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,160,000	\$240,000	\$0	\$1,400,000
Grand Total:				\$0	\$0	\$1,160,000	\$240,000	\$0	\$1,400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	IMP	0918-00-198	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,160,000	\$80,000	\$0	\$1,240,000
Grand Total:				\$0	\$0	\$1,160,000	\$80,000	\$0	\$1,240,000

TIP Code: 11775 **Facility:** VA

Location/Limits From: FRISCO/NTTA FIBER OPTIC CONNECTION

Modification #: 2015-0712

Implementing Agency: FRISCO

Location/Limits To: FRISCO TMC TO NTTA - DNT

County: COLLIN **CSJ:** 0918-24-182

City: FRISCO **Desc:** DESIGN & INSTALLATION OF FIBER OPTIC CONNECTION W/THE REGION FIBER CONNECTION FROM FRISCO TMC TO DNT

Request: REVISE SCOPE TO CONSTRUCT A COMMUNICATION LINK BETWEEN AGENCIES, PROVIDE REDUNDANCY IN COMMUNICATIONS, AND TRAFFIC SIGNAL SYSTEMS INFRASTRUCTURE; REMOVE ENGINEERING PHASE IN FY2017 AND TRANSFER FUNDING TO CONSTRUCTION PHASE FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$326,098 CMAQ (\$260,878 FEDERAL AND \$65,220 LOCAL) IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-24-182	Cat 5:	\$15,553	\$0	\$0	\$3,888	\$0	\$19,441
2018	CON	0918-24-182	Cat 5:	\$245,325	\$0	\$0	\$61,332	\$0	\$306,657
Grand Total:				\$260,878	\$0	\$0	\$65,220	\$0	\$326,098

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-24-182	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2017	CON	0918-24-182	Cat 5:	\$260,878	\$0	\$0	\$65,220	\$0	\$326,098
Grand Total:				\$260,878	\$0	\$0	\$65,220	\$0	\$326,098

Revisions since STTC Meeting: CORRECTED REQUEST TO "REMOVE ENGINEERING PHASE IN FY2017" FROM "REMOVE ENGINEERING PHASE IN FY2016"

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11663 **Facility:** VA **Location/Limits From:** MANAGED LANE SYSTEM **Modification #:** 2015-0713
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-917
City: VARIOUS **Desc:** IMPLEMENT TECHNOLOGY TO DETECT AUTO OCCUPANCY VERIFICATION
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-917	Cat 5:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000

TIP Code: 55079 **Facility:** SH 199 **Location/Limits From:** NORTH OF NINE MILE BRIDGE RD **Modification #:** 2015-0715
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF NINE MILE BRIDGE RD
County: TARRANT **CSJ:** 0171-04-077
City: AZLE **Desc:** CONSTRUCT 4 TO 6 MAINLANES, OVERPASS OVER NINE MILE BRIDGE RD AND ENTRANCE/EXIT RAMPs FOR SH 199
Request: INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2015; ADD ENVIRONMENTAL PHASE IN FY2015; DECREASE CONSTRUCTION FUNDING BY \$14,951,000 LOCAL CONTRIBUTION (\$14,951,000 LOCAL) AND ADD \$15,537,500 CAT 11 (\$12,430,000 FEDERAL AND \$3,107,500 STATE) FOR CONSTRUCTION IN FY2016
Comment: CAT 11 IS CONGESTION RELIEF PROGRAM FUNDING

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0171-04-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$756,839	\$756,839
2020	CON	0171-04-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$14,951,000	\$14,951,000
Grand Total:				\$0	\$0	\$0	\$0	\$15,707,839	\$15,707,839

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0171-04-077	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2015	ENV	0171-04-077	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2016	CON	0171-04-077	Cat 11:	\$12,430,000	\$3,107,500	\$0	\$0	\$0	\$15,537,500
Grand Total:				\$12,430,000	\$4,307,500	\$0	\$0	\$0	\$16,737,500

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 84136 **Facility:** FM 148 **Location/Limits From:** SOUTH OF FM 3039 **Modification #:** 2015-0716

Implementing Agency: KAUFMAN COUNTY **Location/Limits To:** US 175

County: KAUFMAN **CSJ:** 0751-02-027

City: CRANDALL **Desc:** CONSTRUCT 0 TO 2 LANE RURAL UNDIVIDED ROADWAY

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2018	ROW	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2019	UTIL	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2019	CON	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,700,000	\$4,700,000
Grand Total:				\$0	\$0	\$0	\$0	\$7,000,000	\$7,000,000

TIP Code: 83221 **Facility:** FM 549 **Location/Limits From:** SH 205 **Modification #:** 2015-0717

Implementing Agency: ROCKWALL CO **Location/Limits To:** SH 276

County: ROCKWALL **CSJ:** 1015-01-024

City: ROCKWALL **Desc:** WIDEN FROM 2 LANE RURAL TO 6 LANE URBAN SECTION

Request: REVISE SCOPE TO WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	1015-01-024	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	1015-01-024	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55080 **Facility:** SH 199 **Location/Limits From:** SOUTH OF HANGER CUTOFF RD **Modification #:** 2015-0718
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** NORTH OF NINE MILE BRIDGE RD
County: TARRANT **CSJ:** 0171-04-078
City: AZLE **Desc:** CONSTRUCT 4 TO 6 MAINLANES AND ENTRANCE/EXIT RAMPS FOR SH 199
Request: ADVANCE ENGINEERING TO FY2015 AND INCREASE FUNDING; ADD ENVIRONMENTAL PHASE IN FY2015; DECREASE CONSTRUCTION FUNDING BY \$10,883,400 LOCAL CONTRIBUTION (\$10,883,400 LOCAL) AND ADD \$9,250,000 CAT 11 (\$7,400,000 FEDERAL AND \$1,850,000 STATE) FOR CONSTRUCTION IN FY2016
Comment: CAT 11 IS CONGESTION RELIEF PROGRAM FUNDING

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0171-04-078	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$550,932	\$550,932
2020	CON	0171-04-078	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,883,400	\$10,883,400
Grand Total:				\$0	\$0	\$0	\$0	\$11,434,332	\$11,434,332

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0171-04-078	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2015	ENV	0171-04-078	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2016	CON	0171-04-078	Cat 11:	\$7,400,000	\$1,850,000	\$0	\$0	\$0	\$9,250,000
Grand Total:				\$7,400,000	\$2,700,000	\$0	\$0	\$0	\$10,100,000

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55081 Facility: SH 199 Location/Limits From: NORTH OF HANGER CUTOFF RD Modification #: 2015-0719

Implementing Agency: TXDOT-FORT WORTH Location/Limits To: SOUTH OF HANGER CUTOFF RD

County: TARRANT CSJ: 0171-04-079

City: AZLE Desc: CONSTRUCT 4 TO 6 MAINLANES, OVERPASS OVER HANGER CUTOFF RD, AND ENTRANCE RAMPS FOR SH 199

Request: REVISE LIMITS TO SH 199 FROM STEWART STREET TO SOUTH OF HANGER CUTOFF RD; ADVANCE ENGINEERING FUNDING TO FY2015 AND INCREASE FUNDING AMOUNT; ADD ENVIRONMENTAL PHASE IN FY2015; DECREASE CONSTRUCTION FUNDING BY \$14,851,000 LOCAL CONTRIBUTION (\$14,851,000 LOCAL) AND ADD \$31,712,500 CAT 11 (\$25,370,000 FEDERAL AND \$6,342,500 STATE) FOR CONSTRUCTION IN FY2016

Comment: CAT 11 IS CONGESTION RELIEF PROGRAM FUNDING

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0171-04-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$751,777	\$751,777
2020	CON	0171-04-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$14,851,000	\$14,851,000
Grand Total:				\$0	\$0	\$0	\$0	\$15,602,777	\$15,602,777

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0171-04-079	SBPE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2015	ENV	0171-04-079	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2015	ROW	0171-04-079	S102:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2016	CON	0171-04-079	Cat 11:	\$25,370,000	\$6,342,500	\$0	\$0	\$0	\$31,712,500
Grand Total:				\$26,170,000	\$6,892,500	\$0	\$0	\$0	\$33,062,500

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0171-04-079	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2015	ENV	0171-04-079	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2016	CON	0171-04-079	Cat 11:	\$25,370,000	\$6,342,500	\$0	\$0	\$0	\$31,712,500
Grand Total:				\$25,370,000	\$7,192,500	\$0	\$0	\$0	\$32,562,500

Revisions since STTC Meeting: REVISE REQUEST TO INDICATE ENGINEERING FUNDING IS BEING INCREASED INSTEAD OF DECREASED AND CLARIFY THAT A ROW PHASE IS NOT BEING ADDED

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 53066 Facility: VA

Location/Limits From: MCKINNEY AVENUE TROLLEY EXTENSION FROM MCKINNEY AVENUE AND OLIVE STREET

Modification #: 2015-0720

Implementing Agency: DART

Location/Limits To: EAST OF OLIVE STREET ON BRYAN STREET

County: DALLAS CSJ: 0918-47-053

City: DALLAS Desc: EXTENSION OF THE MCKINNEY AVENUE TROLLEY LINE

Request: DECREASE CONSTRUCTION BY \$500,000 RTR 161-DA2 (\$500,000 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$9,400,000 TOTAL (\$4,500,000 RTR 161-DA2 [\$4,500,000 REGIONAL] AND \$4,900,000 FTA URBAN CIRCULATOR GRANT [\$4,900,000 FEDERAL]) IN FY2013; DECREASE IN FUNDING OFFSET BY AN INCREASE IN FUNDING ON TIP 11917/CSJ 0918-47-087

Comment: FTA FUNDS ARE FROM AN FTA URBAN CIRCULATOR GRANT

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	CON	0918-47-053	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
2013	CON	0918-47-053	FTA Grant:	\$4,900,000	\$0	\$0	\$0	\$0	\$4,900,000
Phase Subtotal:				\$4,900,000	\$0	\$5,000,000	\$0	\$0	\$9,900,000
Grand Total:				\$4,900,000	\$0	\$5,000,000	\$0	\$0	\$9,900,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	CON	0918-47-053	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$4,500,000	\$0	\$0	\$4,500,000
2013	CON	0918-47-053	FTA Grant:	\$4,900,000	\$0	\$0	\$0	\$0	\$4,900,000
Phase Subtotal:				\$4,900,000	\$0	\$4,500,000	\$0	\$0	\$9,400,000
Grand Total:				\$4,900,000	\$0	\$4,500,000	\$0	\$0	\$9,400,000

Revisions since STTC Meeting: REVISED REQUEST TO SHOW TOTAL REVISED AUTHORIZED AMOUNT (VS. JUST THE RTR AMOUNT)

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55127 **Facility:** IH 35E **Location/Limits From:** STATE SCHOOL ROAD/MAYHILL ROAD (FM 2499) **Modification #:** 2015-0721
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SL 288
County: DENTON **CSJ:** 0196-01-106
City: DENTON **Desc:** CONSTRUCT GRADE SEPARATION ALONG IH 35E AT BRINKER AND INTERSECTION IMPROVEMENTS AT MAYHILL AND SL 288
Request: REVISE LIMITS FROM SL 288 AT IH 35E TO IH 35E FROM STATE SCHOOL ROAD/MAYHILL ROAD (FM 2499) TO SL 288; REVISE SCOPE FROM RECONSTRUCT INTERCHANGE TO CONSTRUCT GRADE SEPARATION ALONG IH 35E AT BRINKER AND INTERSECTION IMPROVEMENTS AT MAYHILL AND SL 288; ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0196-01-106	SBPE:	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
2016	ROW	0196-01-106	S102:	\$4,480,000	\$560,000	\$0	\$560,000	\$0	\$5,600,000
2016	CON	0196-01-106	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,177,120	\$0	\$0	\$9,177,120
2016	CON	0196-01-106	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2016	CON	0196-01-106	Cat 7:	\$13,378,304	\$3,344,576	\$0	\$0	\$0	\$16,722,880
Phase Subtotal:				\$13,378,304	\$3,344,576	\$9,177,120	\$0	\$2,100,000	\$28,000,000
Grand Total:				\$17,858,304	\$5,504,576	\$9,177,120	\$560,000	\$2,100,000	\$35,200,000

Revisions since STTC Meeting: UPDATED CSJ FROM 0196-01-909 TO 0196-01-106; PROJECT ADDED TO RTC CONSENT AGENDA MATERIALS: STAFF INITIALLY CONCLUDED THAT LIMIT AND SCOPE CHANGES INCLUDED IN THE REQUESTED WERE WITHIN THE ORIGINAL INTENT APPROVED BY THE RTC ON OCTOBER 8, 2015, BUT UPON FURTHER REVIEW DECIDED THAT THE CHANGES WERE SIGNIFICANT ENOUGH TO REQUEST COUNCIL RE-APPROVAL

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11893.4 **Facility:** VA

Location/Limits From: 511 TRAVELER INFORMATION SYSTEM (ITS)

Modification #: 2015-0723

Implementing Agency: DART

County: DALLAS **CSJ:** 0918-00-260

City: VARIOUS **Desc:** DEVELOP AND IMPLEMENT 511 TRAVELER INFORMATION SYSTEM IN DALLAS

Request: ADD FUNDING OF \$953,667 STP-MM (\$762,934 FEDERAL AND \$190,733 LOCAL) IN FY2017

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	TRAN	0918-00-260	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Grand Total:				\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	CON	0918-00-236	Cat 5:	\$757,066	\$0	\$0	\$189,267	\$0	\$946,333
2017	CON	0918-00-236	Cat 5:	\$762,934	\$0	\$0	\$190,733	\$0	\$953,667
Grand Total:				\$1,520,000	\$0	\$0	\$380,000	\$0	\$1,900,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	TRAN	0918-00-260	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
2017	TRAN	0918-00-260	Cat 7:	\$762,934	\$0	\$0	\$190,733	\$0	\$953,667
Grand Total:				\$1,962,934	\$150,000	\$0	\$340,733	\$0	\$2,453,667

Revisions since STTC Meeting: REVISED TIP PROJECT FROM 11893.2 TO 11893.4 AND CSJ FROM 0918-00-236 TO 0918-00-260 TO REFLECT THE ADDITION OF FY2017 FUNDS TO FY2016 FUNDS ALREADY IN THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), CHANGED NEW FUNDING TO STP-MM (CAT 7) VS CMAQ (CAT 5)

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11580 Facility: VA Location/Limits From: BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT Modification #: 2015-0726

Implementing Agency: TXDOT-DALLAS

County: DALLAS CSJ: 0918-47-070

City: CARROLLTON Desc: 2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTONBELT RAIL LINE

Request: DECREASE CONSTRUCTION FUNDING BY \$143,020 CMAQ (\$74,416 FEDERAL AND \$68,604 LOCAL) AND ADD 40,000 TDC (MPO) (40,000 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$200,000 TOTAL (\$200,000 CMAQ [\$200,000 FEDERAL] AND 40,000 TDC (MPO) [40,000 REGIONAL]) AND DELAY TO FY2017; INCREASE OF TDCS OFFSET BY A DECREASE OF TDCS ON TIP 11585/CSJ 0918-47-071

Comment: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY FUNDING PARTNERSHIP (LIRAP/LIP)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-47-070	Cat 5:	\$274,416	\$0	\$0	\$68,604	\$0	\$343,020
Grand Total:				\$274,416	\$0	\$0	\$68,604	\$0	\$343,020

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-070	Cat 3 - TDC (MPO):	\$0	\$0	\$40,000	\$0	\$0	\$0
2017	CON	0918-47-070	Cat 5:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$200,000	\$0	\$40,000	\$0	\$0	\$200,000
Grand Total:				\$200,000	\$0	\$0	\$0	\$0	\$200,000

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20176.2 **Facility:** SH 121

Location/Limits From: SH 5

Modification #: 2015-0728

Implementing Agency: TXDOT-DALLAS

Location/Limits To: COLLIN COUNTY OUTER LOOP (1.65 MILES WEST OF FM 455)

County: COLLIN **CSJ:** 0549-03-027

City: MELISSA **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED ROADWAY

Request: INCREASE CONSTRUCTION FUNDING BY \$7,355,003 RTR 121-CC1 (\$7,355,003 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$45,535,531 TOTAL (\$22,035,003 RTR 121-CC1 [\$22,035,003 REGIONAL] AND \$23,500,528 RTR 121-CC2 [\$23,500,528 REGIONAL]) IN FY2015 TO ACCOUNT FOR COST OVERRUN AT LETTING

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0549-03-027	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$14,680,000	\$0	\$0	\$14,680,000
2015	CON	0549-03-027	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$23,500,528	\$0	\$0	\$23,500,528
Phase Subtotal:				\$0	\$0	\$38,180,528	\$0	\$0	\$38,180,528
Grand Total:				\$0	\$0	\$38,180,528	\$0	\$0	\$38,180,528

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0549-03-027	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$22,035,003	\$0	\$0	\$22,035,003
2015	CON	0549-03-027	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$23,500,528	\$0	\$0	\$23,500,528
Phase Subtotal:				\$0	\$0	\$45,535,531	\$0	\$0	\$45,535,531
Grand Total:				\$0	\$0	\$45,535,531	\$0	\$0	\$45,535,531

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11917 Facility: VA

Location/Limits From: DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET

Modification #: 2015-0729

Implementing Agency: DALLAS

Location/Limits To: YOUNG/WOOD AT THE CONVENTION CENTER HOTEL

County: DALLAS CSJ: 0918-47-087

City: DALLAS Desc: DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO DOWNTOWN DALLAS (PHASE III); CONSTRUCT DALLAS CBD STREETCAR EXTENSION NORTH
 Request: ADD CONSTRUCTION FUNDING AMOUNT OF \$3,000,000 RTR 161-DA2 (\$3,000,000 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$5,370,000 TOTAL (\$2,370,000 CAT 3 TMF [\$2,370,000 STATE] AND \$3,000,000 RTR 161-DA2 [\$3,000,000 REGIONAL]) IN FY2017; COST INCREASE OFFSET BY A DECREASE OF \$500,000 RTR 161-DA2 FROM TIP 53066/CSJ 0918-47-053 AND \$2,500,000 RTR 161-DA2 FROM TIP 20134/CSJ 0918-45-887

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0918-47-087	Cat 3 - TMF:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
Grand Total:				<u>\$0</u>	<u>\$3,370,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,370,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0918-47-087	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2017	CON	0918-47-087	Cat 3 - TMF:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
Phase Subtotal:				<u>\$0</u>	<u>\$2,370,000</u>	<u>\$3,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,370,000</u>
Grand Total:				<u>\$0</u>	<u>\$3,370,000</u>	<u>\$3,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,370,000</u>

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11751 Facility: FM 664

Location/Limits From: ON OVILLA RD/FM 664 FROM WESTMORELAND RD

Modification #: 2015-0733

Implementing Agency: TXDOT-DALLAS

Location/Limits To: IH 35E

County: ELLIS CSJ: 1051-01-037

City: RED OAK Desc: WIDEN 2 LANES TO 6 LANES URBAN DIVIDED INCLUDING INTERSECTION IMPROVEMENTS ALONG OVILLA RD/FM 664

Request: REVISE PROP 1 FUNDING CATEGORIES AND INCREASE FUNDING; CAT 4-PROP 1 ALLOCATIONS ARE BEING REPLACED WITH CAT 2M-PROP 1

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	1051-01-037	Cat 3 - Prop 12 V2:	\$0	\$50,884	\$0	\$0	\$0	\$50,884
2013	ENG	1051-01-037	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2016	ROW	1051-01-037	S102:	\$0	\$7,520,000	\$0	\$480,000	\$0	\$8,000,000
2016	UTIL	1051-01-037	S102:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2017	CON	1051-01-037	Cat 1:	\$1,536,854	\$384,214	\$0	\$0	\$0	\$1,921,068
2017	CON	1051-01-037	Cat 1 - Prop 1:	\$0	\$1,860,000	\$0	\$0	\$0	\$1,860,000
2017	CON	1051-01-037	Cat 4 - Prop 1:	\$0	\$13,016,669	\$0	\$0	\$0	\$13,016,669
2017	CON	1051-01-037	Cat 7:	\$12,138,665	\$3,034,666	\$0	\$0	\$0	\$15,173,331
Phase Subtotal:				\$13,675,519	\$18,295,549	\$0	\$0	\$0	\$31,971,068
Grand Total:				\$13,675,519	\$27,566,433	\$0	\$480,000	\$0	\$41,721,952

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	1051-01-037	Cat 3 - Prop 12 V2:	\$0	\$50,884	\$0	\$0	\$0	\$50,884
2013	ENG	1051-01-037	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2016	ROW	1051-01-037	S102:	\$6,560,000	\$820,000	\$0	\$820,000	\$0	\$8,200,000
2016	UTIL	1051-01-037	S102:	\$0	\$0	\$0	\$0	\$0	\$0
2017	CON	1051-01-037	Cat 1:	\$1,536,854	\$384,214	\$0	\$0	\$0	\$1,921,068
2017	CON	1051-01-037	Cat 1 - Prop 1:	\$0	\$3,860,000	\$0	\$0	\$0	\$3,860,000
2017	CON	1051-01-037	Cat 2M - Prop 1:	\$0	\$11,016,669	\$0	\$0	\$0	\$11,016,669
2017	CON	1051-01-037	Cat 7:	\$12,138,665	\$3,034,666	\$0	\$0	\$0	\$15,173,331
Phase Subtotal:				\$13,675,519	\$18,295,549	\$0	\$0	\$0	\$31,971,068
Grand Total:				\$20,235,519	\$20,666,433	\$0	\$820,000	\$0	\$41,721,952

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 55156 Facility: SS 399

Location/Limits From: SH 5

Modification #: 2015-0736

Implementing Agency: TXDOT-DALLAS

County: COLLIN CSJ: 0364-04-049

City: MCKINNEY Desc: CONSTRUCT GRADE SEPARATION

Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0364-04-049	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2035	ROW	0364-04-049	S102:	\$2,496,000	\$312,000	\$0	\$312,000	\$0	\$3,120,000
Grand Total:				<u>\$2,496,000</u>	<u>\$2,312,000</u>	<u>\$0</u>	<u>\$312,000</u>	<u>\$0</u>	<u>\$5,120,000</u>

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20290 **Facility:** SH 114

Location/Limits From: ON SH 114/TEXAS PLAZA BRIDGE FROM SL 12

Modification #: 2015-0741

Implementing Agency: TXDOT-DALLAS

Location/Limits To: SS 482

County: DALLAS **CSJ:** 0353-06-057

City: IRVING **Desc:** CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE AND RAMP MODIFICATIONS

Request: REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE WITH BICYCLE LANE, SIDEWALKS, INTERSECTION IMPROVEMENTS, AND RAMP MODIFICATIONS;
INCREASE CONSTRUCTION FUNDING AND MOVE TO FY2017

Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF IRVING; CMAQ FUNDS ONLY USED FOR BICYCLE LANE, SIDEWALKS, AND INTERSECTION IMPROVEMENTS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2016	CON	0353-06-057	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
2016	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$17,600,000	\$4,400,000	\$0	\$0	\$11,000,000	\$33,000,000
Grand Total:				\$18,560,000	\$9,040,000	\$0	\$0	\$11,000,000	\$38,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2017	CON	0353-06-057	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
2017	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
2017	CON	0353-06-057	Cat 5:	\$4,320,000	\$1,080,000	\$0	\$0	\$0	\$5,400,000
2017	CON	0353-06-057	Cat 10:	\$801,180	\$200,295	\$0	\$0	\$0	\$1,001,475
2017	CON	0353-06-057	Cat 11:	\$2,960,000	\$740,000	\$0	\$0	\$0	\$3,700,000
Phase Subtotal:				\$25,681,180	\$6,420,295	\$0	\$0	\$13,500,000	\$45,601,475
Grand Total:				\$26,641,180	\$11,060,295	\$0	\$0	\$13,500,000	\$51,201,475

Revisions since STTC Meeting: CHANGE REQUEST TO REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE WITH BICYCLE LANE, SIDEWALKS, INTERSECTION IMPROVEMENTS, AND RAMP MODIFICATIONS

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 84137 **Facility:** SAM RAYBURN **Location/Limits From:** US 75 **Modification #:** 2015-0743

Implementing Agency: NTTA **Location/Limits To:** DENTON TAP ROAD

County: VARIOUS **CSJ:** N/A

City: VARIOUS **Desc:** CONSTRUCT 6 TO 8 TOLL LANES

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: LOCAL CONTRIBUTION PAID BY NTTA

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENV	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$745,000	\$745,000
2016	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,045,000	\$13,045,000
2018	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$120,615,000	\$120,615,000
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$134,405,000</u>	<u>\$134,405,000</u>

TIP Code: 40032 **Facility:** CS **Location/Limits From:** GRANBURY TOWN SQUARE PEDESTRIAN SAFETY IMPROVEMENTS FROM BUS 377 AND CROCKETT STREET **Modification #:** 2015-0744

Implementing Agency: GRANBURY **Location/Limits To:** FM 51 AND BRIDGE STREET

County: HOOD **CSJ:** 0902-51-028

City: GRANBURY **Desc:** ADD NEW SIDEWALKS, CURBS, ADA RAMPS, INTERSECTION BULB OUTS, CROSSWALKS, LIGHTING, AND LANDSCAPING IMPROVEMENTS

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 2015 STATE TAP CALL FOR PROJECTS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-51-028	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$133,240	\$133,240
2016	ENG	0902-51-028	Cat 9 TAP:	\$45,338	\$0	\$0	\$11,334	\$0	\$56,672
Phase Subtotal:				<u>\$45,338</u>	<u>\$0</u>	<u>\$0</u>	<u>\$11,334</u>	<u>\$133,240</u>	<u>\$189,912</u>
2016	ENV	0902-51-028	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$22,710	\$22,710
2017	CON	0902-51-028	Cat 9 TAP:	\$1,528,524	\$0	\$0	\$382,132	\$0	\$1,910,656
2017	CON ENG	0902-51-028	Cat 9 TAP:	\$45,338	\$0	\$0	\$11,334	\$0	\$56,672
Grand Total:				<u>\$1,619,200</u>	<u>\$0</u>	<u>\$0</u>	<u>\$404,800</u>	<u>\$155,950</u>	<u>\$2,179,950</u>

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 40033 **Facility:** VA **Location/Limits From:** SCHOOLHOUSE ROAD AND FM 156 SHARED USE PATH FROM FM 156 AND HURLEY STREET **Modification #:** 2015-0745
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** FM 156 AND SCHOOLHOUSE
County: TARRANT **CSJ:** 0902-90-909
City: HASLET **Desc:** CONSTRUCT SHARED-USE PATH
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 2015 STATE TAP CALL FOR PROJECTS; REQUIRED LOCAL MATCH INCLUDES \$158,000 IN-KIND COSTS FOR PRELIMINARY ENGINEERING. BALANCE OF LOCAL MATCH = \$170,592.

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0902-90-909	Cat 9 TAP:	\$78,862	\$0	\$0	\$19,716	\$0	\$98,578
2018	UTIL	0902-90-909	Cat 9 TAP:	\$24,000	\$0	\$0	\$6,000	\$0	\$30,000
2018	CON	0902-90-909	Cat 9 TAP:	\$1,132,644	\$0	\$0	\$283,161	\$0	\$1,415,805
2018	CON ENG	0902-90-909	Cat 9 TAP:	\$78,862	\$0	\$0	\$19,716	\$0	\$98,578
Grand Total:				<u>\$1,314,368</u>	<u>\$0</u>	<u>\$0</u>	<u>\$328,593</u>	<u>\$0</u>	<u>\$1,642,961</u>

Revisions since STTC Meeting: REVISED LIMITS TO SCHOOLHOUSE ROAD AND FM 156 SHARED USE PATH FROM FM 156 AND HURLEY TO FM 156 AND SCHOOLHOUSE (VS. SCHOOLHOUSE ROAD AND FM 156 SHARED USE PATH FROM FM 156 TO HURLEY STREET)

TIP Code: 40034 **Facility:** FM 1187 **Location/Limits From:** SAFE ROUTE TO ALEDO MIDDLE SCHOOL AND VANDAGRIFF ELEMENTARY SCHOOL; ON FM 1187 FROM NORTH OF AUSTIN STREET **Modification #:** 2015-0746
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** FM 5 NORTH OF VILLAGE PARKWAY
County: PARKER **CSJ:** 0902-38-909
City: ALEDO **Desc:** CONSTRUCT SIDEWALKS, PEDESTRIAN CROSSING SIGNALS, CURB RAMPS, DRAINAGE, AND DRIVEWAY RECONSTRUCTION
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 2015 STATE TAP CALL FOR PROJECTS

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-38-909	Cat 9 TAP:	\$42,553	\$0	\$0	\$10,638	\$0	\$53,191
2017	CON	0902-38-909	Cat 9 TAP:	\$482,267	\$0	\$0	\$120,567	\$0	\$602,834
2017	CON ENG	0902-38-909	Cat 9 TAP:	\$42,553	\$0	\$0	\$10,638	\$0	\$53,191
Grand Total:				<u>\$567,373</u>	<u>\$0</u>	<u>\$0</u>	<u>\$141,843</u>	<u>\$0</u>	<u>\$709,216</u>

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 40035 **Facility:** VA

Location/Limits From: SAFE ROUTE TO SCHOOL SIDEWALK PROJECTS FOR MARTIN ELEMENTARY, WILSON ELEMENTARY, AND CRANDALL MIDDLE SCHOOL

Modification #: 2015-0747

Implementing Agency: CRANDALL

County: KAUFMAN **CSJ:** 0918-11-094

City: CRANDALL **Desc:** SIDEWALKS ALONG TRINITY RD FROM ANGELINA DR TO MARTIN ELEMENTARY; ALONG MEADOWCREEK DR FROM CREEKSIDE DR, TO 1ST ST FOR WILSON ELEMENTARY; AND ALONG LEWIS ST (FM 3039) FROM 1ST ST TO CRANDALL MIDDLE SCHOOL

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 2015 STATE TAP CALL FOR PROJECTS

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	REQUESTED	Cat 9 TAP:	\$107,617	\$0	\$0	\$26,904	\$0	\$134,521
2018	CON	REQUESTED	Cat 9 TAP:	\$352,868	\$0	\$0	\$88,217	\$0	\$441,085
2018	CON ENG	REQUESTED	Cat 9 TAP:	\$29,393	\$0	\$0	\$7,348	\$0	\$36,741
Grand Total:				\$489,878	\$0	\$0	\$122,469	\$0	\$612,347

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-11-094	Cat 9 TAP:	\$29,334	\$0	\$0	\$7,334	\$0	\$36,668
2018	CON	0918-11-094	Cat 9 TAP:	\$431,210	\$0	\$0	\$107,802	\$0	\$539,012
2018	CON ENG	0918-11-094	Cat 9 TAP:	\$29,334	\$0	\$0	\$7,333	\$0	\$36,667
Grand Total:				\$489,878	\$0	\$0	\$122,469	\$0	\$612,347

Revisions since STTC Meeting: UPDATED CSJ TO 0918-11-094 AND REVISED FUNDING BY PHASE AS NOTED ABOVE

TIP Code: 25023 **Facility:** VA

Location/Limits From: TRAFFIC MANAGEMENT CENTER

Modification #: 2015-0748

Implementing Agency: GRAND PRAIRIE

County: VARIOUS **CSJ:** 0918-00-961

City: GRAND PRAIRIE **Desc:** FACILITATE VIDEO AND DATA EXCHANGE BETWEEN CITY OF GRAND PRAIRIE, TXDOT (FORT WORTH & DALLAS DISTRICTS), AND NTTA THROUGH C2C SOFTWARE

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-00-961	Cat 5:	\$330,400	\$0	\$0	\$82,600	\$0	\$413,000
Grand Total:				\$330,400	\$0	\$0	\$82,600	\$0	\$413,000

Revisions since STTC Meeting: UPDATED CSJ 0918-00-961

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11666 **Facility:** VA

Location/Limits From: DOWNTOWN DALLAS CENTRAL BUSINESS DISTRICT

Modification #: 2015-0749

Implementing Agency: NCTCOG

County: DALLAS **CSJ:** 0918-00-962

City: DALLAS **Desc:** CONDUCT A PILOT STUDY ON PARKING DEMAND AND INNOVATIVE PARKING TECHNOLOGIES FOR DOWNTOWN DALLAS

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-962	Cat 7:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
Grand Total:				\$400,000	\$0	\$0	\$100,000	\$0	\$500,000

Revisions since STTC Meeting: UPDATED CSJ TO 0918-00-062

TIP Code: 11893.5 **Facility:** VA

Location/Limits From: 511 TRAVELER INFORMATION SYSTEM (ITS)

Modification #: 2015-0750

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0902-00-993, 0902-00-918, 0902-00-907

City: VARIOUS **Desc:** DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-907	Cat 7:	\$1,568,000	\$392,000	\$0	\$0	\$0	\$1,960,000
2018	IMP	0902-00-918	Cat 7:	\$940,000	\$235,000	\$0	\$0	\$0	\$1,175,000
2019	IMP	0902-00-993	Cat 7:	\$940,000	\$235,000	\$0	\$0	\$0	\$1,175,000
Grand Total:				\$3,448,000	\$862,000	\$0	\$0	\$0	\$4,310,000

Revisions since STTC Meeting: UPDATED CSJS TO 0902-00-907, 0902-00-918, 0902-00-993

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 40036 **Facility:** VA **Location/Limits From:** HIKE AND BIKE TRAIL FROM MILL STREET AND JONES **Modification #:** 2015-0751
Implementing Agency: DCTA **Location/Limits To:** HIGHLAND VILLAGE/LEWISVILLE LAKE RAIL STATION
County: DENTON **CSJ:** 0918-46-292
City: VARIOUS **Desc:** CONSTRUCTION OF APPROX. 2.5 MILE SECTION OF A-TRAIN RAIL TRAIL (EAGLE POINT SECTION)
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 2015 STATE TAP CALL FOR PROJECTS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
2017	CON	0918-46-292	Cat 9 TAP:	\$2,037,193	\$0	\$0	\$509,299	\$0	\$2,546,492
2017	CON ENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
Grand Total:				<u>\$2,396,699</u>	<u>\$0</u>	<u>\$0</u>	<u>\$599,175</u>	<u>\$0</u>	<u>\$2,995,874</u>

TIP Code: 55159 **Facility:** SH 121 **Location/Limits From:** WESTBOUND GENERAL PURPOSE LANE AT HURSTVIEW DRIVE **Modification #:** 2015-0759
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** EASTBOUND GENERAL PURPOSE LANE AT HURST VIEW DRIVE
County: TARRANT **CSJ:** 0364-01-146
City: HURST **Desc:** CONSTRUCT TWO TEMPORARY ACCESS RAMPS TO/FROM THE MANAGED LANES TO THE GENERAL PURPOSE LANES (1 EASTBOUND AND 1 WESTBOUND)
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION TO BE PAID BY CDA PARTNER

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0364-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$281,880	\$281,880
2016	CON	0364-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$7,304,243	\$7,304,243
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$7,586,123</u>	<u>\$7,586,123</u>

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55108.2 **Facility:** VA **Location/Limits From:** WEST OF US 75 AT NORTHAVEN ROAD AND **Modification #:** 2015-0760
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** COTTONWOOD TRAIL JUNCTION WITH WHITE ROCK CREEK TRAIL
County: DALLAS **CSJ:** 0918-47-963
City: DALLAS **Desc:** CONSTRUCT A BICYCLE/PEDESTRIAN FACILITY OVER US 75 AND A BICYCLE/PEDESTRIAN BRIDGE OVER WHITE ROCK CREEK
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY DALLAS COUNTY; DALLAS COUNTY IS RESPONSIBLE FOR \$6 MILLION OF CONSTRUCTION FUNDING

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0918-47-963	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2035	ROW	0918-47-963	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
2035	UTIL	0918-47-963	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2035	CON	0918-47-963	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,500,000	\$10,500,000
Grand Total:				\$0	\$0	\$0	\$0	\$13,800,000	\$13,800,000

Revisions since STTC Meeting: UPDATED CSJ TO 0918-47-963; CLARIFIED "LOCATION/LIMITS TO" AS COTTONWOOD TRAIL JUNCTION WITH WHITE ROCK CREEK TRAIL (VS. EAST OF WHITE ROCK CREEK TRAIL AND COTTONWOOD TRAIL); INCLUDED COMMENT REGARDING CONSTRUCTION FUNDING

TIP Code: 55160 **Facility:** IH 820 **Location/Limits From:** NORTH OF TEAM RANCH RD **Modification #:** 2015-0761
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF TEAM RANCH RD
County: TARRANT **CSJ:** 0008-15-907
City: FORT WORTH **Desc:** REPLACE STOLEN ELECTRICAL CONDUCTORS AND CONDUIT FOR ROADWAY ILLUMINATION AND IMPLEMENT STRATEGIES TO REDUCE WIRE THEFT
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-15-907	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2017	IMP	0008-15-907	Cat 7:	\$227,680	\$56,920	\$0	\$0	\$0	\$284,600
Grand Total:				\$227,680	\$81,920	\$0	\$0	\$0	\$309,600

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55161 **Facility:** IH 820 **Location/Limits From:** NORTH OF WESTPOINT BLVD **Modification #:** 2015-0762
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF NORMAN DALE ST
County: TARRANT **CSJ:** 0008-15-914
City: FORT WORTH **Desc:** REPLACE STOLEN ELECTRICAL CONDUCTORS AND CONDUIT FOR ROADWAY ILLUMINATION AND IMPLEMENT STRATEGIES TO REDUCE WIRE THEFT
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-15-914	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2017	IMP	0008-15-914	Cat 7:	\$173,008	\$43,252	\$0	\$0	\$0	\$216,260
Grand Total:				<u>\$173,008</u>	<u>\$68,252</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$241,260</u>

TIP Code: 11979.4 **Facility:** VA **Location/Limits From:** CLEAN FLEET TECHNOLOGIES PROGRAM **Modification #:** 2015-0763
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-254
City: VARIOUS **Desc:** INCLUDING REPLACEMENT/REPOWER/RETROFIT; IDLE-REDUCTION & OTHER EMISSIONS-REDUCTION TECHNOLOGIES; REFUELING INFRASTRUCTURE
Request: REVISE FUNDING MATCH FROM LOCAL PARTICIPATION TO TDC (MPO) FOR A REVISED FUNDED AMOUNT OF \$2,500,000 TOTAL (\$2,500,000 CMAQ [\$2,500,000 FEDERAL] AND 500,000 TDC (MPO) [500,000 REGIONAL]) FOR IMPLEMENTATION IN FY2016
Comment: 500,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-254	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
Grand Total:				<u>\$2,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$625,000</u>	<u>\$0</u>	<u>\$3,125,000</u>

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-254	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2016	IMP	0918-00-254	Cat 5:	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				<u>\$2,500,000</u>	<u>\$0</u>	<u>\$500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,500,000</u>
Grand Total:				<u>\$2,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,500,000</u>

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 81332 Facility: CS

Location/Limits From: ON WEST SPRING VALLEY ROAD FROM WEATHERED DR

Modification #: 2015-0765

Implementing Agency: DALLAS CO

Location/Limits To: COIT RD

County: DALLAS CSJ: 0918-47-082

City: RICHARDSON Desc: INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL UPGRADE, ITS, RECONSTRUCTION OF BRIDGE, AND BIKE/PEDESTRIAN IMPROVEMENTS

Request: DELAY LOCAL CONTRIBUTION FOR CONSTRUCTION PHASE TO FY2016 AND INCREASE FUNDING BY \$1,618,713 TOTAL (\$843,750 RTR 161-DA1 [\$675,000 REGIONAL AND \$168,750 LOCAL] AND \$774,963 LOCAL CONTRIBUTION [\$774,963 LOCAL]) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$4,322,959 TOTAL (\$843,750 RTR 161-DA1 [\$675,000 REGIONAL AND \$168,750 LOCAL] AND \$3,479,209 LOCAL CONTRIBUTION [\$3,479,209 LOCAL]) IN FY2016; INCREASE OFFSET BY A DECREASE ON TIP 83220/CSJ 0918-47-081

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$985,000	\$985,000
2011	ROW	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$230,000	\$230,000
2012	UTIL	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2014	CON	0918-47-082	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$3,555,009	\$888,752	\$0	\$4,443,761
2014	CON	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,704,246	\$2,704,246
Phase Subtotal:				\$0	\$0	\$3,555,009	\$888,752	\$2,704,246	\$7,148,007
Grand Total:				\$0	\$0	\$3,555,009	\$888,752	\$3,989,246	\$8,433,007

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$985,000	\$985,000
2011	ROW	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$230,000	\$230,000
2012	UTIL	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2014	CON	0918-47-082	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$3,555,009	\$888,752	\$0	\$4,443,761
2016	CON	0918-47-082	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$540,000	\$135,000	\$0	\$675,000
2016	CON	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,422,959	\$3,422,959
Phase Subtotal:				\$0	\$0	\$540,000	\$135,000	\$3,422,959	\$4,097,959
Grand Total:				\$0	\$0	\$4,095,009	\$1,023,752	\$4,707,959	\$9,826,720

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$985,000	\$985,000
2011	ROW	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$230,000	\$230,000
2012	UTIL	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2014	CON	0918-47-082	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$3,555,009	\$888,752	\$0	\$4,443,761
2016	CON	0918-47-082	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$675,000	\$168,750	\$0	\$843,750
2016	CON	0918-47-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,479,209	\$3,479,209
Phase Subtotal:				\$0	\$0	\$675,000	\$168,750	\$3,479,209	\$4,322,959
Grand Total:				\$0	\$0	\$4,230,009	\$1,057,502	\$4,764,209	\$10,051,720

Revisions since STTC Meeting: INCREASED FUNDED AMOUNT TO INCLUDE \$675,000 REGIONAL AND \$168,750 LOCAL FOR A TOTAL OF \$843,750 RTR 161-DA1 FUNDS; INCREASE LOCAL CONTRIBUTION TO \$3,479,209; REVISED REQUEST TO INCLUDE TOTAL REVISED AMOUNT

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11754.2 **Facility:** IH 20

Location/Limits From: ON IH 20 FRONTAGE ROADS FROM CENTERPOINT ROAD

Modification #: 2015-0771

Implementing Agency: PARKER CO

Location/Limits To: LAKESHORE DRIVE

County: PARKER **CSJ:** 0314-07-046

City: HUDSON OAKS **Desc:** CONSTRUCT NEW EASTBOUND 2/3 LANE FRONTAGE ROAD AND RECONSTRUCT EXISTING 2 LANE PORTION OF EASTBOUND FRONTAGE ROAD TO 2/3 LANE FRONTAGE ROAD WEST OF LAKESHORE DRIVE (PHASE 1B OF 3)

Request: CHANGE IMPLEMENTING AGENCY TO TXDOT-FORT WORTH; ADD CONSTRUCTION FUNDING IN FY2016

Comment: CAT 12 TO BE ADDED UPON APPROVAL OF CONVERSION OF PASS THROUGH FINANCING; LOCAL CONTRIBUTION TO BE PAID BY PARKER COUNTY AND HUDSON OAKS

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$770,000	\$770,000
2015	ROW	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$160,000	\$160,000
2015	UTIL	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2015	CON	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8,908,800	\$8,908,800
Grand Total:				\$0	\$0	\$0	\$0	\$10,038,800	\$10,038,800

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$720,000	\$720,000
2015	ROW	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$190,000	\$190,000
2015	UTIL	0314-07-046	S102:	\$90,000	\$10,000	\$0	\$0	\$0	\$100,000
2016	CON	0314-07-046	Cat 1 - Prop 1:	\$0	\$3,280,498	\$0	\$0	\$0	\$3,280,498
2016	CON	0314-07-046	Cat 2M - Prop 1:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2016	CON	0314-07-046	Cat 4 - Prop 1:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2016	CON	0314-07-046	Cat 11 - Prop 1:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
Phase Subtotal:				\$0	\$11,650,498	\$0	\$0	\$0	\$11,650,498
Grand Total:				\$90,000	\$11,660,498	\$0	\$0	\$910,000	\$12,660,498

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 25025 **Facility:** WHEATLAND RD **Location/Limits From:** DALLAS/LANCASTER CITY LIMIT **Modification #:** 2015-0772
Implementing Agency: DALLAS **Location/Limits To:** UNIVERSITY HILLS ALONG THE DALLAS/LANCASTER CITY LIMITS
County: DALLAS **CSJ:** 0918-47-992
City: DALLAS **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY AND BICYCLE/PEDESTRIAN FACILITIES
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-992	Cat 7:	\$3,400,000	\$0	\$0	\$850,000	\$0	\$4,250,000
Grand Total:				<u>\$3,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$850,000</u>	<u>\$0</u>	<u>\$4,250,000</u>

Revisions since STTC Meeting: UPDATED CSJ TO 0918-47-992; REVISED LIMITS TO SPECIFY THAT THE PROJECT WILL FOLLOW THE DALLAS/LANCASTER CITY LIMITS; REVISED DESCRIPTION TO INDICATE "DIVIDED ROADWAY"

TIP Code: 30005 **Facility:** US 75 **Location/Limits From:** IH 635 **Modification #:** 2015-0773
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** COLLIN COUNTY LINE
County: DALLAS **CSJ:** 0047-07-990
City: RICHARDSON **Desc:** REMOVE HOV LANES AND ADD SHOULDER RUNNING LANES (PHASE I)
Request: ADD PROJECT THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PART OF THE EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC ON JANUARY 20, 2016

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-07-990	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	CON	0047-07-990	Cat 7:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				<u>\$16,000,000</u>	<u>\$5,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$21,000,000</u>

Revisions since STTC Meeting: REVISED REQUEST TO REMOVE REFERENCE TO APPENDIX D (AS ADDING PROJECT TO 4 YEAR WINDOW INSTEAD)

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 30006 **Facility:** US 75 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2015-0774
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 121
County: COLLIN **CSJ:** 0047-06-960
City: VARIOUS **Desc:** REMOVE HOV LANES AND ADD SHOULDER RUNNING LANES (PHASE I)
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PART OF THE EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC ON JANUARY 20, 2016

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-06-960	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2020	CON	0047-06-960	Cat 7:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				<u>\$16,000,000</u>	<u>\$5,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$21,500,000</u>

Revisions since STTC Meeting: REVISED REQUEST TO REMOVE REFERENCE TO APPENDIX D (AS ADDING PROJECT TO 4 YEAR WINDOW INSTEAD)

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.

Sample

PROPOSED MAY 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

Funding Source: TRANSIT SECTION 5310 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>
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:

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	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$427,311	\$0	\$0	\$26,357	0	\$453,668	

Implementing Agency: EASTER SEALS OF NORTH TEXAS

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0769

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 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 5310 FUNDS

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>
12794.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$0	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT
TOTAL:				\$0	\$0	\$0	\$0	20,000	\$100,000	

PROPOSED MAY 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2014 PROGRAM OF PROJECTS **Modification #:** 2015-0770

Request: REFINE FY2014 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 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>
12677.14	PROGRAM ADMINISTRATION (EASTERN SUBREGION)	2015	CAPITAL	\$19,114	\$0	\$0	\$0	0	\$19,114
TOTAL:				\$19,114	\$0	\$0	\$0	0	\$19,114

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>
12646.14	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,130	\$0	\$0	\$26,283	0	\$131,413	ADD PROJECT TO THE 2015-2018 TIP/STIP
12677.14	PROGRAM ADMINISTRATION	2016	CAPITAL	\$19,114	\$0	\$0	\$0	0	\$19,114	REVISE PROJECT DESCRIPTION
TOTAL:				\$124,244	\$0	\$0	\$26,283	0	\$150,527	



DEPARTMENT OF TRANSPORTATION

[4910-9X]

Office of the Secretary of Transportation

Letters of Interest for Credit Assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

AGENCIES: Office of the Secretary of Transportation (OST), U.S. Department of Transportation (the DOT), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Maritime Administration (MARAD).

ACTION: Notice of funding availability and request for comments.

SUMMARY: Pursuant to the recently enacted Fixing America's Surface Transportation Act (the FAST Act), the DOT announces the availability of funding authorized in the amount of \$1.435 billion (\$275 million in Fiscal Year (FY) 2016 funds, \$275 million in FY 2017 funds, \$285 million in FY 2018 funds, \$300 million in FY 2019 funds, and \$300 million in FY 2020 funds (and any funds that may be available from prior fiscal years)) to provide TIFIA credit assistance for eligible projects. The FY 2016-2020 authorized funds are subject to an annual obligation limitation that may be established in appropriations law. The amount of TIFIA funding authority available in a given year may be less than the amount authorized for that fiscal year. Under TIFIA, the DOT provides secured (direct) loans, lines of credit, and loan guarantees to public and private applicants for eligible surface transportation projects. Projects must meet statutorily specified eligibility criteria to receive credit assistance.

This notice outlines the process that project sponsors must follow in seeking TIFIA credit assistance. The DOT is publishing this notice to give project sponsors an

opportunity to submit Letters of Interest for the newly authorized funding as soon as possible. However, in addition to authorizing funding for TIFIA credit assistance, the FAST Act made a number of changes to the TIFIA program's structure, including the terms and conditions pursuant to which the DOT can provide TIFIA credit assistance. This notice outlines certain changes made by the FAST Act and invites interested parties to submit comments about the DOT's implementation of the FAST Act and the DOT's guidance for awarding TIFIA credit assistance. Unless otherwise noted, statutory section references in this notice are to sections of title 23 of the U.S. Code, as amended by the FAST Act, which took effect as of October 1, 2015.

Letter of Interest Submission: All project sponsors wishing to apply for TIFIA credit assistance must first submit a Letter of Interest, as more fully described in this notice of funding availability. Only after a project sponsor has submitted a Letter of Interest and demonstrated the satisfaction of all statutory eligibility requirements will the project sponsor be invited to submit an application. Letters of Interest will be received on a rolling basis using the form on the TIFIA website: <https://www.transportation.gov/tifia/applications>.

ADDRESSES: Addresses for Letters of Interest: Submit all Letters of Interest to the DOT via e-mail at: TIFIAcredit@dot.gov. Submitters should receive a confirmation e-mail, but are advised to request a return receipt to confirm transmission. Only Letters of Interest received via e-mail, as provided above, shall be deemed properly filed.

Addresses for Comments: You must include the agency name (Office of the Secretary of Transportation) and the docket number **DOT-OST-2016-0032** with your comments. To ensure your comments are not entered into the docket more than once, please submit

comments, identified by the docket number **DOT-OST-2016-0032**, by only one of the following methods:

Website: The U.S. Government electronic docket site is *www.regulations.gov*. Go to this website and follow the instructions for submitting comments into docket number **DOT-OST-2016-0032**;

Fax: Telefax comments to **DOT-OST-2016-0032**;

Mail: Mail your comments to U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Docket Operations, M-30, Room W12-140, Washington, DC 20590; or

Hand Delivery: Bring your comments to the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions for Submitting Comments: You must include the agency name (Office of the Secretary of Transportation) and Docket number **DOT-OST-2016-0032** for this notice at the beginning of your comments. You should submit two copies of your comments if you submit them by mail or courier. For confirmation that the Office of the Secretary of Transportation has received your comments you must include a self-addressed stamped postcard. Note that all comments received will be posted without change to *www.regulations.gov*, including any personal information provided, and will be available to Internet users. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477), or you may visit *www.regulations.gov*.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice please contact Duane Callender via e-mail at TIFIAcredit@dot.gov or via telephone at (202)366-1059. A TDD is available at (202)366-7687. Substantial information, including the TIFIA Program Guide and application materials, can be obtained from the TIFIA website: <https://www.transportation.gov/tifia>. The TIFIA Program Guide is being updated to reflect changes to the program under the FAST Act.

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I. Background

The Transportation Equity Act for the 21st Century (TEA-21), Public Law 105-178, 112 Stat. 107, 241 established the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA), authorizing the DOT to provide credit assistance in the form of secured (direct) loans, lines of credit, and loan guarantees to public and private applicants for eligible surface transportation projects. In 2005, Congress enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, 119 Stat. 1144), which made a number of amendments to TIFIA including lowering the estimated project cost thresholds and expanding eligibility for TIFIA credit assistance. In 2012, Congress enacted the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141). MAP-21 provided for substantial changes in the TIFIA credit program, including expanding eligibility and authorized uses of TIFIA credit assistance and modifying the selection process. On December 4, 2015, the President signed the FAST Act into law (Pub. L. 114-94), which provided for substantial changes in the TIFIA credit program under Section 2001 of the FAST Act. This notice of funding availability addresses certain changes to the TIFIA credit program made by the FAST Act and solicits Letters of Interest for the funding made available under that law.

The TIFIA program is a departmental program and final approval of credit assistance is reserved for the Secretary. In addition, the FAST Act mandates the creation of a National Surface Transportation and Innovative Finance Bureau (Bureau), which will be responsible for administering the TIFIA application process. The Bureau will also provide assistance and communicate best practices for financing and funding opportunities to sponsors of projects eligible for TIFIA credit assistance, as well as other forms of DOT credit assistance.

II. Program Funding

The FAST Act authorizes \$1.435 billion in TIFIA funding authority over five fiscal years (\$275 million in FY 2016 funds, \$275 million in FY 2017 funds, \$285 million in FY 2018 funds, \$300 million in FY 2019 funds, and \$300 million in FY 2020 funds) from the Highway Trust Fund to pay the subsidy cost of credit assistance. Additional funds may also be available from funding authority carried over from previous fiscal years. Any funding authority not obligated in the fiscal year for which it is authorized remains available for obligation in subsequent years. The TIFIA funding authority is subject to an annual obligation limitation that may be established in appropriations law. Like all funds subject to the annual Federal-aid obligation ceiling, the amount of TIFIA funding authority available in a given year may be less than the amount authorized for that fiscal year. Historically, each dollar of TIFIA funding authority has allowed the DOT to provide approximately \$10 in credit assistance. In recent years, the DOT has been able to leverage TIFIA funds to support closer to \$14 in credit assistance. Given statutory changes in the TIFIA credit program under the FAST Act, and the need to calculate credit subsidies on a project-by-project basis, actual

lending capacity will vary. In addition to direct funding for the TIFIA program, the FAST Act permits the use of certain Federal-aid funds to cover the subsidy and administrative costs associated with TIFIA credit assistance. Under the FAST Act, Surface Transportation Block Grant Program funds (23 U.S.C. 133), National Highway Performance Program funds (23 U.S.C. 119), and Nationally Significant Freight and Highway Projects Program grant funds (23 U.S.C. 117) may be used by eligible recipients to cover the subsidy and administrative costs of TIFIA credit assistance (including the fees and expenses of the DOT's outside advisors hired in connection with the evaluation and negotiation of terms of TIFIA credit assistance for a project). As in previous years, Transportation Investment Generating Economic Recovery (TIGER) grant funds may also be used to cover these costs. (See Part VI below for more information regarding TIFIA administrative costs).

To ensure maximum leverage of TIFIA program funds and efficient allocation of TIFIA resources, the DOT encourages eligible recipients to consider use of the three sources of Federal-aid funds listed above to cover the subsidy and administrative costs of TIFIA credit assistance, as authorized in the FAST Act. Project sponsors will be asked to indicate in their Letters of Interest whether other Federal-aid funds are available to cover the subsidy and administrative costs of their requested TIFIA credit assistance, and provide an explanation therefor (for example, that the sponsor is not a State recipient of Federal-aid funds).

III. Eligible Projects

The DOT has provided TIFIA credit assistance across a variety of transportation modes and the surface transportation components of multifaceted development and

redevelopment projects. Generally, eligible projects include highway projects, passenger rail projects, transit and intermodal projects, private rail facilities providing public benefit to highway users, surface transportation infrastructure modifications within a port terminal, intelligent transportation systems, surface transportation projects eligible for Federal assistance under title 23 or title 49 of the U.S. Code, international bridges and tunnels, intercity passenger bus or rail facilities and vehicles, and related improvement projects grouped together, so long as the individual components are eligible and the related projects are secured by a common pledge.

The FAST Act expands eligibility to include transit-oriented development and the capitalization of a rural projects fund within a State infrastructure bank (SIB). In addition, the FAST Act refines the scope of eligibility for project refinancing.

A. Transit-Oriented Development

Under the FAST Act, a project to improve or construct public infrastructure that is located within walking distance of, and accessible to, a fixed guideway transit facility, passenger rail station, intercity bus station, or intermodal facility, including a transportation, public utility, or capital project described in 49 U.S.C. 5302(3)(G)(v), and related infrastructure, is now eligible to receive TIFIA credit assistance (see 23 U.S.C. 601(a)(12)(E)). Activities to improve or construct such infrastructure are commonly known as “transit-oriented development” (or TOD). See Part V below for more information regarding general TIFIA eligibility requirements (such as minimum project costs).

B. State Infrastructure Banks and TIFIA

In addition to certain accommodations for rural infrastructure projects, such as a reduced interest rate on TIFIA credit assistance and lower minimum eligible project cost thresholds (see Part IV below for more on rural infrastructure projects and interest rate calculation; see Part V below for more information on TIFIA eligibility requirements), the FAST Act enables SIBs to receive TIFIA secured loans to be used to capitalize a rural projects fund within the SIB (see 23 U.S.C. 601(a)(12)(F)).

A TIFIA loan to capitalize a rural projects fund must be secured by a dedicated revenue source(s) available to the SIB (see 23 U.S.C. 602(a)(6) and 603(b)(3)(A)(V) for a description of the requirements for a dedicated revenue source for a TIFIA loan to a SIB). The TIFIA loan to the SIB may not be less than \$10 million or more than \$100 million. SIBs will be eligible to receive the reduced interest rate (equal to one-half of the Treasury Rate) to the extent of available funds for such reduced-rate loans. (See Part IV below for additional discussion regarding the set-aside for rural infrastructure projects and rural projects fund capitalizations). Notably, the SIB, rather than specific subsidiary projects, would be responsible for all stages and requirements of the standard TIFIA application process, beginning with submission of a Letter of Interest that will be reviewed for factors including eligibility and creditworthiness, including review from an independent financial advisor. (See Part VI below for additional discussion regarding the application process; additional information regarding the application process can also be found in the TIFIA Program Guide.) The SIB would then use the TIFIA loan proceeds to make direct loans for rural infrastructure projects out of its rural projects fund. (See Part IV below for more discussion regarding, and the definition of, rural infrastructure projects.) The SIB, rather than the DOT, would review the specific projects. The FAST Act also requires

that the SIB use all of its loan commitment within two years after obligation of the loan unless extended by the DOT.

Prior to the FAST Act, SIBs were permitted to use Federal-aid funds to capitalize a highway, a transit, and a rail account within the SIB. The funds in those accounts could then be used to make loans to eligible highway, transit, and rail projects, respectively. As discussed above, the FAST Act permits SIBs to establish a fourth account (a rural projects fund) that can be capitalized by a TIFIA loan to a SIB. The SIB must use the funds in its rural projects fund to make loans for projects meeting the rural infrastructure project definition. (See Part IV below for the definition of rural infrastructure project.) A SIB loan for a rural infrastructure project must comply with certain specific requirements, including: (i) the SIB loan cannot exceed 80 percent of the cost of carrying out the project; (ii) the SIB loan must bear interest at or below the interest rate on the TIFIA loan used to capitalize the rural projects fund; (iii) repayment of the SIB loan must commence not later than 5 years after completion of the project; and (iv) the term of the SIB loan cannot exceed 30 years after the date of the first payment on the loan.¹ For more information regarding SIBs, including the specific requirements for SIB loans to rural infrastructure projects, see 23 U.S.C. 610.

The DOT recognizes that this is a new category of activity and will provide further guidance on the formal application and credit evaluation processes, informed by feedback from stakeholders through this NOFA. The DOT intends for such guidance to be included in the forthcoming TIFIA Program Guide update which will be published in the near future to inform the preparation of formal SIB applications and credit

¹ Note that certain of these requirements differ for loans made from the SIB's other accounts (i.e., the highway, transit, or rail account). For a list of the specific requirements applicable to SIB loans, see 23 U.S.C. 610.

evaluations. In the interim, the DOT will conduct targeted outreach and provide technical assistance to potential applicants in preparing SIB Letters of Interest.

C. Refinancing

TIFIA loan proceeds can be used to refinance existing obligations in three scenarios: (i) to refinance Federal credit instruments for rural infrastructure projects, (ii) to refinance long-term project obligations of Federal credit instruments if the refinancing provides additional funding capacity for the completion, enhancement, or expansion of any project that would otherwise be eligible, and (iii) to refinance interim construction financing for eligible projects. The FAST Act clarified the parameters of interim construction financing: the maturity of such existing interim financing must not be later than one year after substantial completion of the project and the refinancing must occur prior to one year after substantial completion of the project (see 23 U.S.C. 603(a)(2)).

D. Availability Payments

The FAST Act codifies the DOT practice of allowing payments made by a State pursuant to a long-term concession agreement, such as availability payments, for a highway project being delivered as a public-private partnership to be eligible for Federal-aid reimbursement where the State has advance construction authorization (see Pub. L. No. 114-94, section 2002). It is important to note, however, that TIFIA credit assistance cannot be repaid using Federal-aid funds. As such, where TIFIA credit assistance is provided directly to a concessionaire receiving availability payments and the State sponsor intends to seek Federal-aid reimbursement for such payments, the DOT will require the State sponsor to demonstrate the availability of non-Federal funds sufficient to cover TIFIA debt service.

IV. Types of Credit Assistance

The DOT may provide credit assistance in the form of secured (direct) loans, lines of credit, and loan guarantees (see 23 U.S.C. 603(a)(1), 603(e)(1), and 604(a)(1)). These types of credit assistance are defined in Section 601. The TIFIA credit facility, which must have a senior or senior-parity lien in the event of bankruptcy, liquidation or insolvency, can be subordinate as to cash flows absent such an event. The TIFIA loan may be fully subordinated, even in the event of a bankruptcy, liquidation or insolvency, if the borrower is a public agency that is financing ongoing capital programs and has outstanding senior bonds under a preexisting indenture so long as (i) the TIFIA loan is rated A-category or higher, (ii) the revenue pledge is not affected by project performance, such as a tax-backed revenue or system pledge, and (iii) TIFIA is financing 33 percent or less of the eligible project costs. However, in such cases, the maximum credit subsidy to

be paid by the Government may not be more than 10 percent of the principal amount of the loan; the obligor is responsible for paying any remaining subsidy cost.

The maximum amount for a TIFIA secured loan for a project is 49 percent² of the project's eligible project costs. For a TIFIA line of credit, the maximum amount remains at 33 percent of the project's eligible project costs. Project sponsors may not include any costs associated with reimbursing TIFIA for the fees of its outside advisors, or costs related to the application process (such as charges associated with obtaining the required preliminary rating opinion letter referenced in Part VI), among eligible project costs for the purpose of calculating the maximum 49 or 33 percent credit amount. Project sponsors should identify in each Letter of Interest the level of funding (including the percentage of eligible project costs) being requested, as specified in Part VI.

Section 603(b)(4) provides that the interest rate on a secured loan may not be less than the yield on U.S. Treasury securities of a similar maturity to the maturity of the secured loan on the date of execution of the loan agreement (for lines of credit, Section 604(b)(4) provides that the interest rate may not be lower than the 30-year rate for U.S. Treasury securities, as of the date of execution of the line of credit agreement) (the Treasury Rate). In general, TIFIA currently charges interest rates equal to the Treasury Rate on the date of execution of the TIFIA credit instrument.

As with MAP-21, the FAST Act allows for up to 10 percent of the TIFIA program's annual funding authority to be provided to rural infrastructure projects or to capitalize rural projects funds within SIBs at a reduced interest rate of one-half of the Treasury Rate. However, the FAST Act modified the definition of rural infrastructure projects set forth in MAP-21; under the FAST Act, rural infrastructure projects are

² Limited to 33 percent where the nonsubordination requirement is waived, as described above.

defined as surface transportation infrastructure projects located in an area that is outside of an urbanized area with a population greater than 150,000 individuals, as determined by the Bureau of the Census (see 23 U.S.C. 601(a)(15)). The reduced interest rate applies only to rural projects and SIB capitalizations funded with the up-to 10 percent of funding authority set-aside. Once the set-aside has been fully committed, any loans for rural projects or SIB capitalization would accrue interest at the Treasury Rate.

The FAST Act also clarified the requirements for a master credit agreement. Under MAP-21, the DOT was able to provide a contingent commitment of future TIFIA credit assistance in the form of a master credit agreement, subject to the availability of future funding and the satisfaction of all the conditions for the provision of credit assistance under the TIFIA program. The FAST Act clarified that a master credit agreement can be used either for a program of projects secured by a common revenue pledge or for a single project where adequate funding is not available to fund TIFIA credit assistance in the fiscal year in which the project sponsor's application for credit assistance is approved (see 23 U.S.C. 602(b)(2)). In addition, the FAST Act clarified that the common revenue source pledged in support of the master credit agreement must receive an investment grade rating at the time the TIFIA credit assistance is obligated (see 23 U.S.C. 601(a)(10)).

V. Eligibility Requirements

A project must meet all of the eligibility criteria set forth in Section 602(a) to receive TIFIA credit assistance.

A. Reduced Minimum Cost Threshold for Small Projects

For instance, projects seeking TIFIA assistance must meet certain statutory threshold requirements for project costs (see 23 U.S.C. 602(a)(5)). Generally, the minimum size for TIFIA projects is at least \$50 million in total eligible project costs (23 U.S.C. 602(a)(5)(A)(i)); however, the minimum size is lower for certain types of projects. The FAST Act established a threshold of \$10 million in eligible project costs for both TOD projects (23 U.S.C. 602(a)(5)(B)(ii)) and for local projects (eligible projects the sponsor of which is a local government or instrumentality, which are located on a facility owned by a local government or the development of which a local government is substantially involved (23 U.S.C. 602(a)(5)(B)(iv))). The minimum size for TIFIA projects principally involving the installation of an intelligent transportation system is \$15 million (23 U.S.C. 602(a)(5)(B)(i)). The FAST Act lowered the minimum cost threshold for rural infrastructure projects from \$25 million to \$10 million in eligible project costs (23 U.S.C. 602(a)(5)(B)(iii)); however, the FAST Act added a maximum size for rural infrastructure projects of \$100 million in eligible project costs (23 U.S.C. 602(a)(5)(B)(iii)). As applied to the capitalization of a rural projects fund in a SIB, the FAST Act limits the size of a TIFIA loan to a SIB to between \$10 and \$100 million (23 U.S.C. 602(a)(5)(B)(iii)).

B. Ratings Requirements

Prior to execution of a TIFIA credit instrument, the senior debt obligations for each project receiving TIFIA credit assistance must obtain investment grade ratings from at least two nationally recognized rating agencies, and the TIFIA debt obligations must obtain ratings from at least two nationally recognized rating agencies, unless the total amount of the debt is less than \$75 million, in which case only one investment grade

rating is required for the senior debt obligations and one rating for the TIFIA debt obligations. The term rating agency is defined in Section 601(a)(14) and 49 CFR 80.3. If the TIFIA credit instrument is proposed as the senior debt, then it must receive the investment grade ratings.

To demonstrate the potential to achieve the above credit rating requirements, each project sponsor must provide a preliminary rating opinion letter from a rating agency that addresses the creditworthiness of the senior debt obligations funding the project and concludes that there is a reasonable probability for the senior debt obligations to receive an investment grade rating. The preliminary rating opinion letter should also provide an opinion on the default risk for the TIFIA instrument and must provide indicative ratings for both the senior debt obligations and the TIFIA credit instrument. A project that does not demonstrate the potential for its senior obligations to receive an investment grade rating will not be considered for TIFIA credit assistance. More detailed information about these TIFIA credit opinions and ratings may be found in the Program Guide on the TIFIA website at: <https://www.transportation.gov/tifia/program-guide>. As noted elsewhere in this notice of funding availability, the Program Guide is being updated in light of the FAST Act.

C. Other Requirements

Each project seeking TIFIA assistance must submit an application acceptable to the Secretary pursuant to the process set forth in this notice, and must satisfy applicable State and local transportation planning requirements. Each private applicant must receive public approval for its project as demonstrated by satisfaction of the applicable planning and programming requirements. Each project must have a dedicated revenue source to

repay the TIFIA loan. Projects receiving TIFIA credit assistance have been supported by a variety of revenue sources, including tolls, user fees, payments owing to the obligor under a public-private partnership (e.g., availability payments), and other dedicated revenue sources that also secure or fund the project obligations (including real estate tax increments, interjurisdictional funding agreements, and room and sales taxes).

The eligibility criteria also require a determination by the DOT that the project is creditworthy, which must be based on, at a minimum: (i) a rate covenant, if applicable, (ii) adequate coverage requirements to ensure repayment, and (iii) meeting the credit rating requirements set forth in Part VI below. The DOT will also utilize a report and recommendation from an independent financial advisor and any other information it needs to determine a project's creditworthiness.

Section 602(a) further requires that, for each project, TIFIA credit assistance must: (i) foster (if appropriate) partnerships that attract public and private investment for the project, (ii) enable the project to proceed at an earlier date than the project would otherwise be able to proceed or reduce lifecycle costs (including debt service costs) of the project, and (iii) reduce the contribution of Federal grant assistance for the project.

Each project must also demonstrate that the construction contracting process for the project can commence no more than 90 days after execution of a TIFIA credit instrument. In addition, TIFIA credit assistance cannot be obligated for a project until it receives a categorical exclusion, finding of no significant impact or record of decision, pursuant to the National Environmental Policy Act.

With respect to SIB applicants requesting a TIFIA loan to capitalize a rural projects fund, the DOT will conduct a creditworthiness and readiness evaluation that will

assess the institutional capacity and ability of the SIB to administer and disburse the requested TIFIA loan proceeds within the requisite time frame, as well as a creditworthiness review of the proposed repayment source for the TIFIA loan. The Program Guide on the TIFIA website will be updated to provide further guidance to SIB applicants.

VI. Application Process

The TIFIA application process begins with the submission of a Letter of Interest and determination of eligibility. Only after a project sponsor has submitted a Letter of Interest and met all statutory eligibility requirements will the project sponsor be invited to submit an application.

The DOT will conduct a rolling application process where project sponsors may submit Letters of Interest at any time. The DOT will permit project sponsors to apply once a favorable eligibility determination is made. An invitation to submit an application for credit assistance does not guarantee the DOT's approval, which will remain subject to evaluation, based on all of the TIFIA statutory evaluation criteria, and the successful negotiation of terms and conditions acceptable to the Secretary.

A. Letter of Interest

The Letter of Interest must (i) describe the project and the location, purpose, and cost of the project, (ii) outline the proposed financial plan, including the requested credit assistance and the proposed obligor, (iii) provide a status of environmental review, and (iv) provide information regarding satisfaction of other eligibility requirements of the TIFIA credit program. Letters of Interest must be submitted using the form on the TIFIA website: <https://www.transportation.gov/tifia/applications>. The DOT will be updating

this form to reflect changes made to the TIFIA program by the FAST Act. Pending publication of the updated form, project sponsors should continue to use the form posted on the TIFIA website.

The Letter of Interest form requires project sponsors to provide information demonstrating satisfaction (or expected satisfaction if permitted by TIFIA) of each of the eligibility requirements included in TIFIA. These eligibility requirements are outlined above in Part V and elsewhere in this notice.

As described in Part IV, the DOT may provide secured loans to finance up to 49 percent of reasonably anticipated eligible project costs, which is substantially more than the maximum of 33 percent that the DOT could provide prior to MAP-21. The Letter of Interest form requires a project sponsor requesting TIFIA credit assistance to provide a rationale for the amount of TIFIA credit assistance it is requesting, as a percentage of its reasonably anticipated eligible project costs. Similarly, the form requires a project sponsor to specify whether it has flexibility in its financial plan to finance the project with a reduced percentage of TIFIA credit assistance. In providing a rationale for the amount of credit assistance requested, a project sponsor can demonstrate that traditional sources of financing are not available at feasible rates without the TIFIA assistance, or that the costs of traditional financing options would constrain the sponsor's ability to deliver the project, or that delivery of the project through traditional financing approaches would constrain the sponsor's ability to deliver a group of related projects, or a full capital program. This information will help the DOT ensure that it allocates TIFIA's funding authority effectively.

A project sponsor must also describe the purpose of its project in the Letter of

Interest form, including the public purpose of the project. A project sponsor should provide quantitative or qualitative information about the public benefits that its project will achieve. Examples of public benefits include objectives specified in Section 101 and 49 U.S.C. 101(a) and 5301, other DOT grant or credit assistance programs, relevant Federal, State, or local transportation laws or plans, and other public benefits that can be achieved through transportation investments.

In the context of a public-private partnership, where multiple bidders may be competing for a concession such that the obligor has not yet been identified, the procuring agency may submit the project's Letter of Interest on behalf of the eventual obligor. The DOT will not consider Letters of Interest from entities that have not obtained rights to develop the project.

The DOT will review each Letter of Interest submitted in accordance with this NOFA. The DOT may contact a project sponsor for clarification of specific information included in the Letter of Interest. The DOT will notify a project sponsor if the DOT determines that its project is not eligible or that the DOT will not be able to continue reviewing its Letter of Interest until certain eligibility concerns are addressed. If the DOT does not determine a project to be ineligible based on its initial review, the DOT will request additional information to supplement the Letter of Interest and complete its eligibility determination. This information may include, among other things, more detailed descriptions of the project, the project's readiness to proceed, the project's financial plan, including financial commitments to the project from sources other than TIFIA, and/or the applicant and its organizational structure.

B. Creditworthiness Review

Before completing its review of a Letter of Interest and rendering a determination of eligibility, the DOT will request that the project sponsor provide a preliminary rating opinion letter, as further described below, and the DOT will engage an independent financial advisor to prepare a report and recommendation acceptable in form and substance to the DOT. The DOT typically engages an independent legal advisor as part of the evaluation and negotiation of terms of TIFIA credit assistance for the project. There is no fee to submit a Letter of Interest; however, project sponsors will be required to reimburse the DOT for the costs of its outside financial and legal advisors. In order to enable the DOT to initially procure financial and legal advisors as part of the Letter of Interest review process, a project sponsor must submit \$250,000 to the DOT. This amount is due upon request by the DOT and must be submitted before the DOT hires outside advisors. These funds will be used, dollar for dollar, to cover the first \$250,000 in costs of the DOT's financial and legal advisors. In the event the DOT's advisors' fees are less than \$250,000, the excess will be returned to the project sponsor. If, due to the duration and complexity of the project, the DOT's advisors' fees exceed \$250,000, the DOT will invoice the project sponsor for fees in excess of \$250,000. Payment of such invoices will be required within 30 days after receipt.

1. Relief from Fees for Small Projects

For projects having eligible project costs that are reasonably anticipated to be \$75 million or less, the FAST Act provides for the reservation of not less than \$2 million of the TIFIA program's annual funding authority to be used in lieu of the third-party costs charged by the DOT. Project sponsors wishing to be considered for this available funding should indicate such in their Letters of Interest. For more details on this set-

aside, please see the Program Guide on the TIFIA website:
<https://www.transportation.gov/tifia/program-guide>.

C. Invitation to Apply

After concluding its review of the Letter of Interest and making a determination of eligibility, the DOT will inform the project sponsor of its determination. If a project is determined to be eligible, the DOT will inform the project sponsor that it may submit an application. If the DOT determines that a project is ineligible, it will notify the project sponsor of this determination and/or that the DOT will not be able to continue reviewing the Letter of Interest until certain eligibility concerns are addressed. The DOT will review Letters of Interest on a rolling basis and invite a project sponsor to apply once a favorable eligibility determination is made.

An invitation to apply for credit assistance does not guarantee the DOT's approval, which will remain subject to a project's continued eligibility, including creditworthiness, the successful negotiation of terms acceptable to the Secretary, and the availability of funds. In determining the availability of funds, the DOT may consider other projects seeking credit assistance through TIFIA.

By statute, the DOT works on a timeline for assessing applications for credit assistance. No later than 30 days after receipt of an application, the DOT will inform each applicant whether its application is complete or, if not complete, identify additional materials needed to complete the application. No later than 60 days after issuing such notice, the applicant will be notified whether the application is approved or disapproved.

D. Streamlined Application Process

The FAST Act requires that the DOT develop a streamlined application process

for certain projects within 180 days after enactment. The DOT is in the process of developing such a process. Once that process has been developed, it will be included in the Program Guide on the TIFIA website: <https://www.transportation.gov/tifia/program-guide>. The statutory criteria for the streamlined application process are set forth in Section 603(f). A key component of the streamlined application process will likely be a requirement that TIFIA credit assistance is provided on the DOT's standard terms as set forth in the loan agreement templates on the TIFIA website: <https://www.transportation.gov/tifia/tifia-loan-term-sheet-and-agreement>. Project sponsors should indicate in their Letters of Interest whether they are requesting the streamlined process and, if so, demonstrate how they meet the criteria.

As noted above, the project sponsor must submit \$250,000 to the DOT before the DOT hires financial and/or legal advisors as part of the Letter of Interest review process (subject to availability of the set-aside for small projects, as discussed above). This amount is due upon request by the DOT. Project sponsors will be invoiced for any costs in excess of \$250,000 incurred by the DOT from its outside financial and legal advisors (subject to availability of the \$2 million set-aside for small projects, as discussed above). More detailed information about these costs can be found in the TIFIA Program Guide, which is in the process of being updated to reflect the changes made by the FAST Act: <https://www.transportation.gov/tifia/program-guide>.

TIFIA borrowers should expect to track and report certain information with respect to each project's performance. The information may be used to assist the DOT in determining whether TIFIA is meeting the program's goals of leveraging Federal funds and encouraging private co-investment. The DOT may also use the information for

purposes of identifying and measuring performance with respect to goals, strategies, time frames, resources, and stakeholder involvement.

VII. Additional Guidance and Request for Comments

As noted in the Summary section, the DOT is publishing this notice to give project sponsors the opportunity to submit Letters of Interest for the newly authorized funding as soon as is practicable. However, in addition to authorizing funding for TIFIA credit assistance, the FAST Act made some significant changes to the TIFIA program's structure, including the terms and conditions pursuant to which the DOT can provide TIFIA credit assistance. This notice provides guidance about the TIFIA application process and how the DOT will implement some of the changes made by the FAST Act, but it does not provide comprehensive guidance about how the DOT will implement all of the changes made by the FAST Act.

This notice also does not include an exhaustive list of statutory and program requirements, such as the requirement that Federal funding recipients must comply with Title VI of the Civil Rights Act of 1964 and other nondiscrimination requirements. The Background section of this notice identifies the relevant laws that govern the TIFIA program. The FAST Act provides that the Secretary may promulgate such regulations as the Secretary determines to be appropriate to carry out the TIFIA program. The TIFIA regulations (49 CFR part 80), which provide specific guidance on the program requirements, were last updated in 2000. The DOT will continue to evaluate, based on stakeholder feedback and experience with implementation of new provisions contained in the FAST Act, whether future regulatory updates would be beneficial, and if so, what subject areas they would cover. The primary document that the TIFIA program uses to

provide ongoing program guidance is a “Program Guide” published on the TIFIA website. The DOT is updating the TIFIA Program Guide to reflect changes to the program under the FAST Act and will endeavor to address comments received in response to this request for comments. For additional guidance, applicants are encouraged to check the TIFIA program website regularly to obtain updated programmatic and application information. DOT staff are also available to provide technical assistance on a real-time basis.

Because of the significance of the changes made by the FAST Act to the TIFIA program, this notice invites interested parties to submit comments about that program’s implementation of the FAST Act and the DOT’s guidance for awarding TIFIA credit assistance. Interested parties can provide comments on any aspect of the DOT’s implementation of the TIFIA changes made by the FAST Act, including identifying specific topic areas where additional clarification or guidance would be beneficial to potential applicants. The DOT is particularly interested in comments from interested parties regarding the provisions in the FAST Act relating to rural projects fund capitalizations and SIBs. The DOT will consider these comments as it continues to implement the program and develop supplemental program guidance. The instructions for submitting comments are included below.


Comments should be sent to the DOT by April 11, 2016. Late-filed comments will be considered to the extent practicable.

Authority: 23 U.S.C. 601-610 (as set forth in the FAST Act); 49 CFR 1.48(b)(6); 23 CFR part 180; 49 CFR part 80; 49 CFR part 261; 49 CFR part 640.

Issued on: March 7, 2016.

Anthony R. Foxx,
Secretary.

[FR Doc. 2016-05640 Filed: 3/10/2016 8:45 am; Publication Date: 3/11/2016]


North Central Texas Council of Governments
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transportation

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[Car Care Clinics 2016](#)
[Clean Vehicle Information](#)
[Major Air Pollutants](#)
[Funding Opportunities](#)
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[State Implementation Plan \(SIP\)](#)
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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](#)

[Home > Transportation > Air Quality > Clean Vehicles](#)
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Current Vehicle Grant Funding Opportunities

	Eligible Focus Areas								Eligible Applicant Type
	Heavy-Duty Vehicles					Light-Duty Vehicles			
	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	
Click the links below for a program description and relevant dates and details.	X								General Public, Private Sector
Advanced Systems Level Technology Development, Integration, and Demonstration For Efficient Class 8 Trucks (SuperTruck II) NEW! Concept Papers Due: 4pm, March 30, 2016 Application Deadline: 4pm, May 10, 2016			X						General Public
AirCheckTexas Drive a Clean Machine Program						X			General Public
2016 Clean Diesel Call for Partners NEW! Deadline: 5pm, April 15, 2016			X	X	X	X			General Public, Private Sector
Clean Diesel Funding Assistance Program FY 2016 NEW! Deadline: 3pm, April 26, 2016	X	X	X	X	X				Public Sector
Drayage Loan Program Deadline: First Come, First Served		X			X				Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X	X	X		Private Sector
Propane Vehicle Incentives for	X	X		X		X	X		Public Sector,

Texas											Private Sector
Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: First Come, First Served until May 26, 2017	X	X	X	X		X					Public Sector, Private Sector, General Public

[NCTCOG Funding Opportunity Archive](#)

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

3/15/2016 3/15/2016 BM/MG

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North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

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Car Care Clinics

Is your
**CHECK
ENGINE
LIGHT** on?

or

Do you
need a
**FREE CAR
CHECKUP**
?

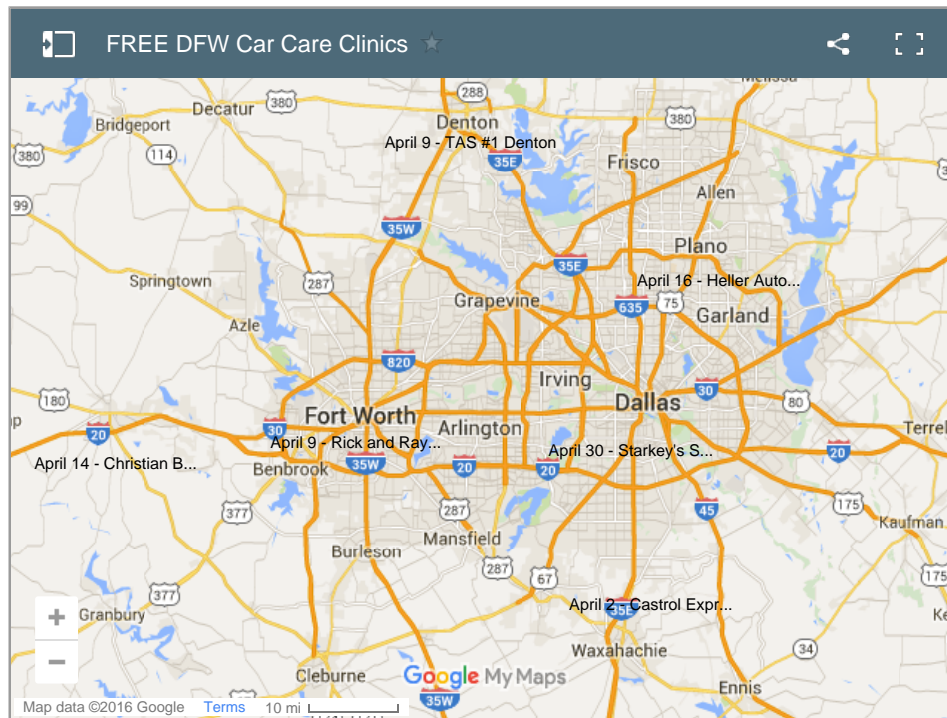
**FREE CAR CARE CLINICS
IN APRIL 2016**

**WHERE
?**

**Six locations
throughout the
Dallas-Fort
Worth area**

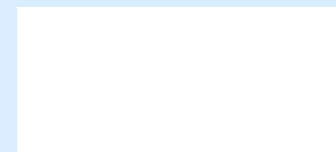


MORE INFORMATION >>>



North Central Texas Council of Governments

Local repair shops have partnered with the North Central Texas Council of Governments to provide this free public service.



[Air Quality Home](#)[Air Quality Programs](#)[Air Quality Committees](#)[Air Quality Policy and Regulations](#)[Car Care Clinics 2016](#)[Clean Vehicle Information](#)[Major Air Pollutants](#)[Funding Opportunities](#)[Ozone Information](#)[State Implementation Plan \(SIP\)](#)[Transportation Conformity](#)[Transportation Home](#)

2016 Clean Diesel Call for Partners

Applications Due: 5 pm CST, April 15, 2016

The North Central Texas Council of Governments (NCTCOG) anticipates submitting a grant application on behalf of the North Central Texas region for the Environmental Protection Agency's (EPA's) Clean Diesel Funding Assistance Program Fiscal Year (FY) 2016 Request for Proposals (RFP). This program is intended to reduce emissions from diesel engines through a variety of projects. To identify projects to be included in the grant proposal, NCTCOG is administering the 2016 Clean Diesel Call for Partners (CFP) to solicit applications from entities wishing to implement eligible vehicle or equipment activities to reduce diesel emissions. To be included in the NCTCOG proposal, vehicles/equipment must operate within the ten-counties currently designated as nonattainment for the pollutant ozone - [Collin](#), [Dallas](#), [Denton](#), [Ellis](#), [Johnson](#), [Kaufman](#), [Parker](#), [Rockwall](#), [Tarrant](#) and [Wise](#).



 Select Language ? ?

Importance of Emissions Reduction

Funded projects will help reduce vehicle emissions and help the DFW region meet federal ozone standards. High ozone concentrations pose a risk to human health, the environment, wildlife, agriculture and manufactured structures in the region. [Ozone](#) nonattainment can also cost the region economically – businesses may be subject to more strict regulations.

Focus Area

The NCTCOG proposal will target vehicles or equipment used for **goods movement** purposes at locations such as terminals, intermodal facilities, rail yards, and/or airports, which have been identified as focus areas by the EPA. All projects must address existing diesel emissions occurring in activities associated with goods movement.

Emphasis will be placed on the following types of diesel vehicle/equipment:

- Airport ground support equipment
- Locomotives
- Drayage trucks
- On road vehicles with a gross vehicle weight rating of 16,000 pounds or more used in cargo handling or other goods movement purposes
- Non-road engines, equipment, and vehicles used in cargo handling or other goods movement purposes

Call for Partners Details

- Eligible Applicants include: public, private, and nonprofit entities operating in the [ten-county ozone nonattainment area](#).
- Anticipated project start date is October 1, 2016.
- 25-60% in grant funding will be awarded to eligible projects.
- All projects must achieve a reduction in NO_x emissions.
- Partners chosen must submit a letter of commitment for grant-required matching funds.
- Projects that benefit the community may be given priority.
- Applicants must have adopted the [Clean Fleet Policy](#) prior to the receiving grant award.
- **Applications are due "in-hand" by 5 pm Central Time on Friday, April 15, 2016.**

Anticipated Award Notice - June 2016

Call for Partners Materials

- [Intent to Submit Form](#)
- [Application](#)
-

Frequently Asked Questions

- **Letter of Commitment**
- **EPA Clean Diesel RFP**

For any questions or comments, please contact aqgrants@nctcog.org or Lori Clark at 817-695-9232.

3/31/2016 BM/MG

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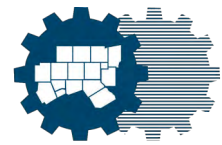


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Main Operator: (817) 640-3300 | Fax: (817) 640-7806

WHAT DO YOU THINK? TELL US.

Regional Transportation Public Input Opportunity



North Central Texas
Council of Governments

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, are seeking public input.

Information will be posted online at www.nctcog.org/input for public review and comment April 11 - May 10, 2016.

To request printed copies of the information, call 817-608-2335 or email jstout@nctcog.org.

Submit comments and questions to NCTCOG:

E-mail: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, Texas 76005

Online Review & Comment:

Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP)

Modifications

The UPWP for regional transportation planning provides a summary of the transportation and air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the Fiscal Year 2016 and Fiscal Year 2017 UPWP will be presented for public review and comment.

Start of 2016 Ozone Season

The 2016 ozone season began March 1, and the Dallas-Fort Worth region does not meet the federal air quality standard for the pollutant ozone. To improve air quality and protect public health, NCTCOG staff implement various projects and programs in the region and will present strategies that individuals, businesses and local governments can implement to reduce air pollution. The Environmental Protection Agency's revised 2015 eight-hour ozone standard, 70 parts per billion, and the anticipated timeline for designations under the new standard will also be highlighted.

Transportation Control Measure Substitution

During the development of Mobility 2040, the region's long-range transportation plan, NCTCOG staff identified an interim high-occupancy vehicle lane project needing to be replaced with express lanes to help manage congestion in the south Dallas corridor. This project is included in the State Implementation Plan as a Transportation Control Measure, and staff is required to replace the interim HOV project with another project yielding the same air quality benefits. In coordination with the Environmental Protection Agency and Texas Commission on Environmental Quality, this substitution is expected to be completed by May 2016. Details of the substitution will be presented for public review and comment.

www.nctcog.org/input

For special accommodations due to a disability or language translation, call 817-608-2335 or email jstout@nctcog.org. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por email: jstout@nctcog.org. Se harán las adaptaciones razonables.*

MINUTES

Regional Transportation Council PUBLIC MEETINGS

2017-2020 Transportation Improvement Program

Update on Efforts to Better Link Schools and Transportation

Meeting Dates and Locations

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

1. Tuesday, March 15, 2016 – 6:30 pm – Hebron & Josey Public Library (Carrollton); attendance: 4; moderated by Sandy Wesch, Project Engineer
2. Wednesday, March 16, 2016 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 12; moderated by Christie Gotti, Senior Program Manager
3. Monday, March 21, 2016 – 6:30 pm – Bessie Mitchell House (Grapevine); attendance: 7; moderated by Christie Gotti, 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. Draft 2017-2020 Transportation Improvement Program – presented by Adam Beckom (Carrollton); Wade Haffey (Arlington); Heather Haney (Grapevine)
2. Update on Efforts to Better Link Schools and Transportation – presented by Karla Weaver (Carrollton); Patrick Mandapaka (Arlington); Kathryn Rush (Grapevine)

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 public meeting held in Arlington March 16, 2016, was posted at www.nctcog.org/video.

Each person who attended 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

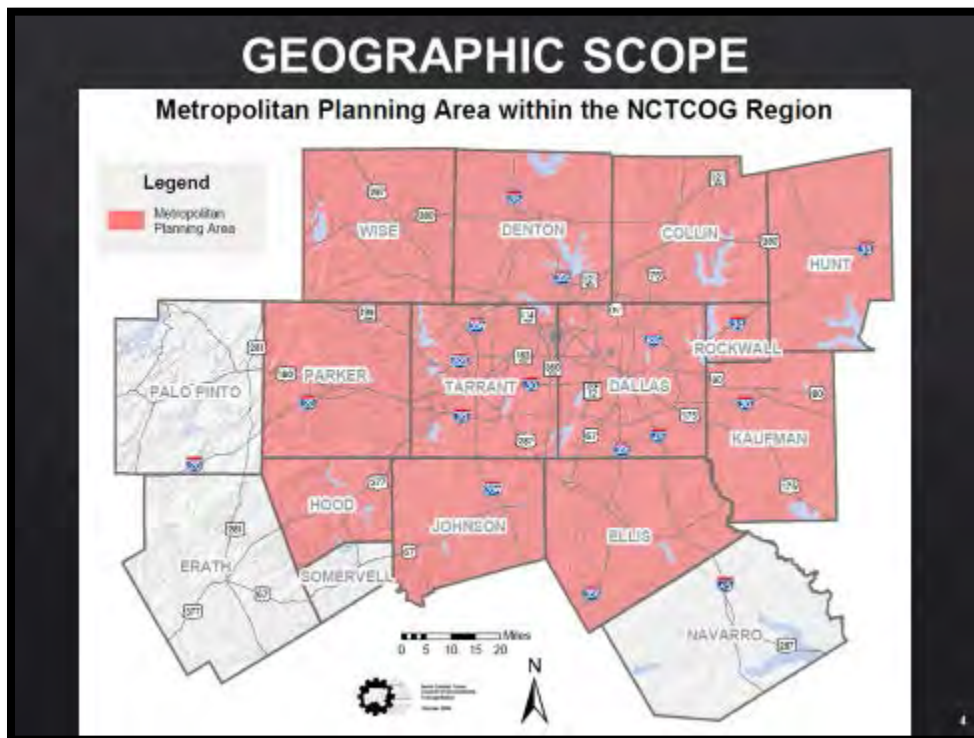
- **2017-2020 Transportation Improvement Program for North Central Texas & Milestone Policy Implementation**
 - **What is the TIP?**
 - Transportation Improvement Program (TIP)
 - Federal and state mandated inventory of transportation projects
 - Contains projects funded with local, state and federal funding sources
 - Covers four years of available funding
 - Updated on a quarterly basis

- Redeveloped every two to three years

- **A Collaborative Effort**



- **Geographic Scope**



- **Development Process**
 - Review all existing projects and solicit additional locally funded projects
 - Make needed adjustments to existing projects (staging, funding and scope)
 - Develop revised project listings
 - Balance project listings to estimated revenue
 - Conduct mobility plan and air quality review
 - Solicit public review (process, draft listings and final listings)
 - Finalize project listings and submit to partners

- **Draft Project Listings**
 - Seeking public review and comments of draft 2017-2020 TIP roadway and transit listings
 - Available at meeting today (electronically) and at the following address:
<http://www.nctcog.org/trans/tip/17-20/17-20ProjsMarPublicMS.pdf>
 - Provided electronically due to the length of the file (≈ 400 pages)
 - Attachments include roadway and transit reports
 - Transit listings also made available in public meeting packets

- **Scope of Programming**
 - \$3.56 billion in 2017-2020 TIP (roadway and transit)
 - \$1.08 billion in federal commitments
 - \$0.48 billion in state commitments
 - \$0.26 billion in regional commitments
 - \$1.36 billion in local commitments
 - \$0.38 billion in transit commitments
 - Over 875 active projects (roadway and transit)
 - Seventy-one implementing agencies (roadway and transit)

- **Milestone Policy Implementation Background**
 - In June 2015, the Regional Transportation Council (RTC) approved the Project Milestone Policy
 - Projects funded 10 or more years ago in which construction has not started are affected
 - In November 2015, agencies submitted responses regarding the status of projects for review
 - Agencies could justify keeping projects by:
 - Providing a realistic, achievable schedule
 - Providing documentation of policy board support
 - Documenting the availability of local matching funds

- **Milestone Policy Implementation Intended Outcomes**
 - Increase the amount of available funds for priority, “ready-to-go” projects
 - Provide a realistic assessment of project status for decision-making
 - Balance project construction schedule capacity with the current financial constraints

- **Funding by Selection Authority and Milestone Status**

2017-2020 TIP DEVELOPMENT

FUNDING BY SELECTION AUTHORITY AND MILESTONE STATUS

Funding Type	In \$ Millions					Total
	Possibly Proposed to Cancel	Under Construction or Recently Let (Confirm Funding)	Possibly Confirm Funding (Policy Discussion Needed)			
			Delayed to FY 2016	Delayed to FY 2017	Delayed to FY 2018+	
RTC-Selected Funding Categories*	.56	50.44	119.88	35.06	44.21	250.15
Non-RTC-Selected Funding Categories**	2.02	16.97	21.22	21.53	19.28	81.02
Total	2.58	67.41	141.10	56.59	63.49	331.17

*Congestion Mitigation Air Quality Improvement Program, Surface Transportation Program-Metropolitan Mobility, Regional Toll Revenue, etc.
 **TxDOT Engineering Funds, TxDOT Right-of-Way Funds, Local Funds, etc.

- **Timeline/Action Table**

2017-2020 TIP DEVELOPMENT

TIMELINE/ACTION TABLE

May 2015–Jan 2016	Met with implementing agencies, gather data
Jan. 2016	Draft listings – Technical committee for information
Feb. 2016	Draft listings – Policy Board for information
Mar. 2016	Draft listings – Public meetings Final listings – Technical Committee for action
Apr. 2016	Final listings – Policy Board for action
May 2, 2016	Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal
Aug. 2016	TxDOT Commission approval (for STIP)
Oct. 2016	Anticipate federal/State approval (STIP)

- **Next Steps**

- Seek public review and comment on:
 - Draft 2017-2020 TIP project listings
 - Draft Milestone Policy recommendations

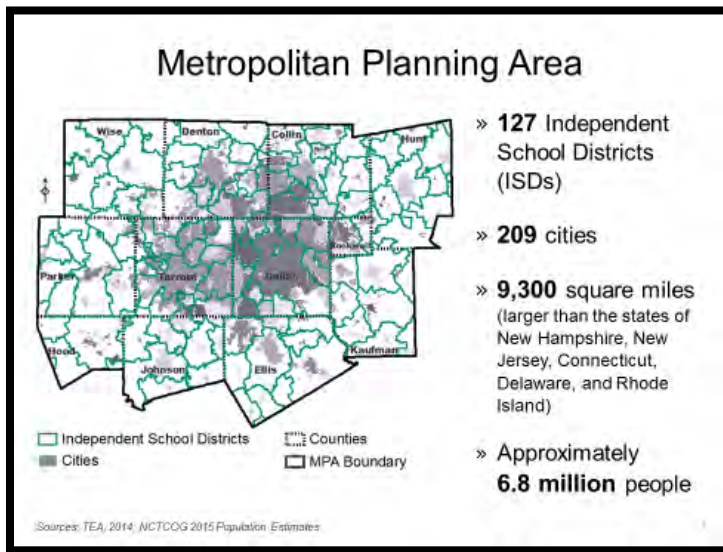
- Draft roadway and transit reports available <http://www.nctcog.org/trans/tip/17-20/17-20ProjsMarPublicMS.pdf>
- Comments are needed by April 13, 2016

B. Update on Efforts to Better Link Schools and Transportation

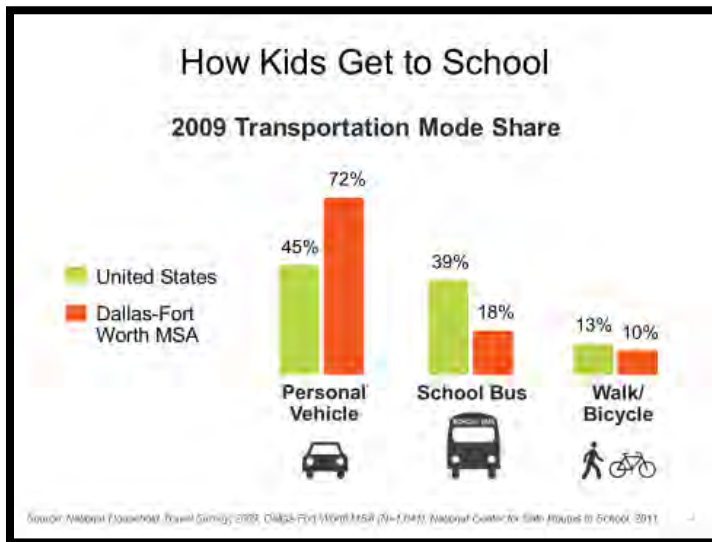
- **Presentation Agenda**

- Recent school transportation trends, and why it's significant to the region's quality of life
- Past coordination efforts
- TIGER Grant - Community Schools and Transportation Program
- What you can do

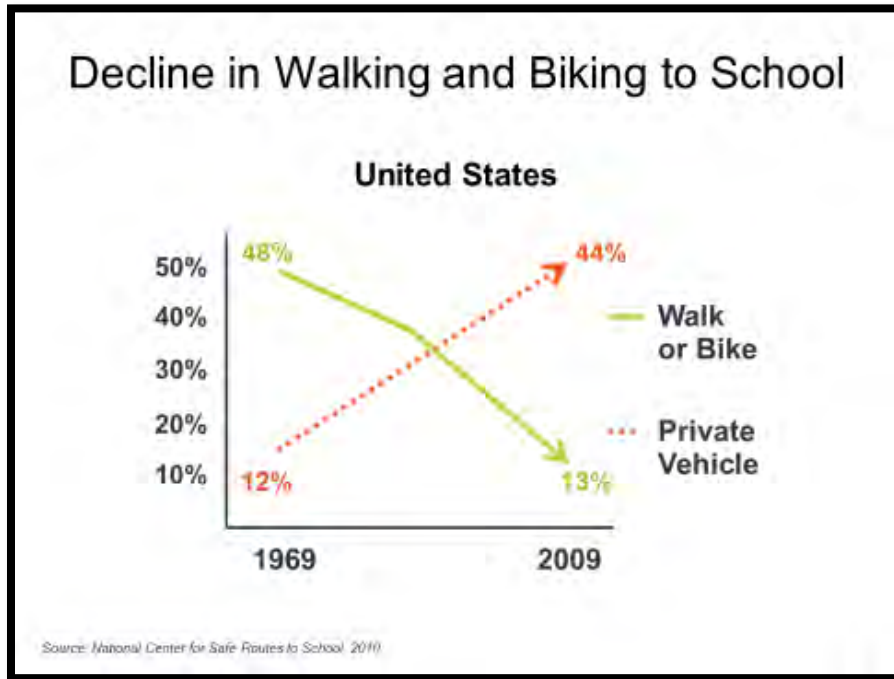
- **Metropolitan Planning Area**



- **2009 School Transportation Mode Data**



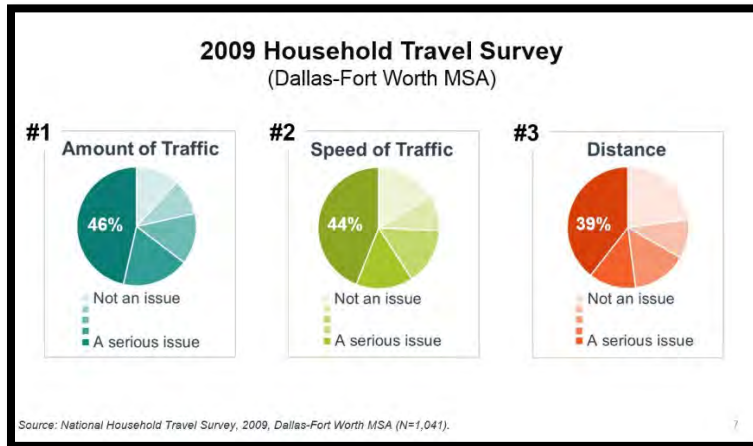
- Decline in Walking and Biking to School



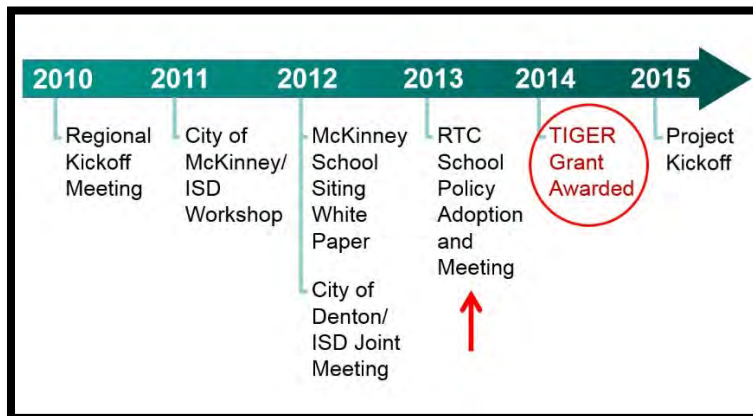
- Effects from the Decrease in Walking and Biking to School



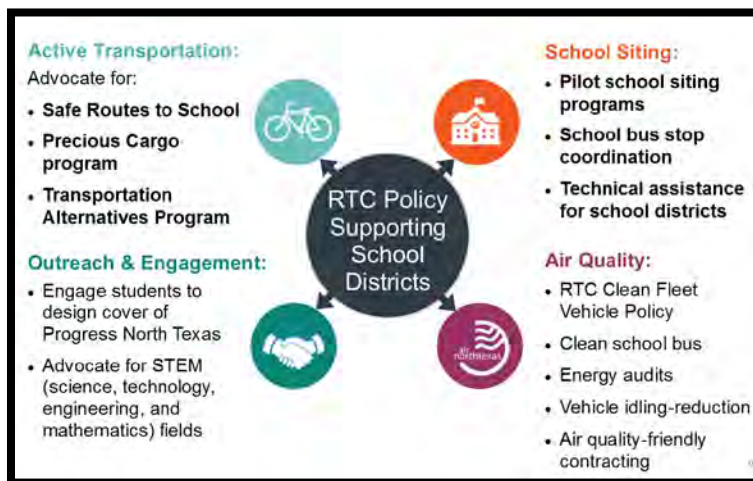
- **The Greatest Issues Affecting Walking and Biking to School**



- **Previous Sustainable Development Initiatives**



- **Regional Transportation Council (RTC) Policy Supporting School Districts**



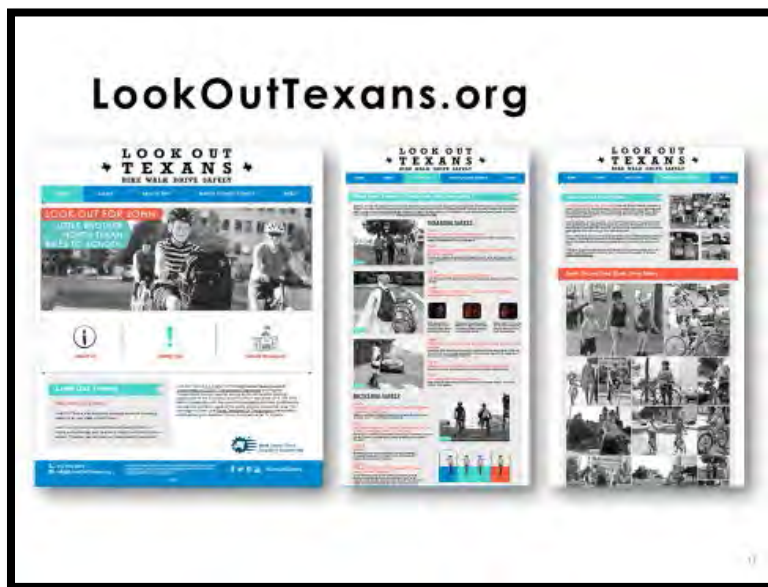
- **Community Schools and Transportation Program (TIGER Grant)**
 - Encourage interagency coordination

- Advance long-term planning for school siting
- Improve transportation safety near schools
- Promote multimodal transportation options to schools
- **Interagency Coordination**
 - Two hundred and nine cities and 127 independent school districts
 - Goals
 - Coordinate land-use planning efforts
 - Coordinate transportation planning efforts
 - Remove policy barriers
 - Outcomes
 - Policy workshops
 - Regional School Coordination Task Force
 - Training events
 - Website
- **School Siting**
 - What is School Siting?
 - The process by which a decision is made on where to locate schools, either by:
 - ❖ Building a new school
 - ❖ Renovating an existing school
 - ❖ Closing/consolidating existing schools
 - Areas of Analysis
 - State and local policies related to school siting and land banking
 - Land banking programs and best practices
 - Demographic projections: ISD, city and regional
 - Outcome
 - School Siting Guidebook
- **Transportation Safety**
 - Areas of Analysis
 - Bicycle/pedestrian safety audits around pilot schools
 - Outcomes
 - Recommendations for bicycle/pedestrian safety around schools
 - Bilingual bicycle/pedestrian safety education program
 - Transportation safety information guide
- **Multimodal Transportation**
 - Areas of Analysis
 - Housing-school transportation connections, traffic flow and congestion at pilot schools
 - Coordinating public transit and school transportation
 - Outcomes
 - Recommendations for school transportation accessibility
 - Guide to coordinating public transit and school transportation
 - Identify transportation choices

- **What You Can Do**

- Let us know: Are there any elementary or middle schools that would be a good fit for pilot project analyses? (bicycle/pedestrian safety, transportation connections, traffic congestion and flow)
- Teach your kids or grandkids about bicycle and pedestrian safety using the tips on LookOutTexans.org
- Start a walking school bus at your school
- Encourage your local government to improve sidewalks and crosswalks around your school
- Map out a safe route with your child from home to school

- **Look Out Texans Safety Campaign**



- **What is a walking school bus?**

What is a Walking School Bus?

A group of children walking to school with one or more adults.

Getting started with an informal bus:

1. Invite families who live nearby.
2. Pick a route and take a test walk.
3. Decide how often the group will walk together.
4. Have fun!

C.C. Moss Elementary, Fort Worth ISD

A photograph showing a group of children walking along a sidewalk. In the foreground, a child is holding a large, yellow, bus-shaped cutout. Other children are walking behind them, some carrying backpacks. The background shows a school building and trees.

Image courtesy of Fort Worth Star-Telegram.

For more information, visit www.walkingschoolbus.org/resources.html

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Draft 2017-2020 Transportation Improvement Program

Deborah Spell, State Representative Chris Turner's Office (Arlington)

- A. Further explanation of the milestone policy

Question: Can you further explain the "proposed to cancel" category listed under the milestone policy?

Summary of response by Christie Gotti: The idea is to review projects 10 years or older that haven't gone to construction and decide whether or not they are still high priorities for the region. We asked local agencies to give us the latest and greatest information about those projects and sorted them into categories. That first category is a subset of projects we think can be canceled based on feedback provided by the local elected officials and agencies involved with the projects.

Erin Moore, Commissioner Theresa Daniel's Office (Arlington)

- A. Concrete deadlines for milestone policy

Question: Are you going to introduce stricter deadlines for the milestone policy?

Summary of response by Christie Gotti: That's a great question. We showed the same list you're seeing here today to our technical committee and policy board last month and earlier this month. We asked them what they want us to do with this subset of projects that have not yet gone to implementation, but local elected officials have said they're still a priority and a local match has been identified. Both the committee and policy board requested staff recommendation on the policy. Staff are thinking if you can't get a project done in 10 or 20 years, we're going to cancel it. If people in this room or watching at home have suggestions on how to handle the policy, we want to hear them.

Updates on Efforts to Better Link Schools and Transportation

Jenifer Reiner, Camp Bowie District (Arlington)

- A. Relationship between efforts to better link schools and transportation and Safe Routes to School program.

Question: How do the efforts to better link schools and transportation coordinate with the Safe Routes to School program?

Summary of response by Patrick Mandapaka: We plan to coordinate with our partners in this area to identify pilot projects related to transportation safety. The effort to better link schools and transportation is a planning project so it doesn't have any direct infrastructure funding, but we do have our transportation alternatives program that provides funding for connections to schools.

- B. High schools as pilot projects

Question: Can high schools be considered for a pilot project?

Summary of response by Patrick Mandapaka: We'll be looking at all kinds of schools, including charter schools.

Andrew Allen, Citizen (Grapevine)

A. Interdependent relationship between transportation to schools program and air quality

Comment: The report on transportation to schools surprised me. You seem to use air quality to justify spending money on the program. I like the program, and I think walking and riding the bus to school sounds like a good thing and can be done by the schools themselves. However, we have DFW Airport out here. There's nothing worse for air quality in this community than the airport.

Summary of response by Kathryn Rush: One of the reasons air quality is often talked about in the context of walking and biking is because kids are so susceptible to the negative effects of air quality.

Summary of response by Christie Gotti: Our agency is tasked with focusing on the mobile sources of air quality. Although we work with the airport to reduce emissions, there's nothing we can do about the jets. We're not directly accountable for airport traffic. Our goal is to look at every place where air quality can be positively impacted. It may be a small part of the air quality picture, but it is part of the picture.

Question: Is tax money being spent on this?

Summary of response by Christie Gotti: Yes, we are spending taxpayer dollars to work on each of those individual components. We will send your comments to the RTC, but we are getting competing voices on all sides. We're trying to do what we can, where we can.

Other

Jim Moffitt, Citizen (Carrollton)

A. Inclusion of air quality plan and review in the transportation development process

Question: You mentioned including an air quality plan and review in your development process. Is that component published?

Summary of response by Adam Beckom: A project has to be consistent with the Mobility 2040 plan in order to be included in the final TIP document.

Summary of response by Sandy Wesch: To help clarify, we started a year and a half ago on the next mobility plan and made 2040 the horizon year. We looked at projected demographics and future transportation needs and worked with local governments and transit agencies to find out what they're planning. Mobility 2040 went through a public involvement process and was approved by the RTC last week. This multimodal plan must be financially-constrained and contains an air quality conformity component. We work with our air quality partners, EPA, TxDOT, TCEQ, FTA and FHWA, to make sure we have clean air because we are nonattainment for ozone. They set budgets for us, and we look at our emission rates for each horizon year to

make sure we're within those budgets. We've finished the initial conformity runs, and they're being sent to the partners for review and approval, which we expect to receive in the June/July timeframe.

B. Air quality performance measures

Comment: Are there performance measures for air quality monitoring? I've been looking at the data, and the changes from 2014 to 2015 are not good. I live in the Lewisville/Denton area, which has one of the worst air monitoring stations in the state.

Summary of response by Sandy Wesch: There are performance measures. A budget is set, and we have to run the measures against that budget. There are also a lot of factors to consider. We're required to have a State Implementation Plan that includes specific details on what we're doing to try and bring the region into attainment. That plan is posted online, and there's information on our website about transportation control measures. One of the biggest factors for air quality issues in this area is vehicle-use. However, transit, light rail and sustainable development do help us get cars off the road. Cars are also becoming cleaner.

William Lovas, Citizen (Carrollton)

A. Status of the Cotton Belt line

Question: What's the status of the Cotton Belt line?

Summary of response by Sandy Wesch: The Cotton Belt line is still in the plan. There was discussion about initiating an interim Bus Rapid Transit service while rail is being built.

Comment: Why is it taking so long? The tracks are done. Why can't they modify the tracks and get the service running?

Summary of response by Sandy Wesch: Unfortunately, part of the issue is funding. DART is looking into it. I'd have to get back to you with specifics. The RTC would like to expedite rail in the Cotton Belt corridor as quickly as possible, and they've taken policy action on this particular topic.

John McGee, Citizen (Grapevine)

A. Safety of Grapevine roads under construction

Comment: I've lived in Grapevine for 40 years. I think southbound SH 121 is a nightmare in the afternoons. The primary choke point is just past Cheek-Sparger Road. That area needs some immediate attention.

Summary of response by Christie Gotti: TxDOT is currently reviewing how to improve that particular area. It isn't funded yet, but we have it on our priority list so we can find a solution. We did just fund the other half of SH 121 at SH 360, and we're going to put in some northbound ramps. We're working on it, but it's a work in progress.

Comment: The main problem seems to occur from Glade Road down to Murphy Drive, especially to Hardwood Road. It's dangerous. I don't know how soon they plan to work on it, but by the time a third lane is built, it will already be obsolete.

Summary of response by Christie Gotti: It's a problem we always have. They'll probably put some managed lanes in the middle to get you to the other managed lane farther south.

B. Cost of toll roads

Comment: Do you have any input on the cost of toll roads? The cost varies depending on the time of day and the amount of traffic on the road, and that discourages a lot of people from using those lanes. I personally don't have to use them much, but it seems to me they've built a toll road that isn't obtaining maximum utilization. The choke points I think engineers really need to improve are where Stone Myers Parkway, SH 360 and SH 121 merge, where SH 183 and IH 820 split and at Cheek-Sparger Road. Stone Myers is one of the most dangerous intersections I've ever seen. It's a major traffic concern because the people on the access roads pay no attention, and the traffic exiting from southbound SH 121 has the right of way there.

Summary of response by Christie Gotti: The managed lanes you're referring to are intended to cost more than regular toll lanes. On SH 121, SH 183 and IH 820, they're trying to manage the flow of traffic and provide an outlet during the peak period so people can get where they need to be on time. I know not everyone agrees with it, but the policy officials of the region are trying to manage traffic as we continue to grow over the next few decades. In regards to the choke point on IH 820 near the North East Mall area, we just funded a project to widen that road with non-tolled lanes.

Comment: Nothing was done to improve safety at the intersection by the North East Mall until there were two fatal accidents. It's much better now but that should've been done a long time ago.

C. Widening of Glade Road and Cheek-Sparger Road

Question: Do you have any input on the widening of Glade Road or Cheek-Sparger Road?

Summary of response by Christie Gotti: We have coordinated with the city in that area, and we don't think widening will happen in the foreseeable future. We can coordinate with people and fund projects, but we cannot force people to widen roads. I know Colleyville had a vote last year regarding Glade Road, but while they voted to improve it, it won't be widened. We'll coordinate with the city of Grapevine to see if there's anything we can do about Stone Myers Parkway.

D. Rail service in Grapevine

Comment: The hardest thing is going to be trying to get Texans to give up driving their vehicles. I love to get in my car and drive. I don't know why we didn't build light rail up to the Texas Motor Speedway, but they widened IH35W because the Speedway is an economic engine just like the DFW Airport. They won't be able to run light rail up here any time soon unless they do something about the condition of the rail beds the Grapevine Railroad is currently using. The railroad is becoming a very touchy item in Grapevine because tax money has been collected for several years and none of it is being spent to build a rail line out here.

Summary of response by Christie Gotti: The TEX Rail project will be putting passenger rail on the rail corridors in Grapevine. You will see an investment of the public dollars in a rail system.

Andrew Allen, Citizen (Grapevine)

A. Cost per mile to operate transit

Question: Do you know how much it costs taxpayers per mile to operate DART?

Summary of response by Christie Gotti: I don't think we can give you the number off the top of our heads, but we can get those cost numbers for you. DART sends us monthly reports. We can also provide the same numbers from DCTA as well as bus ridership numbers from The T.

Kenny Day, DART/TRE (Grapevine)

A. Building transit services on major highway rights of way

Comment: It seems like we tend to build more roads in this region instead of putting mass transportation down the middle of our highways. We get to a choke point and dump millions of dollars into a road to build more lanes, but two years after the project is done, we need two more lanes. After a while we run out of right of way. I've seen projections stating Dallas-Fort Worth will be the fastest growing area over the next 25 years. If you study areas like Chicago, D.C., New York and other countries, they're putting in mass transportation to free up their highways.

Summary of response by Christie Gotti: We will pass your comments on to the RTC. They do have a transit vision in the Mobility 2040 plan, but there is not a lot of rail in the highway rights of way. We have added rail to the side of a highway. For example, we built the Red Line alongside U.S. 75. It's also very expensive. If you're building on flat ground, a line of light rail costs \$60-70 million per mile. However, one of the things our region has focused on is the conversion of existing rail line into passenger rail. It's less expensive and about \$20-30 million a mile. The DCTA had an existing rail corridor and converted it into passenger rail, and we're working on doing the same thing with the TEX Rail line out of Fort Worth and into the Cotton Belt corridor.

Comment: I know not everyone wants to get on a train, but NCTCOG should look at projects like the ones they've done in India. The country puts the systems up above. Many, many years ago New York liked their cars, and they finally had to come to terms with the growth and adopt a much more transit-oriented system. Dallas is getting to that point. At least for the daily commuters, options should be available to them. I would really consider using commuter rail instead of light rail. Light rail is a lot more expensive.

Summary of response by Christie Gotti: We'll make sure to pass your comments along.

Susan Kenney, SGK Associates (Grapevine)

A. Rail services in Fort Worth

Question: Will the TEX Rail go all the way to Plano?

Summary of response by Christie Gotti: TEX Rail itself goes to DFW Airport, but the same rail corridor is called the Cotton Belt east of the airport. The plan is to go all the way through Carrollton, Dallas, Richardson and Plano.

Question: Would you switch trains at the airport?

Summary of response by Christie Gotti: The idea is to have a one-seat ride, but you can take the Orange Line, which is a light rail train, to the airport and that would require a transfer. We worked pretty closely with our transit providers on both sides of the region and to the north to ensure you won't have to transfer between rail services if you want to travel from one side of the region to the other.

Question: Do know when the project will be completed?

Summary of response by Christie Gotti: The TEX Rail portion is already underway. It's the portion that goes from downtown Fort Worth over to the airport. They've been conducting environmental clearance and are about to get started on construction. The part to the east is currently unfunded. As part of the Mobility 2040 plan that just got approved, we established a partnership with cities and transit authorities along that corridor so we can develop a funding plan and start moving ahead. There's not a concrete funding solution yet so stay tuned.

Comment: I live in north Fort Worth, and I'd love to see rail along IH 35W going into downtown Fort Worth. If you needed to use existing rail, there's also a line along Denton Highway.

Summary of response by Christie Gotti: We do consider existing rail corridors. The line you just mentioned is actually part of Union Pacific, and I don't think they'd allow us access to their corridor. However, we do work with railroad freight providers to see if we can tag on to less busy lines. We have also identified special route services that would go up to Texas Motor Speedway and to other facilities for special events. We do have conversations going on, but they haven't progressed.

Comment: I heard that, too. Being a resident in north Fort Worth, I think money should be spent to help people who travel to downtown Fort Worth every day for work. I also don't understand why they spent so much money to widen IH 35W. Why didn't they build light rail?

Summary of response by Christie Gotti: When they conduct an environmental review, they have to look at all of the alternatives. A lot of the funding invested in that project came from the private sector so I'm not sure if light rail was an option, but I will get back to you with an answer. I'll also pass along your comments about considering more rail in Fort Worth.

B. Cost per mile to build a major highway project

Question: Do you know what the cost per mile was to build SH 114?

Summary of response by Christie Gotti: The total construction cost was \$1 billion. We also spent \$230 million on right of way, design and environmental clearance. The amount of money spent per lane mile is about \$6-10 million for major corridors like that. It costs about \$2-4 million per lane mile for an arterial project.

Comment: So it cost about the same as Denton's transit system?

Summary of response by Christie Gotti: You're correct. Major highway projects are not inexpensive. I would say light rail is a lot more expensive, but it is comparable to passenger rail.

Agatha Benjamin, U.S. Environmental Protection Agency (Arlington)

A. Advertising and outreach for public meetings

Question: What are you all doing to increase the public's awareness of these meetings? I noticed your Tarrant County meeting is usually held at 2:30 pm when a majority of people are at work or in school.

Summary of response by Christie Gotti: That's a good question. We have a variety of outreach activities. We send out notifications to about 9,000 people for each input opportunity. Additionally, we advertise in papers, on our website, at libraries and with various community outlets. We usually hold three meetings for each public involvement cycle. Our goal is to have meetings at various times and locations throughout the region, but we are a very large region so we can't be in every county for every cycle. We've also received comments in the past that we shouldn't host all of our meetings at night because some people cannot attend during that time. It's a balancing act to try and get as many people involved as we can. We hold meetings at different locations and times depending on the topic, and we tend to pick this location because we have the ability to record the meeting and post it on the website for more people to view. When we last updated our Public Participation Plan, we incorporated more online and streamlined opportunities. We cannot force people to come, but we do try to do as much as we can.

Comment: I have not seen any advertisements regarding these meetings on radio or TV. I only know about these meetings through my work email.

Summary of response by Jahnae Stout: We do print advertising in the *Star-Telegram* and *The Dallas Morning News* on Sundays, which has the greatest circulation. We do try to have at least one western and eastern evening public meeting. For this particular series, our western meeting is in Grapevine on March 21. We also do some community newspaper advertising but not so much in the Tarrant County area because it's covered so well by the *Star-Telegram*. We advertise in the *Star Local* newspapers, which cover northern Dallas and Collin County. We send fliers to libraries around the region and work with our city secretaries to make information available at municipal offices. We've also tried to make an effort to include community organizations on our distribution list, hoping they can get information out to their stakeholders on our behalf. We're always looking for more ways to engage people. We know it's hard to get people out to a meeting, and it's a great time commitment. We value you being with us here today, but that's why we do the video recording. We've seen a lot of interest in watching the video online and then submitting comments. Regardless of how people comment, it's all compiled into one document that's presented to the RTC.

Deborah Spell, State Representative Chris Turner's Office (Arlington)

A. Time of Arlington public meetings

Question: Is it possible for the meetings here in Arlington to begin at 5:30 or 6:30 in the evening?

Summary of response by Christie Gotti: We can certainly look into it. If we move the Arlington meeting to an evening time, one of the other meetings would need to be earlier in the day to accommodate members of the public who've requested an afternoon meeting. We have another

public meeting in Tarrant County this round in the evening next Monday. It will take place in Grapevine.

Comment: Maybe just rotate the meetings.

Summary of response by Christie Gotti: We'll definitely look into it.

Curtistene McCowan, City of Desoto (Arlington), Mayor Pro Tem

A. Matching grant funds for local cities

Question: Is it possible for you to provide matching grant funds for small cities so they can provide transportation options to senior citizens and citizens with disabilities?

Summary of response by Christie Gotti: We have what are called transportation development credits. The federal government has recognized that our region pays tolls for the highway system. To honor that, they give us credits we can use to offset a local match. You don't have to actually pay the match, and the project essentially becomes 100 percent federal by using them. The RTC receives an allocation of these credits, and we have identified a portion of them, about 5 million a year, that are used for the purpose you're referring to. If you'd like more information, we can connect with you after the meeting.

WRITTEN COMMENTS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Tim Yatko	Citizen	Funding for bicycle and pedestrian projects and programs	Attachment 1



Public Meeting Comment Form

Instructions:

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

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

Name Tim Yatko (tim.yatko@gmail.com)
 Organization _____
 Date 3-21-16
 Meeting Location Grapevine, TX

Please provide written comments below:

I came to hear what was going on around ^{with} transportation projects in North Texas. I would like to submit a school for the pilot "better links for schools & transportation": Springwood elementary in Grapevine, TX.

I'd also like to see an expansion of bike trails, dedicated bike lanes and onstreet markings. There is a lack of connecting for bike commuters and it's unfortunate that so much money is spent on highway and arterial expansion projects ~~at~~ at ~~the~~ the expense of bicycle infrastructure.

You can spend MY tax money on bike infrastructure, or any project that

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: http://www.nctcog.org/trans

improves air quality!!!

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Elaine Laisure, March 8, 2016

While you are planning? When are you planning a toll road to Weatherford? I20 and I30 are congested. I20 need to be three lanes each way through Weatherford. The new 30K houses planned will be dumping traffic on I-30.

MAKE PLANS NOW!

Steve Turner, March 8, 2016

I understand that one of the councils proposals is to re-institute the traffic circles to alleviate traffic problems. I feel that this is a huge mistake. We have had them in the past and couldn't get rid of them quick enough. We still have one dangerous traffic circle in the West Ft Worth area on Camp Bowie. During rush hour you take your life in your hands if you use it. Traffic circles are more dangerous than what we have now and should not be considered or re instituted.

NCTCOG Transportation Department, March 8, 2016

NCTCOG Transportation Update



Judith Matherne, March 9, 2016

Re: My suggestion is to hold one in Rockwall county

Alastair Lyon, March 8, 2016

I was at a public input meeting where the majority of discussion was about the cotton belt line. My input on this project is that I would like that corridor to be developed, but don't really have a preference for bus rapid transit vs rail as long as its part of the dart system and the level of service is equivalent to current rail. Given the noise concerns of the nearby residents and the cost of developing rail and electric bus system seems like it would be a good middle ground and some of the savings could be given back to Addison to compensate them for not getting rail.

Sally and Richard Rossman, March 9, 2016

this program for a train on the cottenbelt will be a disaster no ridership, destroyed neighborhoods and financially disastrous but you will do it anyway because you are the government

Jim Olk, March 15, 2016

In looking at the Mobility 2040 information the City of Lucas is adamantly opposed to expansion of the existing roads and or creation of a Limited Access Road within the city limits of the City of Lucas, Collin County. The City of Lucas will be forwarding a Resolution to that effect in the near future. Thank you for your consideration regarding this comment. Sincerely, Jim Olk, Mayor City of Lucas

Jim Moffitt, March 16, 2016

Sandy,

I want to thank you for the meeting and especially for the convenience of having it so close to Lewisville. Even the TIP and schools & transportation presentations were informative and valuable though they are not my normal area of interests.

I especially appreciate the extra time you spent addressing my concerns that were clearly outside the scope of the agenda. I have had several experiences with NCTCOG personnel being accommodating beyond expectations. It gives me confidence and satisfaction that NCTCOG is staffed with skilled and caring people.

It was a thoroughly enjoyable and worthwhile experience for me and I hope to keep in touch with you.

Rebecca Marshall, March 22, 2016

comments opposing toll projects: use road funds to fund road projects accessible to ALL vehicles only, not toll lanes, HOV-bus lanes or 'managed lanes,' bike lanes or rail. Prioritize road funds to remove toll projects FIRST and do not ADD any NEW toll projects to the plan.

Richard Davey, March 23, 2016

I do not support Tolls of any kind ever! I am not a agenda 21 or agenda 2030 and reject it's premise! No bike trails no running trails no managed lanes or rails. I hope this is clear!

Chris Flanigan, March 25, 2016

Christie-

Following my request made at the STTC Meeting, please accept this correction to the description for the project in TIP Code 83295:

Facility Limits should Read "Alma Drive from Hedgcoxe Drive to SH121". Estimated completion date should also read 10/2018, since the project is being executed in phases. The first phase has just been let and will be under construction next month.

Additionally, you are correct in that the description for TIP Code 83296 could be improved:

Facility Limits should read "McDermott & US75; Stacy & US75; Greenville Ave & Exchange Pkwy" for simplicity.

If this change could be changed in time for RTC presentation, I would be grateful.

Andy Allen, March 30, 2016

Please send me the costs or the web site that has the costs of mass transportation for DART and Denton mass transportation. I want to discover the annual costs of salaries, maintenance, administration, law enforcement, fuel, etc. to operate the buses, cars, and rail. Also the total ridership, average length of ride, and total mileage per rider. Also hours of operation and frequency of vehicles and trains.

I would like to also have the fees collected from passengers, businesses, and other government sources.

I attended the NCTCOG meeting in Grapevine. It was interesting that the meeting site was not near any mass transit.

The above information is to fine the cost per mile per passenger.

Response by Christie Gotti, NCTCOG

Mr. Allen – Thanks for your interest. Below are several web links that Dallas Area Rapid Transit (DART) maintains regularly that contain the information you requested.

DART Links:

<http://www.dart.org/about/dartfacts.asp>

<http://www.dart.org/about/dartreferencebookmar16.pdf>

<http://www.dart.org/debtdocuments/investorinformation.asp?zeon=investorinformation>

The Denton County Transportation Authority (DCTA) also has information available online (especially the financial information), but some of the statistical information you requested is not readily available on their website. I have a call into DCTA to see what information they have in this regard. Once I hear back from them, I will forward additional details to you.

DCTA Links:

<https://www.dcta.net/about-dcta/financial-information/cafr>

<https://www.dcta.net/routes-schedules/a-train>

<https://www.dcta.net/routes-schedules/connect>

<https://www.dcta.net/about-dcta/financial-information/dcta-budget>

Let me know if additional information is of interest to you.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

Trying to fund @nearsouthside 's Hemphill Connector: @cityoffortworth, @NCTCOGtrans, @TxDOT. [http://www.fwtx.com/blogs/fwvoice/saving-fort-worths-hemphill-connector-city-other-agencies-pitching-fund-near-southside ...](http://www.fwtx.com/blogs/fwvoice/saving-fort-worths-hemphill-connector-city-other-agencies-pitching-fund-near-southside...) – Scott Nishimura (@JScottNishimura)



Check out What's New at North Central Texas COG @NCTCOG911 @NCTCOGEP @NCTCOGtrans #regionalism @TCEQNews @GovAbbott @TxDOT – TARC (@txregionalism)

\$210M for one auto interchange & no one bats an eye. Imagine the same unquestioning support for #TransitAlternatives – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans

Improvements coming to HWY 199 in NW Tarrant Co. to increase driver safety, reduce congestion. bit.ly/1KWwAgF

Sadly so much of this development neglects human scale development & creation of place. #CitiesAreForPeople – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans

In 2015, AllianceTexas brought 4K jobs to the region and nearly \$4B in economic impact. bit.ly/1TqMbrD.

28miles, \$850M & no one blinks bc it's autocentric... try to invest any money on #TransitAlternatives & ppl flip out – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans

Midtown Express Project construction will begin earlier than expected. Closures start March 4. bit.ly/1RaI7JU

AAA is estimating that American drivers are spending \$3 billion on vehicle repairs due to potholes. <http://cbsloc.al/1mKh0tc> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Yet the City of Dallas is billions behind on repairs, with no regional support available. Only regional hwys get \$\$\$\$. – Wylie H. Dallas (@Wylie_H_Dallas)

But... But... But... – Angela Hunt (@AngelaHunt)

NCTCOG Transportation @NCTCOGtrans

Plans to remove Dead Man's Curve at Highway 175 and IH 45 in Dallas are moving forward. @TxDOT bit.ly/1T1HEfN

Big day for @CityOfDallas at the #TxTransComm. \$ for congestion-S.Gateway, I-345 savings retention, capacity-635E – Lee M. Kleinman (@LeeforDallas)



Another reminder of why #Texas can't afford to wait to address its #transportation infrastructure needs. – SPI (@myspi)

NCTCOG Transportation @NCTCOGtrans

Congestion indicates a strong economy, but also makes goods expensive. Via @dallasnews More: bit.ly/1oD7zNA

And let's not forget #rail is a god option to move people in congested regions in #texas.
@NCTCOG @dallasnews – Peter LeCody (@railadvo)

NCTCOG Transportation @NCTCOGtrans

Congestion indicates a strong economy, but also makes goods expensive. Via @dallasnews More: bit.ly/1oD7zNA

#WeRunDenton @werudenton @dentonarearc – Carl Seiler (@csxyzy)

NCTCOG Transportation @NCTCOGtrans

Weekend construction at IH 35W & Spur 280 in Ft Worth. @TheCowtown runners should seek alternate routes: bit.ly/1WO5NnT @NTEexpress

All the chickens are finally coming home to roost... you can only kick the can down the road so far. <http://fb.me/4pB0KwMjr> – Wylie H. Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NBCDFW Where are the "regionalists" when Dallas needs help?
@NCTCOGtrans – Dallas May (1DaIM)

@1DaIM @NBCDFW @NCTCOGtrans They're all up north or in Tarrant County.
– Wylie H. Dallas (@Wylie_H_Dallas)

Ask yourself, "are you(and your commute)better now than it was 5yrs ago?"#TransitAlternatives must become a priority – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans

FACT SHEET: FAST Act provides 5 years of federal transportation funding
bit.ly/1oT4ppx

Berry St. (From University to I35) needs a flow for traffic and transport so as to improve the traffic at prime hrs. – Smith Motoring Svcs (@SmithMotorSvcs)

NCTCOG Transportation @NCTCOGtrans

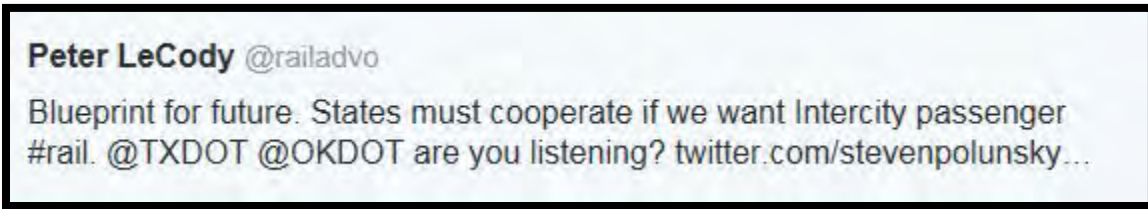
.@cityoffortworth asks public to comment on Berry Street development plan
bit.ly/24xmrXR

Let's give a big round of applause to @NCTCOGtrans for its part in demolishing Dallas' economy! – Wylie H. Dallas (@Wylie_H_Dallas)



@Wylie_H_Dallas Not just Dallas. @NCTCOGtrans is doing a bang up job for Ft Worth, Arlington, Garland, and Farmers Branch too. – Dallas May (@1DaIM)

Regional cooperation works on many scales, from @NCTCOGtrans, to the #TexasTriangle, to multistate organizations! – Loren S. (@txbornviking)



Be sure to follow Arlo's advise this Ozone Season. – WTS Dallas Ft. Worth (@WTSDFW)



@NCTCOGtrans, Check out this framework to discuss #transportation #policy. <http://goo.gl/1r0r4B> #SaludAmerica #health #safety – SaludToday (@SaludToday)
More money wasted on autocentric efforts to "reduce congestion." #TransitAlternatives are our only viable hope. – Loren S. (@txbornviking)



@NCTCOGtrans celebrates 50 years of regional collaboration on transportation solutions. Read more about NCTCOG <http://ow.ly/Z2TBo> – N. TX Tollway Auth. (@TollTagTidbits)

@NCTCOGtrans on this trail right now. A beautiful ride in grapevine – Donitta palmier (@donitta_palmier)



North Texas sprawl continues, but don't count out D-FW urban cores <http://d-news.co/Zb4qp> | @BrandonFormby – Dallas Morning News (@dallasnews)



@dallasnews @brandonformby : I recognize Dallas, Fort Worth, Plano and Arlington, but what's the city in the middle? – SteveL1990 (@SteveL1990)

.@SteveL1990 @dallasnews It's good old Irving. :-) – Brandon Formby (@brandonformby)

@brandonformby @SteveL1990 @dallasnews Did @NCTCOGtrans predict Dallas' loss of 1/4 million jobs to the burbs in the early 2000's? – Wylie H. Dallas (@Wylie_H_Dallas)

"50% of flood deaths are motor vehicle related" #TurnAroundDontDrown @TxDOT @TxDOTFTWPIO @TxDOTDallasPIO – Nicole Hayes, P.E. (@NicoleHayesPE)



@TxDOT @TxDOTFTWPIO @TxDOTDallasPIO Appropriate for today in #Dallas #TurnAroundDontDrown @CityOfDallas @NCTCOGtrans #rainyday – Nicole Hayes, P.E. (@NicoleHayesPE)

Tues., 3/15, at 6:30 at the Hebron/Josey Library in @CarrolltonTX, NCTCOG will be conducting a public meeting. Info: – MayorMatthewMarchant (@MatthewMarchant)

TRANSPORTATION PUBLIC MEETINGS

Draft 2017-2020 Transportation Improvement Program
 The Transportation Improvement Program (TIP) is a federally and state-mandated list of funded projects with committed funding for construction or implementation within a four-year period. A new TIP is developed every two years through a collaboration among NCTCOG, the Texas Department of Transportation, local governments and transportation authorities. Staff will present the draft list of projects to be funded between 2017 and 2020.

Update on Efforts to Better Link Schools and Transportation
 The new Community Schools and Transportation Program encourages improved coordination, site planning and safe, multimodal transportation to and from schools. Although school construction in the region continues to increase, walking and biking to school is historically decreasing. Schools are one of the largest trip generators and expenditures of public funds and have long-lasting impacts on the region's transportation facilities, development and quality of life. Staff will present an overview of the program as well as provide information on community benefits and upcoming public involvement opportunities.

Other Information to be Highlighted at the Meetings:

- Proposed Modifications to the List of Funded Projects
- Vehicle Repair and Replacement Assistance Available Through AirCheckTexas Program
- Clean Fleets North Texas Funding Recommendations
- April Car Care Clinics

TUESDAY, MARCH 15, 2016
6:30 PM
 Hebron & Josey
 Public Library
 4220 N. Josey Lane
 Carrollton, TX 75010

WEDNESDAY, MARCH 16, 2016
2:30 PM
 North Central Texas
 Council of Governments
 616 Six Flags Drive
 Arlington, TX 76011

MONDAY, MARCH 21, 2016
6:30 PM
 Bessie Mitchell House
 411 Ball Street
 Grapevine, TX 76051

For anyone wanting to ride transit to the March 16 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePortDFW Airport Station, contact Jahnese Stout at least 72 hours prior to the meeting at 817-608-2335 or stout@nctco.org.

TRE	CentrePortDFW Airport Station Arrival Options March 16
Eastbound Train	2:18 pm
Westbound Train	2:28 pm

For special accommodations due to a disability or language translation

Today, AAMPO teamed up with @NCTCOGtrans and @houparksboard to talk about Planning and Bikeway Systems #TTAT2016 – Alam Area MPO (@AlamoAreaMPO)



@NCTCOGtrans Regional Transportation adopts the Regional 2040 Mobility Plan @CityOfDallas @TxDOT – Lee M. Kleinman (@LeeforDallas)



Another great RTC meeting. #partnershipsbilddbetterroads @NCTCOGtrans @FreeseNichols – Jude Mark Riley (@judgeriley)

I know what I'm printing at work tomorrow! Can't wait to see inside. #TransitAlternatives or more autocrentricity? – Loren S. (@txbornviking)



Bicyclists must observe all traffic laws: stop at traffic signals, stop signs
<http://LookOutTexans.org> #LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans should implement the Idaho stop. Cyclists all do it anyway, may as well make it predictable for the safety of everyone. – FW Urban Development (@UrbanFortWorth)

I think it would be better to say: motorists, watch out for cyclists and treat them as vehicles at intersections. – Natalie Tull (@Flixtress)



@NCTCOGtrans, cannibalizing & destroying @cityofdallas, for the sake of the region. – Wylie H. Dallas (@Wylie_H_Dallas)

Machines can't tally North Texas car poolers, so how do they get discounts? <http://d-news.co/ZGHwl> | @BrandonFormby – Dallas Morning News (@dallasnews)



@dallasnews @BrandonFormby Did @NCTCOGtrans consider what CA does on the 91- separate carpool-only lane at the point at which tags are read? – Hopkins Horn (@HopkinsHorn17)

Make our streets safer? Study @NCTCOGtrans design standards and recommendations & do the opposite @PhilipTKingston – Dallas May (@1DaIM)



McDaniel says additional \$2M to \$3M would come from @NCTCOGtrans; city has no money budgeted for park – Brandon Formby (@brandonformby)

Officials at AAA say 15-percent of American drivers have to repair their vehicles due to potholes, costing an estimated \$3 billion per year. Read more at, <http://cbsloc.al/1mKh0tc> – NCTCOG Transportation Department



Yet you appear to be doing next to nothing to help Dallas address this very real crisis. How do Dallas citizens benefit from billions of dollars in highways being strung through raw farmland? – Wylie H Dallas

Plans to remove Dead Man's Curve in Dallas are moving forward, after years of planning and delays. The 90 degree turn on Highway 175 will soon be replaced with a straight connection to Interstate 45. <http://bit.ly/1T1HEfN> – NCTCOG Transportation Department



Remember when you guys (Michael Morris & NCTCOG) told the citizens of Dallas that it would be impossible to undertake this project until the Trinity toll road was completed? – Wylie H Dallas

Why are traffic deaths rising? After years of going down, road-related fatalities went up last year. Traffic safety advocates point to two main factors behind the increase. <http://bit.ly/1T7Bwm8> – NCTCOG Transportation Department



Forgot to mention poorly engineered new construction. – Brian Strickland

What about development patterns that encourage/force more driving? Or the car-centric guidelines that result in roads that encourage people to drive faster than posted speed limits? Larger vehicles with more mass and therefore a higher potential to do damage? – Lucas Cepak

Do you want to know what the Texas Department of Transportation is doing to address traffic congestion in DFW and across the state? A new website will tell you. <http://bit.ly/21HyTIU>
#TXclearlanes – NCTCOG Transportation Department

Have you guys ever heard of the term, "induced congestion?" Asking for a friend. –
Wylie H Dallas

Which is the result of 1950s thinking still holding sway in the incestuous confluence of elected bodies/planning bureaucracies/construction firms with influence. It rivals the MIC in its ability to push its own benefit and thwart the public good. But don't get me wrong, I'm not bitter. – Larry Brautigam



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

March 4, 2016

The Honorable Kay Granger
United States House of Representatives
1026 Longworth HOB
Washington, DC 20515

Dear Representative Granger:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued leadership on transportation and air quality issues in the United States Congress; a membership roster of our organization is enclosed. As a member of the Energy and Water Appropriations Subcommittee, the RTC requests your support to adequately fund the Department of Energy's (DOE) Clean Cities Alternative Fuels and Vehicles Deployment Program in the FY 2017 Energy and Water Appropriations bill.

The Clean Cities Program is DOE's only initiative focused on the deployment of alternative fuels, vehicles and infrastructure. The DFW Clean Cities Coalition, a program of the RTC and the North Central Texas Council of Governments, has helped to improve air quality in North Texas by facilitating the installation of alternative vehicle fueling stations across the region since 1995. The RTC's federal legislative position includes providing adequate funding for air quality, and supporting innovation and technology that improves air quality, including support for alternative-fuel vehicles. Ensuring necessary funding for the DOE Clean Cities Alternative Fuels and Vehicles Deployment Program would support that position. We ask that you support the deployment of alternative fuels and vehicles through the DOE Clean Cities Program by adequately funding for the Vehicle Technologies section of the Energy Efficiency and Renewable Energy Account in the FY 2017 Appropriations bill.

Again, thank you for your consideration and for your leadership on transportation and air quality issues. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Mark Riley, Chair
Regional Transportation Council
County Judge, Parker County

RH:ch
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG
North Central Texas Congressional Delegation



March 7, 2016

Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive, Centre Point Two
Arlington, TX 76011

RE: Proposed Denton Outer Loop aka "Greenbelt Parkway" / Mobility 2040

Dear Mr. Morris:

The Venable family supports the proposed staged freeway "Greenbelt Parkway," known as the Denton Outer Loop in your Mobility 2040 plan, as aligned in the City of Aubrey's Master Thoroughfare plan. We believe the concept could provide an excellent solution to transportation challenges facing Denton County.

The Venable Ranch sits on over 3,000 acres of pristine land just outside Aubrey, Texas and we believe the ranch's natural beauty is unmatched in the area. Because of the land's topography, native oaks and natural beauty, we plan for its ultimate use to be a high-quality master-planned community with shared open space and a multi-use trail system.

Our family has owned the ranch since 1958. We view our role as stewards of this family legacy. I've spent most of my professional life caring for the land. Our children grew up spending weekends at the ranch and we have many cherished memories of fishing, hiking, horseback riding, and camping. We do not allow hunting on the ranch in order to give wildlife an abundance of safe range and to support wildlife protection and restoration efforts along Denton County's Greenbelt – our neighbor.

The Greenbelt is a wilderness area with approximately 10 miles of multi-use trails and waterways for bicyclists, equestrians, hikers, kayakers and others. The 1,500-acre Ray Roberts Lake/Lake Lewisville Greenbelt Corridor runs north/south along the Elm Fork of the Trinity River, connecting Ray Roberts Lake with Lake Lewisville. The Greenbelt is our region's natural treasure and provides a scenic recreational outlet to thousands of north Texas residents year round. It will become even more valued as open space and countryside disappear due to population growth.

By the year 2040, 10.7 million people will live and work in North Central Texas. An adequate and reliable transportation system is central to this growth. Without it, the region will face consequential challenges in sustaining economic growth. We will, to put it simply, choke on our own growth.

Through your exhaustive planning efforts in developing *Mobility 2040*, you are tasked with adopting transportation policy for the North Central Texas Council of Governments (NCTCOG) and our region. I commend your hard work on this daunting task. One of your guiding principals in developing the future plan is MAP-21, federal legislation signed into law in 2012. This law focused on streamlining the country's surface transportation programs and establishing performance-based metrics for many facets of the system.

Two of the overall goals of Map 21 are particularly salient to the proposed Greenbelt Parkway in Denton County. They are:

- Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Congestion reduction: To achieve a significant reduction in congestion on the National Highway System

As policy planners, the Parkway solution provides you with a viable solution that enjoys local support in achieving these two important goals. In reviewing traffic patterns and data, we believe you will see that US 380, southern Denton County's major east/west artery, has become congested and, at times, gridlocked. A new high school, Braswell High School, is being constructed with direct frontage on US 380, adding significant traffic burdens and slowed school zones to an already congested road. But most importantly, the presence of the new high school and the ensuing conflict with teenage drivers, pedestrian traffic and a major highway presents a potentially dangerous conflict and raises serious concerns about safety.

We believe the construction of the proposed Greenbelt Parkway will provide an alternate reliever route in northern Denton County for additional east/west transit. It will lessen the already overburdened and congested US 380 and will likely result in increased safety for Denton ISD and area children. Both of these improvements are in line with Map 21.

Collin County has an existing alignment to the east of Celina. The proposed Parkway can mirror this route and take advantage of existing transportation facilities such as FM 428. We believe this proposal is an ideal candidate for a "signature project" that fully integrates and respects the natural scenic beauty of the Greenbelt, and we believe it can attract broad support from the community.

As you tackle the tough challenges that face our region, I'd like to thank you for your public service and sacrifice.

Sincerely,



Richard Rogers, Managing Partner
Venable Royalty, Ltd.



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

March 10, 2016

The Honorable John C. Cruden
Assistant Attorney General
United States Department of Justice
Environment & Natural Resources Division
Law and Policy Section
950 Pennsylvania Avenue, N.W.
Washington, DC 20530-0001

The Honorable Ken Paxton
Attorney General of the State of Texas
Office of the Attorney General
PO Box 12548
Austin, TX 78711-2548

Dear Assistant Attorney General Cruden and Attorney General Paxton:

The Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for North Central Texas and responsible for meeting federal transportation conformity requirements, is requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action filed on January 4, 2016, (Volkswagen AG, Audi AG, Volkswagen Group of America, Inc., Volkswagen Group of America Chattanooga Operations, LLC, Dr. Ing. H.c. F. Porsche AG, and Porsche Cars North America, Inc.) and the Texas Attorney General's (AG) lawsuit filed on October 8, 2015, (Volkswagen Group of America, Inc. and Audi America, LLC), be distributed equitably to all nonattainment counties.

The actions by both the DOJ and Texas AG were a result of findings that Volkswagen AG installed illegal emissions defeat devices in light-duty vehicles with diesel engines. These defeat devices allow tailpipe emissions up to 40 times the legal level of Nitrogen Oxides (NO_x).

These settlement funds would be earmarked to implement air quality projects and/or programs to off-set the increased emissions from the diesel vehicles equipped with the emission test defeat devices. This is important because the Dallas-Fort Worth region is NO_x-limited, which means decreases or increases in NO_x emissions, such as the increases resulting from the emissions test-cheat devices, have a more profound effect on the overall ozone levels.

It is a federal requirement that regions designated nonattainment for ozone must demonstrate transportation conformity for the long-range Metropolitan Transportation Plan (MTP). As the region develops or amends the MTP, the North Central Texas Council of Governments (NCTCOG), as staff to the RTC, must ensure it complies with these federal requirements and the associated motor vehicle emissions budgets for NO_x and volatile organic compounds set by the State Implementation Plan. To develop the on-road emissions inventories for the region, NCTCOG uses the Environmental Protection Agency's (EPA) Motor Vehicle Emissions

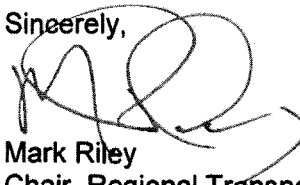
March 10, 2016

Simulator, which includes local inputs and built-in federal vehicle emission standards. The overall emissions for the region are based on many factors, including the assumption vehicle's emission systems design and function are in compliance with State and federal emissions standards. As a result of the recent findings, certain Volkswagen, Audi, and Porsche diesel vehicles are operating above the federally allowed NO_x emissions limits, air quality planning has underestimated these emissions and additional emission reduction control strategies are necessary. Financial assistance through any level of settlement funds would allow nonattainment areas such as the Dallas-Fort Worth region to implement said emission reduction control strategies to offset unhealthy emission impacts.

NCTCOG will continue to partner with the EPA and the Texas Commission on Environmental Quality through developing emissions inventories and providing assistance with on-road vehicle emissions data for our region. Although restitution for the individual owners of vehicles equipped with emissions test-cheat devices is prudent, providing a portion of any financial settlement resulting from violations of the Clear Air Act to the nonattainment regions will benefit all citizens through the continued improvement for air quality.

If you have any questions or concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

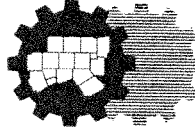
Sincerely,



Mark Riley
Chair, Regional Transportation Council
County Judge, Parker County

JPL:ch

cc: Bethany Engel, Trial Attorney, US Department of Justice
Barbara L. McQuade, US Attorney, US Department of Justice
Anthony W. Benedict, Assistant Attorney General, State of Texas
Pedro Perez, Jr., Assistant Attorney General, State of Texas
Richard Hyde, P.E., Executive Director, TCEQ
David Brymer, Director, Air Quality Division, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG
Ken Kirkpatrick, Counsel for Transportation, NCTCOG
Chris Klaus, Senior Program Manager for Air Quality Planning and Operations, NCTCOG



North Central Texas Council Of Governments

March 17, 2016

Mr. Marc D. Williams, P.E.
Deputy Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Williams:

This letter is in response to your request for the Regional Transportation Council's (RTC) approved policy for the evaluation and award of Transportation Development Credits (TDCs). You have asked RTC staff to ensure that the use of TDCs is aligned with the goals of the TDC Program as listed in 43 TAC §5.101, *et. seq.* We believe the RTC's award of TDCs fully meets the requirements TDC Program as approved by the Texas Transportation Commission.

The RTC approved the TDC Process for the Receipt, Evaluation, and Award of Credits (RTC Policy) on July 11, 2013. Attachment 1 is the process approved by the RTC. The RTC Policy includes the following emphasis areas, which are closely aligned with the goals of the TDC Program:

- 1) Maximize Federal Funds (e.g., Small Transit Providers)
- 2) Expedite Project Delivery for Non-Federal Projects
- 3) Leverage Projects to Maximize Revenue
- 4) Advance Goals of the Region or Texas Transportation Commission
- 5) Use on Management and Operations, Transit, Roadway, Bicycle/Pedestrian Projects

The RTC implements these emphasis areas through five distinct methods to award TDCs throughout the Dallas-Fort Worth region as reflected in the RTC Policy. Attachment 2 and 3 are examples of call for projects where credits were made available to replace existing non-federal match and redirecting the local funds to other transportation projects or programs. Attachment 4 is an example of a partnership with the Texas Department of Transportation (TxDOT) to advance air quality improvements to offset emissions associated with removing environmental speed limits and reducing the State match associated with critical transportation investments.

Use of TDCs to Offset the Need for a Non-Federal Match

You indicate that when TDCs are used to offset the need for non-federal match and the State and local funds are not preserved for transportation projects, the use of TDCs fails to address the second goal of increasing the availability of State and local funds. While this goal is applicable in certain situations (e.g., See Attachments 2 and 3), it is not applicable in each instance in which TDCs can be awarded.

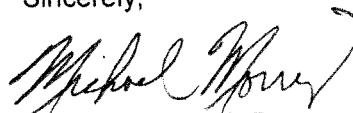
March 17, 2016

For example, this goal is not applicable when there is no underlying State or local funds to serve as match. This situation occurs in both roadway and transit project types. It also occurs in projects administered by or directly being carried out by metropolitan planning organizations aimed at reducing congestion and improving air quality, which typically do not have an independent source of local revenue to serve as match. A project that is awarded TDCs does not have to meet each of the TDC Program goals, but a minimum of one of the goals. If this were not the case, the TDC Program would be severely restricted to the point of being unworkable. As a result, the RTC is currently meeting all the requirements of the TDC Program and respectfully requests your review of the multiple approaches the rule permits.

As the RTC continues to plan for future TDC awards, staff requests information regarding three issues. First, please clarify the current status of the maintenance of effort requirement and the impact to the future allocation of TDCs to each of the metropolitan areas. It is our understanding that additional TDCs may have been available, but not awarded, as the State has not pursued the maintenance of effort documentation required by the Federal Highway Administration to award additional TDCs to the State (and subsequently, to the region). Second, please clarify to what extent the toll managed lane projects in the Dallas-Fort Worth region have been included in the reporting and allocation of TDCs to this region. Third, please indicate if TxDOT has a performance measure that measures "no maintenance of effort" and if it is elevated to the Executive Director or Commission level.

The TDC Program is an important tool made available by the Commission, and the RTC is fully implementing this program to advance mobility in the Dallas-Fort Worth region. We look forward to our continued partnership with TxDOT to advance critical transportation projects. If you have any questions, please contact me at (817) 695-9241.

Sincerely,



Michael Morris, P.E.
Director of Transportation

KK:al
Attachments

cc: James Bass, Executive Director, TxDOT
Bill Hale, P.E., Chief Engineer, TxDOT
Brian Barth, P.E., District Engineer, TxDOT, Fort Worth District
Kelly Selman, P.E., District Engineer, TxDOT, Dallas District

March 17, 2016

Mr. A.C. Gonzalez
City Manager
City of Dallas
1500 Marilla
Dallas, Texas 75201

Reference: Southern Gateway Project

Dear Mr. Gonzalez:

This letter is in response to Tanya Brooks' letter dated February 19, 2016. The letter included three proposed deck park locations above I-35E and various schematic sheet comments for the Southern Gateway Project.

Two of the three deck park locations appear to require additional right-of-way beyond the proposed right-of-way shown on the current Southern Gateway schematic. The increased right-of-way would trigger more environmental assessment efforts and cause a significant delay to the project schedule and, therefore, would need to be pursued separately from the current Southern Gateway Project. We met with Councilman Kleinman, Tanya Brooks, and Michael Morris from the North Central Texas Council of Governments (NCTCOG) on March 3rd regarding potential deck park locations. Councilman Kleinman indicated that the City would provide direction regarding the preferred deck park location at one of the June City Council meetings or possibly at an earlier City Council meeting. NCTCOG plans to work with City staff to determine the site plan for the potential deck park.

As stated in our letter dated December 7, 2015, the Texas Department of Transportation (TxDOT) is supportive of the potential of decking over I-35E, but complete funding has not been identified at this time. TxDOT will need the City's direction and commitment on the construction funding, maintenance and operation of a potential deck park by June 30th in order to deliver the project on schedule.

The letter also included several general and specific schematic sheet comments. The City's comments are reprinted below with TxDOT responses to those comments immediately following and italicized.

1. Noise Walls: Study not complete, therefore, information regarding noise walls were not included at this time.

Agree. The noise analysis is still in progress. Noise walls will be built where required as a result of the finalized noise analysis.

2. Enhanced landscaping: Areas for consideration could include Loop 12 at US 67, Saner at I-35, Illinois at I-35, and Beckley at I-35.

Agree. The locations listed above are potential areas for landscaping. At this time, funding has not been identified for any landscaping on the project. Has the City identified the funding for the proposed landscaping enhancements? If funding is identified and landscaping is included with the construction project, the City of Dallas will be required to enter into an agreement with TxDOT to maintain any enhancements.

3. Landscape Buffers between traffic lanes and pedestrian throughway: Areas are identified in proposed cross sections for landscaping opportunities and multimodal paths.

The cross sections provided show landscaping on the cross street bridges. This would increase bridge widths and would be considered enhancements beyond the TxDOT scope and, therefore, would need to be funded by the City. Many of the cross sections provided will significantly increase the TxDOT bridge widths. For example, the City is proposing the 8th Street bridge to be widened from TxDOT's proposed 146 foot wide bridge to a 214 foot wide bridge. The estimated additional bridge cost is \$1.36 million and would need to be funded by the City. In addition, the proposed landscaping and other enhancements would be the City's responsibility to fund and maintain. The geometry of the lanes and ramps traveling underneath the bridges will need to be verified to be able to accommodate the proposed wider bridges. Please provide further direction that the City is prepared to fund and potentially maintain the additional bridge widths requested.

4. Enhanced Crosswalks: Detail information on cross-walks not provided at this time.

Agree. The details for the crosswalks will be provided in the final design plans.

5. Lighting: Provide lighting at underpasses such as 10th Street.

Agree. TxDOT will provide underpass lighting at all underpasses.

6. Reconnect crossing at 11th Street.

Reconnecting the crossing at 11th Street is not feasible for several reasons. As discussed at our meeting with Councilman Kleinman and Tanya Brooks on March 3rd, the geometry of the braided freeway on-ramp from Ewing Avenue and the freeway off-ramp to 8th Street prevents the crossing of 11th Street. The Ewing Avenue on-ramp provides important access from Marsalis Avenue and Ewing Avenue, including the zoo, to the I-35E northbound mainlanes. The 8th Street freeway off-ramp provides important access from the northbound I-35E mainlanes to 8th Street, including Townview Magnet High School. TxDOT does not recommend removing either connection. In addition to the loss of access to and from the freeway, it appears from the Dallas County Appraisal District that the City no longer owns the 11th Street right-of-way on the west side of I-35E

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connecting to the existing southbound service road. It appears that the adjacent land owner owns this property. Does the City have intentions of purchasing that right-of-way from the land owner?

7. Eliminate all redundant and unnecessary curb cuts to/from the frontage road.

TxDOT strives to maintain existing access after reconstruction projects. Should the re-development of a parcel post-construction require new or relocation of existing access, it is the responsibility of the property owner and/or the City to acquire them through the normal permitting process.

8. Eliminate all free-right movements where pedestrian/bike movements are being improved to facilitate and encourage safer pedestrian/bike activity.

TxDOT can accommodate this request. To ensure that we fully understand the request, my staff will meet with your staff and evaluate each intersection.

9. Explore all opportunities to add significant groupings of trees along I-35 and US 67 to help buffer highway visually and to help mitigate noise/pollution.

Similar to the responses to comments 2 and 3, landscaping is not currently proposed along the project as funding has not been identified. Has the City identified the funding for the proposed landscaping enhancements? If funding is identified and landscaping is included with the construction project, the City of Dallas will be required to enter into an agreement with TxDOT to maintain any enhancements.

US 67

Sheets # of 12

1. Approx. Limits- South of Cockrell Hill Rd to north of I-20
 a. City limits begin at Wheatland Rd. Show city limits on sheets.

Agree. TxDOT will add city limits to the sheet.

2. Approx. Limits- South of Camp Wisdom Rd to north of Hampton Rd
 a. No additional comments.

3. Approx. Limits- South of Loop 12 to north of Kiest Blvd.
 a. Is minimum clearance for roadway and TxDOT bridges met? 16.5'

Along US 67, the existing bridges are proposed to remain and be widened to increase the mainlane capacity. TxDOT is seeking approval from FHWA for lower vertical clearances.

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- b. Have properties owners been notified about possible elimination of illegal access to rear of parcels from frontage road?

TxDOT has not contacted property owners. This is an item that needs to be discussed with the City as to how to best to proceed.

- c. Southbound frontage road reduced to 1 lane from Saner to Kiest. Will this be adequate?

Yes, projected traffic numbers warrant a one lane frontage road.

- d. A wall is shown on the northbound general purpose lanes from Sta. 715+00 to 730+00, this appears to be an error.

Agree. This is a graphics error and has been removed.

I-35

4. Approx. Limits- South of I-20 to south of Camp Wisdom Rd
 - a. No construction is proposed.
5. Approx. Limits- South of Camp Wisdom Rd to north of Loop 12
 - a. No additional comments
6. Approx. Limits- North of Loop 12 to north of Saner Ave.

- a. Have property owners been notified of possible elimination of illegal access to rear of parcels from ramps/frontage roads along each side of I-35?

We are not aware of any illegal access along I-35. My staff can discuss with your staff on the best path forward.

- b. Drainage on the west side of US 67 is picked up and discharged within the split and drainage on the east side of I-35 is picked up and discharged within the split. All of this drainage then flows southward overland to an existing system. Where is existing storm drainage system? Is the existing system adequate to handle? It appears as if I-35 headwall is direction flow opposite of overland flow. These flows should not impact adjacent private properties.

My staff is available to meet and discuss the specifics of the drainage within the I-35E/US 67 interchange. TxDOT strives to maintain the existing drainage flows after construction. We can discuss the specifics of the drainage within the project. In addition, my staff plans to meet with Steve Parker, the City's floodplain administrator, in the coming weeks.

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7. Approx. Limits- North of Saner Ave. to north of 12th Street

- a. The whole intent of this project was to improve/eliminate the S-curb, was this addressed?

The intent of the Southern Gateway project is to relieve congestion and improve safety within the corridor by updating the geometry of the project to current TxDOT design standards.

- b. The existing box culvert at Sta. 631+00 west side is being reduced from 3-7'x4' to 2-6'x6' boxes. Where is this drainage being picked up? It appears to flow overland across private property.

The drainage flow drains to an existing enclosed system near Guthrie that eventually flows to Cedar Creek. This is consistent with the existing drainage pattern.

- c. East side of I-35, the area between Elmore and Guthrie currently ponds, where are you picking up this drainage?

The current design proposes a drainage ditch along the southbound mainlanes that will flow to the north and into the existing enclosed system near Guthrie that eventually flows to Cedar Creek. This is consistent with the existing drainage pattern. The drainage ditch proposed with the reconstruction will provide adequate capacity to convey the stormwater and prevent ponding.

- d. East side of I-35 drainage from Hobson, Terrance, Elmore, etc. where does this drainage get picked up?

The current design proposes a drainage ditch along the northbound mainlanes. This stormwater will be captured in an enclosed system that will cross under I-35E and flow into the existing enclosed system near Guthrie that eventually flows to Cedar Creek. This is consistent with the existing drainage pattern.

- e. Toluca Avenue from north of Illinois gets converted to 1-way northbound. City prefers that the two way configuration remain.

Agree. The schematic will be revised to maintain the existing two-way configuration.

- f. Toluca Avenue is being rebuilt from Louisiana to Circle and ties into deadend stubout. City prefers that existing roadway be removed north of Circle and proposed improvements tie-in to Circle.

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Agree. The schematic will be revised to remove the existing roadway north of Circle Drive and end the reconstruction at Circle Drive.

- g. Goyens Dr is being rebuilt from Louisiana to Circle and converted to 1-way southbound. City prefers that it remain 2-way traffic from Louisiana to Granger as it is now.

Agree. The schematic will be revised to maintain the existing two-way configuration.

- h. Right of Way modifications west side north of Beckley Sta. 718+00 SB, if the building is being removed move the north driveway entrance towards the center of the parcel of land.

As stated in the response to general comment 7, TxDOT strives to maintain existing access after reconstruction projects. Should the re-development of a parcel post-construction require new or relocation of existing access, it is the responsibility of the property owner and/or the City to acquire them through the normal permitting process.

- i. East side of IH35, Sta. 720+00 NB, you are creating a deadend alley between Cumberland and Storey. Notify the resident at the deadend of proposed change.

Agree. The schematic will be revised to eliminate the change in access to the alley.

- j. Eliminate free-right from Illinois E-bound onto frontage road and allow access to Ohio Street and commercial property from frontage road as it exists today.

Agree. The schematic will be revised to remove the free-right. Access will be maintained to the southbound frontage road to Ohio Street and the adjacent commercial properties.

8. Approx. Limits- North of 12th Street to north of Colorado Blvd.

- a. Right of Way modifications- Have the property owners/tenants been contacted? Will buildings be removed? If so, consider moving driveways to center of parcels.

During the right-of-way acquisition process, all affected property owners will be formally notified and demolition plans will be determined at that time. Should the re-development of a parcel post-construction require new or relocation of existing access, it is the responsibility of the property owner and/or the City to acquire them through the normal permitting process.

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- b. Storey Street (east side)- You create a cul-de-sac, on Foster Avenue, but you don't need to eliminate access to the alley north of Storey. Will the pavement be removed south of Storey to dead-end alley at approx. Sta. 720+00 NB? Create a partial cul-de-sac with access to alley north of Storey.

Agree. Access will be maintained to the Foster Avenue/alley north of Storey Street.

The TxDOT design team has been coordinating with various cross-departmental staffs at City Hall during the refinement of the design schematic. While we have made tremendous strides in addressing every department's concerns, it would be helpful to meet and resolve all issues. As you are aware, TxDOT currently anticipates advancing the project through a design-build delivery method. The procurement for the project will progress quickly, therefore all outstanding issues regarding the schematic need to be resolved before June 30th. We appreciate your partnership with TxDOT during this project and look forward to continuing to advance the project on schedule.

Sincerely,

James K. Selman, P.E.
Dallas District Engineer

- cc: Lee Kleinman, Dallas City Council, Transportation and Trinity River Project Committee Chair
 Jill A. Jordan, P.E., Assistant City Manager, City of Dallas
 Alan Sims, Chief of Neighborhood Plus, City of Dallas
 Peer Chacko, Director and Chief Planning Officer, City of Dallas
 Rick Galceran, Director Public Works Department, City of Dallas
 Tim Starr, P.E., Assistant Director, City of Dallas
 Tanya Brooks, Assistant Director, City of Dallas
 Michael Morris, Director of Transportation, NCTCOG
 Sandy Wesch, Project Engineer, NCTCOG

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

March 25, 2016

The Honorable Don Huffines
State Senator
State of Texas
8222 Douglas Avenue, Suite 675
Dallas, Texas 75225

Dear Senator Huffines:

In response to your January 2016 letter requesting information about the IH 635 at Skillman/Audelia Interchange project and the IH 635 East project, I offer the following details. We elected to see Texas Transportation Commission (TTC) action in January and February 2016 before responding to ensure that our comments did not contradict TTC direction on this corridor.

The Regional Transportation Council (RTC) approved funding for the IH 635 at Skillman/Audelia project in January 2016. Approximately \$60.6 million in Proposition 1 funds, along with \$4.3 million in Strategic Priority funds were allocated for this project. It is anticipated to bid for construction in late 2017/early 2018 with completion of construction 2.5 years later. The timeline for this project is being driven by the acquisition of right-of-way and the subsequent utility relocation efforts, including relocation of a Dallas water line and electric transmission towers that cross IH 635.

With regard to IH 635 East, regional consensus has been developed on the project scope, which will include tolled managed lanes from US 75 to Miller and state tax supported lanes from Miller to IH 30. Tolling the western section provides sufficient revenue to support an estimated \$500 million in construction costs. The non-tolled eastern section is proposed to be funded with Proposition 7 funds (i.e., \$800 million). The timeline for IH 635 is dependent upon legislative authority to toll the western section, along with the FY 2018 availability of Proposition 7 funds. In January 2016, the RTC also approved \$31 million in Regional Toll Revenue dollars to expedite construction of the noise walls along IH 635 East, which will reduce community impact during construction of the major corridor project.

We are happy to participate in a community meeting with you and the Texas Department of Transportation, and can provide additional details about these or other projects if desired. Please do not hesitate to contact me at 817-695-9241.

Sincerely,

Michael R. Morris, P.E.
Director of Transportation

CG:kd

cc: Kelly Selman, P.E., District Engineer, TxDOT Dallas District



ORIGINAL

DON HUFFINES
STATE SENATOR • DISTRICT 16

*Copy
CJB & MM
Respond.*

January 15, 2016

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

Dear Mr. Morris,

In the past month, a number of my constituents in the Lake Highlands area have expressed concerns about the delayed start of the I-635 East project. In order to answer their questions with the correct information, I would appreciate your assistance by responding in writing with the following information:

Skillman Interchange

- When will construction begin on the Skillman interchange?
- What is the project completion date?
- What specific issues - if any - are delaying the start of construction?

I-635 East

- When will construction begin on expansion of and improvements to I-635 (East of US 75)?
- What is the timeline for total project completion?
- What specific issues - if any - are delaying the start of construction?

I would also like to propose a joint meeting with the residents of the Lake Highlands area to discuss these projects and address the residents' frustrations with its delay. Please contact me with any questions, and I look forward to your response.

Sincerely,

Don Huffines
State Senator, District 16

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

TO: Collin County Judge, Mayors, Commissioners,
City Managers, and Regional Transportation
Council Member Representatives

DATE: March 25, 2016

FROM: Michael Morris, P.E.
Kelly Selman, P.E.

SUBJECT: Advancing Freeway/Highway Projects in Collin County

The Regional Transportation Council approved Mobility 2040, the metropolitan transportation plan for the Dallas-Fort Worth area on March 10, 2016. While population growth is an issue for the entire region, growth is particularly rapid in Collin County. That fact, coupled with the comparative lack of non-tolled highway type transportation facilities presents current and future traffic congestion problems in the County.

As we look to implement projects from Mobility 2040, it is imperative that we begin working on environmental studies now to be prepared for funding in the near term. This will be a collaborative process amongst local governments, the Regional Transportation Council, and the Texas Department of Transportation. At this time, we would like to ask each city in Collin County to identify three candidate major freeway/highway type projects that should advance through the environmental process. Please respond back to Michael Morris or Kelly Selman by April 15, 2016, with your entity's recommendations. Again, we are looking for three candidate highway/freeway projects contained in the Mobility 2040 Plan, www.nctcog.org/mobility2040.

We look forward to working with elected officials and the community in Collin County to advance needed transportation projects. Please let us know if you have any questions or concerns.

A handwritten signature in black ink, appearing to read "Michael Morris".

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

A handwritten signature in black ink, appearing to read "James K. Selman, P.E.".

James K. Selman, P.E.
Dallas District Engineer
Texas Department of Transportation

AW:ch



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

March 9, 2016

Mr. Jay Chapa
Assistant City Manager
City of Fort Worth
1000 Throckmorton St.
Fort Worth, TX 76102

Dear Mr. Chapa:

As we have recently discussed, the City of Fort Worth has agreed to conduct the preliminary design and engineering for improvements to Meandering Road in the cities of Fort Worth and River Oaks. This corridor serves as a direct link to the east gate of the Naval Air Station Fort Worth, Joint Reserve Base and is therefore vital to maintaining access to the base. The roadway was identified as a candidate for reconstruction during the Planning Livable Military Communities study led by NCTCOG in coordination with the communities surrounding the base.

Over the past two years, local government and military partners have worked to develop preliminary design concepts that would address existing issues in the corridor, including deteriorating pavement, confusing intersections, and back-ups during drill weekends. These improvements will make the corridor safer and enhance mobility and accessibility of military active-duty, reservist, and civilian personnel seeking to access the base.

The 2015-2018 Transportation Improvement Program for North Central Texas includes \$1,000,000 for the preliminary design and engineering of improvements for Meandering Road. This letter serves as a commitment that the North Central Texas Council of Governments (NCTCOG), working with the Regional Transportation Council and potential partners, will fund the needed construction improvements to Meandering Road following completion of the preliminary design and engineering.

The City of Fort Worth is encouraged to move forward with the necessary agreements with TxDOT to initiate the preliminary design and engineering. If you have any questions or concerns, please contact me at (817) 695-9241 or Dan Kessler at (817) 695-9248 or dkessler@nctcoq.org.

Sincerely,



Michael Morris, P.E.
Director of Transportation

KCW:jh

cc: Doug Weirsig, P.E., Director of Transportation and Public Works, City of Fort Worth
Bryan Beck, P.E., Regional Transportation Coordinator, City of Fort Worth
Marvin Gregory, City Administrator, City of River Oaks
Captain Mike Steffen, NAS Fort Worth, JRB
Dan Kessler, Assistant Director of Transportation, NCTCOG

RICHARD A. ROGERS
5910 NORTH CENTRAL EXPRESSWAY, SUITE 1470
DALLAS, TEXAS 75206

MARCH 24, 2016

DEAR MICHAEL,

CONGRATULATIONS ON THE SUCCESSFUL
VOTE FOR THE 2040 PLAN. WE WITNESSED
THE VOTE AND WERE DEEPLY IMPRESSED
BY THE ORGANIZATION AND PREPARATION LEADING
UP TO THE DECISION.

THANK YOU AND YOUR TEAM
FOR INCLUDING A POSSIBLE IMPROVEMENT
TO TRANSPORTATION FOR THE AUBREY
COMMUNITY LONG-TERM, AND FOR ALL THE
WORK YOU ARE DOING TO HELP SHORTER
TERM WITH THE CHALLENGES ON 380.

ALL THE BEST,



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More specifically, DFW Airport achieved carbon reductions by altering its approach to procurement. Instead of purchasing equipment based on lowest cost, DFW Airport used life-cycle and cost-benefit analyses to ensure a net reduction in overall costs. The introduction of an alternative fuel fleet (CNG, Hybrid) reduced emissions and fuel costs, and is the result of these best value procurement practices. Regarding purchased electricity, DFW Airport requires its electric provider to procure renewable energy credits to ensure 40% of DFW Airport's energy supply is from renewable sources. Additionally, DFW Airport has also partnered with American Airlines in an energy purchase agreement (also with 40% renewables) to further reduce the Airport's carbon footprint.

I would also like to highlight that our partnership with USEPA also enabled DFW Airport to achieve Level 3 Optimization certification in the global Airport's Council International (ACI) Airport Carbon Accreditation (ACA) Program in September of 2015. The ACA program provides a globally standardized method for certifying, measuring, and reducing carbon emissions at airports. In short, our strategic partnership with USEPA is leading to worldwide recognition, which only reinforces to us the value of our partnership. *Together we all win.*

In light of all of this, we are not yet done. Our mission continues. As such, DFW Airport will continue to partner with USEPA to support voluntary energy and climate programs to reduce carbon emissions and increase efficiency with a future vision to achieve carbon neutrality. We will accomplish this by sharing our business best practices throughout the aviation sector. We welcome the opportunity to collaborate with USEPA to develop new policies and programs that incentivize airports to share the benefits of carbon neutral growth.

I look forward to meeting with you and your team to explore the benefits of this expanded Partnership. If you have any questions, please do not hesitate to contact me at (972) 973-5220.

Sincerely,

A handwritten signature in black ink, appearing to read 'James M. Crites'.

James M. Crites
Executive Vice President, Operations

cc: Ron Curry, Regional Administrator, EPA Region 6
Michael Morris, Director of Transportation, NCTCOG
R. Horton
R. Hodapp
R. Spicer
K. Russell



March 25, 2016

Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Dear Mr. Morris:

Enclosed is your copy of a letter recently sent to Dallas Area Rapid Transit (DART) on behalf of First Presbyterian Church of Dallas.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Karl Schwarz", is written over the typed name.

Rev. Karl Schwarz, CPA
Executive Director

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APR 01 2016

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Vinson&Elkins

John C. Wander jwander@velaw.com
Tel +1.214.220.7878 Fax +1.214.999.7878

March 22, 2016

Mr. Timothy H. McKay,
Executive Vice President of Growth and Regional Development
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX 75202

Re: Proposed Downtown Dallas DART Rail Expansion

Dear Mr. McKay:

Our Firm represents First Presbyterian Church of Dallas, Texas (“First Presbyterian” or the “Church”), regarding DART’s proposed downtown Dallas rail expansion. We appreciate the votes of both the Dallas City Council and the DART Board of Directors approving Alternative B4, the Lamar/Young/Jackson Street Alignment (“the Jackson Alignment”) as the Locally Preferred Alternative (“LPA”) for the second Dallas Central Business District light rail alignment (“D2”). This route will benefit the southeast part of downtown Dallas without harming this historic Church that has anchored and served this community for 160 years. These votes designating the Jackson Alignment as the LPA are the correct path forward to building the future of downtown Dallas while preserving this increasingly vibrant neighborhood and First Presbyterian’s history and ongoing ministry.

Despite the designation of the Jackson Alignment as the LPA, some continue to press for the Alternative B4 Lamar/Young Alignment (“the Young Alignment”). This alignment would significantly and adversely affect First Presbyterian and other residents and property owners in the Farmers Market area of downtown Dallas. We believe the selection of the Young Alignment for D2 would create significant issues for any DART rail expansion including, without limitation, under Section 4(f) of the Department of Transportation Act, under the Texas Religious Freedom Restoration Act, and under other relevant state and federal laws.

First Presbyterian has been in downtown Dallas since 1856 and at its current location on Harwood Street between Young and Wood Streets for over a century. The Church’s significance to the area is historical, architectural, and spiritual, serving both a congregation of some 1,400 people and local communities with Church outreach programs including The Stewpot, which has served the homeless since 1975. The Stewpot is located in the Otis Elevator Company Building, directly across Young Street from the Church. The Dallas Historic Landmark Survey of 1975 designated the Church as a “first priority” landmark because of its “significan[ce] on a national scale.” In 1981, Dallas City Ordinance No. 17172 designated the Church Sanctuary and the Sudie George Chapel as part of Historic District/16,

Vinson & Elkins LLP Attorneys at Law
Austin Beijing Dallas Dubai Hong Kong Houston London Moscow
New York Palo Alto Riyadh San Francisco Tokyo Washington

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which includes preservation criteria steps to be followed before any public improvements. In addition, in 1990, the Dallas City Council designated the area that includes the Church and its Sudie George Chapel as Harwood Historic District/48. Also, in January 2009, the area was added to the Downtown Dallas Historic District, a historic district listed on the National Register of Historic Places. The Church Sanctuary (completed in 1913), the Sudie George Chapel (completed in 1948), the Otis Elevator Building (completed in 1922), and 508 Park Avenue (completed in 1929) are each eligible for inclusion on the National Register, and the Church Sanctuary, the Chapel, and several other Church buildings were and remain specifically identified as resources contributing to the area's designation as a historic district.

Federal and state laws offer protections to and safeguards for historic sites, including Section 4(f) of the Department of Transportation Act, which provides that any U.S. Department of Transportation approval (including any Federal Transit Administration (FTA) capital investment grant) to support a project using a historic site can be given only if:

- (1) There is *no prudent and feasible alternative* to using that land; and
- (2) The project includes *all possible planning to minimize the resulting harm* to the historic site.

49 U.S.C. § 303(c). Of the various routes under consideration, the Young Alignment fails to minimize the harm to historic properties protected under Section 4(f).

Under the FTA's implementing regulations for Section 4(f), when *no prudent and feasible alternative exists* that completely avoids the use of historic sites, the federal agency may approve only the alternative that causes the *least overall harm* in light of the statute's preservation purpose. 23 C.F.R. § 774.3(c). The FTA determines the least overall harm by balancing such factors as the ability to mitigate adverse impacts; the relative severity of the unmitigated harm to protected activities, attributes, or features that qualify the property for protection; the relative significance of each property; and substantial differences in costs among the alternatives. *Id.*

Furthermore, this analysis is not restricted only to those properties or portions of a property that are permanently incorporated into a transportation project or temporarily occupied. The FTA also considers "constructive use" where the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a property for protection are substantially impaired. *See id.* § 774.15(a). For example, the FTA has determined that a constructive use occurs when the proximity of a proposed project substantially impairs esthetic features or attributes of a property where such features or attributes are considered important contributing elements to the value of the property. *Id.* § 774.15(e)(2).

Despite conclusory arguments to the contrary by some, the Young Alignment would profoundly affect the operation and character of the Church and its ministries. As the Church owns property and buildings on both the north and south sides of Young Street between Harwood Street and St. Paul Street, the Young Alignment would divide the Church's campus (much like Dallas leaders now recognize Central Expressway and Woodall Rogers Freeway have done to downtown). As DART acknowledges, the Young Alignment would require the demolition of the Church's substantial multi-story parking garage and the classrooms and visiting youth dormitory spaces located below, a structure now of an age requiring historical review. The Church's parking garage is the only parking for its congregation of 1,400 people (other than very limited surface parking, which the Young Alignment would also take in substantial portion). The Church is landlocked on the north side of Young Street, and there is no space to construct a similar parking structure on Church property. The Young Alignment would also destroy the Church's Chapel Garden, including some or all of the Church's columbarium. The Young Alignment would place rail lines and a substantially widened Young Street for automotive traffic in close proximity to the Sudie George Chapel and the Otis Elevator Building, rendering the former unusable and harming the latter. Based on some drawings, it would appear that a physical taking of the Sudie George Chapel could be necessary if the Young Alignment is constructed. As a result, the Church has serious and legitimate concerns that the construction of the Young Alignment would, as a practical matter, destroy or prohibit the use of Church properties including the Sanctuary and the Sudie George Chapel. The Young Alignment would thus constitute both direct and constructive use of historic sites on and around Church properties. And those uses would, individually and in the aggregate, significantly harm both the attributes of those properties and the activities that occur there.

These harms have been inventoried repeatedly, including partially in the March 2010 Downtown Dallas Transit Study, Alternatives Analysis and Draft Environmental Impact Statement, even as that report significantly understates the scope of the historical damage. For example, the D2 Noise and Vibration Technical Report, dated May 1, 2014, makes no mention of the Sudie George Chapel, which as noted above is a separate historic building completed in 1948. In addition, the Young Alignment adversely impacts the historic Scottish Rite Cathedral, Otis Elevator Company Building, Warner Brothers Film Building at 508 Park Avenue, and the Masonic Temple. Weighed against this, the Jackson Alignment satisfies the Section 4(f) statutory mandate to minimize harm to historic sites and better serves the goals and requirements of the National Historic Preservation Act and National Environmental Policy Act. As the Dallas City Council and the DART Board of Directors indicated in their respective resolutions on the subject, the Jackson Alignment should be and is the Locally Preferred Alternative for D2.

Additionally, the Young Alignment is not a viable route because it would violate the protections provided for First Presbyterian's free exercise of religion under Texas law. The

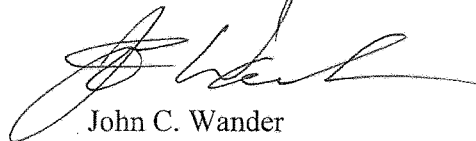
Texas Religious Freedom Restoration Act prohibits government agencies from substantially burdening the free exercise of religion unless the burden furthers a compelling government interest and is *the least restrictive means* of furthering that interest. Tex. Civ. Prac. & Rem. Code § 110.003. The Young Alignment would substantially burden First Presbyterian's free exercise of religion by destroying its parking garage providing access to the Church and destroying the classrooms and dormitory spaces contained in the basement underneath the parking garage. That route would also destroy half of the Church's limited surface parking and the Church's Chapel Garden and, as noted above, would jeopardize the Church's columbarium and historic Sudie George Chapel. Because First Presbyterian is located in a dense, urban area, there are no alternatives for it to build comparable facilities, including any that would maintain current proximity to the downtown Dallas homeless community, a vital Church mission. Thus, the destruction of the foregoing Church facilities would make it impossible for First Presbyterian to maintain its congregation of 1,400 and to continue the scope of its daily ministries to the local communities, including the homeless, which the Church has nurtured over the past 160 years. That burden cannot be justified under the Texas Religious Freedom Restoration Act. The Church-harming Young Alignment route plainly is not the least restrictive means of furthering the government's interest.

Furthermore, the likely impact on the Church's columbarium would present additional obstacles to the Young Alignment. Texas law protects dedicated cemetery land, including columbaria, and precludes a "railroad, street, road, alley, . . . or other public utility or thoroughfare" from being "placed through, over, or across a part of a dedicated cemetery without the consent of: (1) the directors of the cemetery organization that owns or operates the cemetery; or (2) at least two-thirds of the owners of plots in the cemetery." Tex. Health & Safety Code § 711.035(d). Moreover, "[d]edicated cemetery property shall be used exclusively for cemetery purposes until [its] dedication is removed by court order or until the maintenance of the cemetery is enjoined or abated as a nuisance . . ." *Id.* § 711.035(f).

For these and other reasons, the Jackson Alignment is the best path forward for Dallas, and First Presbyterian is very grateful to the Dallas City Council and the DART Board of Directors for their correct and reasoned endorsement of that alignment. First Presbyterian looks forward to working with DART, FTA, and the City on this matter and urges DART and FTA to "stay the course" with the locally preferred Jackson Alignment during preparation of a draft environmental impact statement. The Jackson Alignment

balances common interests in building Dallas's future, maintaining communities, and preserving the Church's history and its free exercise of religion.

Very truly yours,

A handwritten signature in black ink, appearing to read "John C. Wander", written in a cursive style.

John C. Wander

c: Scott Carlson, General Counsel, DART
DART Board of Directors
Mr. Robert Patrick, Region VI Administrator, Federal Transit Administration
Dallas City Council
First Presbyterian Church of Dallas
Alberto P. Cardenas, Jr.
Michael B. Wigmore



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

March 16, 2016

The Honorable Therese McMillan
Federal Transit Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Administrator McMillan:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being named Chief Planning Officer for the Los Angeles County Metropolitan Transportation Authority. I am sure you will be an asset to the Los Angeles system by bringing your knowledge of transit issues and transportation policy expertise. I wish you all the best as you move forward in your new position.

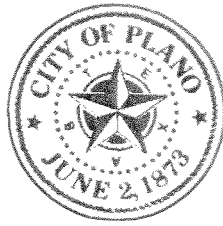
Again, congratulations on your new position. If we can be of any assistance in the future, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Riley". The signature is written in a cursive style with a large, prominent "M" and "R".

Mark Riley
Chair, Regional Transportation Council
Parker County Judge

RH:ch



Office of the Mayor

Harry A. LaRosilliere
MAYOR

March 14, 2016

The Honorable Mark Riley
Chair, Regional Transportation Council
616 Six Flags Drive
Arlington, Texas 76011

Dear Judge Riley:

On behalf of the City of Plano, I would like to thank you and the Regional Transportation Council for the financial support that enabled us to purchase the 12th Street Station on the Cotton Belt transit corridor.

Through this joint effort, the site of the 12th Street Station has been identified and purchased through a funding agreement with the Texas Department of Transportation. The agreement has been fully executed and we have received reimbursement for the purchase of the land.

We look forward to our continued partnership on the Cotton Belt project, as well as the myriad of other transportation projects coming up soon. If I can be of assistance, please do not hesitate to contact me.

Sincerely,

Harry LaRosilliere
Mayor

RECEIVED

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

MAR 17 2016

TRANSPORTATION



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

April 7, 2016

The Honorable Barack Obama
President of the United States
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear President Obama:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to thank you for providing transportation infrastructure funding in the 2009 American Recovery and Reinvestment Act (ARRA); a membership roster of our organization is enclosed. The RTC is pleased to announce that as of February 2016, all ARRA transportation projects in the DFW area have been completed.

The North Central Texas Council of Governments (NCTCOG) Transportation Department and the RTC was awarded \$885.71 million under ARRA funding for transportation projects throughout the region. Investing in transportation infrastructure helped to improve the transportation system, while providing numerous jobs in North Texas. The top ARRA projects listed below, along with numerous others, improved the transportation system by building more capacity, increasing safety, improving system performance, enhancing goods movement routes, and preserving existing infrastructure.

Top ARRA projects in the DFW area include the following:

- The DFW Connector – \$260.8 million in ARRA funds were used for the \$1.02 billion project. The project was simultaneously designed and built along 8.4 miles of State Highway (SH) 114 and SH 121 in Grapevine, Southlake and Irving, Texas. It doubled the size of the existing highway system around the north entrance of Dallas-Fort Worth International Airport with a combination of new main lanes, frontage roads, and managed lanes.
- Chisholm Trail Parkway at Interstate Highway (IH) 20 – \$116.6 million in ARRA funds were used for the interchange at IH 20 and the 27.6-mile toll road extending from downtown Fort Worth south to Cleburne, Texas.
- Dallas Area Rapid Transit (DART) Green Line Light Rail – The 24-mile northwest-southeast extension to the light rail system was completed six months ahead of schedule thanks to \$86.2 million in ARRA funds.
- DART Orange Line Light Rail – DART received \$60.6 million in ARRA funds for the 14-mile rail project that connects Dallas, Irving, and the DFW International Airport.

April 7, 2016

- Downtown Dallas Streetcar – A \$26 million TIGER Grant expanded the streetcar circulator from downtown Dallas, while making connections to light rail and commuter rail.
- SH 161 Western Extension – A \$20 million TIFIA loan helped to fund the SH 161/President George Bush Turnpike Western Extension, which provides an 11.5-mile link between SH 183, IH 30, and IH 20 as part of a loop around Dallas to the DFW International Airport.

Again, thank you for providing funding for transportation under ARRA. If we can ever be of assistance, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Riley". The signature is stylized with a large, looped "M" and a cursive "Riley".

Mark Riley, Chair
Regional Transportation Council
County Judge, Parker County

RH:ch
Enclosure

cc: North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, NCTCOG

T master plan calls for adding rail, bus service to Arlington, Alliance

New Arlington station proposed for Trinity Railway Express

Bus route proposed to extend from Fort Worth to Alliance and Denton

T officials ready to talk turkey with communities about funding options

By Gordon Dickson

gdickson@star-telegram.com

FORT WORTH

Fort Worth Transportation officials envision a train station in Arlington and a regular bus route running to the Alliance Airport area of far north Fort Worth, according to a new master plan that calls for construction of many new projects.

“We put together a plan, and now we’re prepared to roll up our sleeves and talk with anyone who wants to talk with us,” said T President Paul Ballard, who has focused on expanding transit to underserved areas since arriving in Fort Worth from Nashville in April 2014.

Not everybody has the same need. We’re planning to make it more like a Chinese menu, where you can pick your options, rather than have everybody say ‘all in’ or ‘all out.’

Scott Mahaffey, Fort Worth Transportation Authority board chairman

But Ballard acknowledged that the age-old stumbling block for building better public transportation in and around Fort Worth — a lack of funding — still exists.

“Obviously,” he said, “funding is the key.”

Ballard and the T board’s chairman, Scott Mahaffey, said they would look to neighboring cities and major employers to form partnerships with the T and help cover the costs of expansion.

“Not everybody has the same need,” Mahaffey said in an interview. “We’re planning to make it more like a Chinese menu, where you can pick your options, rather than have everybody say ‘all in’ or ‘all out.’ ”

2.6 million Projected Tarrant County population by 2040, compared to 1.8 million today

Paying for transit

The T operates on a half-cent sales tax paid by consumers in Fort Worth, Richland Hills and Blue Mound, and is building a TEX Rail commuter line to Grapevine and Dallas/Fort Worth Airport. TEX Rail is being partly funded by a 3/8 -cent sales tax in Grapevine, and by comparable funding in North Richland Hills, which is planning two TEX Rail stations.

But those cities combined make up only about half of Tarrant County’s population and job centers. Large portions of the county, including Arlington — home of the Dallas Cowboys, Texas Rangers, Six Flags Over Texas and the big General Motors Assembly Plant — have little or no mass transit.

Arlington also is being courted by Dallas Area Rapid Transit, which under state law could make it a member city. DART already operates an express bus route called Metro Arlington X Press — or MAX — from the TRE’s CentrePort Station to the University of Texas at Arlington.

DART has far more financial resources than the T, mainly because that agency collects a 1-cent sales tax in Dallas and about a dozen other cities on the eastern side of the Metroplex.

The call for better transit on the outskirts of Fort Worth is nothing new. But the T’s new master plan has identified a comprehensive batch of proposed transit projects across the county — as well as in neighboring Denton and Johnson counties — that are currently outside the T’s legal boundaries.

In the past, T officials have been hesitant to publish any plans to build outside its service area, in part out of concern that Fort Worth officials would balk at such plans.

But several years ago Fort Worth City Council members overhauled the T board — partly to ensure the TEX Rail project, now scheduled to open in late 2018, didn’t fall further behind, and to make the T’s services more relevant to a 21st-century metro area.

Arlington train station

One key recommendation in the new master plan is a proposed TRE station where the railroad tracks pass over Collins Street (also known as Farm Road 157) in north Arlington. Although TRE has been around for 20 years, Arlington has never had a stop of its own on the line. Instead, the train

rolls past Arlington, and residents of that city are forced to travel to either the CentrePort or Hurst/Bell stations to catch a ride.

Mahaffey said he has met privately several times with a handful of Arlington officials, including Mayor Jeff Williams, and those officials are getting serious about expanding service to their city.

Williams and other Arlington officials have acknowledged in the past that their city desperately needs transportation alternatives. However, Arlington voters have rejected a sales tax for mass transit three times, and city officials have been tight-lipped about precisely how they might pay for the improvements.

Denton, Johnson counties

Another key feature of the new master plan is a proposed express bus service from downtown Fort Worth to the AllianceTexas job center and Denton. The proposal would call for the T to share the costs with the Denton County Transportation Authority.

Also, transit services would be expanded near the planned Walsh Ranch development in southwest Fort Worth, as well as along the Chisholm Trail Parkway corridor between Fort Worth and Cleburne.

The master plan does not include a specific timetable for construction of the projects.

Gordon Dickson: 817-390-7796, @gdickson

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article63197092.html#storylink=cpy>

Makeover of I-30/Texas 360 interchange begins in Arlington

Old turnpike interchange will be replaced

Project expected to cost at least \$233 million

Work zone could last four years

By Gordon Dickson

gdickson@star-telegram.com

ARLINGTON

One day, it will be possible for motorists to connect between Interstate 30 and Texas 360 without taking confusing, winding ramps and waiting at traffic signals.

But first, the Texas Department of Transportation needs to rebuild the massive I-30/Texas 360 interchange, a process that is expected to take up to four years and cost at least \$233 million.

On Wednesday, that work officially got underway.

State and local officials gathered in a field along Six Flags Drive in Arlington — essentially at the southeast quadrant of the peculiar interchange — to celebrate the beginning of construction.

“When we work together it’s amazing what we can do,” Arlington Mayor Jeff Williams said before he and other dignitaries were ceremoniously photographed moving shovels of dirt to kick off the project. He noted that city and county elected leaders teamed with state legislators to push through funding for the project.

It opened in 1957 and essentially, without the toll booths, it still looks exactly the same as when it opened.

Texas Transportation Commissioner Victor Vandergriff

Voter-approved funds

The money is coming from Proposition 1, a program approved by voters statewide in 2013 that allows a portion of Texas' oil and gas revenues to fund Texas Transportation Department projects. The money must be used on nontoll projects, and the I-30/Texas 360 job is the single largest beneficiary of the funds in the state, officials said.

The project includes reconstruction of existing lanes and removal of outdated ramps and access roads.

For example, motorists wishing to travel from south Arlington or Mansfield to east Fort Worth will no longer have to exit northbound Texas 360 at Six Flags Drive, wait for a green light and take a nearly mile-long access road to westbound I-30 — a process that can take several minutes. Instead, they will be able to exit on a direct-connector ramp, which likely will make it possible to transfer from Texas 360 to I-30 in fewer than 30 seconds — without stopping.

Although Arlington stands to be the main beneficiary of the work, several leaders noted that neighboring cities and major employers will benefit too.

“We are sitting at the gateway to our international airport [DFW], the geographic center of the North Texas region and next to the greatest special events center in the world [AT&T Stadium],” Williams said.

No detours, yet

Although initial work on the project will begin immediately, motorists shouldn't expect too many headaches until at least the summer, said Brian Barth, the Transportation Department's Fort Worth district engineer.

Utility removal and other side work will dominate the first few months, he said.

But once summer rolls around, motorists can expect lane closures and lots of detours, as workers struggle to rebuild a highway interchange used by more than 100,000 vehicles per day.

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article63659007.html#storylink=cpy>

Yay to I-30/Texas 360 interchange update

I-30/Texas 360 interchange is getting an overhaul

More than 100,000 vehicles use the interchange per day

No more annoying traffic stops

Tarrant County motorists can let out a sigh of relief.

Finally, the outdated and annoying Interstate 30/Texas 360 interchange is getting a makeover.

Construction officially started Wednesday and is projected to be completed in four years. The project will cost an estimated \$233 million.

The interchange, a remnant of a toll road system from yesteryear, angers commuters and Arlington residents with its convoluted routes and frustrating traffic stops. To switch over from Interstate 30 to Texas 360 can take several minutes, even without traffic.

No more traffic lights or winding roads for the new interchange. Drivers can expect to switch highways in less than 30 seconds with no stops.

With hope like that, motorists can't be too upset with the impending lane closures and construction detours.

Drivers can live with detours for a couple of years if it means that ridiculous interchange will disappear forever.

Read more here: <http://www.star-telegram.com/opinion/editorials/article63895042.html#storylink=cpy>

Economist: How to prolong the North Texas corporate relocation boom
3/9/2016

Dallas Business Journal
Bill Hethcock

The stream of corporate relocations to North Texas should continue, as long as the region doesn't become a victim of its own success.

That's the view from Robert Dye, chief economist at Dallas-based Comerica Bank, who thinks the region will continue to lure big-league moves as long as we don't deplete our senior-level workforce or grow so fast that schools, transportation systems and other infrastructure can't keep up.

I talked with Dye in this week's print edition for his take on the severely slumping energy industry and how the collapse in oil prices will impact North Texas.

Dye talked with me about headquarters relocations, workforce challenges, interest rates and the North Texas housing market, too:

Will the steady flow of corporate headquarter relocations to North Texas continue? We still have lots of available land. We still have low tax rates, and the transportation distribution center is here. It's three hours (by air) to either coast. What may start to change is that we are a victim of our own success in terms of labor markets and availability of senior talent. That, to me, is a part of rapid expansion. We've seen many cities in the U.S. become very, very popular. Atlanta was the darling for a long time, and Boston before that. Dallas has been very popular in terms of relocating businesses. We need to keep that momentum going. We can't take it for granted that it's going to continue forever.

What signs do you see of the market for senior-level talent getting tighter? We can measure the general unemployment rate, and that's getting tighter. Wages are going up. Certain occupations are having a more difficult time hiring workers. We hear that in construction a lot. Companies say they have to put more work into keeping their staff. Then on a national level, the quits rate is increasing. That's a sign of economic health and prosperity when more people get comfortable quitting their job.

What can be done to avoid a talent shortage in North Texas? A big thing that local chambers and local governments do have is the ability to impact quality of life. (Improving) transportation systems, looking at commuting patterns, working to develop school systems and cultural institutions. All those are things that all corporations look at in terms of location decisions.

Do you know of major companies currently contemplating a move to Dallas-Fort Worth? I don't know of any actively looking right now, but my expectation is the attractiveness of North Texas outside of energy-related companies is still there. But we do have to go back and address this talent issue. And there are other ways that we can become victims of our own success. We could develop so fast that we don't keep the road system going, or the schools going. We can start to see overcrowding and congestion. That happened to Atlanta. So many companies moved into

Atlanta that their road systems were overwhelmed. The commutes became intolerable, and it became much less attractive for companies to relocate there for a long time.

Will the Fed sustain the path of interest rate increases this year? We still think that the next Fed move is higher rates, but I don't think that we'll get four rate increases this year. Maybe we'll get one or two.

Where is the housing market headed? Since coming out of the Great Recession, most of the focus has been put on the multifamily side. There were a lot of people put out of houses with the foreclosure crisis. There were a lot of people coming into the market who couldn't qualify for new mortgages, and we had older people downsizing. I think going forward, we'll start to see a shift back to single-family.

How so? We're starting to see some mortgage products out there that are geared more specifically to make things easier for the millennials and first-time buyers to get into the market. And builders are starting to come down the market a little bit. A lot of the focus was on higher-end homes for a while. I think they're starting to get into more middle market and entry-level products. I expect housing to do well for a while. We're still not keeping up with sheer demographic demand in the U.S. (or Dallas-Fort Worth). Almost all major markets are very tight in terms of supply.

How will DFW fare with the oil collapse compared to the rest of the state? Better, generally, but we are starting to see a clear break between the eastern half of the metro area, which is primarily Dallas, and the western half, which is primarily Fort Worth. In the western half, job creation is decelerating, so we're seeing a divergence right now. When you look at a map of oil and gas in Texas, you see all of the dots are on the western edge of the metroplex. Fort Worth has a higher concentration of the mid-level and field energy jobs, because that's where the wells are.

This contains video. To view the video, please visit the original source.

Remarkable history was made where two great roadways meet

60-year-old Texas 360/Interstate 30 interchange is finally being rebuilt

Original intersection launched by one of region's true visionaries

Open prairie phenomenally transformed

By Richard Greene

mayorgreene@mayorgreene.com

Last week's groundbreaking ceremony launching the redevelopment of the intersection of Texas 360 and Interstate 30 heralded the future.

The \$233 million project is a big deal and will produce an interchange as remarkable as can be found anywhere — as it should, smack in the middle of the fourth largest urban area in the country.

State transportation officials tell us it will take about four years to finish, resulting in greatly improved mobility for all who regularly encounter it in their daily commute.

Then there are the 10 million visitors who arrive every year to access the wonders that await just beyond the off-ramps.

Even more significant is the history of what has happened there over the past 60 years that defined the middle of the Metroplex.

Headlines in 1956 told of a “fantastic” land deal that would launch the region's future as imagined by a visionary developer whose name today identifies Texas 360 as the Angus G. Wynne Jr. Freeway.

Accompanying those news accounts of the then-largest real estate deal in the history of Tarrant County are photos of the two very proud mayors of Arlington and Grand Prairie who recognized the possibilities.

The ceremony transferring the first 2,400 acres of prairie land from its owners to the newly formed Great Southwest Corp. took place in the front yard of the groundskeeper of the old Arlington Downs Racetrack.

Dallas and Fort Worth are going to grow together and they will meet right here. Angus G. Wynne Jr., 1956

That property was included in the transaction, since horse racing had been shut down by the Texas Legislature some 20 years earlier.

Members of the Wynne family told me of what he had envisioned when we named the highway for Angus during my tenure as Arlington mayor.

Standing with a view of the construction underway for the then-Dallas-Fort-Worth Turnpike and pointing to what would be its intersection with then-Watson Road (Texas 360), he declared, "Dallas and Fort Worth are going to grow together and they will meet right here."

By the time of the big announcement, Angus had convinced his bankers, local investors and even five brothers of the famous New York Rockefeller family to support his ambition to develop a vast industrial park in the path of all the growth that would be made possible by the new turnpike.

Angus was right. Today that industrial park is the largest in North Texas, with more than 82 million square feet of office and warehouse space sitting on 7,000 acres, driving much of Arlington's and Grand Prairie's economic success.

But the demand for such a development didn't happen as soon as Angus thought it would. Financially strapped in the beginning, he needed to come up with something that would produce some quick cash flow.

Imagining on a much smaller scale what Walt Disney had proven to be a success in California, Angus produced the Six Flags Over Texas amusement park in 1961.

It was to be a "temporary" solution to prop up the fledgling industrial park. Instead, it became an industry of its own, now in its 55th year of operations.

Just about everyone knows the rest of the story of all that has happened, which can be viewed from that same high knoll where the Arlington Downs groundskeeper's house used to stand.

It's the current site of Punch Wright Pavilion, just south of Globe Life Park in Arlington.

It will be a great place to view the new interchange being built.

And to recall all that has made for such an extraordinary journey — and a phenomenal work in progress.

Richard Greene is a former Arlington mayor and served as an appointee of President George W. Bush as regional administrator for the Environmental Protection Agency.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/richard-greene/article65557322.html#storylink=cpy>

Bring local public transit into the modern era

Fort Worth Transportation Authority develops visionary master plan

Faster, more convenient service to more areas

Menu of options for non-member cities instead of dedicated sales tax

THE EDITORIAL BOARD

Three years after local elected officials sacked and replaced all nine board members at the Fort Worth Transportation Authority, the local transit agency has a new vision of where it needs to go and how to get there.

The “how to get there” part, of course, is built partly on faith that money will be found to pay for it.

Still, the board and Paul Ballard, hired a year after the board shakeup to bring new energy as president and CEO, have researched and produced a solid master plan that could very well transform the way people in Fort Worth and other Tarrant County cities view public transportation.

And if the plan is a success, far more people will actually use it.

Scott Mahaffey, board chairman since 2013, is blunt about what’s been wrong.

“We’ve had substandard service for too long,” he told the *Star-Telegram* Editorial Board. While Fort Worth’s population has doubled from 400,000 to 800,000 since 1980, its transportation system has failed to serve that growth.

Plans for the next five years include:

- Improve existing services through greater frequencies, longer hours and better crosstown service, employing technology to make services easier to use and move people from place to place faster.
- Expand to new communities.
- Develop a “frequent transit network” running from early morning to late at night on major corridors.
- Begin premium services like bus rapid transit and complete the TEX Rail commuter line to Dallas/Fort Worth Airport.

- Branch away from requiring cities to devote a specified portion of their sales tax, offering instead a menu of services that cities can self-select and pay for.

The master plan shows routes to key areas in Arlington, which does not have citywide public transit.

By executing these and other, longer-term steps — and with some creative re-branding — the authority hopes to change its image from that of a system for those with no other choice to that of a modern transportation service provider.

“We need the coat-and-tie guys to be on our buses,” Mahaffey said.

Read more here: <http://www.star-telegram.com/opinion/editorials/article65562832.html#storylink=cpy>

Help! I'm headed for the toll lane and can't get out

“Put down your sandwich”

Signs are confusing in some trouble spots

“Express” means “toll”

THE EDITORIAL BOARD

Robert Hinkle probably wishes he had a few of his words back.

Hinkle is the spokesman for [North Tarrant Express Mobility Partners](#), which built toll lanes on Northeast Loop 820 and Texas 121/183 in Northeast Tarrant County and is building similar lanes on Interstate 35W in Fort Worth.

Contacted by *Star-Telegram* reporter Gordon Dickson about [complaints from drivers](#) about signs not giving them enough notice that they're about to enter a toll lane, Hinkle had this to say:

“Our advice is for folks to put down your sandwich, put down your coffee, put down your phone and pay attention.”

In other words, it's the driver's fault if they inadvertently end up on toll lanes.

But many people are confused by the entrances and exits for the new toll lanes, not just those gnawing on a sandwich. Better to show compassion, not scorn.

There are also plenty of toll lane fans. They're happy to have a way to bypass congestion on the free lanes.

Designers and engineers involved in building the new roads devote a lot of effort to signs and pavement markings to help people go where they want to go.

Still, Dickson found some trouble spots:

- Eastbound Texas 121/183 at Bedford-Eules Road. Traffic near North East Mall has two lanes to enter Airport Freeway, but many motorists in the left lane swerve right to avoid paying a toll.
- Southbound U.S. 377 at eastbound Loop 820. The on-ramp has two lanes, but motorists in the left lane swerve to the right at the last moment to avoid getting on the toll lanes.

- Westbound Loop 820 at U.S. 377. Motorists who go left are directed onto the toll lanes, while those who go right are led to North Beach Street. The sign doesn't explain that those who stay right can also access the free westbound Loop 820 main lanes.
- Eastbound Interstate 20 at Chisholm Trail Parkway. A sign informs motorists that if they turn right they can access the Chisholm Trail Parkway toll road. But if they pass the Costco at Overton Ridge Road, they get no other warning and must enter the toll road.

There may be many reasons why some drivers aren't seeing the signs correctly. Some may not realize until the last minute that when a sign says "Express," it means "toll."

Some freeways like East Loop 820 approaching Texas 121/183 are old and highly congested, and it's difficult to negotiate lane changes.

Sometimes driving is just confusing, and other drivers who know their route often show little mercy.

Transportation officials should check out each of the trouble spots Dickson found.

Read more here: <http://www.star-telegram.com/opinion/editorials/article67412877.html#storylink=cpy>

Uber, Lyft drive new Fort Worth ordinance

Companies allowed to certify vehicle safety and driver qualifications

No driver fingerprint background checks

City-issued picture ID, state inspection with emissions standards required

THE EDITORIAL BOARD

It looks like Uber, Lyft and other “transportation network companies,” whose customers connect with rides using smartphone apps and other technology, will get a lot of what they want in a new Fort Worth vehicle-for-hire ordinance.

That is, if they won’t have to meet decades-old regulations designed for taxi companies.

As a matter of fact, neither will the taxi companies. Fort Worth has been working for more than a year to update and greatly simplify its ordinance, aiming for minimal regulation and allowing companies to certify that their vehicles and drivers meet key city standards.

Transportation revolutionaries like Uber and Lyft are driving the change by arguing that free markets, with customers empowered by technology to obtain convenient service and instantly let other customers know whether that service was satisfactory, will lead to an only-the-best-survive competitive environment.

City officials are going along — to a point. They’re not dropping regulations entirely.

They’re keeping key requirements aimed at ensuring rider safety, vehicle suitability and driver qualifications.

Those standards are crucial for companies like Uber and Lyft. Their business models are built on having drivers and vehicles ready at a moment’s notice, which means they must put hundreds of drivers on the street.

Anything that’s an obstacle to recruiting drivers, even if it’s just a hassle factor, impedes the smooth operation of the business model.

Fort Worth’s draft ordinance does not require driver fingerprint background checks, a recent flash point between transportation network companies and other Texas cities.

Uber, in particular, [objects to fingerprint checks](#), saying its own background check system is effective with less hassle for drivers.

[Austin will hold](#) a citywide referendum on its fingerprint requirement after some residents sided with Uber. The company [ceased operating in Corpus Christi](#), Galveston and Midland in disputes over background checks.

The draft ordinance would require that drivers get a picture ID from the city and pay a \$75 annual permit fee. Vehicles must have a valid state inspection that meets Texas requirements, which in Fort Worth means meeting emission standards.

The City Council will consider the ordinance May 10.

Read more here: <http://www.star-telegram.com/opinion/editorials/article66985367.html#storylink=cpy>

Changes in bus service markedly different in Dallas, Houston

The Associated Press

DALLAS

A Dallas public transit agency plans a dramatic overhaul of its bus service, but is taking a far different approach in implementing the changes than how public transportation officials in Houston did so last year.

Dallas Area Rapid Transit plans to adopt new routes and have buses run more frequently, particularly on weekends, but will roll out the changes in piecemeal fashion over a decade or more.

The Metropolitan Transit Authority of Harris County, by contrast, implemented sweeping changes overnight, The Dallas Morning News reported (<http://bit.ly/25pIQO6>).

Both agencies are trying to lure riders who may be reluctant to use public transit because of long waits between buses or inconvenient routes.

ADVERTISING

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The layout of Houston routes changed in August from a hub-and-spoke network radially centered on downtown to a more grid-like system, which DART plans to replicate.

The METRO service greatly increased bus frequency during midday and on weekends, reversing a decrease in which bus ridership had dropped 20 percent since 2000. Agency staffers held public meetings and solicited input from thousands about what changes residents wanted. METRO told consultants to ignore current routes, fleet inventory and physical facilities in order to create something from scratch.

"Given the size of the overhaul they did, it's pretty impressive," said Kyle Shelton, a Houston resident whose work commute is now shorter.

Meanwhile, DART officials have begun using data and public feedback to design a new bus system. They're in the process of introducing to the public their proposed overhaul, which includes giving large parts of Dallas more frequent weekday routes. Many of those are concentrated in parts of southern and eastern Dallas, and there will also be more crosstown coverage in the northern part of DART's jurisdiction.

It's the most comprehensive bus overhaul the agency has undertaken in years.

"DART has not done one in modern times," Rob Smith, DART's assistant vice president for planning and scheduling, said at a recent meeting.

He explained that DART's longer rollout period is largely due to significant operational differences in the two agencies. Slightly more than half of DART's passenger trips happen on buses, compared to more than four-fifths in the Houston area.

Read more here: <http://www.star-telegram.com/news/state/texas/article68403727.html#storylink=cpy>

Study Considers Removing Dallas Freeway

Elevated roadway divides Downtown from Deep Ellum

By **Ken Kalthoff**

A soon to be completed study on Dallas freeways includes the option of removing the elevated roadway that links I-45 and US 75 Central Expressway. (Published Friday, March 25, 2016)

A soon-to-be-completed study on Dallas freeways includes the option of removing the elevated roadway that links Interstate 45 and U.S. Highway 75/Central Expressway.

The freeway is known to highway planners as Interstate 345 but no signs identify the elevated highway as such to drivers.

The idea of removing it was first suggested by a group called Coalition for a New Dallas, led by urban planner Patrick Kennedy.

"It would allow us to reconnect the city street grid so that would allow us to accommodate that traffic more than that highway actually has. The trucks would go around the city so they're not coming through, polluting and congesting," Kennedy said. "Where right now we've got derelict property, vacant land, parking lots, those are not performing properties from a tax base standpoint. So we can replace that with city parks and development. Mixed use development would replace the highway."

The idea of removing such a busy downtown roadway was called crazy by some people at first. But Kennedy's group was thrilled to see the Texas Department of Transportation include the idea in a major study called "[City Map](#)."

The study is reviewing possible future improvements to the entire downtown Dallas Freeway Network. It includes the idea of adding new deck parks like the Klyde Warren Park that currently spans Woodall Rogers Freeway. Possible new locations include spanning the Interstate 30 Canyon downtown to reunite the Cedars neighborhood with Downtown, an I-30 deck park near Fair Park and an Interstate 35E deck park near the Dallas Zoo.

"This effort is really going to talk about the vision for all downtown Dallas highways," said TxDOT spokesman Tony Hartzel. "What should come first and what are the impacts of each of these ideas that come out."

Hartzel said the scenarios will be ranked with cost estimates included.

Neighbors and drivers have mixed reaction to the idea of just removing a busy Dallas freeway.

"Anything to help the transportation to move through Dallas is a good thing because it's just so congested," said downtown worker Scacia Schueler.

But her husband, Douglas Schueler, liked the idea of more deck parks like Klyde Warren Park.

"I think it's good for Dallas, absolutely," he said.

Downtown resident Rick Rodriguez said he likes the decorative art features on the I-345 elevated freeway.

"I don't think it's an eyesore, I think it looks great, if that's what they're talking about," Rodriguez said.

The City Map study is expected to be released in a few weeks, but actual projects will take years to complete.

TxDOT already has \$30 million earmarked for repairs to the existing overhead I-345 bridge. The work is expected to keep it safe for another 20 years.

Published at 4:25 PM CDT on Mar 25, 2016

Car Clinic to be held in Red Oak

By Staff Reports

Posted Apr 1, 2016 at 10:37 AM

Updated Apr 1, 2016 at 10:38 AM

RED OAK — The North Central Texas Council of Governments is partnering with auto repair shops throughout the Dallas-Fort Worth area in April to sponsor Car Care Clinics, which are geared toward explaining the check engine light.

When the light is on, your vehicle won't pass the annual Texas emissions inspection. That means you can't get your car registered.

A clinic will be held from 10 a.m. to 2 p.m. on Saturday at Red Oak High School during the North Ellis County Business and Community Expo. Professionals from Castrol Express Car Service will be on site. The clinics are free and will allow residents to speak with a certified technician about what may be wrong with their vehicles. If the light is on, a service technician at the clinic can investigate the problem and discuss what may be involved in the repair. Residents are under no obligation to get their vehicles fixed.

Some vehicle owners may qualify for assistance with emissions repairs, if they meet certain income requirements. A NCTCOG staff member will be on hand to explain the AirCheckTexas Drive a Clean Machine Program, which will allow qualifying motorists to get their cars repaired for as little as a \$30 copay, so they can pass the emissions inspection. Income requirements for the program are available at NCTCOG.org/airchecktexas. A family of four earning \$72,900 or less, for example, is eligible for a repair voucher worth up to \$600. Their vehicles must also meet certain conditions. For additional information, visit NTXCarCare.org. Red Oak High School is located at 220 State Highway 342 in Red Oak.

Smaller Trinity Parkway sold as congestion reliever, but where's the data?



[Brandon Formby](#) Follow @brandonformby Email bformby@dallasnews.com

Published: April 1, 2016 5:08 pm

A majority of Dallas Mayor Mike Rawlings' Trinity Parkway advisory committee last month touted a smaller, lower-speed version of the riverside toll road as a way to reduce a quarter of the congestion on Interstates 30 and 35E.

But officials who estimated that 53,000 cars a day would use a narrower Trinity Parkway never looked at how the new road would impact those two downtown highways — or any other freeways or city streets.

“Other than you, I’m unaware of anyone who has an interest in what is the impact on the parallel facilities of a smaller project,” North Central Texas Council of Governments transportation director Michael Morris said in an interview with *The Dallas Morning News* this week.

The estimate that 53,000 cars would use a four-lane version of Trinity Parkway until a larger six-lane version is built was an informal conclusion that assistant Dallas city manager Mark McDaniel arrived at after receiving [a three-sentence email from a NCTCOG engineer](#) about how to estimate usage of a slower toll road.

The regional transportation agency has yet to formally estimate the usage of the proposed smaller road that McDaniel presented to the City Council member’s transportation committee last month.

At that meeting, City Council member Scott Griggs asked McDaniel for backup materials showing how the 53,000-car estimate and the assertion of major reductions on I-30 and I-35E were reached.

“I don’t have possession of it, but it has been shared with us,” McDaniel said.

NCTCOG this week provided *The News* with [traffic analyses of different Trinity Parkway configurations](#) that an agency spokeswoman said were handed out to city officials at a January meeting. The agency also provided *The News* with the email to McDaniel about forecasting usage of a lower-speed road.

Both documents were created weeks before McDaniel publicly denied possessing traffic models. McDaniel did not provide the documents to the council until Friday, after NCTCOG project

engineer Sandy Wesch sent him an email showing that an NCTCOG spokeswoman had provided the months-old documents to *The News*.

In an interview late Friday, McDaniel said the traffic analysis report was no longer valid because it doesn't use the same combinations of interchanges with city streets and highways that the current proposed version of Trinity Parkway uses.

"It was earlier information that we weren't even using," he said.

When asked why he didn't at least provide Griggs with the email guiding him on how to reach a conclusion about usage with a slower speed and particular interchanges, McDaniel said he thought the council member was only interested in information about congestion relief on I-30 and I-35E.

"It wasn't what people asked for," he said.

'Troubled and disturbed'

The assertion of dramatic traffic relief for I-30 and I-35E came from an advisory panel created by Rawlings and not from a technical committee McDaniel worked with. Rawlings could not be reached through his spokesman this week. Council member Sandy Greyson, who helped form the advisory committee, did not return a phone call seeking comment Friday.

McDaniel said late Friday that he couldn't remember what he was referring to when he told Griggs that something related to traffic modeling had been shared with the city but that he didn't have possession of it at that time.

When asked why he sent the documents to the council on Friday if he didn't think they were relevant or what was being sought, McDaniel said he didn't want officials to learn about their existence from a reporter.

Griggs said he was "troubled and disturbed" that the information was not provided earlier.

"Unfortunately, that doesn't surprise me," he said. "This is how the city has operated for some time with the Trinity."

Many questions unanswered

The city, the region's tolling agency and NCTCOG have spent tens of millions of public dollars and more than 15 years developing Trinity Parkway. The road, as designed, is an 8.8-mile toll road connecting to Interstate 35E and State Highway 183 northwest of downtown and U.S. Highway 175 southeast of downtown. Much of it will run through the Trinity River floodplain and next to a massive urban park the city is developing.

Federal officials approved a controversial, large-scale version of the road last year. That approval was predicated on the fact that the road would slightly reduce traffic on I-30 and I-35E. The

News last year reported that the benefit to I-30 and I-35E would be offset by increased congestion on other highway corridors if the large-scale road is built compared to if it is not.

City officials last year began trying to scale back the larger version to fight criticisms that the road is too big and incompatible with the planned park. McDaniel and others at last month's transportation committee meeting said that another year and \$2 million to \$3 million worth of design work are needed before federal officials can decide whether to approve a smaller version.

"I find it incredible that we're nine months to one year in and there's been no analysis done of how it would impact other roadways or how it would or would not impact the current submission to the federal government," said Angela Hunt, a member of the advisory committee who did not sign off on the assertion of major traffic relief.

Lingering skepticism

But even if a smaller version is approved, federal officials and the city expect the bigger version to eventually be built. McDaniel and Morris both said that's why it is not vital for the smaller version to relieve traffic from I-30 and I-35E since its replacement will.

"We weren't focused on the whole idea of congestion mitigations," McDaniel said about the technical committee's work developing more details about a smaller road.

Hunt said the fact that the high-speed, large-scale version remains on the table makes her skeptical about a first phase of construction often portrayed as a serene, meandering parkway. She and Griggs disagreed with Morris' claim that few want to know how a smaller road will affect I-30 and I-35E.

Griggs said if traffic relief is being used as a lynchpin in seeking federal funding for the project, the public should be able to weigh expected congestion benefits against possible impacts on the park, mobility and quality of life.

"People are very much interested in this data," Griggs said.

Villalba and McGough: Stop stalling the LBJ 635 East Project

By JASON VILLALBA AND ADAM MCGOUGH

Published: 04 April 2016 05:28 PM

Updated: 04 April 2016 05:28 PM

When running for political office in North Texas, whether for State Senate, the Texas House or the Dallas City Council, one quickly learns there is a single issue that unifies all citizens, political parties, business leaders, chambers of commerce, rotary clubs and community groups. To a person, all agree there is a current and growing need for more robust and efficient transportation infrastructure in Dallas County and all of North Texas.

Nowhere is this problem more salient than on Highway 635 from Central Expressway to Interstate Highway 30. The congestion, disrepair and clumsy layout of the primary transport artery in the north east quadrant of the county becomes evident after driving just a few minutes on that roadway.

As Dallas continues to grow at a pace that eclipses the rest of the state, our elected officials must endeavor to immediately find and implement solutions that address these needs in a way that works for all of our citizenry and our businesses. In the age of righteous indignation and well-intentioned fealty to ideological shibboleths, Dallas simply cannot afford to stand athwart the progress that is such a vital component of our growth and survival as a world class city.

And yet, certain of our officials continue to do just that. Anger and good intentions may win at the ballot box, but they will not fund the projects necessary to keep our highways running smoothly and efficiently.

No Texan, including the authors of this editorial, wants to utilize tolled roads to address our transportation shortfalls. We recognize that the hard working people of Texas pay their taxes to the state and that the state owes them a duty to find a way to provide the necessary services of government, including transportation. A tolled highway can, in some cases, become an additional tax on drivers.

But with respect to the proposed plan to create seven new lanes (each way) on Highway 635 from Central Expressway to IH-30, a project often referred to as the

LBJ 635 East Project, the toll lanes are managed. This means you will only drive on a tolled lane if you choose to do so, similar to the Disney Fast Pass, which allows visitors to the theme parks to pay a fee to save a place in line. If you want to skip traffic at a busy hour or take advantage of a guaranteed travel speed to Dallas/Fort Worth International Airport, a managed toll lane will give you that opportunity. If you aren't in a rush, you can choose not to pay. That is not a tax. That is Texas-style freedom.

The experts with the Department of Transportation and the Regional Transportation Council tell us that without the managed toll lanes, the LBJ 635 East Project will either never get completed in its current proposed form or will take more than twice as long to complete than currently projected. Yet, State Senators Don Huffines and Bob Hall, neither of whom have any particular expertise in transportation, have fought vociferously and adamantly to oppose any project whatsoever that contains a tolled component. These principled positions might be admirable if they were not so detrimental to those who are impacted every day by such inaction. The lack of construction sound walls and the presence of unwieldy and severe congestion on 635 East make it one of the most unpleasant and dangerous stretches of highway in the region.

The citizens of Dallas should be outraged at this intransigence. We should be well on our way to getting the transportation infrastructure our great city needs. And yet here we stand, into the second quarter of 2016 and eight short months until the next legislative session, and not one shovel of dirt has been moved to fix one of Dallas' most pressing problems.

The time is now for real and courageous leadership on the issue of transportation in Dallas. The authors of this opinion piece and many other elected officials in the region stand with you, the people of Dallas, Garland and Mesquite, and we demand that the LBJ 635 East Project, in its current proposed form, be approved and initiated immediately. We ask you to call your senator, state house representative or city council member and urge them to approve the proposed changes or to explain to you why they oppose progress for Dallas. This issue is simply too important to wait on the sidelines while the just-say-no caucus finds its way.

Jason Villalba is a Republican representative in the Texas House. Twitter @jasonvillalba Adam McGough is a Dallas City Council member. Reach him at adam.mcgough@dallascityhall.com.

Naysayers are wrong: TEX Rail a boon for Tarrant

DART rail service has brought billions to Dallas economy

Spur development, get people to work and save precious time

TEX Rail will open in 2018 with more than 9,000 daily riders

By Kathy Ingle

and Jeff Davis

Special to the Star-Telegram

In a [Jan. 28 commentary](#) (“TEX Rail is moving full-speed ahead, but should it be stopped?”), state Sen. Konni Burton, R-Colleyville, criticized the [TEX Rail commuter rail project](#) scheduled to open in 2018 between downtown Fort Worth and DFW Airport.

Our Dallas neighbors opened its [DART](#) rail service to DFW last year, serving Dallas County residents and the 60,000 employees at DFW.

Since DART opened rail service in 1996, it has been an economic development tour de force in Dallas County.

DART’s capital spending since 2003 produced total regional economic activity approaching \$8.8 billion, boosting labor income by \$3.9 billion and supporting an average 4,250 jobs, according to a recent UNT Center for Economic Development and Research study.

In fact, the [Conservative Center for Public Transportation](#) says Texans should get on the trains, as they spur development, get people to work and save time.

The Fort Worth Transportation Authority recently unveiled its [Transit Master Plan](#) for future service in Fort Worth and Tarrant County.

The timing could not have been better. Investing in a quality rail system in Tarrant County is about investing in our future and insuring our place as a great city and county for all income groups.

Transportation infrastructure ranks second among the most important business location criteria, according to [Site Selection magazine’s](#) survey of corporate real estate executives.

The Dallas-Fort Worth area has reaped the benefits of transit in Dallas County, with Fortune 500 companies choosing to relocate there because of the proximity to rail, bringing thousands of jobs with them.

Companies such as State Farm, Liberty Mutual and Morgan Stanley have chosen to relocate along the DART lines because their employees demand transportation options.

Millennials now choose the cities where they want to live before they search for a job.

What better way is there to meet the needs of large companies and young riders than to provide expanded rail service?

Tarrant County residents will soon have the opportunity and the privilege of riding on a first-class commuter rail line from downtown Fort Worth to DFW Airport.

The TEX Rail line will carry over 9,000 daily riders for a 2018 opening day, and that number will grow exponentially as our traffic congestion worsens. This translates to 198,300 fewer vehicle miles traveled each day.

Tarrant County voters approved funds for TEX Rail in May 2006, and Grapevine, an integral partner in TEX Rail, passed a sales tax initiative for TEX Rail in November 2006.

The Fort Worth Transportation Authority held many public meetings, gave presentations at civic gatherings, produced newsletters and maintained a website to brief the public on the project and its costs.

Providing transportation options is not the same as “social re-engineering” the urban landscape, as Burton suggested.

It’s about getting people safely to work, school, doctors, parks, church and community events. And, it’s about choice.

We applaud the leadership of our communities who recognized the importance of this visionary project. Get on board.

Kathy Ingle is the chairman and Jeff Davis the vice chairman of the Transit Coalition of North Texas.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article70134722.html#storylink=cpy>

Toyota's \$1 million grant to DART extends Collin County paratransit services

By **BRANDON FORMBY**
and **TERRY BOX**
Staff Writers

Thousands of elderly and disabled Collin County residents will have their access to on-demand transit extended — and others will finally regain access — thanks to a \$1 million grant from Toyota.

The grant, announced at a Toyota “Hello Texas” event Tuesday night at the University of Texas at Dallas, is at least the second large grant the automaker has made since it announced two years ago that it was moving its North American headquarters from California to Plano.

As its buildings go up on a 100-acre site in west Plano, Toyota is already striving to become part of the North Texas community — as it did in California.

Besides the DART grant, Toyota has given \$1 million to the Plano school district, sponsored a recent two-day country-music festival by radio station “The Range” KHYI-FM (95.3) and helped fund the cost of installing Wi-Fi at parks in Plano — among other grants.

The automaker is giving Dallas Area Rapid Transit the money as North Texas transportation officials grapple with providing essential trips to Collin County's most vulnerable residents after a rural transit provider abruptly halted service amid financial woes.

“We’ve been having ongoing discussions with DART for several months now,” said Latondra Newton, Toyota's chief social innovation officer. “It’s part of our strategy to have an impact on people with less access to mobility.”

DART is providing temporary service in Allen, Fairview and Wylie that was scheduled to halt in May. The grant will extend service through the end of September.

Then the agency plans to retool how it provides paratransit trips in those areas and expand it to other Collin County cities and its rural areas.

“We’ll be able to extend not only that service, but some of the areas,” said DART spokesman Morgan Lyons.

Newton said the grants are in keeping with the company’s long-term philosophy.

“We were established as a company to contribute to society,” she said. “Cars and trucks are just the way we build a business that can do those things.”

Moreover, she said, “people love to see their company engaged in the local community.”

Plano is one of DART’s member cities that send sales tax revenues to the transit agency, so residents there already have access to paratransit trips.

Sherman-based TAPS Public Transit had mounted a quick expansion of paratransit and some bus service throughout the rest of Collin County, but just as quickly scaled back after alleged mismanagement and overspending left the agency millions of dollars in debt.

TAPS ended all Collin County service in December, leaving many elderly and disabled residents without any way to get to medical appointments or pharmacies.

The North Central Texas Council of Governments agreed to fund temporary service through DART until the end of May. But by then Frisco had already signed a one-year agreement with the Denton County Transportation Authority to provide paratransit service.

McKinney officials also declined the temporary service through DART, which would have cost them about \$8,800 a month. Concerns centered on increased costs once the temporary service ended and an expectation that service would need to continue even if a long-term alternative wasn’t found.

DART provides service to nonmember cities in Collin County through its paratransit provider, MV Transportation. That’s the service that will continue in Allen, Fairview and Wylie until September. But DART is looking at retooling how it provides trips after that.

“We have a fundamental responsibility of meeting the needs of a growing elderly population,” NCTCOG transportation director Michael Morris said.

DART pays MV by the hour, regardless of how many people book rides. But in Plano, the agency has long had a cheaper program wherein registered paratransit passengers are provided subsidies each month that they can use to pay taxi drivers for trips.

“The same concept could be used in Collin County where the resident would purchase taxi vouchers,” said planning and development vice president Todd Plesko.

Toyota’s \$1 million grant and potential cost savings from changing service tactics will help DART expand to other nonmember Collin County cities in October. That could include McKinney, regardless of whether city officials there decide to financially contribute.

“We’ve not yet had those conversations,” Plesko said.

Meanwhile, DART and NCTCOG are hoping to use the grant funds as a local match that could then qualify the area for federal funds.

“There’s lots of work to be done between now and Oct. 1,” Plesko said.

Americans don't like roundabouts, but they should

Researchers say roundabouts can save lives

Culture and experience has kept the number of U.S. roundabouts far lower than in other nations

By Rick Noack, Washington Post

France is ahead of the curve.

The country is among the world's leaders in circular intersections, or roundabouts. Every 45th intersection in France is a roundabout, whereas the United States lags far behind with one per 1,118 intersections.

That's a real problem because researchers say roundabouts can save lives. According to data by the American Insurance Institute for Highway Safety, "roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control." Apart from preventing cars from crashing into each other, roundabouts also saved the lives of countless pedestrians.

Why is that? The Washington State Department of Transportation points to several main reasons. Firstly, curved intersections "eliminate" the possibility of deadly head-on collisions.

Secondly, the nature of roundabouts forces drivers to reduce their speeds as they approach them. And thirdly, "because traffic is constantly flowing through the intersection, drivers don't have the incentive to speed up to try and "beat the light," like they might at traditional intersection, the Washington State Department of Transportation writes on its website.

Despite all that, the United States is vastly outperformed in the number of circular intersections compared with many European nations. Britain, for instance, has about 10 times as many roundabouts relative to the number of total intersections, according to an analysis by geospatial designer Damien Saunder, which is based on data from 2014.

"I came across the idea because I'm an Australian living in (Southern California) and after moving to the U.S. I rarely had to navigate any roundabouts," Saunder said in an email. "In Australia we have roundabouts everywhere."

What keeps Americans on straight course regarding street intersections is most likely culture and experience. As Zachary Crockett, a writer at data analyzing company Priceconomics explains, "the roughly 3,700 circular traffic intersections in the U.S. are feared, avoided, and even loathed, often without good reason."

"It seems that every time traffic engineers propose to build a new one, there is protest and uproar," Crockett writes.

Saunder noticed that the extent to which Americans dislike roundabouts also strongly depends on the region. "We are definitely seeing the U.S. adopt more roundabouts in areas of new development on the outskirts of larger cities like Phoenix, for example."

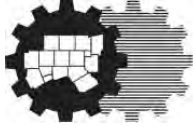
But even in roundabout-friendly states, the number just doesn't compare to many other nations.

In Britain, fans of the circular intersections have even founded an association called "UK Roundabout Appreciation Society." With a good dose of British humor, the group celebrates a variety of aspects -- including the beauty of the intersections.

"Roads are often condemned as being scars on the landscape, but with the coming of the roundabout in all their glory, they counteract the road's unsightliness," the association's members say on their website. "With infinite variety, colour and creative-ness, these bitumen babes lift our sagging spirits on long tiresome trips."

It's a love that has yet to arrive in the United States.

Read more here: <http://www.star-telegram.com/news/nation-world/national/article66603557.html#storylink=cpy>



North Central Texas
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PRESS RELEASE

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Free Car Care Clinics Aim to Explain Check Engine Light

Fixing the problem important for vehicle owners, air quality

March 30, 2016 (Arlington, Texas) – Imagine you're driving with your family, you look down at the dash, and one of those dreaded lights comes on.

Check engine.

There is never a convenient time for this to happen, and it can elicit reactions ranging from frustration to fear.

So, what does it mean?

The North Central Texas Council of Governments is partnering with auto repair shops throughout the Dallas-Fort Worth area in April to sponsor Car Care Clinics geared toward explaining the check engine light. When the light is on, your vehicle won't pass the annual Texas emissions inspection. That means you can't get your car registered.

The free Car Care Clinics start April 2 and will allow you to speak with a certified technician about what may be wrong with your car. The full schedule of Car Care Clinics, which will take place in Collin, Dallas, Denton, Ellis, Parker and Tarrant counties, is below. Repairs may cost less than you think. Something as simple as a bad gas cap could be causing the problem. If your light is on, a service technician at any of the clinics can investigate the problem and discuss what may be involved in the repair. There is no obligation to get your car fixed.

And some vehicle owners may qualify for assistance with emissions repairs, if they meet certain income requirements. A NCTCOG staff member will be on hand to explain the AirCheckTexas Drive a Clean Machine Program, which will allow qualifying motorists to get their cars repaired for as little as a \$30 copay so they can pass the emissions inspection. Income requirements for the program are available at NCTCOG.org/airchecktexas. A family of four earning \$72,900 or less, for example, is eligible for a repair voucher worth up to \$600. Their vehicles must also meet certain conditions.

NCTCOG partners with repair shops annually to provide motorists the opportunity to learn vehicle-maintenance tips. This is the first year there is a specific focus on vehicles with check engine lights on. For additional information, visit NTXCarCare.org.

Scheduled Car Care Clinics

Facility	When	Where
Castrol Express Car Service (at Red Oak High School during the North Ellis County Business and Community Expo)	April 2 10 a.m. – 2 p.m.	220 State Highway 342 Red Oak, TX 75154
Rick and Ray's Auto Plaza	April 9 9 a.m. – 1 p.m.	2425 Cullen St. Fort Worth, TX 76107
TAS #1 Denton	April 9 9 a.m. – 1 p.m.	521 W. University Drive Denton, TX 76201
Christian Brothers Automotive	April 14 11 a.m. – 1 p.m.	156 Interstate Highway 20 West Weatherford, TX 76086
Heller Automotive	April 16 10 a.m. – 2 p.m.	3104 S. Rigsbee Drive Plano, TX 75074
Starkey Service Center	April 30 9 a.m. – 12 p.m.	918 W. Davis Dallas, TX 75208

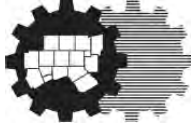
About the North Central Texas Council of Governments:

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, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
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Transportation to School Focus of Public Meetings March 15-21

North Texans can provide input on transportation recommendations at public meetings, online

March 11, 2016 (Arlington, Texas) – NCTCOG staff will seek public input on efforts to better link schools and transportation at public meetings in March. The meetings are scheduled for 6:30 pm March 15 in Carrollton, 2:30 pm March 16 in Arlington and 6:30 pm March 21 in Grapevine.

Schools are one of the largest trip generators and most significant public investments, with long-lasting impacts on the region’s transportation facilities, development and quality of life. Yet, despite the continued construction of campuses to keep up with growth in Dallas-Fort Worth, students do not walk or bicycle to class as much as in the past. The new Community Schools and Transportation Program encourages improved coordination, site planning and safe, multimodal transportation to and from schools. Staff will provide an overview of the program and information on community benefits and public involvement opportunities.

Attendees will also be able to provide input on the draft 2017-2020 Transportation Improvement Program. The TIP is a federally and state-mandated list of funded projects with committed funding for construction or implementation within a four-year period. A new TIP is developed every two years through collaboration among NCTCOG, the Texas Department of Transportation, local governments and transportation authorities. Staff will present the draft list of projects to be funded between 2017 and 2020.

Modifications to the list of funded projects, AirCheckTexas Drive a Clean Machine Program, Clean Fleets North Texas funding recommendations and April car care clinics will also be highlighted.

Following the public meeting in Arlington, a video recording will be online at NCTCOG.org/input.

Public Meeting Details		
<p>Tuesday, March 15 6:30 p.m. Hebron & Josey Public Library 4220 N. Josey Lane Carrollton, TX 75010</p>	<p>Wednesday, March 16 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>	<p>Monday, March 21 6:30 p.m. Bessie Mitchell House 411 Ball Street Grapevine, TX 76051</p>

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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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Comparison of 5 Largest Metropolitan Areas and Congestion Levels

Metropolitan Statistical Area	Total Population (2014)	Population Rank (2014)	Congestion Level Rank (2015)
New York	20,092,883	1	3
Los Angeles	13,262,220	2	1
Chicago	9,554,598	3	10
Dallas-Fort Worth	6,954,330	4	34
Houston	6,490,180	5	11

Source: This information is provided by TomTom Index 2015 traffic data and Wikipedia 2014 population data.

SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION
FINAL RECOMMENDATION

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	CURRENT FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS PROPOSED FOR CANCELLATION														
1992 CALL FOR PROJECTS	2785	DART	DALLAS	N/A	2015	LEMMON AVENUE FROM BLUFFVIEW TO AIRDROME	WIDEN FROM 6 TO 8 LANES DIVIDED URBAN FROM BLUFFVIEW TO UNIVERSITY; RECONSTRUCT FROM 6 TO 6 LANES FROM UNIVERSITY TO AIRDROME	\$1,525,000	LOCAL (DEFEDERALIZATION)	DART AND CITY SUPPORT DELETION	N/A	NO	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT
1992 CALL FOR PROJECTS	2795	DART	DALLAS	03/2016	2015	HARRY HINES BLVD AT MOCKINGBIRD LANE	INTERSECTION IMPROVEMENTS; INCREASE EB LEFT TURN STORAGE AND NB RAMP IMPROVEMENT	\$500,000	LOCAL	DART AND CITY SUPPORT DELETION	N/A	NO	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT
2001 PARK IN RIDE CALL FOR PROJECTS	11189.5	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	09/2017	2018	IH 820 AT SH 26 INTERCHANGE	CONSTRUCT 100 SPACE PARK AND RIDE FACILITY IN TXDOT ROW BENEATH FM 1938 RAMPS AT NE MALL INTERCHANGE	\$300,000	CMAQ	YES	YES	N/A		CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT
2005-2006 PARTNERSHIP PROGRAM 3	11749	FRISCO	FRISCO	03/2016	2016	MAIN ST WEST OF DNT	ADD 2 EASTBOUND DEDICATED LEFT TURN LANES ON MAIN STREET WEST OF THE DALLAS NORTH TOLLWAY	\$255,900	CMAQ	NO	N/A	N/A	CITY REQUESTS CANCELLATION OF PROJECT AND NOTES THAT THIS WORK WILL BE COMPLETED WITH LOCAL PROJECTS	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT
PROJECTS UNDER CONSTRUCTION OR RECENTLY LET														
1999 CALL FOR PROJECTS	11018.2	0	DALLAS	10/2015	2015	KATY TRAIL FROM ELLSWORTH AVE TO WORCOLA STREET IN CITY OF DALLAS	CONSTRUCT ELEVATED PEDESTRIAN BRIDGE ON KATY TRAIL - PHASE 6	\$8,100,000	RTR	YES	YES	YES		PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING
1999 CALL FOR PROJECTS	11153.2	TXDOT FORT WORTH	COLLEYVILLE	02/2016	2016	SH 26 FROM HALL-JOHNSON ROAD TO BROWN TRAIL	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	\$24,576,097	STP-MM; TXDOT ROW; ENHANCEMENT; TMF; LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016
1999 CALL FOR PROJECTS	11153.3	TXDOT FORT WORTH	COLLEYVILLE	02/2016	2016	SH 26 FROM JOHN MCCAIN TO HALL-JOHNSON ROAD	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	\$20,484,883	TXDOT PE; TXDOT ROW; STP-MM; TMF; LOCAL; CAT 12	YES	YES	YES		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016
1999 CALL FOR PROJECTS	11197	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	03/2016	2016	RUFE SNOW DRIVE FROM MID-CITIES BLVD TO 0.02 MILE SOUTH OF RIDGETOP ROAD	WIDEN FROM 4 LANES TO 6 LANES WITH A CONTINUOUS CENTER LEFT-TURN LANE AND ADDITIONAL TURN LANES AT MAJOR INTERSECTIONS (MID-CITIES, HIGHTOWER, AND CHAPMAN)	\$18,803,236	STP-MM; LOCAL	YES	YES	YES	PROJECT LET IN MARCH 2016	CONFIRM FUNDING AS PROJECT LET IN MARCH 2016

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION
FINAL RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	CURRENT FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11252.2	TXDOT FORT WORTH	FORT WORTH	01/2016	2016	EAST ROSEDALE STREET FROM WEST OF MILLER TO STALCUP WEST OF IH 820	RECONSTRUCT FOUR LANES TO FOUR LANES DIVIDED WITH A RAISED MEDIAN (PHASE 2)	\$13,309,820	TXDOT PE; STP-MM; CAT 12(S); CAT 12; LOCAL	YES	YES	YES	PROJECT LET IN JANUARY 2016	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION
2002 STRATEGIC PROGRAMMING INITIATIVE	11450	LANCASTER	LANCASTER	08/2015	2015	DANIELDALE RD FROM IH 35E TO HOUSTON SCHOOL RD	RECON. 2 LN UNDIV TO 2 LN UNDIV URBAN FROM IH 35E NB FR RD TO LONGHORN TRL & RECON. 2 LN UNDIV TO 3 LN UNDIV WITH CONTIN. CNTR TURN LN W/TRANSITION LNS, SIGNALS, & ADD COMBO LNS FOR LT & RT TURN LNS FROM LONGHORN TRL TO HOUSTON SCHOOL RD	\$6,194,242	STP-MM; EARMARK; LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT BID IN AUGUST 2015
2005 PARTNERSHIP PROGRAM 2	11547	FWTA	FORT WORTH/ HURST	05/2014	2012	TRE CROSSING AT PRECINCT LINE	UPGRADE CROSSING BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON- MOUNTABLE CURB MEDIAN	\$1,620,000	CAT 12(S)	YES	YES	YES	PROJECT COMPLETE AS OF SEPTEMBER 2015	PROJECT COMPLETE; NO ACTION NEEDED
2005-2006 PARTNERSHIP PROGRAM 3	11754.1	TXDOT FORT WORTH	HUDSON OAKS	10/2014	2015		IMPROVEMENTS AT LAKESHORE DRIVE, US 180, AND IH 20 FRONTAGE ROADS, CONSTRUCT TURNAROUND BRIDGE, AND WIDEN EXISTING LAKESHORE DRIVE BRIDGE TO ACCOMMODATE TURN LANES	\$9,173,848	CMAQ; DISTRICT DISCRETIONARY; CAT 12(C); LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT HAS LET
2005-2006 PARTNERSHIP PROGRAM 3	11808.1	DALLAS	DALLAS	12/2015	2016	CITYWIDE SIGNAL RETIMING AND INSTALL ADVANCED VEHICULAR DETECTION EQUIPMENT	TRAFFIC SIGNAL IMPROVEMENT (ON SYSTEM & OFF SYSTEM)	\$519,560	CMAQ	YES	YES	YES	CONSTRUCTION BEGAN IN DECEMBER 2015, TO BE COMPLETED IN DECEMBER 2016	PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING
2005-2006 PARTNERSHIP PROGRAM 3	11847	RICHARDSON	RICHARDSON	12/2015	2016	SIDEWALKS TO DART RAIL STATIONS - W/IN 1/2 MILE RADIUS OF DART SPRING VALLEY STATION, ARAPAHO STATION, & GALATYN PARK STATION	CONSTRUCT 6/7 FOOT SIDEWALKS ALONG ARTERIAL AND COLLECTOR STREETS (15.5 MI)	\$1,000,000	RTC LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT LET IN DECEMBER 2015
2005-2006 PARTNERSHIP PROGRAM 3	11850	PLANO	PLANO	06/2014	2014	15TH STREET FROM AVENUE G TO CHISHOLM TRAIL AT 15TH STREET	ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAY FINDING SIGNAGE, AND LANDSCAPING	\$2,350,000	RTR	YES	YES	YES	PROJECT LET IN SEPTEMBER 2014	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2016														
1999 CALL FOR PROJECTS	11065	GARLAND	GARLAND	05/2016	2016	WINTERS PARK/SPRING CREEK GREENBELT TRAIL FROM BRAND ROAD TO RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES	\$2,072,339	CMAQ; LOCAL	YES	YES	YES		CONFIRM FUNDING IN FY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11144	ARLINGTON	ARLINGTON	3/2016	2016	BIKEWAYS CITYWIDE	DEVELOP BIKE LANES AND BIKE ROUTES WITHIN CITY LIMITS	\$260,000	CMAQ	NO (NOT RECENT)	YES	YES		CONFIRM FUNDING AS PROJECT WILL LET IN FY 2016

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FINAL RECOMMENDATION**

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2002 STRATEGIC PROGRAMMING INITIATIVE	11419	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	07/2016	2016	FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS	\$5,253,691	CMAQ; LOCAL	YES	YES	YES		CONFIRM FUNDING IN FY 2016
2005 PARTNERSHIP PROGRAM 2	11505	FWTA	IRVING	03/2016	2015	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	\$22,382,585	TMF	YES	N/A	YES	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2016
2005 PARTNERSHIP PROGRAM 2	11515	FWTA	GRAPEVINE	08/2016	2015	SEAMLESS AVIATION CONNECTIONS; DFW INTERNATIONAL AIRPORT TO COTTONBELT RAILWAY	CONSTRUCT NEW RAIL CONNECTION; DFW INTERNATIONAL AIRPORT INTERMODAL CONNECTION TO COTTONBELT	\$9,926,211	TMF	YES	N/A	YES	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2016
2005 PARTNERSHIP PROGRAM 2	11584	DART	IRVING	07/2016	2013	TRE DOUBLE TRACKING AT VALLEY VIEW (TAR/DAL CL) AND WEST IRVING	CONSTRUCT SECOND TRACK FROM DALLAS/TARRANT COUNTY LINE (AT VALLEY VIEW LN) TO WEST IRVING STATION	\$4,752,000	CMAQ	NO	?	YES	FUNDS PREVIOUSLY TRANSFERRED TO DART, CONSTRUCTION SHOULD BE COMPLETED IN FY 2017	DELAY TO FY 2016; DART ANTICIPATES LETTING THE PROJECT IN FY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11585	TXDOT DALLAS	CARROLLTON	08/2016	2016	BROADWAY/MAIN FROM BELTLINE/BROADWAY TO BROADWAY NORTH OF CROSBY	CONSTRUCT PEDESTRIAN CONNECTION BETWEEN DART RAIL STATION AND DOWNTOWN CARROLLTON	\$693,935	CMAQ; TDCs (MPO)	YES	N/A (TDCs)	YES	TO BE CHANGE ORDERED INTO IH 35E PROJECT; NO LOCAL MATCH, TDCS BEING USED	CONFIRM FUNDING IN FY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11745	DALLAS COUNTY	COCKRELL HILL/ DALLAS	05/2016	2016	COCKRELL HILL RD FROM NORTH OF MOLER STREET TO DAVIS STREET	RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES	\$9,225,562	RTR; LOCAL	YES	YES	YES	PROJECT DELAYED FROM FY 2015 TO FY 2016; CONSTRUCTION SLATED TO BEGIN IN MAY 2016	IF CURRENT SCHEDULE IS MAINTAINED, RETAIN FUNDING ON PROJECT IN FY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11746	DALLAS	DALLAS	01/2016	2016	CITY OF DALLAS SAFETY PROGRAM	ASSESSMENT AND IMPLEMENTATION OF DALLAS SAFETY PROGRAM TO IMPROVE SAFETY AT INTERSECTIONS	\$875,000	STP-MM; CMAQ	YES	YES	YES	LPAFA EXECUTED; SCOPE CHANGE TO INCLUDE SIGNAL TIMING IMPROVEMENTS AND INSTALLATION OF ADVANCED VEHICLE DETECTION EQUIPMENT; PROJECT LET JANUARY 2016	CHANGE SCOPE TO SIGNAL AND INTERSECTION IMPROVEMENTS; RECONFIRM FUNDING IN FY 2016
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2017														
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	08/2017	2017	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	\$522,500	CMAQ; TXDOT PE	YES	YES	YES	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	08/2017	2016	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	\$572,500	CMAQ; TXDOT PE	YES	YES	YES	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION
FINAL RECOMMENDATION**

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1992 CALL FOR PROJECTS	633	DALLAS	DALLAS	04/2017	2017	HATCHER ST FROM SPRING AVE TO NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL	\$4,694,450	STP-MM	YES	YES	YES		CONFIRM FUNDING IN FY 2017
1992 CALL FOR PROJECTS	2310.1	DALLAS COUNTY	DALLAS	04/2017	2015	DENTON DRIVE FROM SOUTH OF WALNUT HILL LANE TO NORTH OF ROYAL LN	RECONSTRUCT DENTON DR FROM 2 LN UNDIVIDED RURAL INTO 3 LN URBAN TRANSIT ORIENTED ROADWAY WITH CENTER TURN LN, BIKE LN, SIDEWALKS, AND SIDEWALK CONNECTION TO HARRY HINES BLVD ALONG BOTH WALNUT HILL LN AND ROYAL LN CONNECTING DART LRT STATION	\$10,253,250	RTR; LOCAL	YES	YES	YES	RTR FUNDS USED FOR ENGINEERING; CONSTRUCTION IS FUNDED WITH LOCAL FUNDS; CITY OF DALLAS IS IN SUPPORT OF THE PROJECT	CONFIRM FUNDING AND MOVE TO FY 2017
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	08/2017	2017	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	\$2,760,000	CMAQ; TXDOT PE	YES	YES	YES	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017
1999 CALL FOR PROJECTS	11110	PLANO	PLANO	07/2017	2017	ON SPRING CREEK PARKWAY AT COIT ROAD	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES	\$2,433,303	CMAQ	YES	YES	YES		CONFIRM FUNDING FOR PROJECT IN FY 2017
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217	TXDOT DALLAS	DENTON	04/2017	2016	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	\$18,950,000	STP-MM; RTR	YES	YES	NO	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11263.7	FORT WORTH	FORT WORTH	02/2017	2016	PEACH STREET AREA FROM PEACH STREET TO LIVE OAK CONNECTOR	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	\$3,183,455	STP-MM; EARMARK; LOCAL	YES	YES	N/A	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2017
2004-2005 SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS	11318.1	PLANO	PLANO	01/2017	2018	PLANO TRANSIT VILLAGE; FROM 12TH TO SH 190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	\$2,668,552	CMAQ; LOCAL	YES	YES	YES	ENVIRONMENTALLY CLEARED; DESIGN IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2017
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.1	CARROLLTON	CARROLLTON	12/2016	2017	VARIOUS LOCATIONS IN CITY OF CARROLLTON - OFF-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$900,000	CMAQ	YES	YES	YES	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2017; LPAFA EXECUTED NOVEMBER 2015	CONFIRM FUNDING FY 2017
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.2	CARROLLTON	CARROLLTON	12/2016	2017	VARIOUS LOCATIONS IN CITY OF CARROLLTON ON-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$200,000	CMAQ	YES	YES	YES	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2016; LPAFA EXECUTED NOVEMBER 2015	CONFIRM FUNDING AND MOVE TO FY 2017

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION
FINAL RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	CURRENT FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2002 STRATEGIC PROGRAMMING INITIATIVE	11461	PLANO	PLANO	09/2016	2017	SH 289 AT INTERSECTION OF PLANO PARKWAY	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	\$3,600,000	CMAQ; STP-MM	YES	YES	YES	SCHEMATICS UNDER REVIEW BY TXDOT	CONFIRM FUNDING IN FY 2017
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	12/2016	2017	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD	\$16,200,000	RTR; LOCAL	YES	YES	YES		CONFIRM FUNDING IN FY 2017
2005-2006 PARTNERSHIP PROGRAM 3	11580	TXDOT DALLAS	CARROLLTON	08/2017	2015	BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT	2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTONBELT RAIL LINE	\$343,020	CMAQ	YES	YES	YES		CONFIRM FUNDING AND MOVE TO FY 2017
2005-2006 PARTNERSHIP PROGRAM 3	11727	DALLAS COUNTY	DALLAS	10/2016	2016	MEDICAL DISTRICT DR FROM IH 35E TO HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4- LANE TO 6-LANE DIVIDED	\$22,220,458	STP-MM; LOCAL; EARMARK	YES	YES	YES		CONFIRM FUNDING AND MOVE TO FY 2017
2005-2006 PARTNERSHIP PROGRAM 3	11763	TXDOT FORT WORTH	FORT WORTH	09/2016	2017	CHAPEL CREEK BLVD AT IH 30	CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE	\$9,488,000	CAT 12S; STP-MM; LOCAL	YES	YES	YES		CONFIRM FUNDING IN FY 2017; INCREASE FUNDS PER THE PROPOSED MAY 2016 MODIFICATION DUE TO ADDED TURN LANE AND COST INCREASES
2005-2006 PARTNERSHIP PROGRAM 3	11775	FRISCO	FRISCO	02/2017	2018	FRISCO/NTTA FIBER OPTIC CONNECTION FRISCO TMC TO NTTA - DNT	DESIGN & INSTALLATION OF FIBER OPTIC CONNECTION W/THE REGION FIBER CONNECTION FROM FRISCO TMC TO DNT	\$326,098	CMAQ	YES	YES	YES	ITS ARCHITECTURE STATEMENT NEEDED; LPAFA UNDERWAY	CONFIRM FUNDING AND ADVANCE PROJECT TO FY 2017; CITY MUST SUBMIT AN ITS ARCHITECTURE STATEMENT PRIOR TO LETTING
2005-2006 PARTNERSHIP PROGRAM 3	11785	FORT WORTH	FORT WORTH	01/2017	2016	ROSEDALE ST FROM IH 30 TO MILLER ROAD	ACTIVE CORRIDOR MANAGEMENT SYSTEM; REAL TIME TRAVELER INFORMATION WITH HIGH SPEED COMMUNICATIONS	\$918,324	CMAQ; LOCAL	YES	YES	YES	LPAFA EXECUTED	CONFIRM FUNDING AND MOVE TO FY 2017
2005-2006 PARTNERSHIP PROGRAM 3	11853.2	TXDOT FORT WORTH	ARLINGTON	08/2017	2017	SH 180/DIVISION FROM COOPER TO COLLINS	DIVISION BICYCLE AND PEDESTRIAN PROJECT; CONSTRUCT NEW BIKE TRAIL, 8-FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	\$1,050,775	CMAQ	YES	YES	YES	AS OF FEBRUARY 2016 THE CITY REQUESTS A SCOPE REDUCTION TO INCLUDE SIDEWALKS ONLY	CONFIRM FUNDING IN FY 2017; CHANGE PROJECT DESCRIPTION TO INCLUDE ONLY THE SIDEWALKS AS FUNDING IS INSUFFICIENT TO COVER THE ORIGINAL SCOPE

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION
FINAL RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	CURRENT FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2018 OR LATER														
1992 CALL FOR PROJECTS	533	DART	DALLAS	NA	2015	LEMMON AVENUE AT BLUFFVIEW	INTERSECTION IMPROVEMENTS	\$800,000	LOCAL (DEFEDERALIZATION)	YES	N/A	NO	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; CITY OF DALLAS RECOMMENDS CANCELLATION	CHANGE SCOPE TO INCLUDE ACCESS IMPROVEMENTS TO LOVE FIELD AND PROVIDE A PEDESTRIAN SAFETY CROSSING OVER LEMMON AVENUE; PROPOSE MOVING PROJECT TO FY 2018; CONFIRM FUNDING IN FY 2018
1992 CALL FOR PROJECTS	665.2	TXDOT DALLAS	DALLAS	06/2017	2018	PARK LANE FROM US 75 TO GREENVILLE AVE	WIDEN ROADWAY FROM 4 TO 5 LANES (2 EASTBOUND AND 3 WESTBOUND), AND CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	\$7,736,000	STP-MM	YES	YES	YES	CITY AND TXDOT HAVE AGREED TO REDEFINE THE PROJECT SCOPE TO INCLUDE ONLY A RIGHT-TURN LANE ON THE NORTHBOUND CENTRAL EXPRESSWAY SERVICE ROAD TO EASTBOUND PARK LANE; PROJECT COST PENDING; MAY DECREASE FUNDING AND SCOPE	MOVE PROJECT FY 2018
1992 CALL FOR PROJECTS	684	TXDOT DALLAS	DALLAS	07/2018	2017	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	\$4,393,500	STP-MM	YES	YES	YES	CITY OF DALLAS IN SUPPORT OF PROJECT	CONFIRM FUNDING AND MOVE TO FY 2018
1992 CALL FOR PROJECTS	2998	TXDOT DALLAS	ROCKWALL	5/1/2018	2017	SH 276 FROM SH 205 TO FM 549	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	\$16,861,654	LOCAL; TXDOT PE; TXDOT ROW; PROPOSITION 1	YES	YES	YES	PROJECT DELAYED DUE TO ROW ACQUISITION	IN OCTOBER 2015, THE RTC APPROVED PROPOSITION 1 FUNDS FOR FY 2017 AND REMOVAL OF THE STP-MM FUNDS; DELAY PROJECT TO FY 2018 AND CONFIRM FUNDING
1999 CALL FOR PROJECTS	11116	RICHARDSON	RICHARDSON	09/2017	2017	DUCK CREEK TRAIL FROM PLANO RD TO CAMPBELL/US 75 IN RICHARDSON	BIKE AND PEDESTRIAN TRAIL	\$2,615,804	CMAQ	YES	YES	YES	LPAFA IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2018
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11244.1	TXDOT FORT WORTH	FORT WORTH	03/2018	2018	FM 156 FROM US 81/287 TO WATAUGA ROAD (MCELROY)	WIDEN 2 TO 4 LANE DIVIDED	\$13,850,010	STP-MM; TXDOT PE; TXDOT ROW	YES	YES	YES	PROPOSING FUTURE PROP 1 FUNDING FOR SHORTFALL	CONFIRM EXISTING FUNDING AND MOVE TO FY 2018
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.6	GRAND PRAIRIE	GRAND PRAIRIE	11/2017	2018	RR CROSSING RELIABILITY PARTNERSHIP PROGRAM; 19TH STREET SW, BAGDAD RD, SE 14TH STREET, CENTER STREET, SW 2ND STREET, AND SW 23RD STREET AT UPRR	INSTALL MISC. EQUIPMENT, GATES, ADVANCE PREEMPTION, AND FLASHERS	\$1,575,000	STP-MM; TXDOT RAIL FUNDS; LOCAL	YES	YES	YES	CITY OF GRAND PRAIRIE WORKING WITH UPRR ON PROJECT DETAILS; LPAFA AGREEMENT EXECUTED IN 2013, BUT NEW AGREEMENTS ARE NEEDED DUE TO PROJECT DELAYS	CONFIRM FUNDING AND DELAY TO FY 2018

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION
FINAL RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	CURRENT FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION	
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.9	DALLAS	DALLAS	01/2018	2018	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD, BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	\$2,260,000	STP-MM	YES	YES	YES	DELAYED DUE TO LOCAL MATCH UNAVAILABILITY; CITY IS SLATED FOR THE 2017 BOND PROGRAM; IF NOT INCLUDED IN THE BOND PROGRAM THE CITY UNDERSTANDS THAT THE PROJECT WILL BE CANCELLED	CONFIRM FUNDING IN FY 2018; CANCEL PROJECT IF LOCAL MATCH NOT APPROVED IN THE 2017 DALLAS BOND PROGRAM	
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11265	TXDOT DALLAS	DUNCANVILLE	10/2017	2018	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	\$5,000,000	STP-MM	YES	YES	YES	RECEIVED LETTER OF SUPPORT FROM DUNCANVILLE	CONFIRM FUNDING IN FY 2018	
2004 PARTNERSHIP PROGRAM 1	11527	TXDOT DALLAS	IRVING	05/2035	2035	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	N/A	N/A	NO	N/A	2037	CONSTRUCTION NOT FUNDED; HOWEVER TXDOT PAYING FOR PE AND ROW	CONFIRM PROJECT NEED; \$15.1M OF TXDOT ROW FUNDS AND TXDOT PE FUNDS; CONSTRUCTION REMAINS UNFUNDED; KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF THE TIP)	
2005-2006 PARTNERSHIP PROGRAM 3	11747	DALLAS COUNTY	VARIOUS	10/2017	2015	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK TO DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES	\$6,800,000	RTR; LOCAL	YES	YES	YES		CONFIRM FUNDING AND MOVE TO FY 2018	
2005-2006 PARTNERSHIP PROGRAM 3	11757	GRAPEVINE	GRAPEVINE	09/2017	2018	MUSTANG DR AT WILLIAM D TATE AVE	ADD ADDITIONAL EASTBOUND LEFT TURN LANE	\$53,000	LOCAL	NO	YES	YES	PART OF A DEFEDERALIZATION PACKAGE WITH GRAPEVINE; PROJECT DELAYED DUE TO DFW CONNECTOR AND NEW RAMP AT SH 121/SH 360	MAINTAIN COMMITMENT BY THE CITY; CITY TO BUILD BY FY 2018 - FY 2019	
2005-2006 PARTNERSHIP PROGRAM 3	11794.2	RICHARDSON	RICHARDSON	10/2017	2017	CAMPBELL RD FROM COLLINS TO US 75	EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS	\$1,250,000	STP-MM	YES	YES	YES		CONFIRM FUNDING AND MOVE TO FY 2018	
2005-2006 PARTNERSHIP PROGRAM 3	11853.1	ARLINGTON	ARLINGTON	10/2017	2017	ABRAM STREET HIKE AND BIKE TRAIL; FIELDER ON THE WEST, ABRAM ON THE SOUTH, STADIUM ON THE EAST AND RIGHT UP TO, BUT NOT INCLUDING DIVISION ON THE NORTH	ABRAM-AREA BICYCLE AND PEDESTRIAN DISTRICT: CONSTRUCT NEW BIKE TRAIL, SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	\$1,093,325	CMAQ	YES	YES	YES	CURRENTLY UNDER DESIGN	CONFIRM FUNDING AND MOVE PROJECT TO FY 2018	
TOTAL								\$329,726,887							

REGIONAL TRANSPORTATION COUNCIL
APRIL 14, 2016

Milestone Policy Implementation and

2017-2020

Transportation Improvement Program

for North
Central Texas

MILESTONE POLICY IMPLEMENTATION BACKGROUND

- ◆ In June 2015, the Regional Transportation Council (RTC) approved the Project Milestone Policy.
- ◆ Projects funded ten (10) or more years ago in which construction has not started are affected.
- ◆ In November 2015, agencies submitted responses regarding the status of projects for review.
- ◆ Agencies could justify keeping projects by:
 - Providing a realistic, achievable schedule
 - Providing documentation of policy board support
 - Documenting the availability of local matching funds

MILESTONE POLICY IMPLEMENTATION RECOMMENDATIONS

- ◆ Cancel projects identified in Reference Item 4.1 and move funds back to the regional funding pools
- ◆ Monitor projects that are currently under construction or recently let
- ◆ Propose that projects with a delay must begin construction within one fiscal year of the year identified in the Reference Item 4.1 recommendation in order to maintain the funding commitment

MILESTONE POLICY

SUMMARY OF RECOMMENDATIONS

Funding Type	In \$ Millions					
	Proposed to Cancel	Under Construction or Recently Let (Confirm Funding)	Confirm Funding			Total
			Delayed to FY 2016	Delayed to FY 2017	Delayed to FY 2018+	
RTC-Selected Funding Categories*	.56	88.44	47.21	69.73	44.21	250.15
Non-RTC-Selected Funding Categories**	2.02	17.69	8.23	31.55	20.08	79.57
Total	2.58	106.13	55.44	101.28	64.29	329.72

*Congestion Mitigation Air Quality Improvement Program, Surface Transportation Program-Metropolitan Mobility, Regional Toll Revenue, etc.

**TxDOT Engineering Funds, TxDOT Right-of-Way Funds, Local Funds, etc.

2017-2020 TIP DEVELOPMENT

Schedule Update

DEVELOPMENT PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

2017-2020 TIP DEVELOPMENT

SCHEDULE UPDATE

- ◆ TxDOT has changed the due date of TIP submittals to June 24, 2016 instead of May 2, 2016.
- ◆ Staff proposes to delay the final 2017-2020 TIP listings for Council approval until May 2016.
- ◆ Staff will continue to refine the listings with input from local agencies, TxDOT, and the public.

2017-2020 TIP DEVELOPMENT

TIMELINE/ACTION TABLE

May – Oct. 2015	Met with implementing agencies
Aug. – Jan. 2016	Data input, financial constraint, and analysis
Jan. 2016	Draft listings – STTC information
Feb. 2016	Draft listings – Regional Transportation Council (RTC) information
Mar. 2016	Draft listings – Public meetings Final listings – STTC action
Apr. 2016	Project Milestone Policy – RTC action
May 2016	Final Listings – RTC action
June 24, 2016	Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal
Aug. 2016	TxDOT Commission approval (for STIP)
Oct. 2016	Anticipate federal/State approval (STIP)

2017-2020 TIP DEVELOPMENT

ACTION REQUESTED

Approval of:

- ◆ The Project Milestone Policy recommendations
- ◆ Direct staff to incorporate the Project Milestone Policy recommendations into the 2017-2020 TIP/STIP

2017-2020 TIP DEVELOPMENT

QUESTIONS/COMMENTS

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III+ device will be more effective in deterring theft than the parts-marking requirements of 49 CFR part 541.

GM stated that it believes that PASS-Key III+ devices will be more effective in deterring theft than the parts-marking requirements, the agency should find that installation of the PASS-Key III+ device on the Chevrolet Bolt vehicle line is sufficient to qualify it for full exemption from the parts-marking requirements.

Based on the evidence submitted by GM, the agency believes that the antitheft device for the Chevrolet Bolt vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR 541). The agency concludes that the device will provide four of the five types of performance listed in § 543.6(a)(3): Promoting activation; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

Pursuant to 49 U.S.C. 33106 and 49 CFR 543.7 (b), the agency grants a petition for exemption from the parts-marking requirements of Part 541 either in whole or in part, if it determines that, based upon substantial evidence, the standard equipment antitheft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of Part 541. The agency finds that GM has provided adequate reasons for its belief that the antitheft device for the Chevrolet Bolt vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541). This conclusion is based on the information GM provided about its device.

GM's proposed device lacks an audible or visible alarm therefore, this device cannot perform one of the functions listed in 49 CFR part 543.6(a)(3), that is, to call attention to unauthorized attempts to enter or move the vehicle. GM compared its proposed device to other devices NHTSA has determined to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements. GM compared its device to those antitheft devices installed on the Chevrolet Corvette, Chevrolet Camaro and Pontiac Firebird vehicle lines, which have all been granted parts-marking exemptions by the agency. Using an average of three

model years' data (2011–2013), theft rates for the Chevrolet Corvette, Chevrolet Camaro and the Pontiac Firebird vehicle lines are 1.2698 and 2.7032 respectively. GM has not produced the Pontiac Firebird vehicle line since MY 2002. Therefore, no current theft rate data exist for this vehicle line.

For the foregoing reasons, the agency hereby grants in full GM's petition for exemption for the Chevrolet Bolt vehicle line from the parts-marking requirements of 49 CFR part 541. The agency notes that 49 CFR part 541, Appendix A–1, identifies those lines that are exempted from the Theft Prevention Standard for a given model year. 49 CFR part 543.7(f) contains publication requirements incident to the disposition of all Part 543 petitions. Advanced listing, including the release of future product nameplates, the beginning model year for which the petition is granted and a general description of the antitheft device is necessary in order to notify law enforcement agencies of new vehicle lines exempted from the parts-marking requirements of the Theft Prevention Standard.

If GM decides not to use the exemption for this line, it should formally notify the agency. If such a decision is made, the line must be fully marked according to the requirements under 49 CFR parts 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if GM wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Part 543.7(d) states that a Part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device on which the line's exemption is based. Further, Part 543.9(c)(2) provides for the submission of petitions "to modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption."

The agency wishes to minimize the administrative burden that Part 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting Part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be *de minimis*. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes, the effects of which might be characterized as *de minimis*, it should consult the agency

before preparing and submitting a petition to modify.

Issued in Washington, DC, under authority delegated in 49 CFR 1.95.

Raymond R. Posten,

Associate Administrator for Rulemaking.

(Signature page, Grant of Petition for Exemption, MY 2017 Chevrolet Bolt)

[FR Doc. 2016–04568 Filed 3–1–16; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. DOT–OST–2016–0022]

Notice of Funding Opportunity for the Department of Transportation's Nationally Significant Freight and Highway Projects (FASTLANE Grants) for Fiscal Year 2016

AGENCY: Office of the Secretary of Transportation, DOT.

ACTION: Notice of funding opportunity.

SUMMARY: The Fixing America's Surface Transportation Act (FAST Act) established the Nationally Significant Freight and Highway Projects (NSFHP) program to provide Federal financial assistance to projects of national or regional significance and authorized the program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$800 million for FY 2016 to be awarded by the Secretary of Transportation. The Department will also refer to NSFHP grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The purpose of this notice is to solicit applications for FY 2016 grants for the NSFHP program. The Department also invites interested parties to submit comments about this notice's contents to public docket DOT–OST–2016–0022 by June 1, 2016.

DATES: Applications must be submitted by 8:00 p.m. EDT on April 14, 2016. The Grants.gov "Apply" function will open by March 15, 2016.

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 concerning this notice, please contact the Office of the Secretary via email at FASTLANEgrants@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 Scott Greene at (202) 493-6408. For all other questions, please contact Howard Hill at (202) 366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. Additionally, the Department will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's Web site at www.transportation.gov/FASTLANE grants.

SUPPLEMENTARY INFORMATION: This notice solicits applications for the NSFHP program for FY 2016. Each section of this notice contains information and instructions relevant to the application process for NSFHP grants, and the applicant should read this notice in its entirety to submit eligible and competitive applications.

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- H. Other Information

A. Program Description

The Nationally Significant Freight and Highway Projects (NSFHP) program, as established by the Fixing America's Surface Transportation Act (FAST Act), Public Law 114-94, section 1105 (23 U.S.C. 117), will provide Federal financial assistance to freight and highway projects of national or regional significance. The Department will also refer to NSFHP grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The NSFHP program provides dedicated, discretionary funding for projects that address critical freight issues facing our nation's highways and bridges and for the first time in the U.S. Department of Transportation's 50-year history, establishes broad, multiyear eligibilities for freight infrastructure.

To better adapt to population growth, compete in the global economy, and meet the needs of consumers and industry, the United States needs a strong multimodal transportation system. *Beyond Traffic 2045: Trends*

and *Choices (Beyond Traffic)*,¹ the Department's 30-year framework for the future, outlines changing local and global patterns, including population and employment growth in burgeoning megaregions and significant growth in freight movement by ton and value. The report affirms the need to address freight bottlenecks that severely constrain system performance and capacity. The Department's draft National Freight Strategic Plan,² released in October 2015, further explores these challenges for freight transportation and identifies strategies to address impediments to the flow of goods throughout the nation.

The NSFHP program provides an opportunity to address nationally or regionally significant challenges across the nation's transportation system including improving the safety, efficiency, and reliability of the movement of freight and people; generating national or regional economic benefits and increasing the United States' global competitiveness; reducing highway congestion and bottlenecks; enabling more efficient intermodal connections; minimizing delays at international borders; improving inadequate first and last mile segments; modernizing port facilities to meet 21st Century demands, including connections between ports and their surface transportation systems; enhancing the resiliency of critical intermodal infrastructure and helping protect the environment; improving grade crossings; improving roadways vital to national energy security; and addressing the impact of population growth on the movement of people and freight. The program also offers resources to advance highway and bridge projects on the National Highway System, including those that improve mobility through added capacity on the Interstate or address needs in a national scenic area. Recognizing the interconnected and multimodal nature of the nation's transportation system, the Department will give additional consideration to nationally or regionally significant multimodal and multijurisdictional projects.

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

communities through neighborhood redevelopment; mitigate the negative impacts of freight movement on communities; and support workforce development, particularly for disadvantaged groups, which include low-income groups, persons with visible and hidden disabilities, elderly individuals, and minority persons and populations. The Department may consider whether a project's design is likely to generate benefits for all users of the proposed project, including non-driving members of a community adjacent to or affected by the project.

B. Federal Award Information

The FAST Act authorizes the NSFHP program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$800 million³ for FY 2016 to be awarded by DOT on a competitive basis to projects of national or regional significance that meet statutory requirements. NSFHP 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. NSFHP grants may also fund developmental phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements.

The Department will divide grants under the NSFHP program into large and small projects. (Refer to section C.3.ii. for a definition of large and small projects.) For large projects, the FAST Act specifies that NSFHP grants must be at least \$25 million. For small projects, the grants must be at least \$5 million. For both large and small projects, maximum NSFHP awards may not exceed 60 percent of future eligible project costs. Ten percent of available funds, approximately \$76 million in FY 2016, are reserved for small projects. Applicants are strongly encouraged to submit applications only for eligible award amounts.

Pursuant to the FAST Act, not more than \$500 million in aggregate of the \$4.5 billion authorized for NSFHP

³ 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 \$800 million was authorized for FY 2016, only \$759.2 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, Public Law 114-113, div. L § 120.

¹ <https://www.transportation.gov/BeyondTraffic>.

² <https://www.transportation.gov/freight/NFSP>.

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. Only the non-highway portion(s) of multimodal projects count toward the \$500 million maximum. 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. The Federal share for projects that count toward the \$500 million maximum may fund only elements of the project that provide public benefit. 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 at least 25 percent of the funds provided for NSFHP grants, \$190 million in FY 2016, are to be used for projects located in rural areas, as defined in Section C.3.iv. If the Department does not receive enough qualified applications to fully award the 25 percent reserved for rural projects, the Department may use the excess funding for non-rural awards. DOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

The FAST Act allows an NSFHP grant recipient to use NSFHP funds granted to pay the subsidy and administrative costs necessary to receive credit assistance for the associated project under the Transportation Infrastructure Finance and Innovation Act of 1998 ("TIFIA") program.

C. Eligibility Information

To be selected for an NSFHP 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 NSFHP 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 must identify a lead applicant as the primary point of contact. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

2. Cost Sharing or Matching

NSFHP 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 NSFHP grant, but total Federal assistance for a project receiving an NSFHP 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 in statute, local cost-share may not be counted as non-Federal share for both the NSFHP 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 as awarded funds.

3. Other

i. Eligible Project

Eligible projects for NSFHP 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. 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.

ii. Eligible Project Costs

Eligible costs under the NSFHP program include development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other pre-construction activities, as well as construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to system performance.

iii. 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 NSFHP grant. Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.3.ii. 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 NSFHP grant funds, nor will the count toward the project's required non-Federal share.

a. Large Projects

The minimum project size for large projects is the lesser of \$100 million; 30 percent of a State's FY 2015 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State's FY 2015 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2016 for both single and multi-State projects.

State ⁴	One-State minimum (millions)	Multi-State minimum* (millions)
Alabama	\$100	\$100
Alaska	100	100
Arizona	100	100

State ⁴	One-State minimum (millions)	Multi-State minimum* (millions)
Arkansas	\$100	\$100
California	100	100
Colorado	100	100
Connecticut	100	100
Delaware	49	82
Dist. of Col	46	77
Florida	100	100
Georgia	100	100
Hawaii	49	82
Idaho	83	100
Illinois	100	100
Indiana	100	100
Iowa	100	100
Kansas	100	100
Kentucky	100	100
Louisiana	100	100
Maine	53	89
Maryland	100	100
Massachusetts ..	100	100
Michigan	100	100
Minnesota	100	100
Mississippi	100	100
Missouri	100	100
Montana	100	100
Nebraska	84	100
Nevada	100	100
New Hampshire ..	48	80
New Jersey	100	100
New Mexico	100	100
New York	100	100
North Carolina ..	100	100
North Dakota	72	100
Ohio	100	100
Oklahoma	100	100
Oregon	100	100
Pennsylvania	100	100
Rhode Island	63	100
South Carolina ..	100	100
South Dakota	82	100
Tennessee	100	100
Texas	100	100
Utah	100	100
Vermont	59	98
Virginia	100	100
Washington	100	100
West Virginia	100	100
Wisconsin	100	100
Wyoming	74	100

* For multi-State projects, the minimum project size is largest of the multi-State minimums from the participating States.

b. Small Projects

A small project is an eligible project that does not meet the minimum project size described in Section C.3.iii.a.

iv. Rural/Urban Area

The NSFHP 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

⁴ For purposes of determine total project cost threshold, funds allocated to Puerto Rico will be treated as fund apportioned to a State. Project cost threshold for Puerto Rico will be based on 30 percent of funds allocated in FY 2015.

a designated by the U.S. Census Bureau, with a population of 200,000 or more.⁶ Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. Rural and urban definitions differ in some other DOT programs, including TIFIA and the FY 2016 TIGER Discretionary Grants Program.

v. Application Limit

To encourage applicants to prioritize their NSFHP 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. The NSFHP and the FY 2016 TIGER Discretionary Grant programs have independent application limits. Applicants applying to both the NSFHP and the FY 2016 TIGER Discretionary Grants program may apply for the same project to both programs (noted in each application), but must timely submit separate applications that independently address how the project satisfies applicable selection criteria for the relevant grant program. Although a project may be eligible for award under both programs, the same application is unlikely to be responsive to both programs' notices of funding opportunity because the purposes and selection criteria of the programs differ.

vi. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. Applicants should clearly identify all highway, bridge, and freight related components comprising the total project. DOT 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; (2) independently aligns well with the selection criteria specified in Section E;

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_

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 DOT 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. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2.f. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and upon applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested NSFHP funding 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.

D. Application and Submission Information

1. Address

Applications must be submitted through www.Grants.gov. Instructions for submitting applications can be found at www.transportation.gov/FASTLANEgrants.

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 page and Project Narrative follows.

i. Cover Page Including the Following Chart:

RefMap/ua/. For the purposes of the NSFHP program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

⁶ See www.transportation.gov/FASTLANEgrants for a list of Urbanized Areas with a population of 200,000 or more.

Project Name.	
Previously Incurred Project Cost	\$.
Future Eligible Project Cost	\$.
Total Project Cost	\$.
NSFHP Request	\$.
Total Federal Funding (including NSFHP)	\$.
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 National Highway System	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.
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 NSFHP funds will be spent on each of these projects components?	
State(s) in which project is located.	
Small or large project	Small/Large.
Also submitting an application to TIGER for this project?	Yes/no.
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?	

ii. Project Narrative

The application must include information required for DOT 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 data and evidence of project merits in a form that is verifiable or publicly available. DOT may ask any applicant to supplement data in its application, but expects applications to be complete upon submission.

DOT recommends that the project narrative adhere to the following basic outline to clearly address the program requirements and make critical information readily apparent. 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. DOT 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 portion that may exceed the 25-page limit are supporting documents to support 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 must 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 DOT financial assistance program may be referenced and described as unchanged. DOT recommends using appropriately descriptive final names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. DOT recommends applications include the following sections:

a. Project Description including a description project size including previously incurred expenses to show the project meets minimum project size requirements, a description of what requested NSFHP and matching funds will support, how the project is nationally or regionally significant, information on the expected users of the project, a description of the transportation challenges the project aims to address, and how the project will address these challenges. The description should include relevant data for before and after the project is built, such as passenger and freight volumes, congestion levels, infrastructure condition, and safety experience, including citations for data sources. Examples of potentially relevant data can be found at www.transportation.gov/FASTLANEgrants, but DOT

encourages applicants to identify the most relevant information for their project.

b. Project Location including a detailed description of the proposed project and geospatial data for the project, as well as a map of the project's location and its connections to existing transportation infrastructure. If the project is located within the boundary of a Census- designated Urbanized Area, the application must identify the Urbanized Area.

c. Project Parties including information about the grant recipient and other affected public and private parties who are involved in delivering the project, such as ports, terminal operators, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, and the freight industry workforce.

d. Grant Funds, Sources and Uses of Project Funds including information to demonstrate the viability and completeness of the project's financing package, assuming the availability of the requested NSFHP grant funds. The applicant should show evidence of stable and reliable capital and (as appropriate) operating fund commitments sufficient to cover estimated costs; the availability of contingency reserves should planned capital or operating revenue sources not materialize; evidence of the financial condition of the project sponsor; and evidence of the grant recipient's ability to manage grants. At a minimum, applicants must include:

(i) Future eligible cost, as defined in Section C.3.ii–iii.

(ii) Availability and commitment of all committed and expected funding sources and uses of all project funds for future eligible project costs, including the identity of all parties providing funds for the project and their percentage shares; any restrictions attached to specific funds; compliance or a schedule for compliance with all conditions applicable to each funding source, and, to the extent possible, funding commitment letters from non-Federal sources.

(iii) Federal funds already provided and the size, nature, and source of the required match for those funds, as well as pending or past Federal funding requests for the project. This information should demonstrate that the requested NSFHP funds do not exceed 60 percent of future eligible project costs and that total Federal funding will not exceed 80 percent of future eligible project costs. This information should also show that local share for the NSFHP grant is not counted as the matching requirement for another Federal program.

(iv) A detailed project budget containing a breakdown of how the funds will be spent. That budget should estimate—both dollar amount and percentage of cost—the cost of work for each project component. If the project will be completed in individual segments or phases, a budget for each individual segment or phase should be included. Budget spending categories should be broken down between NSFHP, other Federal, and non-Federal sources, and this breakdown should also identify how each funding source will share in each activity.

(v) Amount of requested NSFHP funds that will be spent on highway, bridge, freight intermodal or freight rail, port, grade crossing or grades separation project components.

e. Cost-Effectiveness analysis should demonstrate that the project is likely to deliver its anticipated benefits at reasonable costs. Applicants should delineate each of their project's expected outputs and costs, preferably in the form of a complete Benefit-Cost Analysis (BCA), to enable the Department to consider cost-effectiveness (small projects) or determine whether the project is cost effective (for large projects). The primary economic benefits from projects eligible for NSFHP grants are likely to include time savings for passenger travel and freight shipments, improvements in transportation safety (less frequent accidents and the resulting reductions in fatalities,

injuries, and property damage), reduced damages from emissions of greenhouse gases and criteria air pollutants, and savings in maintenance costs to public agencies. Applicants are strongly encouraged to submit a BCA in support of each project for which they seek funding that quantifies each of these benefits, provides monetary estimates of their economic value, and compares the properly-discounted present values of these benefits to the project's estimated costs. Where applicants cannot adequately monetize benefits, they are urged to identify non-monetary measures for other categories of benefits (examples below) to assist the Department in making cost-effectiveness and other determinations about projects.

Many projects are likely to generate other categories of benefits that are more difficult to quantify and value in economic terms, but are nevertheless important considerations in determining whether a proposed project is cost-effective. These may include impacts such as improving the reliability of passenger travel times or freight deliveries, reducing recurring delays at critical transportation bottlenecks, improvements to the existing human and natural environments surrounding the project, increased access and mobility, benefits to safety and public health, stormwater runoff mitigation, and noise reduction. Applicants should identify each category of impact or benefits that is not already included in the estimated dollar value of their project's benefits (as described above), and wherever possible provide numerical estimates of the magnitude and timing of each of these additional impacts.

For the purpose of evaluating cost-effectiveness, project costs should include those for constructing, operating, and maintaining the proposed project, including a detailed breakdown of those costs by spending category, the expected timing or schedule for costs in each category, and any contingency or other allowances for unanticipated costs. 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 DOT's guidance for conducting BCAs for projects seeking funding under the NSFHP program (see www.transportation.gov/FASTLANEgrants).

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.

f. Project Readiness including information to demonstrate that the project is reasonably expected to begin construction in a timely manner. For a large project, the Department cannot award a project that is not reasonably expected to begin construction within 18 months of obligation of funds for the project. The Department will determine that large projects with a construction start date beyond September 30, 2019 are not reasonably expected to begin construction within 18 months of obligation. Obligation occurs when a selected applicant and DOT enter a written project specific agreement 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.

To assist the Department's project readiness determination, the Department will consider information provided in this Section D.2.ii.d. (Grant Funds, Sources and Uses of Project Funds) in addition to the following information:

(i) Technical Feasibility. The technical feasibility of the project should be demonstrated by 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 NSFHP application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants must 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.

(ii) Project Schedule. The applicant must include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the STIP), start and completion of NEPA and other environmental reviews and approvals including permitting; design completion; right of way acquisition;

approval of plan, specification and estimate (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:

(a) All necessary activities will be complete to allow grant funds to be obligated sufficiently in advance of the statutory deadline, and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(b) The project can begin construction quickly upon receipt of a NSFHP grant, and that the grant funds will be spent expeditiously once construction starts; and

(c) all property and/or right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24 and other legal requirements or a statement that no acquisition is necessary.

(iii) Required Approvals

(a) Environmental Permits and Reviews: As noted in Section D.2.ii.f.iii above, 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. Although Section C.3.vi (Project Components) of this notice encourages applicants to identify independent project components, those components may not be separable for the NEPA process. In such cases, the NEPA review for the independent project component may have to include evaluation of all project components as connected, similar, or cumulative actions, as detailed at 40 CFR 1508.25. In addition, the scope of the NEPA decision may affect the applicability of the Federal requirements on the project described in the application. Specifically, the application should include:

(1) Information about the NEPA status of the project. If the NEPA process is completed, an applicant must indicate the date of, and provide a Web site link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, or any other NEPA documents prepared. If the NEPA process is underway but not complete, the application must detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of

completion of all milestones and of the final NEPA determination.

(2) Information on reviews, approvals, and permits by other agencies. An application must indicate whether the proposed project requires reviews or approval actions by other agencies,⁷ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and or demonstrate compliance with any other applicable Federal, State, or local requirements. Applicants should provide a Web site link or other reference to copies of any reviews, approvals, and permits prepared.

(3) Environmental studies or other documents—preferably through a Web site link—that describe in detail known project impacts, and possible mitigation for those impacts.

(4) A description of discussions with the appropriate DOT modal administration field or headquarters office regarding compliance with NEPA and other applicable environmental reviews and approvals.

(5) A description of public engagement to date about the project including the degree to which public comments and commitments have been integrated into project development and design.

b. State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as local government funding commitments or TIF approval. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project is broadly supported.

c. State and Local Planning. The planning requirements of the operating administration administering the NSFHP project will apply,⁸ including

⁷ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

⁸ In accordance with 23 U.S.C. 134 and § 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the 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. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a NSFHP 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 a NSFHP grant. Port, freight rail, and

intermodal projects located at airport facilities.⁹ 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. If the project is not included in the relevant planning documents 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).

Because projects have different schedules, the construction start date for each NSFHP grant will be specified in the project-specific agreements signed by relevant modal administration and the grant recipients and will be based on critical path items identified by applicants in response to items (iv)(a) through (c) above, and be consistent with other relevant State or local plan, including bicycle and pedestrian plans, economic development plans, local land-use plans, and water and coastal zone management plans.

(iv) 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 the 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. Information provided in response

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 the projects in TIPs 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.

⁹ Projects at grant obligated airports, must be compatible with the FAA-approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: Must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

to Section D.2.ii.f.i–iv above should be referenced in developing this assessment. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks. DOT will consider projects that contain risks, but expects the applicant to clearly and directly describe achievable mitigation strategies.

The applicant, to the extent they are unfamiliar with the Federal program, should contact DOT modal field or headquarters offices as found at www.transportation.gov/FASTLANEgrants 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.

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. DOT may not make an NSFHP 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 DOT is ready to make an NSFHP grant, DOT may determine that the applicant is not qualified to receive an NSFHP grant and use that determination as a basis for making an NSFHP grant to another applicant.

4. Submission Dates and Timelines

i. Deadline

Applications must be submitted by 8:00 p.m. EDT April 14, 2016. The Grants.gov “Apply” function will open by March 15, 2016. The Department has determined that an application deadline fewer than 60 days after this notice is published is appropriate because the accelerated timeline is necessary to satisfy the statutory 60-day Congressional notification requirement, as well as to ensure the timely obligation of available funds.

To submit an application through Grants.gov, applicants must:

- a. Obtain a Data Universal Numbering System (DUNS) number;
- b. Register with the System Award for Management (SAM) at www.sam.gov;
- c. Create a Grants.gov username and password; and

d. The E-business Point of Contact (POC) at the applicant’s organization must 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 late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner will not be considered. 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. EDT.

ii. 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.

Applicants interested in applying are encouraged to email FASTLANEgrants@dot.gov no later than March 25, 2016 with applicant name, State in which project is located, approximate total project cost, and amount of the NSFHP grant request, and a 2–3 sentence project description. DOT seeks this early notification of interest to inform the Department’s allocation of resources for application evaluations and to facilitate timely and efficient awards.

iii. Late Applications

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties outlined in Section 4.iv.

iv. Late Application Policy

Applicants experiencing technical issues with Grants.gov that are beyond the applicant’s control must contact FASTLANEgrants@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:

- a. Details of the technical issue experienced
- b. Screen capture(s) of the technical issues experienced along with corresponding Grants.gov “Grant tracking number”

- c. The “Legal Business Name” for the applicant that was provided in the SF–424
- d. The AOR name submitted in the SF–424
- e. The DUNS number associated with the application
- f. 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 DOT staff review all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

For a small project to be selected, the Department will evaluate 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.

For a large project to be selected, the Department will 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 to construct, maintain, and operate and contingency amounts 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.

i. Merit Criteria

For both large and small projects, the Department will consider the extent to which the project addresses the following criteria:

a. Economic Outcomes

Improving the efficiency and reliability of the surface transportation

system at the regional or national level to increase the global economic competitiveness of the United States, including improving connectivity between freight modes of transportation, improving roadways vital to national energy security, facilitating freight movement across land border crossings, and addressing the impact of population growth on the movement of people and freight.

b. Mobility Outcomes

Improving the movement of people and goods by maintaining highways, bridges, and freight infrastructure in a state of good repair, enhancing the resiliency of critical surface transportation infrastructure, and significantly reducing highway congestion and bottlenecks.

c. Safety Outcomes

Achieving a significant reduction in traffic fatalities and serious injuries on the surface transportation system, as well as improving interactions between roadway users, reducing the likelihood of derailments or high consequence events, and improving safety in transporting certain types of commodities.

d. Community and Environmental Outcomes

How and whether the project mitigates harm to communities and the environment, extends benefits to the human and natural environment, or enhances personal mobility and accessibility. This includes reducing the negative effects of existing infrastructure, removing barriers, avoiding harm to the human and natural environment, and using design improvements to enhance access (where appropriate) and environmental quality for affected communities. Projects should also reflect meaningful community input provided during project development.

ii. Other Review Criteria

a. Partnership and Innovation

Demonstrating strong collaboration among a broad range of stakeholders or using innovative strategies to pursue primary outcomes listed above including efforts to reduce accelerate delivery delays. Additional consideration will be given for the use of innovative and flexible designs and construction techniques or innovative technologies.

b. Cost Share

NSFHP grants must have one or more stable and dependable sources of funding and financing to construct,

maintain, and operate the project, subject to the parameters in Section C.2. Applicants should provide sufficient information to demonstrate that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor. Additional consideration will be given to the use of nontraditional financing, as well as the use of non-Federal contributions. The Department may consider the form of cost sharing presented in an application. Firm commitments of cash that indicate a complete project funding package and demonstrate local support for the project are more competitive than other forms of cost sharing.

2. Review and Selection Process

i. DOT Review

DOT will review all eligible applications received before the application deadline. The NSFHP 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 selection criteria. The Senior Review Team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. Evaluations in both the Technical Evaluation and Senior Review Team phases will place projects into rating categories, not assign numerical scores. The Secretary will select the projects for award. A Control and Calibration Team will ensure consistency across project evaluations and appropriate documentation throughout the review and selection process. The FAST Act requires Congressional notification, in writing, at least 60 days before making a NSFHP grant.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment 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 www.transportation.gov/FASTLANEgrants. 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

All 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 DOT at 2 CFR part 1201. Additionally, applicable Federal laws, rules and regulations of the relevant modal administration administering the project will apply to the projects that receive NSFHP grants, including planning requirements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. A project carried out under this NSFHP program will be treated as if the project is located on a Federal-aid highway. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to an NSFHP, please see http://www.ops.fhwa.dot.gov/freight/infrastructure/nsfhp/fy2016_gr_exhbt_c/index.htm.

3. Reporting

i. Progress Reporting on Grant Activity

Each applicant selected for an NSFHP 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 NSFHP program.

ii. 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 (FAPIS)) 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 FASTLANEgrants@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 Scott Greene at (202) 493-6408. For all other questions, please contact Howard Hill at (202) 366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, DOT will post answers to common questions and requests for clarifications on DOT's Web site at www.transportation.gov/FASTLANEgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions.

H. Other Information

1. Public Comment

The FAST Act authorized the NSFHP program through FY 2020. This notice solicits applications for FY 2016 only. Because this is the first year implementing the NSFHP program, the Department invites interested parties to submit comments about this notice's contents, the Department's implementation choices within the legal bounds of the program, as well as suggestions for clarification in future NSFHP rounds. The Department seeks input on whether the information requested in applications is reasonable and clear, additional merit criteria should be considered, additional public engagement is necessary for specific

stakeholder groups, and the program sufficiently targets nationally or regionally significant projects. The Department may consider the submitted comments and suggestions when developing subsequent NSFHP notices and program guidance, but submitted comments will not affect the program's evaluation and selection process for FY 2016 awards. Applications or comments about specific projects should not be submitted to the docket. Any application submitted to the document will not be reviewed. Comments should be sent to DOT-OST-2016-0022 by June 1, 2016, 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. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT 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.

Anthony R. Foxx,
Secretary.

[FR Doc. 2016-04610 Filed 3-1-16; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0745]

Agency Information Collection: Request for Certificate of Veteran Status Activity Under OMB Review

AGENCY: Veterans Benefits Administration, Department of Veterans Affairs.

ACTION: Notice; correction.

SUMMARY: The Department of Veterans Affairs (VA) published a collection of information notice in the **Federal Register** on February 17, 2016, which contained errors. The notice incorrectly stated the title. This document corrects the errors by updating the title.

FOR FURTHER INFORMATION CONTACT: Crystal Rennie, Enterprise Records Service (005R1B), Department of Veterans Affairs, 810 Vermont Avenue NW., Washington, DC 20420, (202) 632-7492.

Correction

In FR Doc. 2016-03208, published on February 17, 2016, at 81 FR 8130, make the following correction. On page 8130, in the second column, the notice should read as follows:

Agency Information Collection (Request for Certificate of Veteran Status) Activity Under OMB Review.

SUMMARY: In compliance with the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. 3501-3521), this notice announces that the Veterans Benefits Administration (VBA), Department of Veterans Affairs, will submit the collection of information abstracted below to the Office of Management and Budget (OMB) for review and comment. The PRA submission describes the nature of the information collection and its expected cost and burden; it includes the actual data collection instrument.

DATES: Comments must be submitted on or before April 1, 2016.

ADDRESSES: Submit written comments on the collection of information through www.Regulations.gov, or to Office of Information and Regulatory Affairs, Office of Management and Budget, Attn: VA Desk Officer; 725 17th St. NW., Washington, DC 20503 or sent through electronic mail to oir_submission@omb.eop.gov. Please refer to "OMB Control No. 2900-0745" in any correspondence.

FOR FURTHER INFORMATION CONTACT:

Crystal Rennie, Enterprise Records Service (005R1B), Department of Veterans Affairs, 810 Vermont Avenue NW., Washington, DC 20420, (202) 632-7492 or email crystal.rennie@va.gov. Please refer to "OMB Control No. 2900-0745."

SUPPLEMENTARY INFORMATION:

Title: Request for Certificate of Veteran Status.

OMB Control Number: 2900-0745.

Type of Review: Revision of a currently approved collection.

Abstract: Applicants complete VA form 26-8261a to apply for a position as a designate fee appraiser or compliance inspector. VA will use the data collected

FASTLANE GRANT PROGRAM

PROJECTS RECOMMENDED FOR SUBMITTAL



North Central Texas
Council of Governments

Regional Transportation Council
April 14, 2016

PURPOSE

- The Fixing America's Surface Transportation Act established funding for freight and goods movement.
- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program provides this funding support.
- Provides dedicated funding source for projects addressing critical freight infrastructure needs
- Focus is on interstate highways and bridges and freight bottlenecks.

AVAILABLE FUNDING & PROJECT SIZE

- \$800 million discretionary grant program in Fiscal Year (FY) 2016
 - \$190 million for rural areas
 - \$610 million for urban areas
 - \$80 million set aside for small projects (in rural or urban areas)
- Large Projects
 - Must be \$100 million or more in cost
 - FASTLANE request must be for \$25 million or more
 - Up to a 60 percent FASTLANE cost share with 80 percent federal share total (if other federal funds are involved)
- Small Projects
 - Less than \$100 million in cost
 - FASTLANE request must be for \$5 million or more
 - Up to a 60 percent FASTLANE cost share with 80 percent federal share total (if other federal funds are involved)

GENERAL CONDITIONS

- Only three (3) applications per sponsor
- All project phases are eligible, but projects are more competitive if they are “more” ready-to-go.
- Construction must begin 18 months from obligation of funds.
- All projects must begin construction on or before September 30, 2019.
- Projects can be submitted by states, metropolitan planning organizations, local governments, political subdivisions, public authorities with a transportation function (such as ports), etc.

ELIGIBLE PROJECTS

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Grade crossing or grade separation projects (that increase freight movement)
- Other freight projects that are:
 - Intermodal/rail freight projects
 - Within public or private freight rail, maritime, or intermodal facilities

UNITED STATES DEPARTMENT OF TRANSPORTATION SELECTION CRITERIA

- Cost effectiveness
- Cannot easily be completed without federal funds
- Improve efficiency and reliability to increase global economic competitiveness
- Improve mobility of people and goods
- Reduce traffic fatalities and serious injuries
- Improves community or environment (or mitigates harm)
- Strong collaboration among broad range of stakeholders
- Innovation
- Strong financial foundation, including multiple funding sources

PROPOSED REGIONAL TRANSPORTATION COUNCIL (RTC) CONSIDERATIONS

- Focus on freight-related projects
- Identify projects on interstate highways
- Select projects on North American Free Trade Agreement corridors
- Significant truck traffic corridors
- Connections to intermodal facilities

DRAFT **PROPOSED 2016 FASTLANE SUBMISSIONS BY THE RTC**

Project	In \$ Millions		
	Amount to be Requested	Proposed Match & Source	Total Funding
IH 35E Phase 2 (IH 35E/IH 35W Merge Interchange)	126	84 (State and Future RTC Funds)	210
DFW Connector – N. Airport Connections (IH 635/SH 121/SH 114)	64	43 (State and Future RTC Funds)	107

2016 APPLICATION PROCESS/ TIMELINE

- February 26 FASTLANE Grant Program funds announced by USDOT
- March 10 RTC Information – Director’s Report
- March 25 STTC Action
- March 25 Applicants to email brief project description to FASTLANEgrants@dot.gov
- March 30 Requests for letters of support due to Rebekah Hernandez at rhernandez@nctcog.org
- April 14 RTC Action
- April 14 Applications due to USDOT

NEXT STEPS

- Continue to coordinate with TxDOT regarding:
 - Environmental clearance of each project
 - Assessment of project readiness
 - Preparation of applications
- Coordinate with TxDOT on developing future projects, so they are ready for upcoming annual funding opportunities
- Identify specific funding sources for future RTC funds associated with any selected projects

ACTION REQUESTED

Approval of the projects proposed for submittal by North Central Texas Council of Governments (NCTCOG)/RTC for FASTLANE funding

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include FASTLANE projects if selected

www.transportation.gov/FASTLANEGrants

CONTACT INFORMATION

FASTLANE Information:

Jeff Hathcock

Principal Transportation Planner

Ph: (817) 608-2354

jhathcock@nctcog.org

Letters of Support:

Rebekah Hernandez

Communications Coordinator

Ph: (817) 704-2545

rhernandez@nctcog.org

General Information:

Christie J. Gotti

Senior Program Manager

Ph: (817) 608-2338

cgotti@nctcog.org

waiver is appropriate. NHTSA invites public comment on this conclusion.

In light of the above discussion, and pursuant to 23 U.S.C. 313(b)(3), NHTSA finds that it is appropriate to grant a waiver from the Buy America requirements to Michigan to purchase twenty motorcycles for training purposes. Michigan seeks both a non-availability waiver—where the product is not produced in the United States in sufficient quantities—and a cost basis waiver—where the purchase of a comparable domestic made motorcycle is 25 percent greater than the cost of foreign a made motorcycle. We have construed this as a non-availability waiver request because a cost basis waiver is not appropriate when there is no comparable domestic product against which to compare the price of the foreign product. Here, no domestic manufacturer produces a motorcycle with 250 CC engine displacement. As smaller engine displacement is common for training purposes and no American manufacturer produces motorcycles with this specification, a non-availability waiver is appropriate.

This waiver applies to Michigan and all other States seeking to use section 402 and 405 funds to purchase the make and model motorcycles above and for the purposes mentioned herein. This waiver will continue through fiscal year 2016 and will allow the purchase of these items as required for Michigan's OHSP and its motorcyclist training programs. Accordingly, this waiver will expire at the conclusion of fiscal year 2016 (September 30, 2016). In accordance with the provisions of Section 117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users Technical Corrections Act of 2008 (Pub. L. 110–244, 122 Stat. 1572), NHTSA is providing this notice as its finding that a waiver of the Buy America requirements is appropriate for certain Suzuki, Yamaha and Honda motorcycles.

Written comments on this finding may be submitted through any of the methods discussed above. NHTSA may reconsider these findings, if through comment, it learns of and can confirm the existence of a comparable domestically made product to the items granted a waiver.

This finding should not be construed as an endorsement or approval of any products by NHTSA or the U.S. Department of Transportation. The United States Government does not endorse products or manufacturers.

Authority: 23 U.S.C. 313; Pub. L. 110–161.

Issued in Washington, DC, on February 22, 2016 under authority delegated in 49 CFR part 1.95.

Paul A. Hemmersbaugh,
Chief Counsel.

[FR Doc. 2016–04211 Filed 2–25–16; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments Under the Consolidated Appropriations Act, 2016

AGENCY: Office of the Secretary of Transportation, DOT.

ACTION: Notice of funding opportunity.

SUMMARY: The Consolidated Appropriations Act, 2016 (Pub. L. 114–113, December 18, 2015) (“FY 2016 Appropriations Act” or the “Act”) appropriated \$500 million to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. This appropriation is similar, but not identical, to the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”) known as the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grants,” program. Because of the similarity in program structure, DOT will continue to refer to the program as “TIGER Discretionary Grants.” Funds for the FY 2016 TIGER program (“TIGER FY 2016”) are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The purpose of this final notice is to solicit applications for TIGER Discretionary Grants.

DATES: Applications must be submitted by 8:00 p.m. EDT on April 29, 2016.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the TIGER Discretionary Grants program staff via email at TIGERGrants@dot.gov, or call Howard Hill at 202–366–0301. A TDD is available for individuals who are deaf or hard of hearing at 202–366–3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on

DOT's Web site at www.transportation.gov/TIGER.

SUPPLEMENTARY INFORMATION: This notice is substantially similar to the final notice published for the TIGER Discretionary Grants program in the **Federal Register** on April 3, 2015 (80 FR 18283) for fiscal year 2015 funds. However, unlike that round of TIGER Discretionary Grants, this year a pre-application is not required to enhance efficiency of review. In addition, this round of TIGER Discretionary Grants reduces the minimum grant to \$5 million from \$10 million for urban areas and maximum grant to \$100 million from \$200 million, as specified in the FY 2016 Appropriations Act. Additionally, the FY 2016 Appropriations Act extends the amount of time that 2016 TIGER funds are available for obligation by one additional year, to expire September 30, 2019. Each section of this notice contains information and instructions relevant to the application process for these TIGER Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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A. Program Description

Since the TIGER Discretionary Grants program was first created, \$4.6 billion has been awarded for capital investments in surface transportation infrastructure over seven rounds of competitive grants. The TIGER Discretionary Grants program seeks to award projects that advance DOT's strategic goals for the nation's transportation system found in DOT's Strategic Plan for FY 2014–FY 2018 (<https://www.transportation.gov/policy-initiatives/draft-dot-strategic-plan-fy-2014-2018>). Section E, Application Review Information, of this notice describes the TIGER Discretionary Grants selection criteria based on these goals. Please see DOT's Web site at www.transportation.gov/TIGER for background on previous rounds of TIGER Discretionary Grants.

Throughout the TIGER program, TIGER Discretionary Grants awards have supported innovative projects, including multimodal and

multijurisdictional projects which are difficult to fund through traditional Federal programs. Successful TIGER projects leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation system or provide a substantial benefit to the nation, region or metropolitan area in which the project is located. The FY 2016 TIGER program will continue to make transformative surface transportation investments that dramatically improve the status quo by providing significant and measurable improvements over existing conditions. Transformative improvements anchor broad and long-lasting, positive changes in economic development, safety, quality of life, environmental sustainability, or state of good repair. Because each TIGER project is unique, applicants are encouraged to present, in measurable terms, how TIGER investment will lead to transformative change(s) in their community.

The FY 2016 TIGER program will fund transformative projects of all eligible types, including projects that promote Ladders of Opportunity, to the extent permitted by law. The FY 2014 TIGER and FY 2015 TIGER programs gave consideration to projects that sought to improve access to reliable, safe, and affordable transportation for disconnected communities in urban, suburban, and rural areas. This included, but was not limited to, capital projects that better connected people to jobs, removed physical barriers to access, and strengthened communities through neighborhood redevelopment. The FY 2015 and 2016 TIGER programs clearly identify this concept as Ladders of Opportunity. Ladders of Opportunity projects may increase connectivity to employment, education, services and other opportunities; support workforce development; or contribute to community revitalization, particularly for disadvantaged groups: Low income groups, persons with visible and hidden disabilities, elderly individuals, and minority persons and populations.

B. Federal Award Information

The FY 2016 Appropriations Act appropriated \$500 million to be awarded by DOT for the TIGER Discretionary Grants program. The FY 2016 TIGER Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The Act also allows DOT to use a small portion of the \$500 million for oversight and administration

of grants and credit assistance made under the TIGER Discretionary Grants program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2016 Appropriations Act specifies that TIGER Discretionary Grants may not be less than \$5 million and not greater than \$100 million, except that for projects located in rural areas (as defined in Section C.3) the minimum TIGER Discretionary Grant size is \$1 million.

Pursuant to the FY 2016 Appropriations Act, no more than 20 percent of the funds made available for TIGER Discretionary Grants (or \$100 million) may be awarded to projects in a single State. The Act also directs that not less than 20 percent of the funds provided for TIGER Discretionary Grants (or \$100 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

The FY 2016 Appropriations Act requires that FY 2016 TIGER funds are only available for obligation through September 30, 2019. Obligation occurs when a selected applicant and DOT enter into a written grant agreement and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. No FY 2016 TIGER funds may be expended (actually paid out) after September 30, 2024. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

The FY 2016 Appropriations Act allows for up to 20 percent of available funds (or \$100 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 ("TIFIA") program, if that use of the FY 2016 TIGER funds would further the purposes of the TIGER Discretionary Grants program.

Recipients of prior TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in earlier rounds of this program. However, to be competitive, the applicant should

demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

A relevant DOT modal administration will administer each TIGER Discretionary Grant, pursuant to a grant agreement between the TIGER Discretionary Grant recipient and that modal administration.

C. Eligibility Information

To be selected for a TIGER Discretionary Grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

2. Cost Sharing or Matching

TIGER Discretionary Grants may be used for up to 80 percent of the costs of a project located in an urban area¹ and up to 100 percent of the costs of a project located in a rural area. Urban area and rural area are defined in section C.3.ii of this notice. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds.

DOT will consider the following funds or contributions as a local match for the purpose of this program, and as further described in Section F.1.v:

- Non-Federal funds
- Funds from the Tribal Transportation Program (23 U.S.C. 202)

But DOT cannot consider the following funds or contributions as a local match:

- Funds already expended (or otherwise encumbered)
- Funds for which the source of those funds is ultimately a Federal program.
- Toll credits under 23 U.S.C. 120(i)

¹ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

3. Other

i. *Eligible Projects*—Eligible projects for TIGER Discretionary Grants are capital projects that include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code (including bicycle and pedestrian related projects); (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects. This description of eligible projects is identical to the description of eligible projects under earlier rounds of the TIGER Discretionary Grants program.² Research, demonstration, or pilot projects are eligible only if they result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. *Rural/Urban Definition*—For purposes of this notice, DOT defines “rural area” as any area not within an Urbanized Area, as such term is defined by the Census Bureau,³ and will consider a project to be in a rural area if all or the majority of a project (determined by geographic location(s) where the majority of project money is to be spent) is located in a rural area. In this notice “urban” means not rural. This definition affects three aspects of the program. First, the FY 2016 Appropriations Act directs that not less than \$100 million of the funds provided for TIGER Discretionary Grants are to be used for projects in rural areas. Second, for a project in a rural area the minimum award is \$1 million. Third, the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

To the extent more than a *de minimis* portion of a project is located in an

Urbanized Area, applicants should identify the estimated percentage of project costs that will be spent in Urbanized Areas and the estimated percentage that will be spent in rural areas. The Department will not provide an award to a project in a rural area without information showing that the majority of the project funds will be expended in a rural area. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (§ 1105; 23 U.S.C. 117).

iii. *Project Components*—An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT 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; (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 DOT 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. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2.f. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and upon applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested TIGER funding for those components. 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.

iv. *Limit on Number of Applications*—Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in an application for the purpose of avoiding the three applications per lead applicant limit. Please note that the three-application limit applies only to applications where the applicant is the lead applicant. There is no limit on the number of 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. The Nationally Significant Freight and Highway Projects (NSFHP) program (§ 1105; 23 U.S.C. 117) and the 2016 TIGER Discretionary Grant program have independent application limits. Applicants applying to both the NSFHP and the 2016 TIGER Discretionary Grants program may apply for the same project to both programs (noted in each application), but must timely submit separate applications that independently address how the project satisfies applicable selection criteria for the relevant grant program.

D. Application and Submission Information

1. Address

Applications must be submitted to Grants.gov. General information for submitting applications through Grants.gov can be found at www.transportation.gov/TIGER along with specific instructions for the forms and attachments required for submission. Failure to submit the information as requested can delay review of the application.

2. Content and Form of Application Submission

Applications must include the Standard Form 424 (Application for Federal Assistance), the Project Narrative, and any additional required attachments as specified by the instructions provided. Applicants should also complete and attach to their application the “TIGER 2016 Project Information” form available at www.transportation.gov/TIGER. Additional clarifying guidance and FAQs to assist applicants in completing the SF-424 are available at www.transportation.gov/TIGER. DOT may ask any applicant to supplement data in its application, but expects applications to be complete upon submission. To the extent practicable, applicants should provide data and evidence of project merits in a form that is verifiable or publicly available.

² Please note that the Department may use a TIGER Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for TIGER Discretionary Grants to pay for the surface transportation components of these projects.

³ 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/. Urban Clusters (UCs) are rural areas for purposes of the TIGER Discretionary Grants program. Please note that while individual jurisdictions might have a population of fewer than 50,000, if they are included as part of an UA, they will be classified as urban for purposes of the TIGER program.

The Project Narrative (attachment to SF-424) must respond to the application requirements outlined below. The application must include information required for DOT to assess each of the criteria specified in Section E.1 (Criteria). Applicants must demonstrate the responsiveness of a project to any pertinent selection criteria with the most relevant information that they can provide, regardless of whether such information has been specifically requested, or identified, in this notice. An application should provide evidence of the feasibility of achieving project milestones, and of financial capacity and commitment in order to support project readiness.

An application should also include a description of how the project addresses the needs of the area, creates economic opportunity, and sparks community revitalization, particularly for disadvantaged groups.

DOT recommends that the project narrative adhere to the following basic outline and, in addition to a detailed statement of work, project schedule, and project budget, should include a table of contents, maps, and graphics as appropriate that make the information easier to review:

i. *Project Description* (including a description of what TIGER funds will support, information on the expected users of the project, a description of the transportation challenges that the project aims to address, how the project will address these challenges, and whether, and how, the project promotes Ladders of Opportunity.) Include relevant data, such as passenger or freight volumes, congestion levels, infrastructure condition, and safety experience;

ii. *Project Location* (a detailed description of the proposed project and geospatial data for the project, including a map of the project's location and its connections to existing transportation infrastructure, as well as a description of the national, regional, or metropolitan area in which the project is located, including economic information such as population size, median income for transportation facility users, or major industries affected, and project map);

iii. *Project Parties* (information about the grant recipient and other project parties);

iv. *Grant Funds and Sources/Uses of Project Funds* (information about the amount of grant funding requested, availability/commitment of fund sources and uses of all project funds, total project costs, percentage of project costs that would be paid with TIGER Discretionary Grants funds, and the

identity of all parties providing funds for the project and their percentage shares.) Include any other pending or past Federal funding requests for the project as well as Federal funds already provided under other programs and the size, nature/source of the required match for those funds, to clarify that these are not the same funds counted under the matching requirement for this grant request. Describe any restrictions attached to specific funds; compliance or a schedule for compliance with all conditions applicable to each funding source, and, to the extent possible, funding commitment letters from non-Federal sources.

v. *Selection Criteria* (information about how the project aligns with each of the primary and secondary selection criteria):

(i) Primary Selection Criteria

- (a) State of Good Repair
- (b) Economic Competitiveness
- (c) Quality of Life
- (d) Environmental Sustainability
- (e) Safety

(ii) Secondary Selection Criteria

- (a) Innovation
- (b) Partnership

vi. *Results of Benefit-Cost Analysis*;
vii. *Project Readiness*, including planning approvals, NEPA and other environmental reviews/approvals, (including information about permitting, legislative approvals, State and local planning, and project partnership and implementation agreements); and

viii. *Federal Wage Rate Certification* (a certification, signed by the applicant(s), stating that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code [Federal wage rate requirements], as required by the FY 2016 Appropriations Act).

The purpose of this recommended format is to ensure that applications clearly address the program requirements and make critical information readily apparent.

DOT 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 30 pages in length. Documentation supporting the assertions made in the narrative portion may also be provided, but should be limited to relevant information. Cover pages, tables of contents, and the federal wage rate certification do not count towards the 30-page limit for the narrative portion of the application. The only substantive portions of the

application that may exceed the 30-page limit are any supporting documents (including a more detailed discussion of the benefit-cost analysis) provided to support assertions or conclusions made in the 30-page narrative section. If possible, Web site links to supporting documentation (including a more detailed discussion of the benefit-cost analysis) should be provided rather than copies of these materials. Otherwise, supporting documents should be included as appendices to the application. Applicants' references to supporting documentation should clearly identify the relevant portion of the supporting material. At the applicant's discretion, relevant materials provided previously to a relevant modal administration in support of a different DOT discretionary financial assistance program (for example, New Starts or TIFIA) may be referenced and described as unchanged. This information need not be resubmitted for the TIGER Discretionary Grant application but may be referenced as described above; Web site links to the materials are highly recommended. DOT recommends using appropriately descriptive file names (*e.g.*, "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments.

3. *Unique Entity Identifier and System for Award Management (SAM)*

DOT may not make a TIGER Discretionary Grant award to an applicant until the applicant has complied with all applicable DUNS and SAM requirements. If an applicant has not fully complied with the requirements by the submission deadline, the application will not be considered. To submit an application through Grants.gov, applicants must:

- i. Obtain a Data Universal Numbering System (DUNS) number;
- ii. Register with the System for Award Management (SAM) at www.SAM.gov;
- iii. Create a Grants.gov username and password; and
- iv. The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

For information and instructions on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>.

If an applicant is selected for an award, the applicant will be required to maintain an active SAM registration

with current information throughout the period of the award.

4. Submission Dates and Times

i. *Deadline:* Applications must be submitted by 8:00 p.m. EDT on April 29, 2016. The Grants.gov “Apply” function will open on February 26, 2016.

ii. Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award.

Applicants are strongly encouraged to make submissions in advance of the deadline. Please be aware that applicants must complete the Grants.gov registration process before submitting the final application, and that this process usually takes 2–4 weeks to complete. If interested parties experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Support Hotline at 1–800–518–4726, Monday–Friday from 7:00 a.m. to 9:00 p.m. EDT.

iii. *Late Applications:* DOT will not consider applications received after the deadline except in the case of unforeseen technical difficulties outlined below. DOT will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner.

Applicants experiencing technical issues with Grants.gov that are beyond the applicant’s control must contact TIGERGrants@dot.gov or Howard Hill at 202–366–0301 prior to the corresponding deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- a. Details of the technical issue experienced.
- b. Screen capture(s) of the technical issue experienced along corresponding “Grant tracking number” (Grants.Gov).
- c. The “Legal Business Name” for the applicant that was provided in the SF–424 or pre-application.
- d. The AOR name submitted in the SF–424 (Grants.gov).
- e. The DUNS number associated with the pre-application/application.
- f. The Grants.gov or Pre-Application Help Desk Tracking Number.

To ensure a fair competition for limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline date; (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 availability; and (4) technical issues experienced with the applicant’s computer or information technology (IT) environment. After DOT staff review all of the information submitted and contacted the Grants.gov Help Desk to validate the technical issues reported, DOT staff will contact applicants to either approve or deny the request to submit a late application through Grants.gov. If the technical issues reported cannot be validated, the application will be rejected as untimely.

5. Funding Restrictions

There is no specific set-aside funding solely for pre-construction activities⁴ in the FY 2016 TIGER Discretionary Grants program. However, these activities may be eligible to the extent that they are part of an overall construction project that receives TIGER Discretionary Grants funding. For TIGER funds to be considered for pre-construction activities, the applicant must clearly state, in the application, the pre-construction activity and amount of TIGER funds that will be expended on that activity.

E. Application Review Information

1. Criteria

This section specifies the criteria that DOT will use to evaluate and award applications for TIGER Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. There are two categories of selection criteria, “Primary Selection Criteria” and “Secondary Selection Criteria.” Within each relevant selection criterion, applicants are encouraged to present in measurable terms how TIGER investment will lead to transformative change(s) in their community. Projects will also be evaluated for demonstrated project readiness, benefits and costs, and cost share.

i. Primary Selection Criteria

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider any primary selection criterion more important than the others. The primary selection criteria, which will receive equal consideration, are:

⁴ Pre-Construction activities are activities related to the planning, preparation, or design of surface transportation projects. These activities include but are not limited to environmental analysis, feasibility studies, design, and engineering of surface transportation projects as described in Section C.3.

a. *Safety.* Improving the safety of U.S. transportation facilities and systems for all modes of transportation and users. DOT will assess the project’s ability to reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users, including pedestrians, the project’s contribution to the elimination of highway/rail grade crossings, and the project’s contribution to preventing unintended releases of hazardous materials. DOT will consider the project’s ability to foster a safe, connected, accessible transportation system for the multimodal movement of goods and people.

b. *State of Good Repair.* Improving the condition and resilience of existing transportation facilities and systems. DOT will assess whether and to what extent: (1) The project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project; and (5) the project improves the transportation asset’s ability to withstand probable occurrence or recurrence of an emergency or major disaster or other impacts of climate change. Additional consideration will be given to a project’s contribution to improving the overall reliability of a multimodal transportation system that serves all users, and to projects that offer significant transformational improvements to the condition of existing transportation systems and facilities.

c. *Economic Competitiveness.* Contributing to the economic competitiveness of the United States over the medium- to long-term, revitalizing communities, and creating and preserving jobs. DOT will assess whether the project will (1) decrease transportation costs and improve access for Americans with transportation disadvantages through reliable and timely access to employment centers, education and training opportunities, and other basic needs of workers; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor at

specific locations, or through community revitalization efforts; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement, including border infrastructure and projects that have a significant effect on reducing the costs of transporting export cargoes. DOT will prioritize projects that exhibit strong leadership and vision, and are part of a larger strategy to significantly revitalize communities and increase economic opportunities.

d. **Quality of Life.** Increasing transportation choices and improving access to essential services for people in communities across the United States, particularly for disadvantaged groups. DOT will assess whether the project furthers the six “Livability Principles” developed by DOT with the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) as part of the Partnership for Sustainable Communities.⁵ DOT will focus on the first principle, the creation of affordable and convenient transportation choices.⁶ Further, DOT will prioritize projects developed in coordination with land-use planning and economic development decisions, including through programs like TIGER Planning Grants, the Department of Housing and Urban Development’s Regional Planning Grants, the Environmental Protection Agency’s Brownfield Area-Wide Planning Pilot Program, and technical assistance programs focused on quality of life or economic development planning. DOT will assess the extent to which the project will anchor transformative, positive, and long-lasting quality of life changes at the national, regional or metropolitan level.

e. **Environmental Sustainability.** Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions, improving water quality, avoiding and mitigating environmental impacts and otherwise benefitting the environment. DOT will assess the project’s ability to: (i) Reduce energy use and air or water pollution; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii) provide environmental benefits, such as brownfield redevelopment, ground water recharge

in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation, including green infrastructure. Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment.

ii. **Secondary Selection Criteria**

a. **Innovation.** Use of innovative strategies to pursue the long-term outcomes outlined above. DOT will also assess the extent to which the project uses innovative technology to pursue one or more of the long-term outcomes outlined above or to significantly enhance the operational performance of the transportation system. DOT will also assess the extent to which the project incorporates innovations in transportation funding and finance and leverages both existing and new sources of funding through both traditional and innovative means. Further, DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, safety management, asset management, or long-term operations and maintenance. DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or to improve project delivery.

b. **Partnership.** Demonstrating strong collaboration among a broad range of stakeholders, and the product of a robust, inclusive planning process.

(i) **Jurisdictional and Stakeholder Collaboration.** DOT will consider the extent to which projects involve multiple partners in project development and funding, such as State and local governments, other public entities, and/or private or nonprofit entities. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve national, regional, or metropolitan benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

(ii) **Disciplinary Integration.** DOT will consider the extent to which projects include partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives. For example, DOT will give priority to transportation projects that are

coordinated with economic development, housing, water infrastructure, and land use plans and policies or other public service efforts. Similarly, DOT will give priority to transportation projects that are coordinated with housing, social services, or education agencies. Projects that demonstrate a robust planning process—such as those conducted with DOT’s various planning programs and initiatives, the Department of Housing and Urban Development’s Regional Planning Grants and Choice Neighborhood Planning Grants, or the Environmental Protection Agency’s Brownfield Area-Wide Planning Pilot Program, as well as technical assistance programs focused on livability or economic development planning—will also be given priority.

iii. **Demonstrated Project Readiness**

For projects that receive funding in this round of TIGER, DOT must obligate funds by September 30, 2019, or the funding will expire. Therefore, DOT will assess every application to determine whether the project is likely to proceed to obligation by the statutory deadline (see *Additional Information on Project Readiness Guidelines* located at www.transportation.gov/TIGER for further details), as evidenced by:

a. **Technical Feasibility.** The technical feasibility of the project should be demonstrated by 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 TIGER application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants must 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. **Financial Feasibility.** The viability and completeness of the project’s financing package (assuming the availability of the requested TIGER Discretionary Grant funds) should be demonstrated including evidence of stable and reliable capital and (as appropriate) operating fund commitments sufficient to cover estimated costs; the availability of contingency reserves should be planned capital or operating revenue sources not materialize; evidence of the financial condition of the project sponsor; and evidence of the grant recipient’s ability to manage grants. The applicant must include a detailed project budget in this section of the application containing a breakdown of how the funds will be

⁵ <https://www.transportation.gov/livability/101>.

⁶ In full, this principle reads: “Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nations’ dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.”

spent. That budget must estimate—both dollar amount and percentage of cost—the cost of work for each project component. If the project will be completed in segments or phases, a budget for each segment or phase must be included. Budget spending categories must be broken down between TIGER, other Federal, and non-Federal sources,⁷ and identify how each funding source will share in each activity.

c. Project Schedule. The applicant must include a detailed project schedule that includes all major project milestones—such as start and completion of environmental reviews and approvals; design; right of way acquisition; approval of plan, specification and estimate (PS&E); procurement; and construction— with sufficiently detailed information to demonstrate that:

(i) All necessary pre-construction activities will be complete to allow grant funds to be obligated no later than June 30, 2019, to give DOT reasonable assurance that the TIGER Discretionary Grant funds will be obligated sufficiently in advance of the September 30, 2019, statutory deadline, and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(ii) the project can begin construction quickly upon receipt of a TIGER Discretionary Grant, and that the grant funds will be spent steadily and expeditiously once construction starts; and

(iii) any applicant that is applying for a TIGER Discretionary Grant and does not own all of the property or right-of-way required to complete the project should provide evidence that the property and/or right-of-way acquisition can and will be completed expeditiously.

DOT may revoke any award of TIGER Discretionary Grant funds and award those funds to another project if the funds cannot be timely obligated or construction does not begin in accordance with the project schedule established in the grant agreement.

d. Required Approvals

(i) Environmental Permits and Reviews. An application for a TIGER Discretionary Grant must detail whether the project will significantly impact the natural, social and/or economic environment. 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 National Environmental Policy Act (“NEPA”) process. Although Section C.3.iii (Project Components) of this notice encourages applicants to identify independent project components, those components may not be separable for the NEPA process. In such cases, the NEPA review for the independent project component may have to include evaluation of all project components as connected, similar, or cumulative actions, as detailed at 40 CFR 1508.25. The applicant should submit the information listed below with the application:

(1) Information about the NEPA status of the project. If the NEPA process is completed, an applicant must indicate the date of, and provide a Web site link or other reference to the final Categorical Exclusion, Finding of No Significant Impact or Record of Decision. If the NEPA process is underway but not complete, the application must detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion. Applicants must provide a Web site link or other reference to copies of any NEPA documents prepared.

(2) Information on reviews by other agencies. An application for a TIGER Discretionary Grant must 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/or demonstrate compliance with any other applicable Federal, State, or local requirements.

(3) Environmental studies or other documents—preferably through a Web site link—that describe in detail known project impacts, and possible mitigation for those impacts.

(4) A description of discussions with the appropriate DOT modal administration field or headquarters office regarding compliance with NEPA and other applicable environmental reviews and approvals.

(ii) Legislative Approvals. The applicant should demonstrate receipt of

state and local approvals on which the project depends. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project is broadly supported.

(iii) State and Local Planning. The planning requirements of the modal administration administering the TIGER project will apply.⁹ 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. If the project is not included in the relevant planning documents at the time the application is submitted, the applicant should submit a certification from the appropriate planning agency that actions are underway to include the project in the relevant planning document. Because projects have different schedules, the construction start date for each TIGER Discretionary Grant will be specified in the project-specific grant agreements signed by relevant modal administration and the grant recipients and will be based on critical path items identified by applicants in response to items (i)(1) through (4) above.

e. Assessment of Project Risks and Mitigation Strategies. The applicant should identify the material risks to the project and the strategies that the lead

⁹ All projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in accordance with 23 CFR part 450, must be in the 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. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a TIGER Discretionary 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 a TIGER Discretionary Grant. Port, freight and passenger rail projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. This is consistent with the exemption for high-speed and intercity passenger rail projects under the Recovery Act. However, applicants seeking funding for freight and passenger rail 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. To the extent possible, freight projects should be included in a state freight plan and supported by a state freight advisory committee (see MAP-21 §§ 1117–1118). Further information and guidance information on transportation planning and is available from the following FHWA and FTA sites respectively—<http://www.fhwa.transportation.gov/planning> and <http://www.fta.transportation.gov/about/12347.html>. Port planning guidelines are available at StrongPorts.gov.

⁷ Non-Federal sources include State funds originating from State revenue funded programs, local funds originating from State or local revenue funded programs, private funds or other funding sources of non-Federal origins.

⁸ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources. Examples of these reviews and approvals can be found at www.transportation.gov/TIGER.

applicant and any project partners have undertaken or will undertake in order to mitigate those risks. In past rounds of TIGER Discretionary Grants, certain projects have been affected by procurement delays, environmental uncertainties, and increases in real estate acquisition costs. The applicant must assess the greatest risks to the projects and identify how the project parties will mitigate those risks. DOT will consider projects that contain risks so long as the applicant clearly and directly describes achievable mitigation strategies.

The applicant, to the extent they are unfamiliar with the Federal program, should contact DOT modal field or headquarters offices 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.

Contacts for the Federal Highway Administration Division offices—which are located in all 50 States, Washington, DC, and Puerto Rico—can be found at <http://www.fhwa.dot.gov/about/field.cfm>. Contacts for the ten Federal Transit Administration regional offices can be found at <http://www.fta.dot.gov/12926.html>. Contacts for the nine Maritime Administration Gateway Offices can be found at http://www.marad.dot.gov/about_us_landing_page/gateway_offices/Gateway_Presence.htm. For Federal Railroad Administration Contacts, please contact TIGER program staff via email at TIGERGrants@dot.gov, or call Howard Hill at 202–366–0301.

iv. Project Costs and Benefits

An applicant for TIGER Discretionary Grants is generally required to identify, quantify, and compare expected benefits and costs, subject to the following qualifications:¹⁰

An applicant must prepare and submit an analysis of benefits and costs. The level of sophistication of the benefit-cost analysis (BCA) should be reasonably related to the size of the overall project and the amount of grant funds requested in the application. For smaller projects, DOT understands that a less detailed analysis for items such as surveys, travel demand forecasts, market forecasts, and statistical analyses is appropriate. For larger projects, DOT expects that applicants will provide a

robust and detailed analysis of benefits and costs. Any subjective estimates of benefits and costs should be quantified, and the applicant should provide appropriate evidence to support their subjective estimates. Estimates of benefits should be presented in monetary terms whenever possible; if a monetary estimate is not possible, then at least one non-monetary quantitative estimate (in physical, non-monetary terms) should be provided. Examples of such benefits include:

- Crash rates
- Ridership estimates
- Emissions levels
- Energy efficiency improvements

However, an applicant should use qualitative measures to include benefits that cannot be readily monetized or quantified.

Depending on the level of sophistication of a BCA that is reasonably related to the size of an overall project, the lack of a useful analysis of expected project benefits and costs may be a basis for not selecting a project for award of a TIGER Discretionary Grant. However, DOT will use the results of the BCA review as one of several criteria considered during the TIGER Discretionary Grants evaluation process.

The *2016 Benefit-Cost Analyses Guidance for TIGER Grant Applicants* and in the *BCA Resource Guide* (available at www.transportation.gov/TIGER) provides detailed guidance for preparing benefit-cost analyses. A recording of the *Benefit-Cost Analysis Practitioner's Workshop (2010)* and two BCA-related webinars are also available for viewing at www.transportation.gov/TIGER, along with examples of benefit-cost analyses that have been submitted in previous rounds of TIGER.

Spreadsheets supporting the benefit-cost analysis should be original Excel spreadsheets, not PDFs of those spreadsheets. Benefits should be presented, whenever possible, in a tabular form showing benefits and costs in each year for the useful life of the project. The application should include projections of costs, travel conditions, safety outcomes, and environmental impacts for both the build and no-build scenarios for the project for each year between the completion of the project and a point in time at least 20 years beyond the project's completion date or the lifespan of the project, whichever is closer to the present. The BCA should demonstrate how the benefits and costs of the proposed project are based on differences in the future values of these measures between the baseline or no-build scenario and with the proposed

project in place. Benefits and costs should both be discounted to the year 2016, and calculations should be presented for discounted values of both the stream of benefits and the stream of costs. If the project has multiple components, each of which has independent utility, the benefits and costs of each component should be estimated and presented separately. The results of the benefit-cost analysis should be summarized in the Project Narrative section of the application itself, but the details should be presented in an attachment to the application if the full analysis cannot be included within the page limit for the project narrative.

BCA Flexibility for Tribal Governments: Based on feedback over previous rounds of TIGER, DOT recognizes that the benefit-cost analysis can be particularly burdensome on Tribal governments. Therefore, the Department is providing additional flexibility to Tribal governments for the purposes of this notice. At their discretion, Tribal applicants may elect to provide raw data to support the need for a project (such as crash rates, ridership estimates, and the number of people who will benefit from the project), without additional analysis. DOT will use this data to develop estimates (given the data provided) of benefits and costs. DOT will use these results as one of several criteria considered during the TIGER Discretionary Grants evaluation process. Examples of BCAs by successful Tribal applicants are available online at <http://www.transportation.gov/policy-initiatives/tiger/tribal-tiger-bca-examples>.

v. Cost Sharing or Matching

The FY 2016 Appropriations Act directs DOT to prioritize projects that require a contribution of Federal funds to complete an overall financing package, and all projects can increase their competitiveness for purposes of the TIGER program by demonstrating significant non-Federal financial contributions. The applicant should clearly demonstrate the extent to which the project cannot be readily and efficiently completed without a TIGER Discretionary Grant, and describe the extent to which other sources of funds, including Federal, State, or local funding, may or may not be readily available for the project. The Department may consider the form of cost sharing presented in an application. Firm commitments of cash that indicate a complete project funding package and demonstrate local support for the project are more competitive than other

¹⁰ DOT has a responsibility under Executive Order 12893, Principles for Federal Infrastructure Investments, 59 FR 4233, to base infrastructure investments on systematic analysis of expected benefits and costs, including both quantitative and qualitative measures.

forms of cost sharing. DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions, especially those communities that are not routinely receiving and matching Federal funds. DOT recognizes certain communities with fewer financial resources may struggle to provide cost-share that exceeds the minimum requirements and will, therefore, consider an applicant's broader fiscal constraints when evaluating non-Federal contributions. In the first seven rounds, on average, projects attracted more than 3.5 matching dollars for every TIGER grant dollar.

2. Review and Selection Process

DOT reviews all eligible applications received before the deadline. The TIGER review and selection process consists of three phases: Technical Review, Tier 2 Analysis consisting of project readiness and economic analysis, and Senior Review. A Control and Calibration Team ensures consistency across projects and appropriate documentation throughout the review and selection process. In the Technical Evaluation phase, teams comprising staff from the Office of the Secretary (OST) and modal administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Not Recommended based on how well the projects align with the selection criteria.

Tier 2 Analysis consists of (1) an Economic Analysis and (2) a Project Readiness Analysis. The Economic Analysis Team, comprising OST and modal administration economic staff, assess the potential benefits and costs of the proposed projects. The Project Readiness Team, comprising Office of the Secretary Office of Policy (OST-P) and modal administration staff, evaluates the proposed project's technical and financial feasibility, potential risks and mitigation strategies, and project schedule, including the status of environmental approvals and readiness to proceed.

In the third review phase, the Senior Review Team, which includes senior leadership from OST and the modal administrations, considers all projects that were rated Acceptable, Recommended, or Highly Recommended and determines which projects to advance to the Secretary as Highly Rated. The Secretary selects from the Highly Rated projects for final awards.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk

assessment 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 Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/TIGER. Following that announcement, the relevant modal administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by DOT at 2 CFR part 1201. Additionally, applicable Federal laws, rules and regulations of the relevant modal administration administering the project will apply to the projects that receive TIGER Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by the Federal Highway Administration (FHWA), applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 CFR apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to a TIGER project administered by the FHWA, please see http://www.ops.fhwa.dot.gov/freight/infrastructure/tiger/fy2015_gr_exhbt/index.htm. For TIGER projects administered by the Federal Transit Administration and partially funded

with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with TIGER Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 CFR apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, United States Code, apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with TIGER Discretionary Grant funds, other Federal funds, or non-Federal funds.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for TIGER Discretionary Grants funding must submit quarterly progress reports and 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 TIGER program.

ii. System Performance Reporting

Each applicant selected for TIGER Discretionary Grant funding must collect information and report on the project's observed performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes for an agreed-upon timeline, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the TIGER Discretionary Grants program are achieved. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the primary selection criteria defined in Section E. Performance reporting continues for several years after project construction is completed, and DOT does not provide TIGER Discretionary Grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient 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 (FAPIS)) 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 TIGER Discretionary Grants program staff via email at TIGERGrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's Web site at www.transportation.gov/TIGER. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the TIGER Discretionary Grants selection and award process upon request.

H. Other Information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions. DOT protects

such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT 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.

Anthony R. Foxx,
Secretary.

[FR Doc. 2016-04217 Filed 2-25-16; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. DOT-OST-2015-0139]

Proposed Information Collection Request; Notice of New Requirements and Procedures for Grant Payment Request Submission

AGENCY: Department of Transportation (DOT).

ACTION: Notice with request for comments.

SUMMARY: The Department of Transportation (DOT), Office of the Secretary (OST) will be submitting the following information collection request to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995. The information collection was previously published in the **Federal Register** on October 29, 2015, allowing for a 60-day public comment period.

DATES: Comments must be submitted on or before March 28, 2016.

ADDRESSES: Direct comments to the Department of Transportation Desk Officer in the Office of Information and Regulatory Affairs at the Office of Management and Budget (OMB). You may submit comments by the following methods:

- **Email:** oir_submission@omb.eop.gov. You must include the information collection title and OMB control number in the subject line of your message.
- **Fax:** 202-395-5806. Attn: Desk Officer for Department of Transportation.

FOR FURTHER INFORMATION CONTACT: You may obtain copies of the proposed information collection and supporting documents from US Department of Transportation, Office of Financial Management, B-30, Room W93-431,

1200 New Jersey Avenue SE., Washington, DC 20590-0001, (202) 366-0448, DOTElectronicInvoicing@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Notice of Procedures for Vendor Invoice Submission Pilot.

OMB Control Number: 2106-XXXX.

Type of Request: New information collection.

Background: This notice sets forth new processes and procedures for vendors that submit invoices and receive payments from DOT Operating Administrations (OAs). The vendors involved in the pilot must meet the following requirements to participate—

- Vendors will need to have electronic internet access to register in the Delphi eInvoicing system.
- Vendors will submit invoices electronically and DOT OAs must process invoices electronically.
- The identities of system users must be verified prior to receiving access to the Delphi eInvoicing system. Prospective Users must complete a user request form and provide the following information: Full name, work address, work phone number, work email address, home address and home phone number. Prospective users must present the completed form to a Notary Public for verification. Prospective users will then return the notarized form to DOT to receive their login credentials.

Affected Public: DOT Vendors.

Total Estimated Number of Respondents: 255.

Total Estimated Number of Responses: 2603.

Estimated Total Annual Burden Hours: 5206 (initial registration only).

Frequency of Collection: One time.

Annual Estimated Total Annual Burden Costs: \$52,060.

Comments: Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents.

Authority: The Paperwork Reduction Act of 1995, 44 U.S.C. 3501-3520, as amended.

Issued in Washington, DC, on February 17, 2016.

Habib Azarsina,

OST Privacy & PRA Officer, Department of Transportation.

[FR Doc. 2016-04212 Filed 2-25-16; 8:45 am]

BILLING CODE 4910-9X-P

PREVIOUS TIGER GRANT SUBMITTALS AND AWARDS

	Project	Funded	Funding Initiative
TIGER I 2009	IH 30 HOV/Managed Lanes	✓	SH 161 RTR
	IH 45/US 175 Direct Connection (SM Wright)	Partial	SH 121 RTR/ Proposition 12
	SH 121 (Section 13)	✓	TxDOT Partnership
	IH 35 W/IH 820 Interchange	✓	CDA
	US 67 (Cleburne Bypass)	✓	Proposition 12
	Tower 55 At-grade Improvement	✓	TIGER I (\$34 million)
	SH 121/SW Parkway	✓	NTTA/ARRA

PREVIOUS TIGER GRANT SUBMITTALS AND AWARDS

	Project	Funded	Funding Initiative
TIGER II 2010	DART Orange Line Extension (Submitted by DART)	✓	Local/TIGER II (\$5 million TIGER)
	Downtown Dallas – Oak Cliff Streetcar	✓	SH 161 RTR/TIGER II (\$26 million TIGER)
	Cotton Belt Regional Rail	No	Being pursued under Technical Assistance
	HUD Community Challenge Planning Grant	No	N/A

PREVIOUS TIGER GRANT SUBMITTALS AND AWARDS

	Project	Funded	Funding Initiative
TIGER III 2011	IH 35E Managed Lanes	✓	TxDOT \$2 Billion Funding Initiative
	US 67 Cleburne Bypass	✓	Proposition 12
TIGER IV 2012	IH 35E Managed Lanes	✓	TxDOT \$2 Billion Funding Initiative
	US 67 Cleburne Bypass	✓	Proposition 12

PREVIOUS TIGER GRANT SUBMITTALS AND AWARDS

	Project	Funded	Funding Initiative
TIGER V 2013	IH 45/US 175 (SM Wright) Phase 1	✓	Proposition 12
	Trinity River Vision Bridges Project	✓	Proposition 12
	Regional Bicycle/ Pedestrian Multimodal Network	Partial	\$10M TAP/TE*

*Transportation Alternatives Program/Transportation Enhancements

PREVIOUS TIGER VI (2014) GRANT SUBMITTALS AND AWARDS

	Projects	Funded	Funding Initiative
TIGER VI 2014 Planning	Cotton Belt Regional Corridor	No	Being pursued under Technical Assistance
	School Siting and Landbanking Coordination	Partial	TIGER VI \$210,000
	Aviation and Military Base Accessibility Coordination	No	Being pursued with DoD* Funding

*Department of Defense

PREVIOUS TIGER VI (2014) GRANT SUBMITTALS AND AWARDS

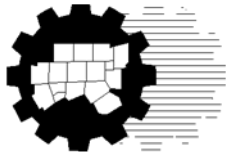
	Projects	Funded	Funding Initiative
TIGER VI 2014 Capital	IH 45/US 175 (SM Wright-Phase 2B)	No	Proposed Proposition 1 funding
	Regional Bicycle/ Pedestrian Multimodal Network	Partial	Transportation Alternatives Program/ Transportation Enhancements
	IH 35W Managed Lane Access from IH 30 (Eastbound to Northbound)	No	Proposed and expanded for TIGER VII 2015 Call for Projects

PREVIOUS TIGER VII (2015) GRANT SUBMITTALS AND AWARDS

	Projects	Funded	Funding Initiative
TIGER VII 2015 Capital	Regional Connections through Technology and System Integration	No	Proposed for resubmittal in 2016 TIGER VII Call
	IH 35W Multimodal Corridor Improvements (IH 35W/IH 30 Managed Lane Access and Guaranteed Transit)	No	None
	Park Lane/Vickery Meadows Complete Street Project	No	Proposed for resubmittal in 2016 TIGER VII Call

TIGER GRANTS

PROJECTS RECOMMENDED FOR SUBMITTAL



North Central Texas
Council of Governments

Regional Transportation Council
April 14, 2016

OVERVIEW

- \$500 million discretionary grant program
- \$100 million for rural areas
(\$1 million minimum with no match requirement)
- Only \$100 million available to any state
- Up to \$100 million for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans
- \$5 million minimum and \$100 million maximum request in urban/metro area

OVERVIEW—Cont'd

- Only three (3) applications per sponsor
- Surface transportation capital projects only (no planning funds)
- Twenty percent (20%) match requirement, but higher matching percentages improve competitiveness
- All funds must be obligated before September 30, 2019, and fully expended by September 30, 2024
- No waivers will be possible for these deadlines

PREVIOUS TIGER VII (2015) GRANT SUBMITTALS AND AWARDS

	Projects	Funded	Funding Initiative
TIGER VII 2015 Capital	Regional Connections through Technology and System Integration	No	Proposed for resubmittal in 2016 TIGER VII Call
	IH 35W Multimodal Corridor Improvements (IH 35W/IH 30 Managed Lane Access and Guaranteed Transit)	No	None
	Park Lane/Vickery Meadow Complete Street Project	No	Proposed for resubmittal in 2016 TIGER VII Call

PROPOSED TIGER VIII (2016) NCTCOG/RTC SUBMISSIONS

DRAFT

Project	Amount to be Requested (\$ in Millions)	Proposed Local Match Source (\$ in Millions)
Regional Connections through Technology and System Integration	10.0	2.5 (State Match and Future RTC Funds)
E. Lancaster/SH 180 from US 287 to IH 820 – Reconstruction, pedestrian, context sensitive redesign	25.0*	35.0 (State Match, Local Match, and Future RTC Funds)
Park Lane/Vickery Meadow Complete Street Project	10.0-13.0	5.0-9.0 (City of Dallas, Dallas County, DART, Future RTC Funds)

*If TIGER funds the first half of the project, staff proposes that the RTC and TxDOT commit to funding the other half with future Proposition 1 or 7 funds.

2016 APPLICATION PROCESS/ TIMELINE

- February 23 TIGER VIII Discretionary Program funds announced by USDOT
- March 10 RTC Information – Director’s Report
- March 25 STTC Action
- April 8 Requests for letters of support due to Rebekah Hernandez at rhernandez@nctcog.org
- April 14 RTC Action
- April 29 Applications due to USDOT

ACTION REQUESTED

Recommend RTC approval of the projects proposed for submittal for TIGER funding by NCTCOG/RTC

Direct staff to administratively amend the Transportation Improvement Program (TIP)/ Statewide TIP and other planning/administrative documents to include TIGER 2016 projects if selected

www.transportation.gov/tiger

CONTACT INFORMATION

TIGER Information:

Christie J. Gotti

Senior Program Manager

Ph: (817) 608-2338

cgotti@nctcog.org

Letters of Support:

Rebekah Hernandez

Communications Coordinator

Ph: (817) 704-2545

rhernandez@nctcog.org

TIGER Information:

Adam Beckom, AICP

Principal Transportation
Planner

Ph: (817) 608-2344

abeckom@nctcog.org

Public/Private Partnership Environmental Stewardship Program

Eastern Subregion

Southwest Water Gardens	\$350k Engineering
Neighbor Woods Program	\$300k Trees

Western Subregion

Lancaster/Hemphill-Lamar	\$200k Trees
Lake Worth Mitigation	\$200k Engineering

Regional

Education Campaign for Private Sector Stewardship Program	\$100k Education
GIS Based Tree Inventory Program	\$100k Software



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

JAN 29 2016

Ms. Kathy Singleton
MC 206, State Implementation Plan Team
Air Quality Division
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711-3087

Re: Dallas-Fort Worth Attainment Demonstration for the 2008 Eight-Hour Ozone
Nonattainment Area, Project Number 2015-014-SIP-NR

Dear Ms. Singleton:

Thank you for the opportunity to review the proposed revisions that address the Dallas/Fort Worth (DFW) nonattainment area under the 2008 ozone standard. These proposed revisions reflect the 2017 attainment year and include a modeled attainment demonstration, a reasonably available control measures (RACM) analysis, a weight of evidence (WoE) analysis and a motor vehicle emissions budget (MVEB). We have enclosed comments on the proposed attainment demonstration and these elements. We appreciate the work by the TCEQ in developing these documents. However, with the shorter attainment date, we remain concerned that there are no new measures beyond federal measures and fleet turnover and additional local and regional ozone precursor emission reductions will be necessary to reach attainment by 2017.

We look forward to discussing the enclosed comments with you. Please feel free to contact me or Ms. Carrie Paige of my staff at 214-665-6521, if you have questions.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mary Stanton" with a stylized flourish below it.

Mary Stanton, Chief
State Implementation Plan Section

Enclosure

Project Number 2015-014-SIP-NR
Comments Addressing the Dallas-Fort Worth Attainment Demonstration

1. General: The preliminary (2013-2015) ozone design value for the DFW area is 83 parts per billion (ppb). Without additional emission reduction measures, we don't see how the area will meet the standard of 75 ppb by the end of the 2017 ozone season.
2. Reasonably Available Control Measures (RACM) Analysis: We appreciate the TCEQ's consideration of the numerous measures to reduce emissions of ozone precursors. The analysis indicates that a number of the measures would require local action to implement. We encourage the TCEQ to support local, voluntary implementation of the most cost-effective measures, to the extent possible.
3. Motor Vehicle Emission Budgets (MVEBs): We look forward to receiving the final MVEBs for the attainment demonstration.
4. Modeling: Our overall evaluation of the future year projections for 2017 indicates that the modeling is overestimating the amount of ozone reduction between base and future year and this is leading to modeling projections in 2017 that are unrealistic.

Evaluation of the high ozone basecase days that are used in the calculation of Relative Response Factors (RRFs) for the attainment demonstration test raised concerns that the modeling is overestimating ozone reductions, potentially due to over-prediction of basecase values for the days used in the RRF calculations. The modeling seems to have a large over-prediction on many of the days used in the RRF calculations when comparing 2006 modeled values to the monitored values. On some days, the values were 15-20 ppb higher. The over-prediction issues seem to occur more at the higher DFW DV monitors than on the upwind monitors on the high days, which indicates the modeling may be overly sensitive to local changes in emissions for the subset of days used in the RRFs. The result of over-prediction of local contributions in the base period would make the RRF calculations more sensitive to local emission reductions and underestimate future year values. The causes of over-prediction should be further investigated.

We also evaluated the daily maximum predicted values in the 2006 baseline modeling compared to the 2006 basecase modeling to evaluate the impacts of using baseline results in the RRF projections instead of basecase results. We did this analysis for all the days that TCEQ determined were valid for the RRF calculations. We note for the days that TCEQ used in the RRF calculations, the baseline ozone values (MDA8) were typically 1-4 ppb higher than the basecase modeling values that were also biased high. Few days were lower with baseline values and some days were 7-8 ppb higher. The basecase overestimation and baseline increases can compound to result in values well above the monitored value, thus biasing and increasing the uncertainty of the attainment demonstration results. For example, on August 21, 2006, Denton monitored an 8-hour maximum of 84.3 ppb, basecase modeling was 93.7 ppb, and baseline modeling was 98.23 ppb. With a biased high baseline value in the RRF formula the future DV calculations seem to overestimate the amount of ozone reduction between 2006 and 2017.

Based on current DVs at the higher DV monitors in the DFW area, and given past trends and the lack of new measures resulting in additional reductions, the modeled projections seem unlikely to be reached.

We would recommend looking into the differences in the emission inventories and meteorology to determine what is driving overestimation issues in the basecase modeling on days used in the RRF calculations at the higher DFW DV monitors (EMTL, DENT, etc.). We also recommend evaluating emission changes between the basecase and baseline to see what is causing the higher baseline values compared to basecase values. Both of these issues are likely making the modeling biased to overestimation of reductions in ozone, and therefore underestimate the 2017 projected values. TCEQ's modeling uses two RRF approaches. Using the all days above a minimum threshold approach, the modeling indicates 4 monitors will not reach attainment (77 ppb at DENT, EMTL, and GRAP and 76 ppb at KELC). Using the Top 10 days RRF approach, the modeling indicates 2 monitors will not reach attainment (76 ppb at DENT and EMTL). Based on the concerns discussed above about the selection of RRF days, in general and on the days with higher 2006 ozone values, the 10-day RRF approach is likely underestimating future DVs. The RRF approach reduces bias issues but does not negate them entirely, and our investigation into the model projections on the higher days raises concerns.

5. Weight of Evidence (WoE): We note a number of concerns above with the modeling that raise uncertainty with the modeling projections, and that the modeling projections are underestimating 2017 future year DVs.

The TCEQ's long-term trends analysis for the DFW area includes a linear relationship to estimate the long term change in the level of the 8-hour ozone design value. The equation indicates that such design value has dropped at a rate of 1.1 parts per billion (ppb) per year. With the preliminary design value (2013-2015) at 83 ppb, we are not convinced that the area can achieve what amounts to an average of 4 ppb per year in emission reductions over the next two ozone seasons without additional emission reduction measures. Such year-to-year drops are not unprecedented in the area, but occurred when additional emission reduction measures were being implemented (e.g., NOx controls on point and minor sources), see 73 FR 73562 (December 3, 2008). We note that 2014 had meteorology that was uncondusive for ozone formation in the Region and in the eastern half of the U.S. Our analysis showed most of the higher DV monitors in Region 6 areas had 2014 4th high values that were 5-20 ppb lower than 2012 4th high values and lower than 2013 in most cases (Denton 8 ppb lower, Hinton 15 ppb lower, Keller 6 ppb lower, Grapevine 10 ppb lower, EML 4 ppb lower, etc.). 2012 did have high temperatures but also had higher winds than average most of the time, so ozone exceedances were not overly severe or frequent. Neither 2013 nor 2015 meteorology were very conducive for ozone formation in the DFW area, so the 2014 DV of 82 ppb and preliminary 2015 DV of 83 ppb are not unusually high. Therefore, it is unlikely the model projections of an additional 8 ppb reduction between 2015 and 2017 can be achieved without additional reductions. Based on historical emissions and DV trends, we estimate that additional NOx reductions on the order of 100-200 tons per day in the local area or a combination of

local and larger upwind reductions are needed to achieve an 8 ppb drop in 2 years. Without emission reductions on this scale, it is unlikely that the area will attain by the attainment date.

The EE/RE measures discussed are State-wide programs. Please provide data specific to the DFW area using the annual *Statewide Air Emissions Calculations from Energy Efficiency, Wind and Renewables* to support the use of EE/RE as WoE for this attainment demonstration (i.e., how have the EE/RE programs discussed in the WoE section been implemented in the DFW area and what emissions reductions are anticipated for the area by the end of the 2017 ozone season based on those programs?). Is the TCEQ planning to support the DFW area in completing more of these projects than would be expected by March 1, 2017?

We applaud the State for the Texas Emission Reduction Program (TERP) and the reductions achieved by such. We are pleased that the TERP continues to be funded through 2017. Several years ago, we teamed with the TCEQ to get the word out on TERP to as many potential participants in the DFW area as possible and encourage them to apply for TERP funds. Is the TCEQ planning a similar event to encourage more TERP participation in the DFW area in time to help facilitate attainment by the attainment date?

We appreciate the number and variety of projects coordinated through the DFW area governments and the North Central Texas Council of Governments that will reduce emissions from mobile sources.

The WOE discussion includes Green Completions but does not indicate the percentage of wells in the DFW nonattainment counties that have implemented Green Completions. Please provide that information. Is the TCEQ planning outreach to the affected counties to support more Green Completions in time to help facilitate attainment by the attainment date?



North Central Texas Council Of Governments

TO: 16-County Judges and Commissioners
of North Central Texas

DATE: March 25, 2016

FROM: Chris Klaus.
Senior Program Manager, Transportation

SUBJECT: Boundary Recommendations of the 2015 Eight-Hour Ozone Standard

The Environmental Protection Agency (EPA) continues to proceed with setting a new National Ambient Air Quality Standard (NAAQS) for ozone. A critical step in this process is the establishment of an appropriate nonattainment boundary. Currently, recommendations regarding which counties should comprise the future North Central Texas (NCT) nonattainment area are once again being solicited by the Texas Commission on Environmental Quality (TCEQ). As the deadline for recommendations is quickly approaching, the North Central Texas Council of Governments (NCTCOG) extends our resources to assist you as needed.

Background

Every five years, EPA is required to re-evaluate the NAAQS to ensure adequate protection of human health based on best available science. In October 2015, EPA revised the eight-hour ozone standard from ≤ 75 parts per billion (ppb) to ≤ 70 ppb. As a part of the implementation of the 2015 eight-hour ozone standard (≤ 70 ppb), EPA is required to provide nonattainment designations for every county in Texas by October 2017; effective December 2017. Before these designations become effective, the TCEQ has the opportunity to provide State recommendations for nonattainment counties to the EPA by October 2016.

Boundary Recommendations

In preparation for EPA's final designations in 2017, the TCEQ is currently accepting comments by close of business April 15, 2016, on their county nonattainment designation recommendations. Detailed information regarding the TCEQ's efforts can be found on their website: <https://www.tceq.texas.gov/airquality/sip/eighthour.html>. Currently, the TCEQ is recommending an 11-county nonattainment area for NCT; the existing 10 counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise) plus Hood County.

In addition to State's recommendations, EPA will base county designations for ozone on the following criteria¹:

1. Air quality data;
2. Emissions and emissions-related data;
3. Meteorology;
4. Geography/topography; and
5. Jurisdictional boundaries.

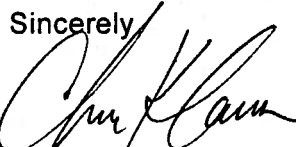
¹ <https://www.epa.gov/ozone-designations/learn-about-ozone-designations#basis>

The table below lists the important dates associated with the implementation of the 2015 eight-hour ozone standard.

Important Dates		Action
2015	October	EPA Revised Eight-Hour Ozone Standard from 75 ppb to 70 ppb
2016	March 15 – April 15	TCEQ Public Comment Period, State Designation Recommendations for 2015 Ozone NAAQS
	October	State Nonattainment Designation Recommendations due to EPA
2017	October	EPA Nonattainment Designations Final
	December	EPA Nonattainment Designations Effective

Source: EPA

As you consider appropriate steps the county may take to respond to the TCEQ's request for comments on the region's future nonattainment boundary, NCTCOG is available to assist and will keep you informed as more details become available. For a full history of the ozone NAAQS, please visit: <https://www.epa.gov/ozone-pollution/setting-and-reviewing-standards-control-ozone-pollution> . If you have any questions or need additional information, please contact me at (817) 695-9286, or cklaus@nctcog.org.

Sincerely,

 Chris Klaus

JPL:ch

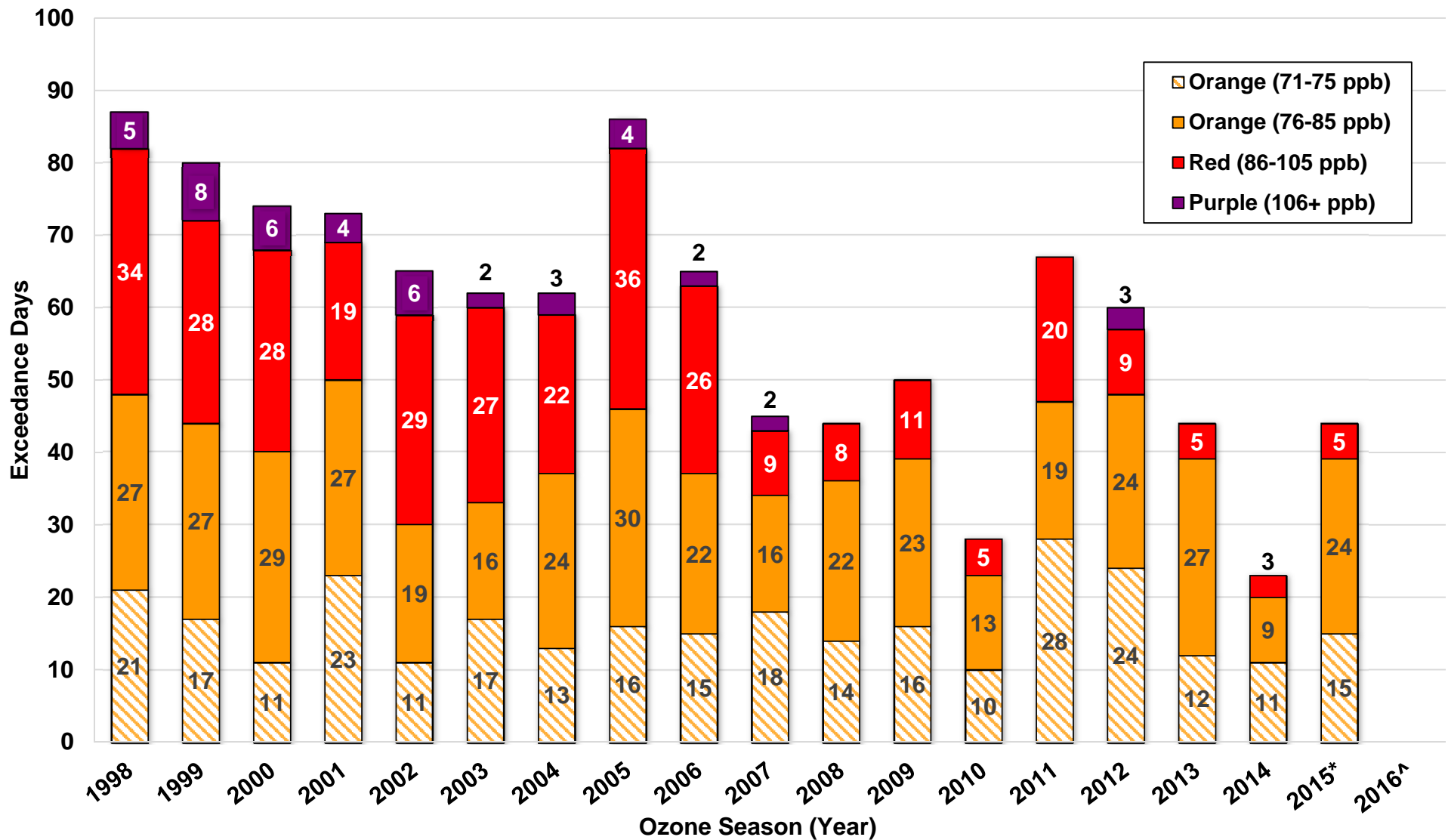
START OF OZONE SEASON AND AIR QUALITY UPDATES

Regional Transportation Council
April 14, 2016


Chris Klaus
Senior Program Manager



EIGHT-HOUR OZONE EXCEEDANCE DAYS



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 parts per billion (ppb).

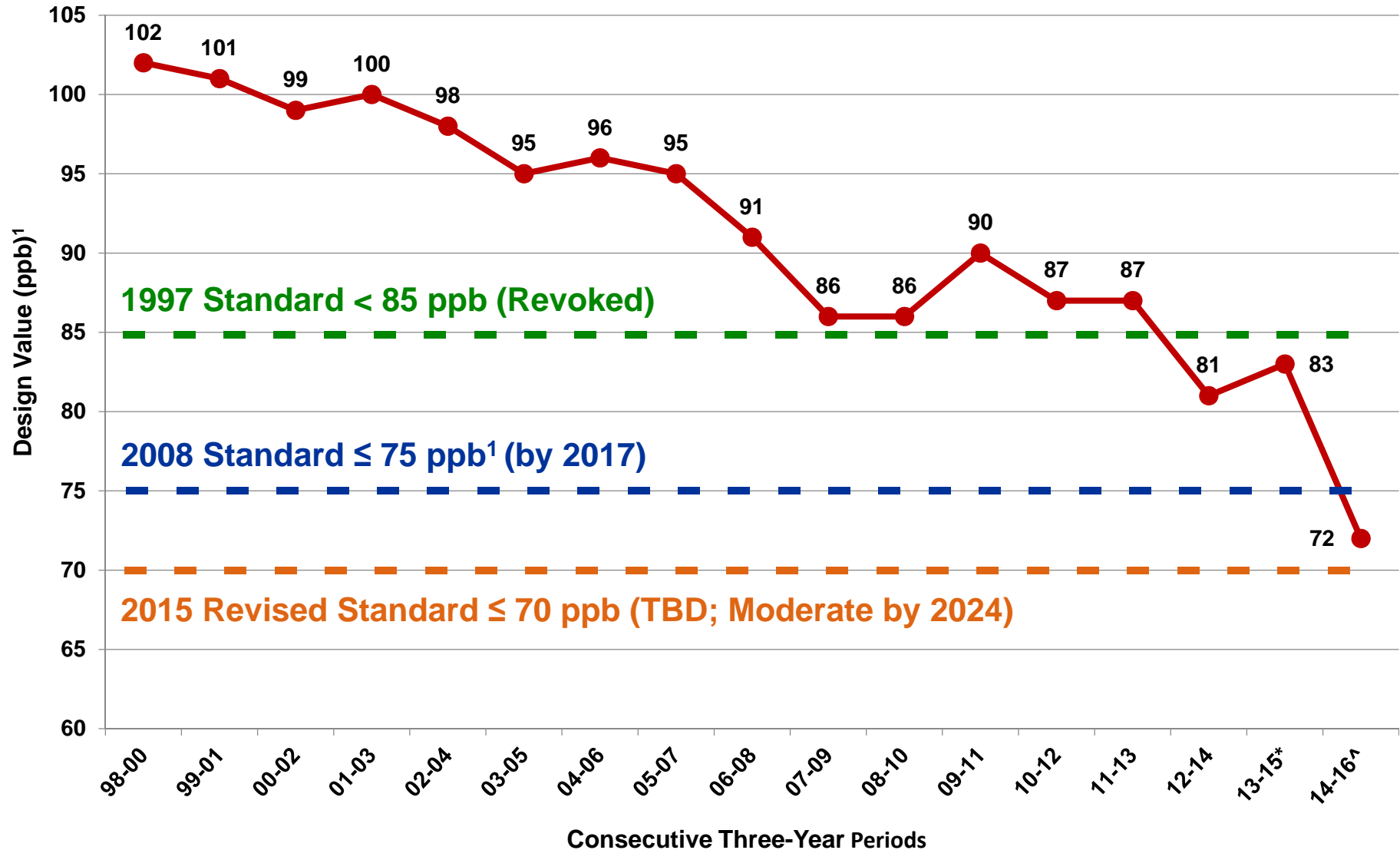
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

* Data not certified by the TCEQ

^Not a full year of data, current as of 3/29/2016

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

EIGHT-HOUR 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 ppb.

*Data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 3/29/2016.

2008 EIGHT-HOUR OZONE STANDARD (≤ 75)

Milestones

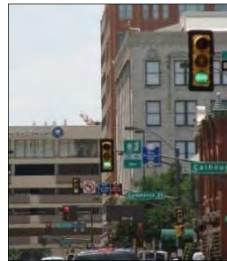
TCEQ Proposed State Implementation Plan (SIP):	December 9, 2015
EPA Comments to TCEQ on SIP:	January 29, 2016
<i>“We appreciate the number and variety of projects coordinated through the DFW area governments and NCTCOG that will reduce emissions from mobile sources.” -- EPA</i>	
TCEQ Submits SIP to EPA:	June 2016
Moderate Nonattainment Date: (Based on 2015-2017)	July 20, 2018
Revoke 2008 Eight-Hour Ozone Standard¹:	December 2018

¹Anticipated revocation date, subject to change.
Source: Environmental Protection Agency (EPA)

SAMPLE OF AIR QUALITY INITIATIVES

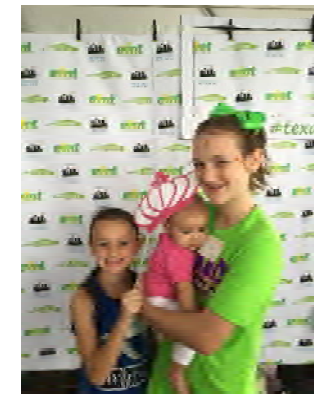


Rideshare. Record. Reward.



HIGHLIGHT OF OUTREACH EVENTS

- April 3 Fort Worth Earth Party ✓
- April 9 ColorPalooza: A Celebration of Spring (Lewisville) ✓
- April 10 Oak Cliff Earth Day (Dallas) ✓
- April 16 Epic Earth Day Grapevine
EcoCoppell Earth Fest
- April 22-24 Earth Day Texas (Dallas)
- June 24 Regional Clean Air Action Day (Everywhere)
- June 25 Dallas Arboretum Sustainability Event



For air quality information and more community events - www.airnorthtexas.org

For alternative fuel trainings and events - www.dfwcleancities.org



2015 EIGHT-HOUR OZONE STANDARD (≤ 70)

Anticipated Implementation Timeline

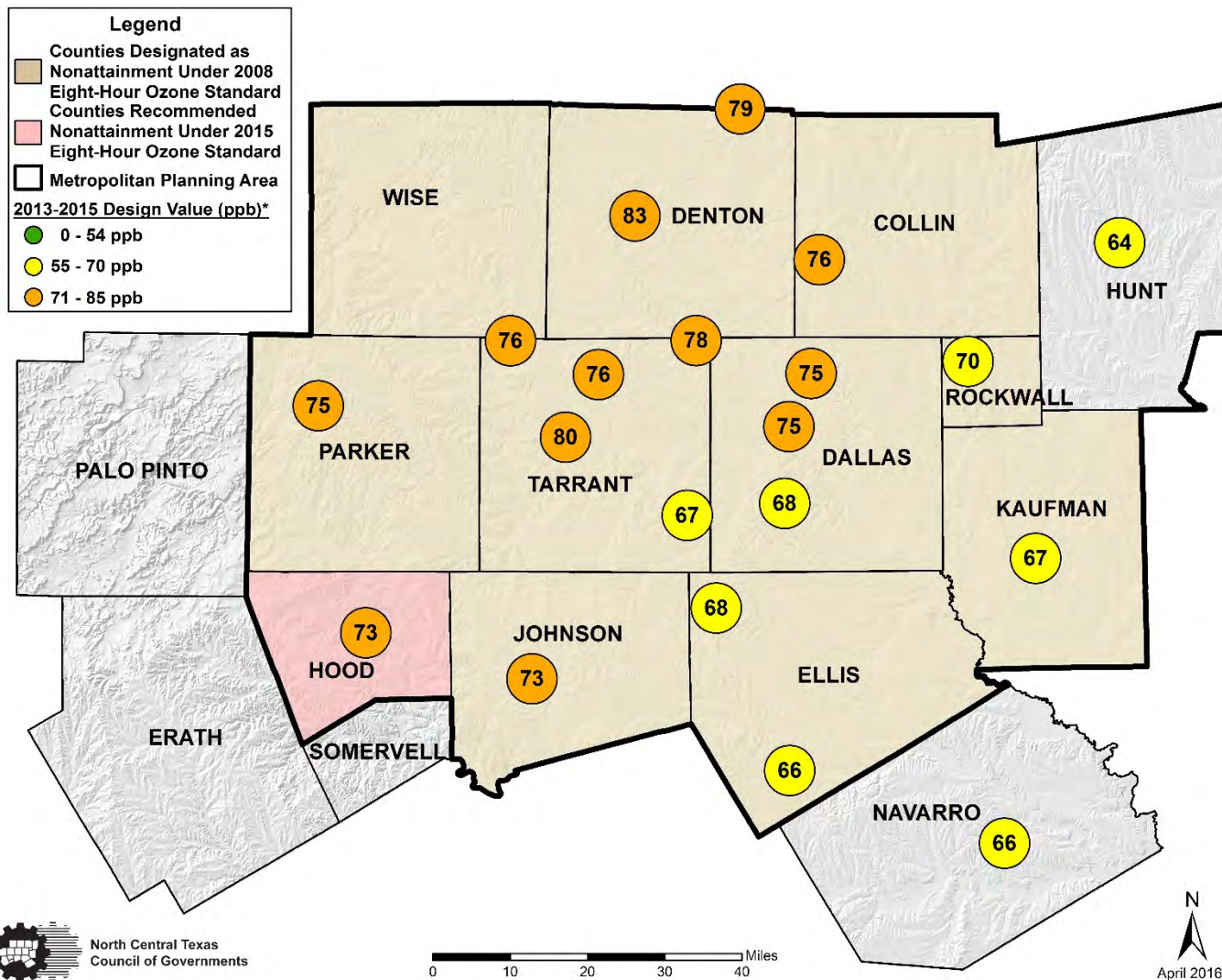
2015 Standard Final:	October 26, 2015¹
Effective Date:	December 28, 2015
State Designation Public Comments:	Closes April 15, 2016
State Nonattainment Designation Recommendations to EPA:	October 2016
EPA Designation Final:	October 2017
EPA Designations Effective:	December 2017
Attainment Plans Due (moderate and above):	December 2020
Attainment Dates (no later than)	
Marginal:	December 2020
Moderate:	December 2023
Serious:	December 2026
Severe:	December 2032

¹ <https://federalregister.gov/a/2015-26594>

Source: Environmental Protection Agency (EPA)

2015 EIGHT-HOUR OZONE STANDARD

State Designation Recommendations



*Air Quality Index based on 2015 Eight-hour Ozone standard, ≤ 70 parts per billion (ppb)

FOR MORE INFORMATION

NCTCOG Website:

www.nctcog.org/trans/air

TCEQ SIP Website:

www.tceq.texas.gov/airquality/sip/dfw/dfw-latest-ozone

Contact:

Chris Klaus
cklaus@nctcog.org
(817) 695-9286

FACTSheet

April 2016

North Central Texas Council of Governments

Regional Transportation Council

Quick Take

What:

Bicycle and Pedestrian Traffic Count Program

Significance:

Data collection efforts are underway documenting bicycle and pedestrian usage on shared-use paths in five cities across four counties. The 2015 annual report presents highlights from the program's first year of data collection.

Program History:

Installation of count equipment began in 2014, with many more count stations installed in 2015. Data is collected continuously and serves as a baseline from which growth will be studied over time.

By the Numbers:

4.3 million

The total number of bicycle and pedestrian traffic counts recorded in 2015 at the 26 count station locations.

Region Collecting Bike, Pedestrian Counts

To support effective bicycle and pedestrian planning, the North Central Texas Council of Governments is collecting data about bicycle and pedestrian facility usage in the Dallas-Fort Worth area.

NCTCOG partnered in 2014 and 2015 with several local agencies to install data collection equipment. NCTCOG and the partner agencies identified shared-use paths with significant value as active transportation corridors, which connect to major destinations and transit stations. Equipment was installed along the Trinity Trails in Fort Worth, the Denton Branch Rail Trail, Plano's Chisholm Trail, and North Richland Hills' Cotton Belt Trail. NCTCOG receives data collected by other city-owned counters in the region, and those count stations are reflected in the annual report, available at NCTCOG.org/BikePedCountData. The permanent equipment utilizes inductive loop and passive infrared sensor technology to distinguish bicyclists from pedestrians, as well as their direction of travel.

Permanent counting equipment is installed throughout Dallas-Fort Worth to help transportation planners better understand active transportation activity.



Goals of the Bicycle and Pedestrian Traffic Count Program

To better help planners understand where and how people are bicycling and walking in the region, the NCTCOG Bicycle and Pedestrian Traffic Count Program has the following goals:

- Collect baseline data from which NCTCOG can track bicycle and pedestrian usage over time
- Evaluate monthly, weekly, and daily patterns and trends
- Determine the impact of specific projects (before and after) and study the relationship of the surrounding land use to the recorded bicycle and pedestrian traffic volumes

FACTSheet

Among the 26 count stations, the combined mode share is 50 percent bicyclists and 50 percent pedestrians. However, the location of the shared-use path significantly impacts the ratio of pedestrians to bicyclists who use the corridor. Paths with count stations located farther from nearby development or population density generally report a lower percentage of pedestrians and a higher percentage of bicyclists. Corridors in dense residential and retail areas, such as the Katy Trail in Dallas, have among the highest percentage of pedestrians in the region (up to 82 percent) and the most overall users.

NCTCOG has mobile equipment available for loan to local jurisdictions for purposes of conducting short-term counts of bicyclists and pedestrians on either shared-use paths or streets.

To reserve NCTCOG's mobile counting equipment, please contact **Daniel Snyder** at dsnyder@nctcog.org or **817-608-2394**.

For more information on the Bicycle and Pedestrian Traffic Count Program, please visit NCTCOG.org/BikePedCountData.



Data gathered from the region's permanent bicycle-pedestrian traffic counters indicates an even split between bicyclists and pedestrians on the region's facilities. However, some trails are characterized by heavy use by pedestrians, while others are more likely to be frequented by bicyclists. For example, a high percentage of residents who use the Katy Trail are pedestrians.

Number of Permanent Count Stations Monitored by NCTCOG in 2015*

City of Dallas	14
City of Denton	2
City of North Richland Hills	1
City of Plano	6
Tarrant Regional Water District (Fort Worth)	3
Total	26

** Some cities may have additional count stations not tracked by NCTCOG.*



North Central Texas Council of Governments

Phone: 817-695-9240 Fax: 817-640-3028

Email: transinfo@nctcog.org

NCTCOG.org/trans

[Facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)

[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)

[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)

[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)

[Vimeo.com/nctcogtrans](https://www.vimeo.com/nctcogtrans)

Regional Transportation Council Attendance Roster
April 2015 - March 2016

RTC MEMBER	Entity	4/9/15	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16
Monica R. Alonzo (07/15)	Dallas	--	--	--	P	P	P	P	P	P	P	E	P	P
Bruce Arfsten (08/15)	Addison	--	--	--	--	P	P	E(R)	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	E	P	P	P	P	P	P	P	A	P	E(R)
Brian Barth (09/13)	TxDOT, FW	E(R)	P	P	P	P	E(R)	P	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	P	E	P	P	E	P	A	A	P	A	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	A(R)	P	P	P	P	E(R)	E	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	E	P
Andy Eads (1/09)	Denton Cnty	P	P	P	E	P	P	P	P	P	P	A	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	E(R)	P	E	P	E(R)	E	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	E	P	P	P	P	E(R)	P	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	E	P	P	P	P	P	P	E	P	E
Mojoy Haddad (10/14)	NTTA	P	A	P	A	P	P	P	A	A	P	A	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	E(R)	E	P	P	E	P	P	P	P	P	P
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	E	P	P	P	P	P	P	P	P	A
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	A(R)	P	P	P	P	P	E(R)	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	E	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	E	P	P	E	P	P	P	E	E(R)	A	P	A	P
Stephen Lindsey (10/11)	Mansfield	P	E	P	P	P	P	P	P	P	P	P	P	E
Brian Loughmiller (04/15)	McKinney	P	P	A	A	A(R)	P	A(R)	P	P	P	A	A	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	A	P	P	E(R)	A	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	E(R)	P	P	P	E(R)	E(R)	P	E(R)	P	P
Matthew Marchant (07/08)	Carrollton	P	P	P	P	A	P	P	P	P	P	A	P	P
Maher Maso (10/08)	Frisco	E	E(R)	E(R)	P	P	E(R)	P	P	E(R)	P	E	E(R)	P
Cary Moon (06/15)	Fort Worth	--	--	A	P	E	P	P	P	P	P	P	E(R)	P
Stan Pickett (06/15)	Mesquite	--	--	P	P	P	P	E(R)	P	P	P	A	P	E
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	P	P	P	P	P	P	P	E	P	P	E(R)	P	E
Amir Rupani (11/14)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	E(R)	P	P	P	P	P	P	E(R)	P	P	P	P	P
Gary Slagel (11/15)	DART	--	--	--	--	--	--	--	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	E	P	P	P	P	P	P	P	P	P	P	A	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	E(R)	P	P	P	E	P	P	P	P	P	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	P	E(R)	P	E(R)	P	P	P	P	P	P	P	P	P
William Velasco (11/11)	Dallas	P	E	A	P	P	E	E	P	E	P	A	A	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
April 2015 - March 2016

RTC MEMBER	Entity	4/9/15	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16
Bernice Washington (4/09)	DFW Airport	P	P	E(R)	P	P	P	P	P	P	P	E	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	E(R)	P	P	P	E(R)	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	P	E	P	E	P	E(R)	P	E(R)	P	P	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Williams (10/15)	Arlington	--	--	--	--	--	--	P	P	A	P	E(R)	P	E(R)
Erik Wilson (07/15)	Dallas	--	--	--	P	P	P	P	P	P	P	E	A	P
Zim Zimmerman (9/12)	Fort Worth	P	P	P	E(R)	A(R)	P	A(R)	P	P	A(R)	A(R)	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
January 2015-February 2016

STTC MEMBERS	Entity	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16
Antoinette Bacchus	Dallas Cnty	A	A	P	P	A	P	P	P	P	P	P	P
Bryan Beck	Fort Worth	P	A	P	A	P	A	P	P	P	P	P	A
Marc Bentley	Farmers Branch	--	--	--	--	--	--	--	A	A	A	A	A
Kristina Brevard	DCTA	P	P	P	P	P	P	P	P	P	R	P	R
Keith Brooks	Arlington	P	P	P	P	P	P	P	P	P	P	R	P
John Brunk	Dallas	A	P	P	P	A	P	A	P	P	P	P	A
Mohammed Bur	TxDOT, Dallas	P	P	P	A	P	P	P	A	A	A	A	P
Chris Burkett	Mansfield	P	R	R	R	P	P	P	R	P	R	P	R
Loyl Bussell	TxDOT, FW	P	P	P	P	P	P	P	P	A	P	P	P
Jack Carr	Plano	P	A	P	P	A	P	P	P	P	P	A	A
Dave Carter	Richardson	A	P	P	P	P	P	P	P	P	A	P	P
John Cordary, Jr.	TxDOT, FW	--	P	P	P	P	P	P	P	P	P	P	P
Hal Cranor	Eules	P	P	R	P	P	P	P	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	A	P	A	R	P	P	P	R	A	P
Chad Davis	Wise Cnty	A	P	P	P	P	P	P	P	A	P	A	P
Greg Dickens	Hurst	R	P	A	A	R	R	R	R	R	R	R	R
David Disheroon	Johnson County	--	--	--	--	--	--	--	P	P	P	P	A
Massoud Ebrahim	Greenville	P	A	A	P	P	P	P	R	R	P	P	P
Chad Edwards	DART	P	P	P	P	P	P	P	A	P	A	P	P
Claud Elsom	Rockwall Cnty	P	P	P	P	P	A	P	P	P	P	P	P
Keith Fisher	Keller	P	P	P	P	A	R	P	R	A	P	P	R
Eric Fladager	Fort Worth	P	P	P	P	P	P	A	P	A	P	P	P
Chris Flanigan	City of Allen	P	A	R	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	R	P	R	P	A	P	P	P	P	R	P	R
Tom Hammons	City of Carrollton	A	A	P	A	P	A	A	A	A	A	A	A
Michael Hasler	Duncanville	--	--	--	--	--	--	A	P	P	P	P	A
Curvie Hawkins	FWTA	A	A	P	P	P	A	P	P	P	P	P	A
Chris Holsted	Wylie	P	A	P	A	P	A	P	A	A	P	P	A
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	A	P	P	P
Kirk Houser	City of Dallas	P	P	A	A	P	P	P	P	P	A	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	P	R	P	P	P	A	P	A	A	R	P
Thuan Huynh	Garland	--	--	--	--	--	--	--	--	--	--	--	P
Paul Iwuchukwu	Arlington	P	P	P	P	A	P	P	P	A	P	A	P
Joseph Jackson	Ellis County	--	--	--	--	--	--	P	P	P	P	P	P
Tim James	Mesquite	A	P	P	P	A	P	A	A	P	A	A	P
David Jodray	Fort Worth	P	P	P	P	P	P	P	P	A	A	A	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	P	P	A	A	A
Tom Johnson	DeSoto	P	P	P	A	A	P	P	P	P	P	P	P
Sholeh Karimi	Grand Prairie	P	P	P	P	P	P	P	A	P	P	P	A
Chiamin Korngiebel	Dallas	P	P	A	A	P	A	A	P	P	P	P	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
January 2015-February 2016

STTC MEMBERS	Entity	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16
Richard Larkins	Grapevine	--	P	A	P	P	P	A	A	P	A	P	P
Paul Luedtke	Garland	P	A	A	P	P	P	A	P	P	P	P	P
Stanford Lynch	Hunt Cnty	P	R	R	A	P	P	P	P	P	R	A	P
Rick Mackey	TxDOT Paris	P	P	A	P	P	P	P	P	A	P	P	P
Srini Mandayam	Mesquite	P	P	A	R	P	P	P	R	R	P	R	P
Geroge Marshall	Coppell	P	R	R	P	P	P	P	A	P	P	P	P
Laura Melton	Burleson	A	A	A	A	A	A	A	A	A	A	P	A
Brian Moen	Frisco	A	A	P	A	A	P	A	A	A	A	P	A
Cesar Molina, Jr.	Carrollton	P	A	A	P	A	P	P	A	P	R	P	P
Lloyd Neal	Plano	P	A	P	P	A	A	P	P	A	P	P	P
Mark Nelson	Denton	P	P	P	A	P	P	P	R	P	P	A	P
Jim O'Connor	Irving	P	P	P	P	A	P	P	P	P	P	A	P
Kenneth Overstreet	Bedford	--	--	--	--	--	--	--	--	--	--	A	A
Kevin Overton	Dallas	A	P	P	P	A	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	A	P	P	P	A	P
Todd Plesko	DART	P	P	P	P	A	P	P	A	P	A	P	A
John Polster	Denton Cnty	P	P	P	A	P	P	P	P	P	P	P	P
Lisa Pyles	Town of Addison	A	A	P	P	P	A	P	A	P	A	A	P
William Riley	Tarrant Cnty	P	P	A	P	A	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	P	P	A	P	A	P	A	P	A	P
Moosa Saghian	Kaufman County	--	--	--	P	P	P	P	A	P	P	P	P
David Salmon	Lewisville	R	P	R	A	P	P	P	P	R	A	P	P
Elias Sassoon	Cedar Hill	P	P	P	R	P	P	R	P	P	P	R	R
Gordon Scruggs	The Colony	R	P	P	P	P	P	P	P	P	P	P	R
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	A	P	P	A
Walter Shumac, III	Grand Prairie	P	A	P	P	A	P	P	P	P	P	P	P
Randy Skinner	Tarrant Cnty	P	A	P	A	P	A	P	P	P	P	A	P
Angela Smith	FWTA	--	--	--	--	--	P	P	A	P	P	P	P
Caleb Thornhill	Plano	P	P	A	P	P	A	P	P	A	A	P	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	R	A	P	P
Jonathan Toffer	Dallas Cnty	P	P	A	A	P	A	A	A	A	A	A	A
Timothy Tumulty	Rockwall	P	P	A	P	A	P	P	A	A	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	A	P	A	P	P	A	A	A	A	P	A
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	R	P	P	P	P	P
Jared White	Dallas	P	P	P	P	A	P	P	P	P	P	P	A
Bill Wimberley	Hood County	P	P	R	P	A	P	P	P	P	P	R	P
Alicia Winkelblech	Arlington	P	R	R	P	P	A	P	P	P	R	A	R
Mykol Woodruff	TxDOT, Dallas	--	P	P	P	P	A	P	P	P	A	A	P
Jamie Zech	TCEQ	--	--	--	--	--	A	A	A	A	A	A	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

February 26, 2016

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 26, 2016, 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, Anna Mosqueda (representing Kristina Brevard), Keith Brooks, Mohammed Bur, David Boski (representing Chris Burkett), Loyl Bussell, Dave Carter, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Jim Juneau (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Chad Barteel (representing Keith Fisher), Eric Fladager, Chris Flanigan, Robyn Root (representing Gary Graham), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Thuan Huynh, Paul Iwuchukwu, Joseph Jackson, Tim James, David Jodray, Tom Johnson, Chiamin Korngiebel, Richard Larkins, Paul Luedtke, Stanford Lynch, Ricky Mackey, Yang Jim (representing Srini Mandayam), George Marshall, Cesar Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, John Polster, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Brian McNoelty (representing Gordon Scruggs), Walter Shumac III, Randy Skinner, Angela Smith, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Caroline Waggoner, Bill Wimberley, Christina Sebastian (representing Alicia Winkelblech), and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Carli Baylor, Adam Beckom, Ron Brown, Sarah Chadderdon, Lori Clark, Michael Copeland, Ruben Delgado, Ryan Delmotte, Kevin Feldt, David Gattis, Wade Haffey, Jill Hall, Heather Haney, Jeff Hathcock, Rebekah Hernandez, Amy Hodges, Chris Hoff, Mohammed Howlader, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Dan Lamers, April Leger, Sonny Loper, Jody Loza, Wes McClure, Chad McKeown, James McLane, Mindy Mize, Markus Neubauer, Nick Page, Jamie Patel, Rob Rae, Chris Reed, Ashley Releford, Kyle Roy, Penny Sansom, Russell Schaffner, Shannon Stevenson, Gerald Sturdivant, Dan Vedral, Mitzi Ward, Amy Waslelewski, Kendall Wendling, Elizabeth Whitaker, Amanda Wilson, and Kate Zielke.

1. **Approval of January 22, 2016, Minutes:** The minutes of the January 22, 2016, meeting were approved as submitted in Reference Item 1. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.

2.1. **Lawsuits Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America:** A motion was made to approve a recommendation for Regional Transportation Council approval to submit correspondence to the United States Department of Justice and the Texas Attorney General related to emission test-cheat devices installed in certain Volkswagen, Audi, and Porsche diesel vehicles, detailed in Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.

John Polster (M); Stanford Lynch (S). The motion passed unanimously.

3. **Mobility 2040, 2016 Transportation Conformity, and 2015-2018 Transportation Improvement Program Projects Affected by Mobility 2040:** Chad McKeown presented a recommendation for Regional Transportation Council (RTC) approval of Mobility 2040 and the corresponding 2016 Transportation Conformity results. Final recommendations and air quality conformity results were summarized in Reference Item 3.1. As presented in January,

expenditures for Mobility 2040 total \$118.9 billion. Recommendations for the Regional Veloweb were highlighted, and a small change in the number of planned miles was noted. Major transit corridor recommendations were highlighted for rail and high-intensity bus lines, and included no changes. Major roadway recommendations include freeways, tollways, and managed lane facilities was also highlighted. Based on feedback received from Denton County and the City of Fort Worth, the IH 35W corridor in Denton County now includes additional freeway capacity as well as tolled managed lanes. All other major roadway recommendations remain the same. In addition, funded improvements to major arterials remain the same as presented in January. Mr. McKeown also discussed the RTC Policy Bundle initiative developed in conjunction with Mobility 2040. The voluntary initiative aims to find solutions beyond infrastructure improvements to achieve regional transportation goals. No changes have been made to the policies. Mobility 2040 will also include the RTC Policy Position on Transit Implementation in the Cotton Belt Corridor. The proposed policy calls for expedited delivery of the project. If rail cannot be expedited, other options for early implementation will be reviewed. The proposed policy position was provided in Reference Item 3.2. There have also been no changes since last presented. He noted that scope, timing, and funding changes in Mobility 2040 will impact a small number of projects in the 2015-2018 Transportation Improvement Program (TIP)/Statewide TIP. Due to the timeframe when these projects will be implemented, the projects will be modified in the 2017-2020 TIP to make them consistent with Mobility 2040. Impacted projects were provided in Electronic Item 3.3.

Jody Loza provided information regarding 2016 Transportation Conformity. Analysis is performed for the years 2017, 2027, 2037, and 2040 using the latest planning assumptions and Motor Vehicle Emission Budgets for the region. Each of the four analysis years in Mobility 2040 fall below the set budget for both nitrogen oxides (NO_x) and volatile organic compounds (VOCs) for the ten-county ozone nonattainment area, as well as the emissions projected by staff. These include the RTC air quality initiatives for both NO_x and VOCs. Upon local approval of Mobility 2040, conformity results will be provided to consultation partners for review. Staff anticipates a United States Department of Transportation 2016 Transpiration Conformity determination in the June timeframe. Ms. Loza noted that draft versions of Mobility 2040 and 2016 Transportation Conformity results were provided on the North Central Texas Council of Governments Web site.

Chad Edwards noted that the Cotton Belt policy calls for seamless connection transit service between the Fort Worth Transportation Authority (The T) and Dallas Area Rapid Transit (DART). DART has reviewed the technical information used in the development of Mobility 2040 recommendations and it appears that the current TEX Rail DFW North Station does not accommodate for the intended seamless connection identified in the Cotton Belt policy. DART is concerned that the Cotton Belt project, by way of this policy, will be forced to incur additional costs to make this connection. He noted that additional coordination among the T, DART, and NCTCOG before the station is built will be needed to truly provide the intended seamless connection desired for the TEX Rail and Cotton Belt projects. Chad McKeown noted that staff is aware of the concerns, and that the policy includes coordination among the agencies to handle issues such as the one mentioned. Clarence Daugherty asked for clarification on the timing of the Cotton Belt. Mr. McKeown noted the proposed policy includes a four-year timeframe. Mr. Daugherty also noted that Collin County expects the need for major roadway and/or major arterials in Collin County, and that the county will make recommendations for inclusion in the next Mobility Plan or amendment. Mr. McKeown noted that there are many sections in Collin County included on the illustrative map. Staff is aware that these projects will likely form the basis for potential future recommendations and plans. Dave Carter noted that Richardson has provided comments by e-mail and through testimony that it is not in favor of the four-year timeframe in the Cotton Belt policy.

Richardson believes the four-year timeframe is unrealistic and would require DART to evaluate other options, Richardson would like to ensure that this does not impact the implementation year of passenger rail service. A motion was made to recommend Regional Transportation Council approval of Mobility 2040 recommendations (including the RTC Policy Bundle initiative and RTC Cotton Belt Policy) and the associated 2016 Transportation Conformity detailed in Reference Item 3.1. Cesar Molina Jr. (M); Paul Luedtke (S). The motion passed unanimously.

4. **Clean Fleets North Texas Call for Projects Funding Recommendations:** Amy Hodges presented funding recommendations for the Clean Fleets North Texas 2015 Call for Projects (CFP). The CFP is funded through the Congestion Mitigation and Air Quality Improvement Program and Texas Commission on Environmental Quality Supplemental Environmental Project (SEP) program, for a total of \$2,521,264. Applications were accepted from August 2015 through October 2015 from public and private fleets operating in the ten-county ozone nonattainment area. Funding was available for up to 80 percent of the incremental cost of eligible activities. Eligible fleets must operate in the ten-county nonattainment area, adopt the Clean Fleet Policy, and projects must reduce nitrogen oxides (NO_x) emissions. A quantitative assessment based on cost per ton of NO_x emissions reduced in the ten-county nonattainment area was performed. In addition, staff requested project information on refueling and recharging projects for planning purposes only. Details were provided in Electronic Item 4.1. Summaries of applications received and project recommendations were provided in Reference Item 4.2 and Reference Item 4.3. A total of 23 applications were received for a total of 226 activities, including 131 replacement activities and 95 new purchases. Of the 23 applications received, 20 applications for 128 replacement activities were eligible. The amount of funding requested on the eligible applications totaled \$7,207,620. Staff recommends funding nine applications for a total of 43 activities totaling \$2,401,654. This leaves a balance of \$119,610. Staff plans to use the balance of funds for the purchase, installation, and ongoing data charges for an automated vehicle locator system to facilitate project tracking. A map was displayed showing the location of the applications from the region, primarily from Dallas County. If recommendations are approved by the Regional Transportation Council (RTC) and Executive Board, staff anticipates transmitting agreements to agencies in April. Chad Edwards asked if the automated vehicle locator system would be placed on all vehicles that are purchased through this CFP. Ms. Hodges noted that tracking is required for each funded vehicle in order to determine what percentage of time the vehicle operates in the nonattainment area, which is a reporting requirement. A motion was made to recommend Regional Transportation Council approval of staff funding recommendations which include: project recommendations detailed in Reference Item 4.2 and Reference Item 4.3, reserving a portion of funding for implementation of an automated vehicle locator system, authorization to award any additional SEP receipts to recommended school bus activities, and authorization to implement projects from the wait list as funds become available. John Polster (M); Mark Nelson (S). The motion passed unanimously.
5. **Federal Transit Administration Direct Recipient Status for the McKinney Urbanized Area:** Sarah Chadderdon presented information related to the direct recipient status for the McKinney Urbanized Area (UZA) and federal funds for public transportation that come to urbanized areas in the region. The McKinney UZA is a small urbanized area in Collin County and includes the cities of McKinney, Princeton, Prosper, Celina, Melissa, and Lowry Crossing. Each year, the Federal Transit Administration (FTA) formula allocates funds for the McKinney UZA to the direct recipient. Through 2013, Collin County Area Regional Transit served as the direct recipient. From 2014 through present day, Texoma Area Paratransit System has been designated to receive the funding. Since the organization ceased providing service in Collin County in December 2015, a future direct recipient is

important. The City of McKinney considered serving as the future direct recipient, but has since indicated that it does not wish to pursue direct recipient status at this time. Eligible direct recipients include public agencies such as cities, counties, council of governments, state agencies, metropolitan transit authorities, and public transportation agencies that are political subdivisions of the State of Texas. Small urbanized area requirements were highlighted. As the metropolitan planning organization, the Regional Transportation Council programs funds and ensures coordinated planning. The designated recipient is the Texas Department of Transportation (TxDOT). TxDOT allocates and apports funding for the McKinney UZA and is responsible for oversight and compliance. The direct recipient receives funds directly from FTA, decides how services are provided, identifies local needs, identified local partnerships and matching funds, and must ensure compliance with State and federal rules (including triennial review). Ms. Chadderdon noted that the North Central Texas Council of Governments already undergoes triennial review under other sources of FTA funding. TAPS stopped providing public transportation in the McKinney UZA in December 2015. Since that time, McKinney and the other cities have been discussing the potential future for the direct recipient status. Discussions are expected to continue until there is regional consensus. Earlier in February, FTA released its FY 2016 apportionment. This year, the allocation for the McKinney UZA is approximately \$2.6 million. Staff is asking that the Committee consider recommending that the North Central Texas Council of Governments serve as the direct recipient for the McKinney Urbanized Area. If approved, staff will communicate regional concurrence with TxDOT, followed by TxDOT and FTA approval. The Texas Transportation Commission is anticipated to allocate federal funds for small urbanized areas at its April 28, 2016, meeting. Anna Mosqueda asked if Collin County was interested in being the direct recipient. Clarence Daugherty indicated that Collin County was not interested at this time. Robin Root, representing the City of McKinney for Gary Graham, noted that McKinney agrees with NCTCOG becoming the direct recipient. The city has been discussing options, has not reached a decision, but wishes to see the funds remain within the region until such time as the city can accept the responsibility. Clarence Daugherty discussed the designated recipient, TxDOT. He noted that TxDOT is involved in approving both the direct recipient and the distribution of funds. Ms. Chadderdon noted that TxDOT is defined by law as the designated recipient. The designated recipient receives funds from FTA and then passes the funds to the direct recipient. She noted another option to not identify a direct recipient. In this case, TxDOT would then decide where the money is allocated to small urban areas in the State. She added that the Texas Transportation Commission historically looks for local direction regarding the designation of a direct recipient. A motion was made to recommend Regional Transportation Council concurrence for the North Central Texas Council of Governments to serve as the direct recipient of Federal Transit Administration funds for the McKinney Urbanized Area. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

6. **Update Regarding the Texas Department of Transportation Congestion Relief**

Program: Christie Gotti provided an update regarding the Texas Department of Transportation (TxDOT) Congestion Relief partnership with the Regional Transportation Council (RTC). At the January 28, 2016, Texas Transportation Commission meeting, the final dollar amount of \$1.3 billion statewide was confirmed resulting in \$527 million to the region. She noted the project list for the initiative remains the same, and highlighted updated funding totals that have change since the last meeting. For SH 121 at SH 360, the project cost has changed from \$60 million to \$61 million in TxDOT Congestion Relief funding. No changes are proposed for SH 199 leaving the project at \$56.5 million. She noted significant changes for the IH 820 project. The project cost has been revised to \$147.8 million with the following revenue: \$46.3 million in Congestion Relief funding, \$90 million in savings from the IH 35W project, and \$11.5 million of TxDOT Bridge funding. On the IH 35E Southern Gateway project, overall funding of \$655.5 million remains the same. Discussions continue

with TxDOT regarding whether the cost of the deck park is included in the base construction or as part of a separate project. Staff believes TxDOT has decided to now include the deck park as part of the base construction. Regarding IH 35E Lowest Stemmons, the previous proposal was \$20 million in Congestion Relief funding and \$80 million in Proposition 1 funding. Due to the higher allocation, the proposal is to fund the total project cost of \$100 million with Congestion Relief funding only. She noted that final funding amounts will be presented to the RTC in March 2016. A motion was made to recommend Regional Transportation Council approval of the higher funding levels noted in Reference Item 6 due to receipt of the \$1.3 billion statewide, and to direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and any other planning documents to reflect the higher funding levels and projects. John Polster (M); Randy Skinner (S). The motion passed unanimously.

7. **Project Milestone Policy Update:** Adam Beckom discussed the Regional Transportation Council (RTC) Project Milestone Policy. In June 2015, the RTC approved the policy which directed staff to look at projects that were funded ten or more years ago for which construction has not started. Agencies were requested to submit responses regarding the status of the projects and since November 2015, staff has been working with local implementing agencies to assess the status of projects. Agencies could justifying keeping projects by providing a realistic and achievable schedule, providing documentation of policy board support, as well as documenting the availability of local matching funds. This effort is intended to increase the amount of funds available for ready-to-go projects, as well as provide a realistic assessment of project status for decision-making purposes and to balance the project construction schedule capacity with the current financial constraints. Of the potential projects, \$2.59 million in projects are potentially proposed to be canceled. Upon closer review, two of the proposed projects are defederalized projects, so further policy discussion is necessary to determine if the projects can be canceled. A total of \$67.41 million in projects recently let or are under construction, and staff will confirm that the projects are moving forward as planned. Other projects that require further policy discussion are projects that are being delayed to FY2016-FY2018 and beyond. These include projects that were also recently delayed to FY2015 and FY2016. Staff will continue review of project schedules and follow up with implementing agencies. Proposed action will be presented at the March 25, 2016, meeting as part of the 2017-2020 Transportation Improvement Program development action item.
8. **DFW Connector Pilot Study Update:** Ken Kirkpatrick briefed the Committee on the status of the DFW Connector Pilot Program related to pay-by-mail surcharges. The pilot seeks to test whether increasing the pay-by-mail toll surcharge will result in an increase of toll tag usage and the associated collection risk and cost of collecting the pay-by-mail charges. The DFW Connector is being used as the pilot corridor because the public sector owns the revenue. Lessons learned may be applied to the IH 35W Segments 3a and 3b. In these segments, the developer owns the revenue and is entitled to the full amount of the tolls regardless of how much of the tolls are collected. Staff is looking at ways to increase the amount collected at the lowest possible cost by increasing the percentage of toll tag users. The current surcharge in the DFW Connector is 90 percent and has been at that rate for approximately 12 months. Of the users, the average is 70 percent toll tag usage and 30 percent pay-by-mail over the last several months. The North Texas Tollway Authority's (NTTA's) percentage is 80 percent toll tag usage and 20 percent pay-by-mail. Next steps will focus on identifying whether the 30 percent of pay-by-mail users use the corridor on a regular or intermittent basis and whether they pay their toll bills or not. Marketing and communication outreach programs will be developed to determine what incentives and communication tools are needed to target the individual groups to increase toll tag usage. An update will be provided in approximately 90 days. John Polster asked why the surcharge is

not increased to 180 percent. Mr. Kirkpatrick noted that this is an option. Procedurally, the Texas Transportation Commission must take action since to increase the surcharge since the current cap for the surcharge is 90 percent. Discussions have occurred on the maximum surcharge amounts. Clarence Daugherty asked how NTTA has reached its percentage of toll tag usage. Mr. Kirkpatrick noted that the difference is likely related to the maturity of NTTA's system.

9. **High Occupancy Vehicle Subsidy Report:** Berrien Barks provided an update on the most recent managed lane performance report. The current Regional Transportation Council (RTC) Managed Lane Policy allows for high-occupancy vehicle (HOV) users to travel on tolled managed lanes at a 50 percent discount during the peak periods. The RTC is responsible for paying the cost of the discount on the North Tarrant Express and the LBJ Express. Toll managed lanes are also operating within the DFW Connector, which is owned by the Texas Department of Transportation. The RTC is not responsible for a subsidy in that corridor. As of December 2015, the HOV subsidy is approximately \$380,000. RTC originally allocated \$17 million dollars for this subsidy. In addition to HOV users receiving a discount, the policy also allows for RTC-sponsored vanpool users to receive a 50 percent discount during the peak periods through a reimbursement request. As of October 2015, approximately \$700 in requests for reimbursements have been received. Staff believes it is safe to remain at a 2+ requirement for the discount until June 2016 or before based on continued monitoring. In addition, the North Texas Tollway Authority serves as the billing agent for all tolled managed lanes in the region. It has not reported any customer service impacts or concerns to date. Also, there have been qualifying instances in which the average corridor speeds have dropped below the 35 mile per hour minimum average. A slide showing the subsidy cost by corridor was presented. John Polster asked if IH 35E will be treated similar to the DFW Connector. Mr. Barks noted that the IH 35E corridor is owned by the Texas Department of Transportation, so an RTC subsidy will not be required.
10. **Try Parking It Web Site Relaunch and Employer Trip Reduction Program:** Sonya Jackson Landrum provided an overview of the newly relaunched TryParkingIt.com Web site. The Try Parking It Web site, initially launched in 2006, is the official commuter tracking and ride-matching site in the region. TryParkingIt.com was relaunched in December 2015 as a hosted Web site. The new site has a more modern appearance and is device responsive. It also allows users to associate their accounts with Facebook. In addition to traditional vanpool and carpool matching, users interested in taking transit, biking, or walking can now be matched with more experienced users that can provide assistance. The site also allows users to log multi-modal trips, includes interactive map capabilities, and has an integrated rewards system. Employer portals and administer capabilities are still available on the new site. Registered employers with a designated administrator can customize the employer portal by adding a company logo; adding employer specific challenges and rewards; and by modifying text in designated sections of the portal. and have access to various environmental and financial reports. Various screen shots of the new site were highlighted, including reporting options. In addition, the integrated rewards system was discussed in more detail. Users can earn points for alternative commute trips that are logged on the site. Three categories of rewards are available. Rewards offered through the site are donated by regional companies called G.R.E.E.N. Reward Partners: Give Receive Expand Effect North Texas. The Denton County Transportation Authority was recognized as the first and only transit agency to become a G.R.E.E.N. partner to date. She also thanked Kevin Overton, City of Dallas, for efforts within the City to encourage employees to create and track commutes. Ms. Landrum also provided an update regarding the Regional Employer Trip Reduction (ETR) Program focused on reducing the number of drive-alone trips made by employees. Staff has recently produced and finalized new educational items for employers that will be used in program outreach. The first is the ETR Manual for Employers that

outlines available alternative commute modes, as well as possible benefits to employers and employees. The manual also includes contact information for transit partners, as well as other programs related to alternative commutes in the region. The second item is new breakroom posters developed for Try Parking It. Ms. Landrum noted that NCTCOG staff is available to assist commuters, employers, as well as city and county staff with alternative commute needs. Staff is also available to assist in developing employer-specific trip reduction programs, as well as provide Try Parking It marketing materials. Kevin Overton discussed the Try Parking It Web site, noting the ease of use and free cost of the program. Since November 2015, 75 additional staff from the City of Dallas have begun using the site.

11. **Bicycle and Pedestrian Data User Counts:** Kevin Kokes presented results from the first full calendar year of data collection efforts for bicycle and pedestrian usage of facilities in the region. Active data collection provides data about activity occurring by mode share, and is important in long-term planning to better understand the volumes and types of users, sets a base line, and evaluates the impacts of specific projects. The North Central Texas Council of Governments has worked with many partner agencies to coordinate on the types of data for consistency throughout the region. The goal is to gather and provide data reports for integration into the online regional traffic count information system. Permanent equipment is used on shared paths to collect data on both bicycle and pedestrian usage. Data is available at 15 minute intervals 24 hours a day, 7 days a week, but more high level data was highlighted. Data is collected primarily on shared use paths. Locations include regionally significant corridors nears employment centers, transit, schools, and major destinations in both urban and suburban locations. A map of the locations was highlighted. Looking at all 26 permanent count locations, usage is split with 50 percent bicyclists and 50 percent pedestrians. When broke down by locations, usage is varied depending upon the type of users and land use. Data for various locations was highlighted, noting usage by year, month, and week. Usage ranges from dramatic variations to balanced usage and locations with examples of high pedestrian and high bicycle user counts were highlighted. Staff is working to integrate this information as part of the online vehicle traffic count information system. Staff will also analyze the relationship of surrounding land use and actual bicycle/pedestrian traffic volumes the relationships in terms of usage volumes and mode splits throughout the region. Mr. Kokes noted that the information presented, as well as the full report is available at www.nctcog.org/BikePedCountData. In addition, he noted an upcoming training session for entities interested in using mobile loan equipment counters. The training is expected to be scheduled in late March.
12. **Fast Facts:** Amy Hodges highlighted current air quality funding opportunities for vehicles. On February 25, the Environmental Protection Agency announced a \$26 million funding opportunity for the Clean Diesel Funding Assistance program. In addition, she noted an ongoing propane and natural gas vehicle funding opportunity. Details were provided in Electronic Item 12.1.

Kimberlin To announced information regarding the First Responder Alternative Fuel Vehicle trainings. The Dallas-Fort Worth Clean Cities is hosting safety training for first responders on March 29-30 at the North Central Texas Council of Governments. Training is designed to educate firefighters, emergency medical services, and law enforcement personnel on procedures when dealing with incidents involving alternative fuel vehicles. Details were provided in Electronic item 12.2.

Kevin Kroll discussed upcoming appointments to the Regional Safety Advisory Committee. As the 2016-2017 term nears, requests for member agency designations will be sent in early March. When received, members are asked to either confirm participation or designate another individual to represent their agency. The new term will begin in July 2016.

Kyle Roy noted that the current issue of Mobility Matters was provided to members at the meeting. The edition features articles about the IH 35 Express project, the Denton Country Transportation Authority Board Chair Charles Emery, and the Look Out Texans safety campaign. In addition, details about the North Central Texas Council of Governments 50 year anniversary and Air North Texas partner awards were included.

Carli Baylor noted that comments and questions from February public meetings were provided to members by e-mail in Reference Item 12.7. In addition, she noted upcoming March public meetings scheduled for March 15, 16, and 21. Details were provided at the meeting in Reference Item 12.8.

Jeff Neal discussed the upcoming American Association of State Highway and Transportation Officials (AASHTO) Asset Management Expert Task Group meeting scheduled at the North Central Texas Council of Governments on March 30-31. Discussion will focus on how asset management implantation impacts metropolitan planning organizations.

Wade Haffey provided an update regarding east/west equity in the region. Since February 2010, the Regional Transportation Council (RTC) passed a policy to track Texas Department of Transportation funding that does not follow the RTC east/west formula allocation established for the region. As of January 2016, the equity is at 71.36 percent in the eastern subregion and 28.64 percent in the western subregion. The percentages do not include funding from the recently passed Fixing America's Surface Transportation (FAST) Act. As a result, the shares for the region will be revisited later in the year. Details were provided in Electronic item 12.3.

Wade Haffey also provided an update regarding the American Recovery and Reinvestment Act (ARRA). As of February 2016, all ARRA projects have been completed with \$885 million in expenditures. One remaining partnership project will continue to be tracked through the Transportation Improvement Program development process. Details were provided in Electronic Item 12.4.

Dan Kessler discussed the proposed Regional Transportation Council Policy Position to Assist Local Governments in Attracting Large Employers to the Region. After significant discussion, members voted to table the item at its February 11, 2016, meeting. Consensus among members was that the policy would potentially cause unnecessary complications.

The current Local Motion was provided in Electronic Item 12.5 and transportation partner progress reports were provided in Electronic Item 12.6.

13. **Other Business (Old and New):** Clarence Daugherty requested that staff make a future presentation about HB 20 and Fixing America's Surface Transportation (FAST) Act performance measure requirements. Dan Kessler noted that staff is monitoring these requirements closely and will provide a future presentation to members.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 25, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.

local motion

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

April 2016 | nctcog.org/localmotion

Is your vehicle's check engine light on?

The North Central Texas Council of Governments is partnering with auto repair shops throughout the Dallas-Fort Worth area in April to sponsor Car Care Clinics geared toward explaining the check engine light. When the light is on, your vehicle won't pass the annual Texas emissions inspection. For details on the time and location of each clinic, visit NTXCarCare.org.

Meetings

April 1, 11 am
DRMC

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

April 6, 8:30 am
TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

April 14, 1 pm

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

April 22, 1:30 pm

**Surface Transportation
Technical Committee**
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Mobility 2040 policies aim to help reliability

The Regional Transportation Council last month approved Mobility 2040, the long-range transportation plan that outlines \$118.9 billion to be spent on multimodal projects over the next 24 years. But the growth North Texas has seen in recent decades is only expected to continue, necessitating efforts beyond pouring more concrete to improve mobility. Through a series of voluntary policies, Mobility 2040 seeks the help of local governments to improve system reliability. There are opportunities for cities, counties, transportation partners and school districts to adopt measures that would create a balanced and integrated transportation system offering more options. In return for adopting policies, local governments would receive transportation development credits. To be eligible for TDCs, which help offset local match requirements, entities must adopt 50 percent of the policies for which they are eligible. Not all 20 policies apply to every group. There are four types of policies:

- **Joint staff consideration:** RTC staff works with a local agency to implement and encourage a specific policy action in the region.
- **Governing body approval:** A local government passes a resolution, court order or similar measure reflecting adoption of the policy.
- **Ordinance:** A locally enforceable law is approved in support of the policy.
- **Election:** Voters consider a policy at the polls.

The policies cover a variety of areas, including air quality, thoroughfare revitalization, employee trip reduction, safety, transit and aviation. For example, agencies can adopt a policy aimed at reducing wrong-way driving. And cities could work with NCTCOG and major employers to encourage their employees to drive less, which could ease traffic congestion in some busy corridors. Read more about Mobility 2040 and the policy bundle at NCTCOG.org/mobility2040.



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.

our region

Ground broken on new, modern IH 30-SH 360 interchange



In most cases around the region, the freeway system is seamless, allowing drivers who need to get across town to use multiple highways without having to navigate a maze of entrance and exit ramps. If they need to get from downtown Fort Worth to the northeastern part of the region, they can travel Interstate Highway 30 to the President George Bush Turnpike and on to Plano, for example, without being stuck at a red light. By 2020, the same convenience will be available

for commuters needing to get from IH 30 to south Arlington via State Highway 360.

The Texas Department of Transportation has broken ground on the \$233 million IH 30-SH 360 interchange. The new connection will eliminate the outmoded cloverleaf ramps at IH 30 and Six Flags Drive, replacing them with a series of direct-connect ramps to SH 360 that will allow more efficient travel between the two freeways.

This improvement will be funded primarily by Proposition 1, which will cover \$210 million of the project. TxDOT and the project partner established Keep30360moving.org with information about the project.

Motorists can sign up for email alerts about road closures, detours and other developments during construction. Ground was broken on the project in March, and work is already underway. For example, westbound Copeland Road has been closed permanently between Six Flags Drive and Ballpark Way so it can be reconfigured.

For those who want a preview of the interchange, the website also contains a video illustrating what the finished product will look like.

The improvements to the corridor, including reconstructed IH 30 and SH 360 main lanes additional auxiliary lanes on IH 30 and one lane in each direction on SH 360 within the project limits, aim to make the area safer and more efficient for motorists. The Six Flags Drive bridge will also be expanded.

This project, which has been planned since the 1980s, when SH 360 was built, is the largest project awarded Proposition 1 funding to date, according to TxDOT. The Texas Transportation Commission awarded the project to Houston's Williams Brothers Construction Co. in November.

[More Information](#)

For photos of the project and an animated video showing what the reconstructed corridor will look like when it is complete, visit Keep30360moving.org.

Visit us at community events this spring

It's the time of year for North Texans to enjoy the outdoors. Many cities and organizations celebrating mild temperatures and sunny weather with spring festivals. NCTCOG is participating in several such events this month to discuss air quality initiatives and transportation planning.

Residents who attend Fort Worth's Earth Party, Lewisville's Colorpalooza, Oak Cliff Earth Day and Earth Day Texas at Fair Park, among others, can visit with NCTCOG projects and programs helping to improve transportation in Dallas-Fort Worth.

Information about how North Texans can help improve air quality in the region will be available. Staff will also highlight Try Parking It, Air North Texas, Clean Air Action Day, Look Out Texans safety campaign and the NCTCOG Active Transportation Program, among other efforts. Brochures and publications will be distributed, as well as lunch bags, water bottles, activity books, crayons and other educational items. For the complete calendar of events NCTCOG will attend, visit www.airnorthtexas.org/events.asp.

public involvement

Online comment opportunity starts April 11

NCTCOG staff will seek comments starting April 11 on a control-measure substitution and work program modifications. Staff members have identified an interim high-occupancy vehicle lane project as part of the Southern Gateway needing to be replaced with express lanes to help manage congestion in the south Dallas corridor. This project is included in the State Implementation Plan, and staff is required to replace the interim HOV project with another project yielding the same air quality benefits. Details of the substitution as well as the start of the 2016 ozone season will be highlighted.

Additionally, proposed modifications to the fiscal year 2016 and fiscal year 2017 Unified Planning Work Program will be available for public review and comment. The UPWP provides a summary of the transportation and related air quality planning tasks conducted by the metropolitan planning organization. Information will be online April 11 - May 10, 2016, at NCTCOG.org/input. To request printed copies, call 817-608-2335 or email jstout@nctcog.org.

Turn off engines to prevent long-term idling

Children, the elderly and people with respiratory problems are especially at risk to adverse health effects from the air pollution produced by idling cars. The toxic air pollutants emitted from idling have been linked to asthma, decreased lung function, cardiac disease, cancer and other serious health problems. So remember: If you stop for longer than 10 seconds — except in traffic — turn your engine off. To learn more about benefits of idle reduction and choices you can make to protect your neighbors, visit EngineOffNorthTexas.org.

resources

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partners

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DART.org

Denton County
Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

The Fort Worth
Transportation Authority
The-T.com

Texas Department
of Transportation
TxDOT.gov

\$233 million

Cost of the planned interchange at Interstate Highway 30 and State Highway 360. The improvements will modernize the corridor and improve traffic flow through the area.

policymakers —

The T Master Plan focuses on system growth

Making transit more attractive and convenient, connecting more people with more places, and making transit easier to use are among the objectives of the Fort Worth Transportation Authority's Transit Master Plan, unanimously accepted by agency's board of directors recently.

With a focus on the next five years, the Transit Master Plan presents an opportunity to create an inviting transit system that will offer more places for more people – and more possibilities. Among the services targeted are bus commuter rail to Dallas/Fort Worth International Airport, bus rapid transit and expanded bus service to meet the needs of the rapidly expanding Tarrant County.

To develop this plan, The T conducted a year-long public outreach program to find out how services could be improved and how people could be encouraged to use transit in Tarrant County. Active community involvement played a significant role in the planning process.

The Transit Master Plan is consistent with the city of Fort Worth's Master Thoroughfare Plan, NCTCCOG's recently adopted Mobility 2040 and other planning initiatives.

The board is committed to pursuing the vision and goals, and to work with funding partners to prioritize plan elements. For more details about the master plan, go to www.TMasterPlan.org.

— Submitted by The T.

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