

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, January 25, 2019 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of December 7, 2018, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Kristina Holcomb, STTC Chair

Item Summary: Approval of the December 7, 2018, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action       Possible Action       Information      Minutes: 0

2.1. **Endorsement of Regional Transportation Council Action Approving Emergency Funds for Span, Inc.**

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) endorsement of the Regional Transportation Council's (RTC) action to provide emergency funding for the transit provider Span, Inc. to continue providing critical transit services for residents in Denton County.

Background: During 2018, the North Central Texas Council of Governments coordinated with Span to improve management of federally funded urban service, including implementing processes to ensure greater accuracy in reconciliation of urban and rural transit service expenses. Urban transit service in Span's provider area has increased. However, annually allocated federal funds are reflective of service levels from the former two years. Due to this gap, Span has introduced new funding and service adjustments but is facing reductions in urban service until additional federal funds become available from the Federal Transit Administration (FTA) and additional local funds are secured.

Staff will request STTC approval to endorse RTC action to utilize existing Regional Toll Revenue (RTR) funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$160,000 to ensure the continuation of urban transit services for seniors and people with

disabilities by Span. All expenses paid with RTR funds will follow FTA requirements. More details can be found in [Electron Item 2.1](#).

Performance Measure(s) Addressed:

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

**2.2. Endorsement of Regional Transportation Council Action Approving Alliance Link Funding to Trinity Metro**

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) endorsement of the Regional Transportation Council's (RTC) action to provide funding to Trinity Metro to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas.

Background: In 2018, Toyota Motor North Texas funded the Alliance Link, a pilot project implemented to increase public transit ridership and transportation access in the Fort Worth Alliance area. The pilot, scheduled to conclude January 31, 2019, demonstrated the importance of connecting employees with existing nearby bus routes and final destinations. As the Alliance area continues to grow at an accelerated rate, transportation will be a critical component for lasting success. Trinity Metro reached out to the North Central Texas Council of Governments (NCTCOG) seeking support for the continuation of this critical first/last mile connection. Trinity Metro is coordinating the service with the Denton County Transportation Authority and plans to integrate the Alliance Link into the High-Intensity Bus project, or guaranteed transit, taking shape along the IH 35W corridor that was previously funded by the RTC.

Staff will request STTC approval to endorse RTC action to utilize existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$500,000 to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas. [Electronic Item 2.2.1](#) contains a copy of Trinity Metro's request along with NCTCOG's response, and [Electronic Item 2.2.2](#) provides additional details on this project.

Performance Measure(s) Addressed:

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

2.3. **FY2018 and FY2019 Unified Planning Work Program Modifications**

Presenter: Vickie Alexander, NCTCOG

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

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments have been posted on the North Central Texas Council of Governments website for public review and comment and are also included as [Electronic Item 2.3.1](#). Additional information is provided in [Electronic Item 2.3.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Performance Measure(s) Addressed:

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

1:35 – 1:45

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

Action       Possible Action       Information      Minutes: 10

Presenters: Kevin Kroll and Jing Xu, NCTCOG

Item Summary: Staff will request a recommendation for the Regional Transportation Council (RTC) to reaffirm support of the 2018 Roadway Safety and Transit Asset Management regional targets and approve support for the Texas Department of Transportation's 2019-2022 target schedule for the federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Transit Asset Management targets are focused on ensuring that public transportation vehicles, rail lines, and other capital assets are in a state of good repair.

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

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

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

The proposed targets for Roadway Safety and Transit Asset Management will be discussed, and final targets and a support resolution will be proposed for RTC action at the February 14, 2019, meeting. More details can be found in [Electronic Item 3](#).

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **Director's Update**

Action                       Possible Action     Information                Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Director will provide an update on various transportation items.

Background: Transportation items for discussion will include:

- Federal Government Shutdown: Reimbursement Stress Test
- Brownsville Trip
- Chicago Trip
- US 75 Technology Lanes
- Top Five RTC Policy Initiatives for 2019
  - High-Speed Rail Engineering and Planning
  - Public Transit Engineering and Planning
  - Tolled Facilities
  - Technology Advances
  - Next Amazon

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1<sup>st</sup> session of the 116<sup>th</sup> US Congress convened on January 3, 2019. The 86<sup>th</sup> Texas Legislature convened on January 8, 2019. In December 2018, the Regional Transportation Council (RTC) approved its Legislative Program for the 86<sup>th</sup> Texas Legislature, which is provided in [Electronic Item 5.1](#), and the 2019 RTC Principles for the Federal Surface Transportation Authorization, provided in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

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

2:05 – 2:15

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

Action       Possible Action       Information      Minutes: 10

Presenter: Jing Xu, NCTCOG

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

Background: In November 2018, the Federal Railroad Administration (FRA) announced the funding opportunity for the State of Good Repair, dedicated for capital projects across the United States to repair, replace, or rehabilitate qualified railroad assets to reduce the State of Good Repair backlog and improve intercity passenger rail performance. [Electronic Item 6](#) is a copy of the Notice of Funding Opportunity that details the \$272.25 million in federal funds available for Fiscal Year 2017-2018 appropriations, as well as the project application requirements. Applications are due to the FRA by March 18, 2019. A candidate project, Trinity Railway Express Corridor State of Good Repair Improvements, will be discussed as part of this item. Final scope of the project selection will be presented for action at the February 22, 2019, meeting.

Performance Measure(s) Addressed:

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

2:15 – 2:25

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

Action       Possible Action       Information      Minutes: 10

Presenter: Kate Zielke, NCTCOG

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

Background: Tribal nations have interests in North Central Texas. Infrastructure projects may alter or damage the integrity of sites with historical or current cultural importance. Disturbance

of human remains is of particular concern for tribal nations. Infrastructure projects also could damage, destroy, or limit access to culturally significant natural resources. Tribal nations are interested in raising the Texas public's awareness of Native history and current issues and interests. Tribal nations also are interested in the welfare of their members who are living outside of currently recognized tribal territories. A substantial number of Native people have moved to Dallas-Fort Worth since the 1970s. [Electronic Item 7.1](#) contains a presentation with background information. [Electronic Item 7.2](#) contains the draft Policy Position to Support Communication with Tribal Nations.

Performance Measure(s) Addressed:

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

2:25 – 2:35

8. **2019 Infrastructure for Rebuilding America Discretionary Grant Program**

- Action
- Possible Action
- Information
- Minutes: 10

Presenters: Jeff Neal and Jeff Hathcock, NCTCOG

Item Summary: Staff will brief the Committee on the Fiscal Year (FY) 2019 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program for highway and freight projects of national and regional significance. Staff aims to propose both passenger/freight rail and major roadway projects as part of this effort and will provide details highlighting potential candidacy.

Background: In December 2018, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the 2019 INFRA Discretionary Grant Program regarding surface transportation initiatives that have a significant impact on the nation, a region, or a metropolitan area. [Electronic Item 8.1](#) is a copy of the Notice of Funding Opportunity that details the \$950 million discretionary grant program for FY2019, as well as the application requirements. Applications are due to the US DOT by March 4, 2019. [Electronic Item 8.2](#) details the most recent discretionary grant program efforts in the Dallas-Fort Worth region and the resulting funding decisions.

For agencies in the region submitting projects, please be aware that you must complete the [www.grants.gov](http://www.grants.gov) registration process before submitting the application and that this process usually takes two-four 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, February 15, 2019, at [rhernandez@nctcog.org](mailto:rhernandez@nctcog.org).

Performance Measure(s) Addressed:

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

2:35 – 2:55

9. **Fast Facts**

Action       Possible Action       Information      Minutes: 20  
Item Summary: Brief presentations will be made on the following topics:

1. *Berrien Barks* – High-Occupancy Vehicle Subsidy Report ([Electronic Item 9.1](#))
  2. *Clint Hail* – Automated Driving System Demonstration Grants Notice of Funding Opportunity ([www.grants.gov/web/grants/view-opportunity.html?oppld=310839](http://www.grants.gov/web/grants/view-opportunity.html?oppld=310839))
  3. *Jeff Neal* – Federal Highway Administration Transportation Asset Management Expert Task Group Meeting – Invitation to STTC Members
  4. *Kathryn Rush* – Building Schools, Building Communities – A School Siting and Collaboration Forum
  5. *Jessica Scott* – Bicycle Pedestrian Advisory Committee Nominations
  6. *Eric Conner* – Celebrating Leadership in Development Excellence Awards Applications Launching February 4, 2019 ([Electronic Item 9.2](#))
  7. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
  8. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
  9. *Bailey Muller* – Dallas-Fort Worth Clean Cities Annual Survey Underway ([www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport))
  10. *Bailey Muller* – Project to Ensure Compliance with Required Energy Reporting ([Electronic Item 9.3](#))
  11. *Nancy Luong* – Regional Input Submitted on Volkswagen Mitigation Plan ([Electronic Item 9.4](#))
  12. *Evan Newton* – East/West Equity Update ([Electronic Item 9.5](#))
  13. *Cody Derrick* – Transportation Development Credit Annual Report ([Electronic Item 9.6](#))
  14. *Carli Baylor* – December Online Comment Opportunity Minutes ([Electronic Item 9.7](#))
  15. *Carli Baylor* – January Online Comment Opportunity Notice ([Electronic Item 9.8](#))
  16. *Carli Baylor* – February Public Meeting Notice (Handout)
  17. *Victor Henderson* – Public Comments Report ([Electronic Item 9.9](#))
  18. Written Progress Report:
    - Local Motion ([Electronic Item 9.10](#))
    - Transportation Partner Progress Reports ([Electronic Item 9.11](#))
10. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on February 22, 2019, at the North Central Texas Council of Governments.**

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
December 7, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 7, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Antoinette Bacchus, Micah Baker, Bryan Beck, David Boski, Curt Cassidy, Ceason Clemens, Hal Cranor, Clarence Daugherty, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Kristina Holcomb, Matthew Hotelling, Terry Hughes, Monsur Ahmed (representing Paul Iwuchukwu), Alonzo Liñán, Chris Bosco (representing Stanford Lynch), Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Kevin Overton, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, David Salmon, Lori Shelton, Brian Shewski, Jason Shryer, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Caleb Thornhill, Robyn Root (representing Matthew Tilke), Joe Trammel, Gregory Van Nieuwenhuize, Cody Owen (representing Daniel Vedral), Caroline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Chris Bosco, Tanya Brooks, Jesse Brown, John Brunk, Sara Clark, Chad Coburn, Brian Crooks, Brian Dell, Cody Derrick, Ryan Dufour, Kevin Feldt, David Garcia, Austin Gibson, Dorothy Gilliam, Ray Gwin, Jeff Hathcock, Victor Henderson, Amy Hodges, Michael Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Nancy Luong, Mindy Mize, Erin Moore, Michael Morris, Bailey Muller, Jenny Narvaez, Jeff Neal, Evan Newton, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Kathryn Rush, Christina Sebastian, Daniel Snyder, Shannon Stevenson, Mitzi Ward, Brendon Wheeler, and Brian Wilson.

1. **Approval of October 26, 2018, Minutes:** The minutes of the October 26, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of December 2018 out-of-cycle (Electronic Item 2.1.1) and February 2019 revisions (Electronic Item 2.1.2) to the 2019-2022 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
  - 2.2. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the Call for Projects was provided in Electronic Item 2.2.1, and a detailed project listing was provided in Electronic Item 2.2.2.

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



3. **Metroplex Freight Rail Mobility Study:** Jeff Hathcock highlighted ongoing regional railroad coordination efforts. He noted that for many years the North Central Texas Council of Governments (NCTCOG) has established relationships with Class 1 railroads, transit agencies, and short line railroads within the region. This helps NCTCOG provide greater opportunities for public-private partnerships and helps collaboration to balance city, county, and rail interests. Ongoing coordination activities include the Regional Rail Study, multiple city and county initiatives with Fort Worth and Dallas District Texas Department of Transportation (TxDOT) offices, and grant application submissions. Project advancement and funding for design/engineering to ensure projects are shovel ready is also important. NCTCOG staff also engages in funding discussions between agencies to maximize efficiency and use of funds.

Sara Clark, a consultant for the TxDOT Rail Division, provided an overview of the North Central Texas Freight Mobility Study that is currently underway. The purpose of the project is to analyze the freight and passenger rail network in the 16-county Metropolitan Area and to identify improvements focused on mobility. Previous work by TxDOT identified infrastructure improvements such as highway-rail grade separation projects and crossing closures. Projects were also identified in the TxDOT Freight Mobility Plan which was completed in 2017. While previously identified projects have continued to advance, conditions have changed over the past ten years. Both freight and passenger rail volumes have increased and the region has continued to grow, which has resulted in changing land use and traffic patterns. The Metroplex Freight Mobility Study will reassess the existing and projected conditions of the freight transportation network in order to update the program of passenger rail and freight improvement projects. As the project sponsor, TxDOT will incorporate stakeholders to assist in the analysis. NCTCOG has provided matching funds for the project and is an active stakeholder assisting in defining project details. Understanding existing rail volumes, planned rail capacity improvements, and other rail operational information helps identify priority areas for improvements. Corridors with high train volumes or high train speeds are an area of focus. In addition, understanding existing roadway volumes near rail crossings, planned roadway improvements, and other local traffic patterns helps identify priority areas. The project will follow an approximate 12-month schedule, follow a stepped process, and take two paths. One path will focus on the freight and passenger network where improvements related to the rail infrastructure will be identified. There will also be a focus on roadway mobility at the interfaces with the rail corridors. Ms. Clark noted that stakeholder input is a valuable part of this process. TxDOT has made available a Metroplex Survey to allow input on the freight and passenger rail mobility issues in communities. Members were encouraged to complete the survey available at [www.txdot.gov/inside-txdot/projects/studies/statewide/metroplex-freight-study.html](http://www.txdot.gov/inside-txdot/projects/studies/statewide/metroplex-freight-study.html), as well as provide to others for increased participation within the region. Ms. Clark also noted that the Committee will be provided updates at key milestones.

4. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program:** Brian Dell presented staff recommendations for projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program that are part of the 2017-2018 Congestion Management and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that staff plans to bring the Assessment Policy Program and the Management and Operations, NCTCOG Implemented, and Regional/Air Quality Programs before the Committee in early 2019. Projects in the third round of the Strategic Partnerships Program are those with multiple non-Regional Transportation Council (RTC) stakeholders/contributors in which local partners are contributing more than the standard 20 percent match or projects of strategic importance

within/to the region. Intersection Improvement projects address safety and traffic flow issues at various locations within the region. The MTP Policy Bundle TDC Program provides agencies with an opportunity to use MTP Policy Bundle TDCs as local match on federally eligible local projects that are of mutual interest to the agencies and the RTC. He noted that projects were divided into project categories and evaluated against similar project types. Mr. Dell also highlighted the east/west funding distribution as a result of the projects recommended for funding. Proposed funding targets (federal portion only) for each project category were highlighted, for a total amount of \$171 million. Details of the evaluation criteria were provided in Electronic Item 4.1. Additional information on the funding amounts for each category, and the resulting eastern/western subregion balances were provided in Electronic Item 4.2. A summary of the proposed funding recommendation was provided: approximately \$70 million CMAQ, \$101 million STBG, \$5.8 million in Regional Toll Revenue, \$49 million in local match, and 15.5 million TDCs. A timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through 2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan Policy Bundle Transportation Development Credit Program. Action also included a recommendation for the Regional Transportation Council to permit staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Mark Nelson (M); John Polster (S). The motion passed unanimously.

- 5. Alternative Fuel Corridor Nomination:** David Garcia provided an overview of the current alternative fuel corridor designations and related signage. In addition, he presented alternative fuel corridor designation and signage recommendations proposed to be included in the Texas Department of Transportation's (TxDOT) submittal. As a requirement of the Fixing America's Surface Transportation (FAST) Act, the United States Department of Transportation (US DOT) must designate national alternative fuel corridors to improve mobility of vehicles using certain alternative fuels such as electric charging, hydrogen, propane, and natural gas. The main benefit of this initiative is that it will help prioritize future fueling station investments, accelerate public interest/awareness with signage, and improve the user experience. Mr. Garcia noted that this is the third consecutive year that US DOT is soliciting nominations, and highlighted the history of previous nominations. In addition, he noted that another component of the initiative includes signage for alternative fuel corridors and fuel stations. In June 2018, TxDOT adopted a signage policy that expands on the eligibility requirement of fueling stations that are interested in signage, as well as on sign placement and design guidelines. Details on the three different types of signs, their purposes, and installation was highlighted and provided Electronic Item 5. TxDOT has indicated that it will focus only on the general and specific services signage because it believes those types provide the most benefit to motorists. Maps identifying the currently designated corridors for each fuel type, new stations, and status of signage were highlighted. Mr. Garcia noted that hydrogen is the most undeveloped corridor, but that there is growing interest in the fuel type. Federal Highway Administration designated alternative fuel corridors include eight interstates, one State highway, and one US highway. Finally, Mr. Garcia highlighted corridors proposed to be submitted to TxDOT for its third round of nominations and requested approval of corridor and signage recommendations to the Texas Department of Transportation. Details were provided in Electronic Item 5. A motion was made to recommend Regional Transportation Council approval to submit a request to the Texas Department of Transportation that it include the following corridors in its third round nominations: IH 635, IH 820, US 67, US 287, and US 380. Action included a recommendation that the Regional Transportation Council approve in the request to post general services signage for all fuel types and qualifying stations and corridor identification signage. John Polster (M); Bryan Beck (S). The motion passed unanimously.

6. **Trinity Railway Express Shuttle:** Shannon Stevenson provided an update on the Trinity Railway Express (TRE) shuttle from the Centerport Station to the Remote South Parking lot at the Dallas Fort Worth International Airport (DFW Airport). In 2009, the DFW Airport received funds to implement this service. In March 2018, airport staff notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue the shuttle service once TEXRail was fully operational. In April 2018, NCTCOG reached out to the DFW Airport and Trinity Metro about the future of the service. Staff has been working with partners to transition the service from the airport to Trinity Metro and to transfer remaining Federal Transit Administration (FTA) funds previously approved for the project to Trinity Metro. In order to assume responsibility of the shuttle service, Trinity Metro will combine the service with its existing routes. Bridge funding will be needed during project transition, and existing revenue previously authorized for transit will be utilized. This effort assumes that existing local financial commitments will remain the same among Trinity Metro, DFW Airport, and Dallas Area Rapid Transit who share the local match requirement. Details were provided in Electronic Item 6. A motion was made to recommend Regional Transportation Council approval: 1) for Trinity Metro to assume responsibility in 2019 for shuttle service between the Trinity Railway Express Centreport Station and the Dallas Fort Worth International Airport, 2) to transfer the remaining Federal Transit Administration funds previously approved for this project from Dallas Fort Worth International Airport to Trinity Metro for implementation, 3) to utilize up to \$200,000 in existing revenue previously approved for transit for project transition, and 4) to revise administrative documents to allow Trinity Metro access to remaining federal funds to implement the shuttle service. Todd Plesko (M); John Polster (S). The motion passed unanimously.
7. **Mobility 2045 Status, Transportation Conformity Determination, and Ozone Standards Update:** Kevin Feldt provided an update regarding North Central Texas Council of Governments efforts to implement Mobility 2045. He noted the final document and project tables will be available at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045) in the coming week, and will include modifications based on the conformity analysis. Staff continues to coordinate with federal, State, transit, and local agencies as well as the public. Federally required performance measures have been adopted, and efforts to advance the IH 635 East project continue. Efforts also continue to identify solutions in Collin County for US 380 and north/south mobility. Other efforts include high-speed rail, US 75 technology lanes, and auto occupancy detection technology. Additional efforts were provided in Electronic Item 7.2. In addition, he noted work on the next Mobility Plan has begun, which must be adopted no later than November 2022.

Jenny Narvaez provided information regarding transportation conformity and other air quality actions that impact North Central Texas. She noted that the region received its United States Department of Transportation (US DOT) conformity determination on November 21, 2018. The determination covers multiple State Implementation Plan actions including the adequacy of Motor Vehicle Emission Budgets and conformity requirements for both the 2008 and 2015 ozone standards. A copy of the US DOT conformity approval was provided in Electronic Item 7.1. She also noted that the end of November closed out the 2018 ozone season. During 2018, the region experienced 31 exceedance days and a regional design value of 76 parts per billion (ppb). As a result, the region did not attain the 2008 ozone standard of 75 ppb. The region now falls under both the 2008 75 ppb standard and the 2015 70 ppb standard. An overview of both the ozone standards was provided. The Environmental Protection Agency classified the region as marginal for nonattainment under the 2015 ozone standard this past year. Under this classification, the region is not required to develop a State Implementation Plan but must show attainment by August 3, 2021. The implementation rule was published in November 2018. Historically, when a final rule is published for a new standard the old standard is revoked. However, this was not the case in

this instance. As a result, the region is in nonattainment of the 2008 ozone standard because it did not reach attainment by the June 20 deadline. The region is in the process of being reclassified from moderate to serious nonattainment, and this gives the region until July 20, 2021, to reach attainment of the 2008 standard. This puts the region under two ozone standards which must be met in 2021. Members discussed various efforts required for both the 2008 and 2015 ozone standards.

8. **High-Speed Rail: Fort Worth to Laredo:** Michael Morris provided an update regarding efforts on the conceptual study for high-speed rail between Fort Worth and Laredo. He noted that the procurement process is proceeding and four proposals have been received. The North Central Texas Council of Governments (NCTCOG) Executive Board will be asked to approve a consultant at its January 24, 2019, meeting to provide assistance on the conceptual study. NCTCOG staff will also initiate a meeting with Texas Department of Transportation staff responsible for the trade fair of revenues among metropolitan planning organizations (MPO) to prepare for the transfer of \$200,000 in Congestion Mitigation and Air Quality Improvement Program funds from the Alamo Area MPO as part of the partnership. Staff will continue to provide updates to the Committee as efforts continue.
9. **High-Speed Rail: Dallas/Arlington/Fort Worth:** Michael Morris provided an update regarding recent efforts for the Fort Worth to Dallas Core Express Service high-speed passenger service. A recent meeting with the Federal Railroad Administration (FRA) was highlighted, and he noted that the environmental process is advancing. The North Central Texas Council of Governments (NCTCOG) is also working with Texas Central Partners on a new agreement regarding interest in potentially extending the service west of downtown Fort Worth. In addition, the \$5 million Texas Department of Transportation agreement has been signed. As a result of the requirement that environmental clearance of projects must be completed within two years, staff will be working to reduce the number of options to the most feasible options for the environmental phase of the project. Mr. Morris also noted that a master agreement with the FRA will be needed, and conversations are continuing regarding the oversight of funds. Staff will continue to provide updates to the Committee as efforts continue.
10. **Status Report on US 75:** Michael Morris highlighted results from a meeting with representatives from the Federal Highway Administration (FHWA) in Washington, DC, on several options to implement improvements on US 75. North Central Texas Council of Governments (NCTCOG) staff has proposed to apply the technology lane concept from SH 161 on US 75 as an innovative way to move traffic on the congested corridor. However, technology lanes are not permitted legally on the project because US 75 was originally advanced as a high-occupancy vehicle (HOV) lane. Several options were presented to FHWA at the recent meeting, and were provided in Electronic Item 10. He noted that a follow up meeting will be scheduled with FHWA to determine which options are considered feasible. Clarence Daugherty asked what options might be likely and the anticipated timeframe for resolution. Mr. Morris noted that the goal is to determine as many viable options as possible, without use of any legislative options. He added that those options considered viable would be presented to the Committee and the Regional Transportation Council.
11. **Transportation Alternatives Set-Aside Program Call for Projects:** Daniel Snyder presented information on the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects utilizing Fiscal Year (FY) 2020 funds. Similar to the 2017 call for projects, eligible projects include: shared-use paths (trails), on-street bicycle facilities, bicycle/pedestrian signalization, signage, sidewalks and others. A total of \$7.94 million is available, with approximately \$5.2 million available in the eastern subregion and

approximately \$2.7 million in the western subregion. The maximum federal funding award per project is \$5 million. The associated evaluation and scoring criteria is consistent with the 2017 call for projects and serves to implement Mobility 2045, which prioritizes implementing the Regional Veloweb, connections to transit and large employers, projects that improve safety, and others. Details of the project types and evaluation/scoring criteria were provided in Electronic Item 11. Additional considerations include project readiness and innovation, including the ability to obligate funds and initiate construction quickly. Emphasis will be given to nominating entities that contribute a cash overmatch of local funds. Mr. Snyder noted that the TA Set-Aside Call for Projects will open on December 17, 2018, and close at 5 pm on March 1, 2019. Staff will review applications received and provide project recommendations to the public and the Committee in May 2019 and the Regional Transportation Council in June 2019. Mr. Snyder also noted that application materials will be posted online at [www.nctcog.org/TAP](http://www.nctcog.org/TAP) on December 17. In addition, he noted two additional funding opportunities through the Texas Department of Transportation (TxDOT): 1) State TA Set-Aside Program Call for Projects for rural areas and 2) Safe Routes to Schools (SRTS) projects. Both funding opportunities through TxDOT are anticipated to open in February 2019, and additional information can be obtained from TxDOT district staff.

12. **Volkswagen Settlement Update:** Nancy Luong presented an overview of the Volkswagen Settlement final Beneficiary Mitigation Plan for Texas. On November 16, 2018, the Texas Commission on Environmental Quality (TCEQ) released the final Beneficiary Mitigation Plan for Texas that allocates the \$209 million portion of funds for Texas. Of the five eligible on-road project categories, government owned project types received a slight increase to 80 percent as the maximum reimbursement allowed per activity. The non-government owned category received a slight decrease to 50 percent. This funding is for the replacement or repower of an old diesel vehicle with a new, cleaner-burning vehicle or equipment of any fuel type. For other type project categories, funding also increased to 80 percent for government owned projects and decreased to 50 percent for non-government owned projects. She noted that TCEQ was more forthcoming about its funding methodology in the final plan, as noted in Electronic Item 12.1. Approximately 33 percent of the funds were allocated based on a percentage of the affected Volkswagen vehicles, 15 percent base level funding for nonattainment areas, and approximately 33 percent based on a strategic assessment to achieve or maintain attainment in the near term. As a result, the Dallas-Fort Worth region received a slight increase in funding, and the City of Austin and Bell County were added to the list of areas to receive funding. This funding represents the 81 percent allocated for mitigation actions in priority areas. The Regional Transportation Council (RTC) submitted comments on the draft Mitigation Plan in a letter dated September 13, 2018, and the TCEQ addressed some of the North Central Texas Council of Governments' (NCTCOG) original comments. NCTCOG originally requested \$63 million based on its technical analysis but received an increase of \$4.2 million instead. Despite acknowledging the recommendation of allowing the regional Council of Governments to administer the funding, TCEQ will continue to be the sole administrator. Other RTC recommendations were not addressed. TCEQ has requested information from NCTCOG based on the region's priorities. A copy of the correspondence was provided in Electronic Item 12.2. Proposed comments were highlighted, and members were asked to provide feedback. Comments included recommending: government owned and non-government owned projects be funded separately so there is equal competition, applications be considered competitively to maximize the emissions reduction benefits, a cost threshold be established for eligibility, eligible mitigation actions be allowed to compete at the same time to expedite projects, applicants be required to demonstrate broader commitment, lowest emission vehicles be prioritized, and charging infrastructure be placed in corridors with the most need. Details were provided in Electronic Item 12.1. Ms. Luong requested that members provide feedback to staff by December 12. John Polster discussed the cost

proposed by TCEQ for administration of the funds. Chris Klaus noted that the funds will cover administration of the funds through multiple calls for projects within multiple areas, which could be cumbersome. He noted that the Mitigation Plan does not rule out the potential for a future 3<sup>rd</sup> party administrator, but TCEQ has indicated that it plans to carry out the role at this time.

13. **Fast Facts:** April Leger noted that the 2019 meeting schedule for the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) were provided in Electronic Item 13.1.

Shannon Stevenson provided an update on Trinity Railway Express (TRE) positive train control (PTC) implementation. The Federal Railroad Administration (FRA) issued a press release on November 21 that included at-risk railroad progress. The TRE is not included in the list and is no longer considered to be at risk for not meeting the FRA requirements for achieving certain progress on PTC implementation by December 31.

Brian Dell noted that the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle Program was open. The deadline for early submittals is March 15 and the final deadline is April 15. Additional details are available at [www.nctcog.org/trans/plan/mtp/policy-bundle](http://www.nctcog.org/trans/plan/mtp/policy-bundle). In addition, entities with candidate projects that have TDCs they would like to be considered should contact staff to begin discussions. He noted that TDCs not assigned by Fiscal Year 2019 will be returned to the pool.

Cody Derrick noted that the Texas Department of Transportation is requesting proposals for the Fiscal Year 2020 General Traffic Safety Grant and the Selective Traffic Enforcement Safety Grant. Proposals must be completed and submitted by January 10, 2019. Details were provided at [www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html](http://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html).

Jessica Scott noted that in coordination with the National Association of City Transportation Officials (NACTO), a training opportunity for local governments and transit agency officials is available through two, one-day trainings on January 29 in Dallas and January 30 at the North Central Texas Council of Governments. The flyer, including links to registration, was provided in Electronic Item 13.2.

Kyle Roy provided a legislative update. He noted that approval of the RTC Legislative Program for the 86<sup>th</sup> Texas Legislature and the 2019 RTC Principles for Federal Surface Transportation Authorization would be proposed at the December 13 RTC meeting. Regarding federal legislation, he noted the President has signed a continuing resolution that provides federal appropriations at current levels through December 21. In addition, he noted that the 86<sup>th</sup> Texas Legislature will convene on January 8 and that staff will begin sending weekly legislative updates at that time.

Arash Mirzaei provided information related to preparation for Census 2020. He noted that the Census Bureau will launch a project for updating the statistical area across the nation called the Participant Statistical Area Program. The effort within the region will be led by the North Central Texas Council of Governments (NCTCOG) Transportation Department. This program is significant because it allows input on how the statistical areas are defined. A coordination group of local governments and non-government entities will be created for those interested. Additional information regarding the program was provided at [www.nctcog.org/census2020psap](http://www.nctcog.org/census2020psap).

David Garcia highlighted current air quality funding opportunities for vehicles. He noted applications for the Light-Duty Motor Vehicle Purchase or Lease Program and the Texas

Natural Gas Vehicle Grant Program would be accepted through May 2019. He also noted that eligible applicants for electric vehicle incentives can receive up to \$16,500 in combined savings per vehicle if the federal tax credit, State rebates, and local rebates are used. Additional information was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

David Garcia also highlighted upcoming Dallas-Fort Worth Clean Cities events. He noted that the new year start up meeting is schedule for January 22, 2019, at NCTCOG. Discussion topics will include the new Clean Cities annual survey, the Volkswagen Settlement Mitigation Plan, and how to evaluate fleets for Volkswagen funding. Additional details and registration information was provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Kimberlin To presented the 2017-2018 Air North Texas Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, City of Cedar Hill received the Outstanding Initiative award, City of Plano received the Outstanding Outreach award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award. Additional information was provided at [www.airnorthtexas.org/partnerawards18](http://www.airnorthtexas.org/partnerawards18).

Brian Wilson noted that the fall edition of the Mobility Matters publication was distributed at the meeting. A copy of the publication is also available online at [www.nctcog.org/mobilitymatters](http://www.nctcog.org/mobilitymatters). He noted that additional printed copies were available upon request.

Carli Baylor highlighted October public meetings minutes provided in Electronic Item 13.3 and November public meeting minutes provided in Electronic Item 13.4. Discussions at the public meetings included performance measures, auto occupancy vehicle technology, and air quality initiatives/funding opportunities.

Carli Baylor also noted the upcoming public meeting comment opportunity announced in Electronic Item 13.5. Members of the public can provide online input on quarterly Transportation Improvement Program modifications from Monday, December 10, 2018, to January 8, 2019.

Victor Henderson noted that the Public Comment Report, provided in Electronic Item 13.6, was a compilation of general public comments submitted by members of the public from September 20-October 19. The majority of comments received during this period were regarding plans for future projects, transit systems, and autonomous vehicles.

The current Local Motion was provided in Electronic 13.7 and transportation partner program reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** Dan Kessler introduced new staff in attendance at the meeting, Brendon Wheeler. He also noted Michael Morris' new Executive Assistant, Angela Alcedo.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 25, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.

# ENDORSEMENT OF RTC ACTION: EMERGENCY FUNDS FOR SPAN, INC.

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**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**January 25, 2019**

SHANNON STEVENSON  
PROGRAM MANAGER, TRANSIT PLANNING & OPERATIONS

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED



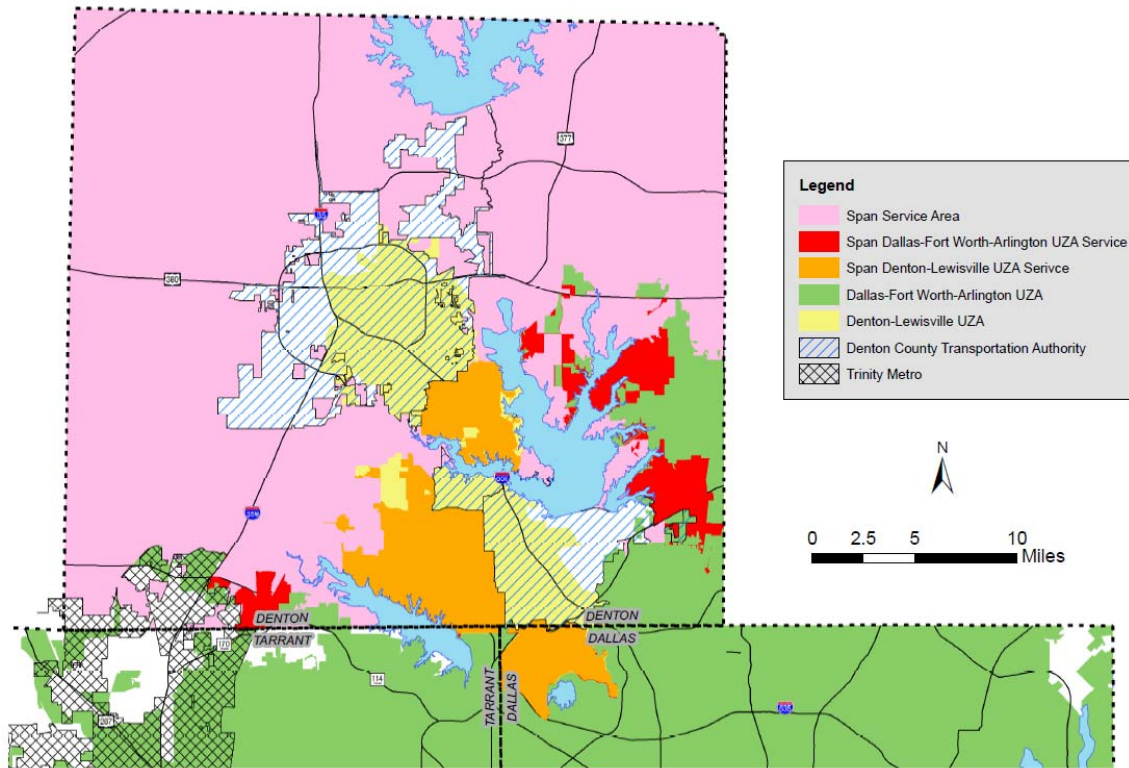
# Background

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- Summer 2018:** NCTCOG, TxDOT, and Span, Inc. worked together to correct Span's invoicing practices, which were found to be inconsistent with urban/rural funding allocations and service areas
- September 2018:** Span began invoicing NCTCOG and TxDOT based on actual service provided in urban/rural areas, which created a shortfall of urban funding
- December 2018:** Span requested additional urban funding from NCTCOG, which will be a one-time stop gap to continue full operations while Span adjusts service this year

# Span Transit Service Area

Average Monthly  
Trips\*: 3,885



\*Total Urban and Rural Trips

# Emergency Funding Request

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<b>How Much:</b>	\$160,000 in Regional Toll Revenue (RTR) Funds for Transit Projects; Remaining RTR Transit Funds for Fiscal Year 2019 = \$160,000
<b>What:</b>	One-time stop gap funding
<b>When:</b>	Remainder of Fiscal Year 2019
<b>Future Plans:</b>	Span is working on adjusting its service to reflect urban/rural funding allocations and also securing additional local revenue.
<b>RTC Policy Directives:</b>	This is a one-time transitional commitment. Span and Denton County Transportation Authority should review the best way to deliver this service.

# Action Requested

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## STTC Approval:

To endorse RTC action to utilize up to \$160,000 in existing revenue previously approved for transit and allocate it for Span, Inc. to continue providing critical services for seniors and persons with disabilities;

To transmit RTC Policy Directives on one-time funding and transit institutional review; and,

To revise administrative documents as appropriate to incorporate this project.

# For More Information

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**Shannon Stevenson**  
Program Manager  
Transit Planning & Operations  
[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)  
817-608-2304

December 3, 2018

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

Dear Mr. Morris,

The Alliance Link regional initiative seeks to improve access to jobs by providing enhanced connectivity between Alliance- a growing employment center with increasing labor needs- and potential employee pools in Fort Worth, Denton, and surrounding areas. The project aims to solve the first/last mile challenge and provide seamless access to major employers. Trinity Metro and partners are requesting the NCTCOG allocate \$250,000 per year for two years to fund Phase 2 of Alliance Link, detailed below.

Alliance, Texas Growth and Mobility Challenges

Trinity Metro is working with public and private partners, including DCTA and Hillwood, to identify and implement a sustainable, long-term solution to the first/last mile challenge faced by Alliance employees and employers. Fast-growing Alliance, Texas is home to more than 50,000 employees, encompasses 65 square miles, and sits in both Denton and Tarrant Counties. It is expected to reach 100,000 employees in the next decade.

Due to the location and lack of affordable housing in the Alliance area, there is a disconnect in employee retention and recruitment efforts. Businesses must recruit from Fort Worth, Denton, and other areas to find low-wage shift workers to fill the available manufacturing, industrial, and logistics positions. Transportation is a critical component to retaining workers and providing access to quality jobs. Though employers may be able to recruit successfully in theory, unless the prospective employees have reliable transportation alternatives, the jobs will remain unfilled or see high rates of attrition. To help remedy this challenge, Trinity Metro and DCTA partner to provide the North Texas Xpress, a commuter spine service that runs along the 35W corridor connecting Fort Worth to Denton, with key stops in Alliance. The bus stops are located a half mile or more from many of the large manufacturing and distribution facilities, and the existing infrastructure does not support safe pedestrian/bike accessibility in that first/last mile of the commute.



### Alliance Link Mobility Solution

The Alliance Link Shuttle, a public-private partnership funded by Toyota, was developed to address the first/last mile challenge in the Alliance area. The service, however, is coming to an end after the successful 9-month pilot is complete in January 2019. Developing the next phase of Alliance Link is critical to ensuring continued connectivity between the businesses and the North Texas Xpress service. The existing service, an estimated \$600,000 per year operation, is an on-demand, curbside-to-curb mobile application. Phase 2 will continue to leverage the mobility-as-a-service (MaaS) model, providing on-demand transportation through a mobile application. Considerations include implementing Lyft or another transportation network company (TNC) as a turnkey, rideshare solution or deploying a cutaway (or similar vehicle) equipped with a MaaS platform and operated by Trinity Metro or DCTA. This type of service is estimated at \$250,000 per year for a 2-year, sustainable program, for a total of \$500,000.

### Regional Applicability

In addition, this effort will help support Access North Texas by improving access to work and supporting Regional Strategy 7. Mobility 2045 goals would also be met by expanding mobility options, leveraging technology-based solutions and shared mobility, and enhancing the regional network.

We look forward to developing regional solutions with our partners to solve acute and long-term mobility challenges in North Texas and thank the NCTCOG's continued commitment to leveraging existing resources to assist in these efforts.

Kind Regards,



Paul J Ballard  
President/Chief Executive Officer

Cc: Shannon Stevenson, Program Manager, Transit Operations  
Russell Laughlin, Executive Vice President, Hillwood  
Raymond Suarez, President/CEO, Denton County Transit Authority





North Central Texas Council Of Governments

December 13, 2018

Mr. Paul Ballard  
President/CEO  
Trinity Metro  
801 Cherry Street, Suite 850  
Fort Worth, TX 76102

Dear Mr. Ballard:

RE: Alliance Link Funding Request

The North Central Texas Council of Governments (NCTCOG) received your letter dated December 3, 2018, requesting \$500,000 to continue enhanced connectivity between Alliance and potential employee pools in Fort Worth, Denton, and surrounding areas. NCTCOG is recommending that the Regional Transportation Council (RTC) fund this important first/last mile connection for \$250,000 per year for two years.

The Alliance area continues to grow at an accelerated rate, and transportation will be a critical component for lasting success. We are encouraged that Trinity Metro plans to coordinate this service with the Denton County Transportation Authority (DCTA). Trinity Metro and DCTA should work towards integrating the Alliance Link into the High-Intensity Bus project or guaranteed transit taking shape along the I-35 W corridor.

While we understand emerging issues sometimes prevent projects from following traditional planning protocols, we ask that Trinity Metro exercise due diligence to notify NCTCOG as far in advance as possible of funding needs to ensure appropriate resources can be identified to meet all regional needs. Thank you in advance for your cooperation and attention to this matter. Should you have any questions, please do not hesitate to contact me at (817) 695-9241 or Shannon Stevenson at (817) 608-2304.

Sincerely,

Michael Morris, P.E.  
Director of Transportation

SS:al

cc: Raymond Suarez, President/CEO, DCTA  
Lori McMahon, Government Affairs, Toyota Motor North America  
Russell Laughlin, Executive Vice President, Hillwood  
Detra Whitmore, PMP, Vice President of Administration, Trinity Metro  
Christie Gotti, Senior Program Manager, NCTCOG  
Shannon Stevenson, Program Manager, NCTCOG



# ENDORSEMENT OF RTC ACTION: ALLIANCE LINK FUNDING FOR TRINITY METRO

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**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**January 25, 2019**

SHANNON STEVENSON  
PROGRAM MANAGER, TRANSIT PLANNING & OPERATIONS

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED

# Background

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- April 2018:** Toyota Motor North America (TMNA) funded the Alliance Link to increase public transit ridership and transportation access in the Alliance Area
- Summer 2018:** TMNA continued coordination with Hillwood Properties, Trinity Metro, DCTA, MV Transportation, and Spare
- December 2018:** Trinity Metro reached out to NCTCOG seeking support for the continuation of this critical first/last mile service

# Alliance Link Request

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**How Much:** \$250,000 per Year for Two Years for a Total of \$500,000 in Regional Toll Revenue (RTR) Funds for Transit Projects; Remaining RTR Transit Funds for Fiscal Year 2019 = \$160,000

**What:** Leverage Mobility-as-a-Service (MaaS) Model, Providing Mobility On-Demand Transportation through a Transportation Network Company

**When:** February 1, 2019 – January 31, 2021

**Future Plans:** Incorporate into High-Intensity Bus Project, or Guaranteed Transit, along I-35 W Corridor

# Action Requested

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## STTC Approval:

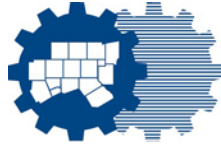
To endorse RTC action to utilize up to \$500,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas; and

To revise administrative documents as appropriate to incorporate this project.

# For More Information

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**Shannon Stevenson**  
Program Manager  
Transit Planning & Operations  
[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)  
817-608-2304



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee      DATE: January 18, 2019

FROM: Vickie Alexander  
Program Manager

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

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

Listed below, and in the following attachment, is the sixth set of proposed modifications to the FY2018 and FY2019 UPWP. Included in these amendments are project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

**Non-Transportation Planning Fund Modifications**

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (update text and add \$85,000 Department of Energy funds received for the Clean Cities Outreach, Education, and Performance Tracking initiative in FY2019)
- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (add \$12,000 in local funding from Transportation Energy Partners to support NCTCOG planning and outreach assistance for a fleet workshop at the 2019 EarthX event)
- 3.05 Public Transportation Planning and Management Studies - Regional Transit Planning Assistance (remove \$500,000 Regional Toll Revenue funds and add \$290,000 Federal Transit Administration 5307 funds, and update text to remove reference to use of Regional Toll Revenue funds)

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

**Non-Transportation Planning Fund Modifications**

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

Please contact Tara Bassler at (817) 704-2505 or [tbassler@nctcog.org](mailto:tbassler@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications.

va  
Attachment

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

### 3.03 Air Quality Management and Operations

#### Technology Improvements

##### *Other Funding Sources*

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

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

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



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

## Partnerships and Collaborations

### *Other Funding Sources*

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

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

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

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

### **3.05 Public Transportation Planning and Management Studies**

#### Regional Transit Planning Assistance

##### *Other Funding Sources*

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

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

### **5.05 Congestion Management Planning and Operations**

#### Transportation System Management and Operations

##### *Other Funding Sources*

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

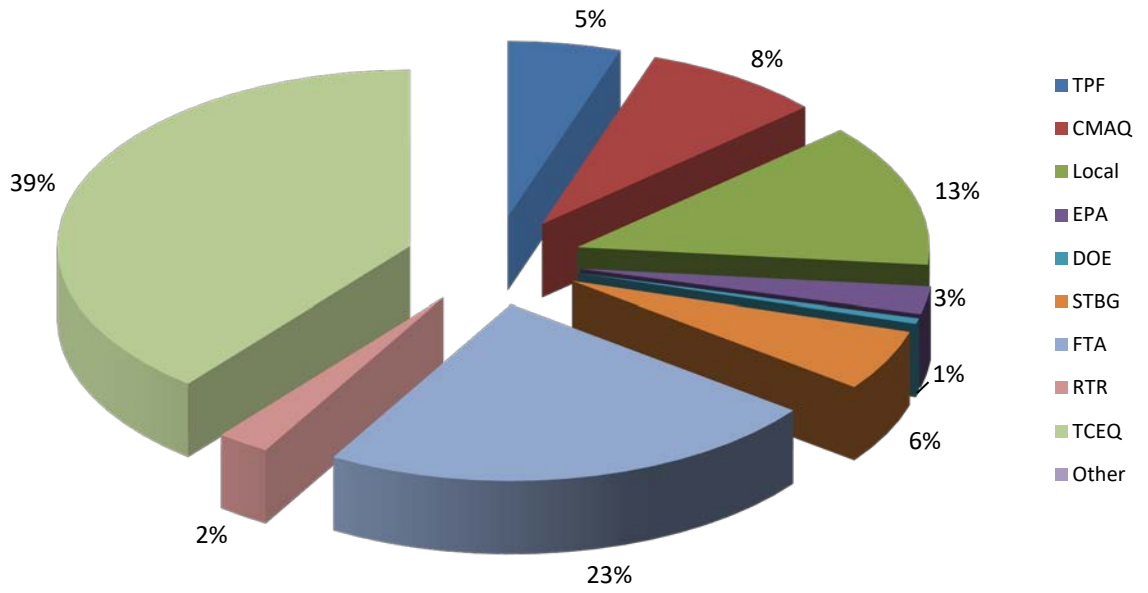
- Agreements for regional communication, infrastructure, and information sharing, including The Memorandum of Understanding (MOU) between the Dallas-Fort Worth Regional Intelligent Transportation System (ITS) partner agencies;
- Identification and documentation of standards for interagency communication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

## Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$2,408,700	\$1,774,100	RTR	
		\$667,000	STBG	
<b>Subtotal</b>				<b>\$4,849,800</b>
3.02	\$1,035,100	\$448,000	TCEQ	
<b>Subtotal</b>				<b>\$1,483,100</b>
3.03		\$6,859,800	CMAQ	
		<b>\$275,400</b>	<b>DOE</b>	
		\$3,000,712	EPA	
		<b>\$8,908,599</b>	<b>Local</b>	
		\$4,460,300	STBG	
		\$46,094,000	TCEQ	
<b>Subtotal</b>				<b>\$69,598,811</b>
3.04		\$2,935,600	CMAQ	
		\$342,515	DOE	
		\$80,200	Local	
		\$380,500	STBG	
<b>Subtotal</b>				<b>\$3,738,815</b>
3.05	\$2,721,100	<b>\$939,700</b>	<b>FTA</b>	
		\$22,100	Local	
		<b>\$0</b>	<b>RTR</b>	
		\$1,150,000	STBG	
<b>Subtotal</b>				<b>\$4,832,900</b>
3.06		\$26,543,720	FTA	
		\$6,615,000	Local	
		<b>\$1,151,800</b>	<b>RTR</b>	
<b>Subtotal</b>				<b>\$34,310,520</b>
<b>Total</b>	<b>\$6,164,900</b>	<b>\$112,649,046</b>		<b>\$118,813,946</b>

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

# Task 3.0 Funding Summary

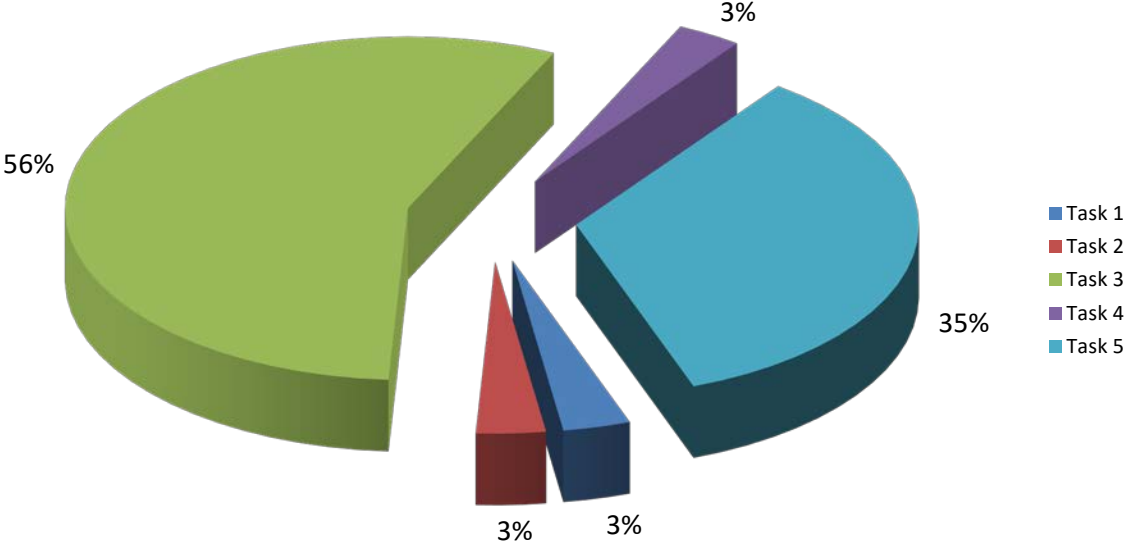


**EXHIBIT VIII-3**

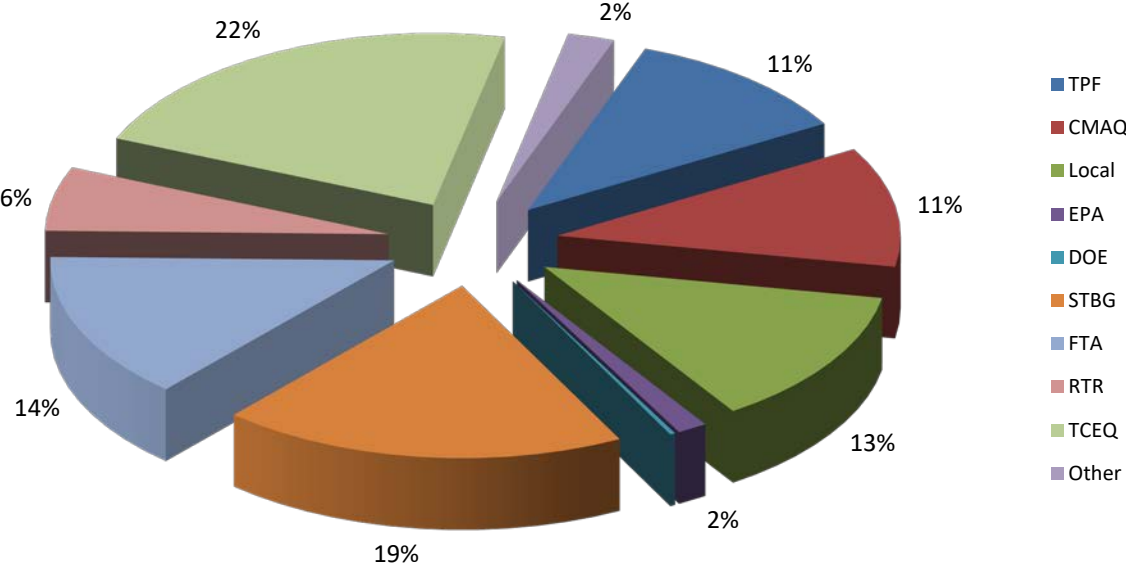
**FY2018 AND FY2019 UPWP FUNDING SUMMARY**

<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00</b> <b>44.25.00</b>	<b>44.23.01</b>	<b>44.23.02</b> <b>44.24.00</b> <b>44.22.00</b> <b>44.27.00</b>	
TPF	\$4,790,200	\$3,550,900	\$6,164,900	\$3,078,000	\$5,778,000	\$23,362,000
CMAQ	\$0	\$0	\$9,795,400	\$0	\$14,067,400	\$23,862,800
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
<b>DOE</b>	\$0	\$0	<b>\$617,915</b>	\$0	\$0	<b>\$617,915</b>
EPA	\$0	\$0	\$3,000,712	\$0	\$0	\$3,000,712
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$83,400	\$0	\$83,200	\$80,000	\$246,600
<b>FTA</b>	\$0	\$232,200	<b>\$27,483,420</b>	\$0	\$1,345,000	<b>\$29,060,620</b>
HUD	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local NCTCOG</b>	\$166,900	\$665,341	<b>\$15,625,899</b>	\$290,870	\$10,520,380	<b>\$27,269,390</b>
Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
<b>RTR</b>	\$202,800	\$0	<b>\$2,925,900</b>	\$3,008,400	\$6,749,900	<b>\$12,887,000</b>
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,239,340	\$2,398,600	\$6,657,800	\$0	\$30,101,900	\$40,397,640
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$173,760	\$0	\$0	\$0	\$4,012,500	\$4,186,260
<b>Subtotal</b>	<b>\$6,722,800</b>	<b>\$6,930,441</b>	<b>\$118,813,946</b>	<b>\$6,460,470</b>	<b>\$72,725,420</b>	<b>\$211,653,077</b>

### Summary of Funding by Task



### Summary of Total Funding



# Modifications to the FY2018 and FY2019 Unified Planning Work Program

Surface Transportation Technical Committee  
January 25, 2019

Transportation Department  
North Central Texas Council of Governments



## ***Non-Transportation Planning Fund Modifications***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Air Quality Management and Operations-Partnerships and Collaborations (Subtask 3.03)	\$85,000 DOE	Add funding for the Clean Cities Outreach, Education, and Performance Tracking initiative in FY2019, and update text to reflect project scope changes
Air Quality Management and Operations-Partnerships and Collaborations (Subtask 3.03)	\$12,000 local	Add funding from Transportation Energy Partners to support NCTCOG planning and outreach assistance for a fleet workshop at the 2019 EarthX event
Public Transportation Planning and Management Studies - Regional Transit Planning Assistance (Subtask 3.05)	(\$500,000) RTR \$290,000 FTA	Remove Regional Toll Revenue as a funding source and program additional Federal Transit Administration funds; update text to remove reference to use of Regional Toll Revenue

# Total Funding Increases from Other Sources

Funding Source	Additional Funding	UPWP Subtask
Local	\$ 69,500	3.03
FTA	\$290,000	3.05
RTR	\$151,800	3.06
DOE	\$ 85,000	3.03
Total	\$596,300	

# ***Modification Schedule***

**January 14**

**Online Public Outreach**

**January 25**

**Action by Surface Transportation  
Technical Committee**

**February 14**

**Action by Regional Transportation  
Council**

**February 28**

**Action by NCTCOG Executive Board**

**March 1**

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

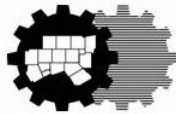
## ***Requested STTC Action***

**Recommend RTC approval of the proposed UPWP modifications and the direction for staff to amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

## *Contact Information*

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

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

# **PERFORMANCE MEASURES TARGET SETTING: ROADWAY SAFETY AND TRANSIT ASSET MANAGEMENT**

**Surface Transportation Technical Committee**

**Kevin Kroll and Jing Xu  
North Central Texas Council of Governments  
Action Item  
January 25, 2019**

# Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually or biennially.

2018 Performance Targets approved by RTC in December 2017  
Highway Safety Improvement Program (PM1)  
Transit Asset Management

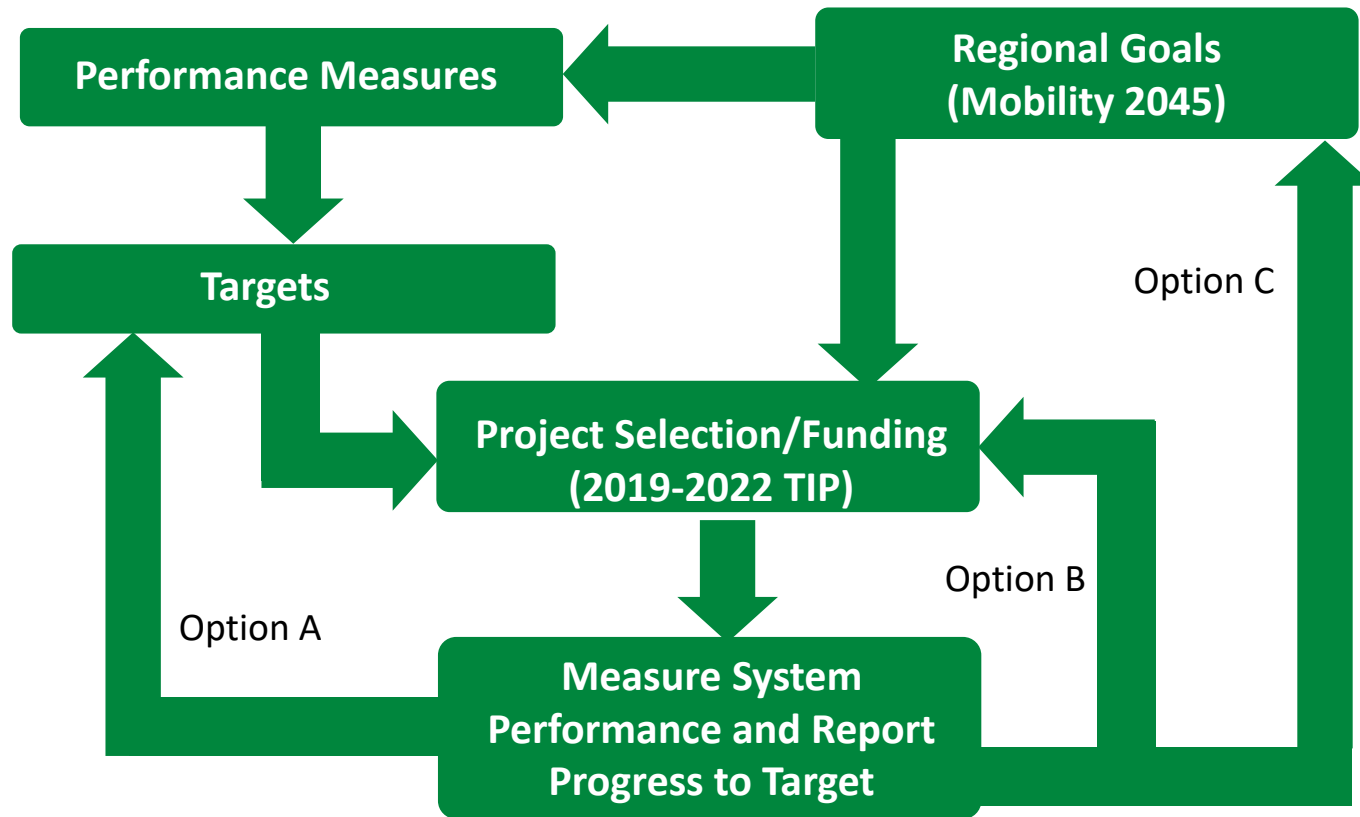
Established Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Re-emphasized focus on safety-related improvements and funding.

RTC approved funding for future Safety project implementations.

# Performance Based Planning





# Roadway Safety Performance Targets

- ❑ **Target: Number of Fatalities**
- ❑ **Target: Rate of Fatalities**
- ❑ **Target: Number of Serious Injuries**
- ❑ **Target: Rate of Serious Injuries**
- ❑ **Target: Number of Non-motorized Fatalities plus Serious Injuries**

(Targets based on a five-year rolling average)

# TxDOT Safety Performance Target Setting

Evidence-based, data-driven targets are required.

TxDOT Strategic Highway Safety Plan (SHSP) utilized a data-driven, multi-year, collaborative process to establish safety targets.

Stakeholder Consensus: Two percent reduction by SHSP Target Year of 2022.

<b>2018 – 2022 Target Crash Reduction Schedule</b>	
<b>Year</b>	<b>Reduction</b>
<b>2018</b>	0.4%
<b>2019</b>	0.8%
<b>2020</b>	1.2%
<b>2021</b>	1.6%
<b>2022</b>	2.0%

# TxDOT Safety Performance Targets and Projections

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Projections	TxDOT 2019 Targets	NCTCOG 2019 Projections
	0.4% Reduction		0.8% Reduction	
No. of Fatalities	3,704	665	3,791	599
Fatality Rate	1.432	0.96	1.414	0.84
No. of Serious Injuries	17,565	3,648	17,751	4,000
Serious Injury Rate	6.74	5.18	6.55	5.69
No. of Non-motorized Fatalities and Serious Injuries	2,150.6	559.8	2,237.6	582.4

Targets are based on a five-year rolling average (2014 – 2018) for 2019.

Targets are revisited annually.

Proposed reduction from original trend line projections.

# Proposed RTC Safety Performance Targets Resolution Components

Affirm Regional Safety Position with Aspirational Goal

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Affirm NCTCOG Support for TxDOT's Safety Performance Targets for 2018 – 2022.

Transmittal of Approved Safety Targets to TxDOT.

Resolution Effective Immediately.

# Safety Performance Targets Next Steps

Reaffirm NCTCOG support for TxDOT's Safety Performance Targets for 2018 and approve support for targets for 2019 – 2022

Action	Date
RTC Information	<del>January 10, 2019</del>
Regional Safety Advisory Committee	January 25, 2019
STTC Action	January 25, 2019
RTC Action	February 14, 2019
Target-Setting Deadline: Roadway Safety	February 27, 2019

Document compliance with federal requirements through adopted resolution

First biennial reporting period for Safety Performance Targets due in 2020



Continue focus on funding and implementing safety improvement projects

# Transit Asset Management (TAM)



Images: DART, DCTA, FFTA, and NCTCOG

# Transit Asset Management Regional Targets Adopted

	Asset Category	Target	Metric
 Emphasis Area #1	Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
 Emphasis Area #2	Infrastructure (rail track)	0%	Rail track segments with performance restrictions
	Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
	Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.

# Rolling Stock Performance Compared to Targets

Asset Type	Fiscal Year 2017 Observed	Fiscal Year 2018 Target	Fiscal Year 2018 Observed
Bus*	6%	0%	?
Small Bus*	3%	0%	?
Light Rail Vehicle*	0%	0%	?
Commuter Rail Locomotive*	0%	0%	?
Commuter Rail Passenger Car*	0%	0%	?
Articulated Bus	0%	0%	?
Commuter Rail Passenger Coach**	35%	0%	?

\*RTC Policy Emphasis Area

\*\*Includes a number of assets that were rebuilt near the end of their useful life. The analysis above assumes a minimum extension of 10 years of useful life, which may be too conservative (i.e., vehicles may be in better condition than expected based on completed rebuild activities).



# Proposed Transit Asset Management Targets Resolution Components

Affirm Transit Asset Management Targets for 2018 – 2022

Continue to Coordinate with Transit Providers

Consistent Transit Asset Management Definitions

Potential Enhanced Performance Measures for the Region's Transit System

Transmittal of Approved Transit Asset Management Targets to TxDOT.

Resolution Effective Immediately.

# Action Requested

## **Recommend RTC Approval to Adopt and Reaffirm Positions:**

### Safety Performance Targets and Projections:

Reaffirm NCTCOG support for TxDOT's Safety Performance Targets for 2018 and approve support for targets for 2019 – 2022.

### Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Adopt resolution that documents compliance with federal requirements.

Reaffirm Transit Asset Management Regional Targets for 2018, approve targets for 2019 – 2022, and adopt resolution that documents compliance with federal requirements.

# Contacts

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Regional Transportation Council Legislative Program  
**86th Texas Legislature**

## Actively Seek and Support Legislation to Meet Transportation and Air Quality Needs

- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process of the MPO, County Commissioners Courts and City Councils; ensure fair-share allocation of funds to metropolitan regions.
- Define toll road in statute to clarify the difference between toll roads and tolled managed lanes and allow Proposition 1 and 7 revenue on non-tolled portions of projects with managed lanes.
- Clarify definition of Comprehensive Development Agreement as a public-private partnership, separate from public sector partnerships through Design-Build contracting.
- Authorize the use of a Comprehensive Development Agreement for specific needed projects.
- Identify additional revenue for transportation. Options could include, but are not limited to:
  - o Allow counties in the Dallas-Fort Worth region the ability to adopt the \$10 optional registration fee allowed in various other counties across the state.
  - o Implement a temporary local transportation revenue source to be voter approved.
  - o Study the increase in alternative fuels vehicles and the effects on the gas tax.
  - o Implement a vehicle miles traveled fee collection pilot program.
  - o Support the Texas Legacy Fund concept as a use for the Economic Stabilization Fund and allow investments in an infrastructure bank.
  - o Index the motor fuels tax to fuel efficiency.
  - o Examine regional or corridor transportation reinvestment zones.
  - o Reinstate making repayments of general obligation bonds issued for transportation from the General Revenue Fund, rather than TxDOT revenues.
- Reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements.






Regional Transportation Council Legislative Program

## 86th Texas Legislature

- Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIP.
- Reinstate and protect TERP revenue; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types.
- Give transportation agencies and local governments the authority to make property available and receive compensation for use in building out next generation communications networks that will support transportation systems and provide broadband coverage as well as the authority to make airspace over transportation corridors available for land development to help generate revenue for the transportation facility.
- Examine the effectiveness of the statewide ban on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as technology to disable use of a driver's cell phones for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.

### **Support Progress Made Toward Improving Transportation and Air Quality During Recent Legislative Sessions**

- Support full appropriation of Proposition 1 and Proposition 7 revenues to fund transportation.
  - Oppose any attempt to backslide from the ending of diversions. Consider a constitutional amendment to protect revenues for transportation uses.
  - Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways and trails.
  - Support efforts to utilize performance-based planning to select high-quality transportation projects and continue to recognize that different areas of the State have different needs and solutions to improving transportation and maintaining critical assets.
- 



Regional Transportation Council Legislative Program

## 86th Texas Legislature

### **Provide Support for Other Transportation Topics to be Addressed in Legislation**

- Plan, fund and support the implementation of all modes of transportation, including transit
- Improve air quality
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle and pedestrian safety
- Relieve congestion
- Maintain local and regional decision-making
- Support legislation to create countermeasures to residential displacement due to gentrification through initiatives such as preservation districts, housing trust funds, zoning assistance and property tax strategies
- Utilize innovative technology in transit, high-speed rail, and autonomous vehicles
- Support the collaboration between local governments, the military, the State and FAA to advance regulations for the safe operations of unmanned aircraft vehicles
- Support land use and transportation connections
- Maintain active operations and management of the system; ensure continuing state of good repair for the transportation system; increase resiliency due to extreme weather
- Enable transportation data sharing and accessibility with appropriate privacy protection
- Plan for shared mobility solutions
- Encourage compatible development around military installations and training areas



North Central Texas Council of Governments

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Texas Department of Transportation,  
Dallas District

**Loyl C. Bussell, P.E.**

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**William Tsao, P.E.**

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**Ann Zadeh**

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Staff Director

**Michael Morris, P.E.**

Director of Transportation, NCTCOG



## 2019 Regional Transportation Council Principles for the Federal Surface Transportation Authorization

### **Adequately Fund the Transportation System**

- Pass a long-term bill (6 years) to provide stability for transportation planning
- Increase traditional revenue – Identify additional revenue to maintain and improve the system and address the solvency of the Highway Trust Fund
- Allow flexibility in traditional funding and collect revenue smarter – update outdated allocation formulas, resolve the donor state issue
- Provide adequate funding for air quality, congestion mitigation programs and all modes of transportation
- Allow for the use of innovative funding, such as toll roads, TIFIA and infrastructure banks, and seek opportunities to leverage funds
- Implement a vehicle miles traveled fee pilot program

### **Define a National Transportation Vision**

- Continue to implement regional, state and national goods movement policies and programs along with a multimodal freight network with highways, freight rail, seaports, inland ports and airports
- Expand the MPO role in the freight decision making process
- Preserve and renew transportation assets

### **Increase Efficiency**

- Continue to support environmental and project delivery streamlining
- Give greater funding and responsibilities to large MPOs
- Encourage partnerships between federal agencies to break silos and solve multiple problems simultaneously
- Streamline and simplify the air quality regulatory process
- Continue support for performance-based planning

### **Expand Options**

- Maximize transit-oriented developments and promote transit ridership
- Connect land use and transportation decisions and promote the availability of transit and bicycle-pedestrian options
- Support public and private shared mobility solutions
- Improve air quality; ensure eligibility clean vehicle and technology programs and congestion relief projects and programs eligible for federal highway funding





## Pursue Innovation, Technology and Safety

- Support innovation and technology to improve the transportation system; increase safety and relieve congestion
  - Support the development and deployment of advanced-technology and alternative-fuel vehicles
  - Encourage high-speed rail development and expansion in Texas
  - Support a safe, consistent implementation of technological advances, such as autonomous vehicles, data sharing and unmanned aircraft systems, through dialogue and collaboration of Federal, State and local governments
  - Examine the effectiveness of statewide or local bans on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as technology to disable use of a driver's cell phones for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.
- 

## 2018-2019 Regional Transportation Council

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### **T. Oscar Trevino, Jr., P.E.**

Mayor, City of North Richland Hills

### **William Tsao, P.E.**

Citizen Representative, City of Dallas

### **Dennis Webb**

Councilmember, City of Irving

### **Duncan Webb**

Commissioner, Collin County

### **B. Glen Whitley**

County Judge, Tarrant County

### **Kathryn Wilemon**

Councilmember, City of Arlington

### **W. Jeff Williams**

Mayor, City of Arlington

### **Ann Zadeh**

Councilmember, City of Fort Worth

### Staff Director

### **Michael Morris, P.E.**

Director of Transportation, NCTCOG

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

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

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

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

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

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

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

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

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

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

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

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

**BILLING CODE 4910–06–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

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

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

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

**SUMMARY:** This notice details the application requirements and procedures to obtain grant<sup>1</sup> funding for eligible projects under the Federal-State Partnership for State of Good Repair Program (Partnership Program) made available by the Consolidated Appropriations Act, 2017, Public Law 115–31, Div. K, Tit. I (2017 Appropriations Act) and the Consolidated Appropriations Act, 2018,

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

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

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

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

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

**SUPPLEMENTARY INFORMATION:**

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

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

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## A. Program Description

### 1. Overview

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

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

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

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

### 2. Definitions of Key Terms

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

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

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

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

equivalent term to "Intercity Rail Passenger Transportation."

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

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

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

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

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

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

## B. Federal Award Information

### 1. Available Award Amount

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

### 2. Award Size

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

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

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

### 3. Award Type

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

### 4. Concurrent Applications

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

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

### C. Eligibility Information

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

#### 1. Eligible Applicants

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

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

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

#### 2. Cost Sharing or Matching

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

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

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

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

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

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

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

### 3. Other

#### a. Project Eligibility

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

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

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

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

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

This sub-section provides additional eligibility requirements for projects

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

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

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

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

#### c. Project Component Operational Independence

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

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

#### D. Application and Submission Information

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

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

#### 1. Address To Request Application Package

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

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

#### 2. Content and Form of Application Submission

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

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

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

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

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

- SF LLL—Disclosure of Lobbying Activities.

a. Project Narrative

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

b. Additional Application Elements

Applicants must submit:

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

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

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

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

iv. SF 424—Application for Federal Assistance.

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

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

vii. FRA's Additional Assurances and Certifications.

viii. An SF LLL—Disclosure of Lobbying Activities.

Forms needed for the electronic application process are at [www.Grants.gov](http://www.Grants.gov).

#### c. Post-Selection Requirements

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

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

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

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

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

#### a. Obtain a DUNS Number

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

#### b. Register With the SAM

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

#### c. Create a Grants.gov Username and Password

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

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

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

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

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

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

### 4. Submission Dates and Times

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

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



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

#### 5. Intergovernmental Review

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

#### 6. Funding Restrictions

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

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

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

### E. Application Review Information

#### 1. Criteria

##### a. Eligibility and Completeness Review

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

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

##### b. Evaluation Criteria

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

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

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

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

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

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

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

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

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

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

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

(A) Effects on system and service performance;

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

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

(D) Ability to meet existing or anticipated demand.

##### c. Selection Criteria

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

i. FRA will give preference to projects for which:

(A) Amtrak is not the sole applicant;

(B) Applications were submitted jointly by multiple applicants;

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

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

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

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

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

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

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

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

(G) Applications indicate strong project readiness.

#### 2. Review and Selection Process

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

a. Screen applications for completeness and eligibility;

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

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

**F. Federal Award Administration Information**

*1. Federal Award Notice*

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

*2. Administrative and National Policy Requirements*

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

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

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

*3. Reporting*

*a. Reporting Matters Related to Integrity and Performance*

Before making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold of \$250,000 (see OMB M–18–18, Implementing Statutory Changes to the Micro-Purchase and the Simplified Acquisition Thresholds for Financial Assistance, 2 CFR 200.88), FRA will review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) (see 41 U.S.C. 2313).

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

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

*b. Progress Reporting on Grant Activity*

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

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

*c. Performance Reporting*

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

PERFORMANCE MEASURE

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

**G. Federal Awarding Agency Contacts**

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

**Ronald L. Batory,**  
Administrator.

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

BILLING CODE 4910-06-P

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

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

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

**DATES:** See **SUPPLEMENTARY INFORMATION** section.

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

**SUPPLEMENTARY INFORMATION:****Electronic Availability**

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

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

**Notice of OFAC Actions**

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

**Individuals**

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

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

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

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

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

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

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

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

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

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

Dated: November 13, 2018.

**Andrea Gacki,**

Director, Office of Foreign Assets Control.

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

BILLING CODE 4810-AL-P

# Policy Position on Communication with Tribal Nations

Surface Transportation Technical Committee  
Information Item  
January 25, 2019

Kate Zielke



North Central Texas  
Council of Governments

# GOALS FOR COMMUNICATION

Developing mutual respect

Building communication channels

Ensuring two-way dialogue

Identifying and engaging early transportation planning opportunities prior to decision-making

# AUTHORITY FOR FEDERAL AGENCIES

## **US Constitution, Article I Section 8 "Commerce Clause"**

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

Tribal nations are sovereign nations

## **National Historic Preservation Act**

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

## **National Environmental Policy Act**

Consultation related to social or cultural relationship to physical environment

## **For additional authorities**

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

# MPO ROLE

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

Engaging tribal nations through in-person dialogue and written correspondence

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

Establishing formal agreements for coordination with interested tribal nations

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

# PROJECT EXAMPLES

Hunter's Station Bridge in Forest County, Pennsylvania



Federal Highway Administration



Federal Highway Administration

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



# CONTACT INFORMATION

Jeff Neal

Program Manager, Streamlined Project Delivery and Data Management

[jneal@nctcog.org](mailto:jneal@nctcog.org)

817-608-2345

Amanda Wilson

Program Manager, Public Involvement and Government Relations

[awilson@nctcog.org](mailto:awilson@nctcog.org)

817-695-9284

Kate Zielke

Senior Transportation Planner

[kzielke@nctcog.org](mailto:kzielke@nctcog.org)

817-608-2395

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

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

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

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

DRAFT

**SUMMARY:** The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirements of the coastwise trade laws to allow the carriage of no more than twelve passengers for hire on vessels, which are three years old or more. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before January 22, 2019.

**ADDRESSES:** You may submit comments identified by DOT Docket Number MARAD-2018-0182 by any one of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Search MARAD-2018-0182 and follow the instructions for submitting comments.

- *Mail or Hand Delivery:* Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of Transportation, MARAD-2018-0182, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

**Note:** If you mail or hand-deliver your comments, we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

**Instructions:** All submissions received must include the agency name and specific docket number. All comments received will be posted without change to the docket at [www.regulations.gov](http://www.regulations.gov), including any personal information provided. For detailed instructions on submitting comments, see the section entitled Public Participation.

**FOR FURTHER INFORMATION CONTACT:** Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email [Bianca.carr@dot.gov](mailto:Bianca.carr@dot.gov).

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel WAXI 1 is:

—*Intended Commercial Use of Vessel:* waterborne passenger transportation throughout Boston Harbor via water taxi. The applicant is the exclusive provider of such services to and from the Boston Harbor Hotel At Rowes Wharf and Logan International

Airport, both points located within the Port of Boston, Massachusetts.  
 —*Geographic Region Including Base of Operations:* “Massachusetts” (Base of Operations: Port of Boston, Massachusetts)  
 —*Vessel Length and Type:* 25.6’ small passenger ferry

The complete application is available for review identified in the DOT docket as MARAD-2018-0182 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the vessel name, state the commenter’s interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD’s regulations at 46 CFR part 388.

**Public Participation**

*How do I submit comments?*

Please submit your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. Be advised that it may take a few hours or even days for your comment to be reflected on the docket. In addition, your comments must be written in English. We encourage you to provide concise comments and you may attach additional documents as necessary. There is no limit on the length of the attachments.

*Where do I go to read public comments, and find supporting information?*

Go to the docket online at <http://www.regulations.gov>, keyword search MARAD-2018-0182 or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). We recommend that you periodically check the Docket for new submissions and supporting material.

*Will my comments be made available to the public?*

Yes. Be aware that your entire comment, including your personal identifying information, will be made publicly available.

*May I submit comments confidentially?*

If you wish to submit comments under a claim of confidentiality, you should submit three copies of your

complete submission, including the information you claim to be confidential business information, to the Department of Transportation, Maritime Administration, Office of Legislation and Regulations, MAR-225, W24-220, 1200 New Jersey Avenue SE, Washington, DC 20590. Include a cover letter setting forth with specificity the basis for any such claim and, if possible, a summary of your submission that can be made available to the public.

**Privacy Act**

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice, DOT/ALL-14 FDMS, accessible through [www.dot.gov/privacy](http://www.dot.gov/privacy). To facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121) \* \* \*

Dated: December 18, 2018.

By Order of the Maritime Administrator.

**T. Mitchell Hudson, Jr.**

*Secretary, Maritime Administration.*

[FR Doc. 2018-27681 Filed 12-20-18; 8:45 am]

**BILLING CODE 4910-81-P**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary of Transportation**

**Notice of Funding Opportunity for the Department of Transportation’s Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Year 2019**

**AGENCY:** Office of the Secretary of Transportation, U.S. Department of Transportation.

**ACTION:** Notice of funding opportunity.

**Infrastructure for Rebuilding America (INFRA) Program**

*FY 2019 Notice of Funding Opportunity*

**SUMMARY:** The Nationally Significant Freight and Highway Projects (INFRA) program provides Federal financial assistance to highway and freight

projects of national or regional significance. This notice solicits applications for awards under the program's fiscal year (FY) 2019 funding, subject to the availability of appropriated funds.

**DATES:** Applications must be submitted by 8:00 p.m. EST March 4, 2019. The *Grants.gov* "Apply" function will open by January 7, 2019.

**ADDRESSES:** Applications must be submitted through *www.Grants.gov*. Only applicants who comply with all submission requirements described in this notice and submit applications through *www.Grants.gov* will be eligible for award.

**FOR FURTHER INFORMATION CONTACT:** For further information regarding this notice, please contact the Office of the Secretary via email at *INFRAgrants@dot.gov*, or call Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's website at <https://www.transportation.gov/buildamerica/INFRAgrants>.

**SUPPLEMENTARY INFORMATION:** The organization of this notice is based on an outline set in 2 CFR part 200 to ensure consistency across Federal financial assistance programs. However, that format is designed for locating specific information, not for linear reading. For readers seeking to familiarize themselves with the INFRA program, the Department encourages them to begin with Section A (Program Description), which describes the Department's goals for the INFRA program and purpose in making awards, and Section E (Application Review Information), which describes how the Department will select among eligible applications. Those two sections will provide appropriate context for the remainder of the notice: Section B (Federal Award Information) describes information about the size and nature of awards; Section C (Eligibility Information) describes eligibility requirements for applicants and projects; Section D (Application and Submission Information) describes in detail how to apply for an award; Section F (Federal Award Administration Information) describes administrative requirements that will accompany awards; and Sections G (Federal Awarding Agency Contacts) and H (Other Information) provide additional administrative information.

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## A. Program Description

### 1. Overview

The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. To maximize the value of FY 2019 INFRA funds for all Americans, the Department is focusing the competition on transportation infrastructure projects that support four key objectives, each of which is discussed in greater detail in section A.2:

- (1) Supporting economic vitality at the national and regional level;
- (2) Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
- (3) Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and
- (4) Holding grant recipients accountable for their performance.

This notice's focus on the four key objectives does not supplant the Department's focus on safety as our top priority. The Department is committed to reducing fatalities and serious injuries on the surface transportation system. To reinforce the Department's safety priority, the USDOT will require projects that receive INFRA awards to consider and effectively respond to data-driven transportation safety concerns. Section F.2.a describes related requirements that the Department will

impose on each INFRA project. These requirements focus on performing detailed, data-driven safety analyses and incorporating project elements that respond to State-specific safety priority areas.

### 2. Key Program Objectives

This section of the notice describes the four key program objectives that the Department intends to advance with FY 2019 INFRA funds. These four objectives are reflected in later portions of the notice, including section E.1, which describes how the Department will evaluate applications to advance these objectives, and section D.2.b, which describes how applicants should address the four objectives in their applications.

#### a. Key Program Objective #1: Supporting Economic Vitality

A strong transportation network is critical to the functioning and growth of the American economy. The nation's industry depends on the transportation network not only to move the goods that it produces, but also to facilitate the movements of the workers who are responsible for that production. When the nation's highways, railways, and ports function well, that infrastructure connects people to jobs, increases the efficiency of delivering goods and thereby cuts the costs of doing business, reduces the burden of commuting, and improves overall well-being. When the transportation network fails—whether due to increasing bottlenecks, growing connectivity gaps, or unsafe, crumbling conditions—our economy suffers. Projects that address congestion in our major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in our rural areas, and projects that attract private economic development, all have the potential to support national or regional economic vitality. Therefore, USDOT seeks applications for these types of infrastructure projects under the INFRA program.

#### b. Key Program Objective #2: Leveraging of Federal Funding

The Department is committed to supporting the President's call for more infrastructure investment. That goal will not be achieved through Federal investment alone, but rather requires States, local governments, and the private sector to maximize their own contributions.

To increase the leveraging of Federal funding, the INFRA program will give priority consideration to projects that

use all available non-Federal resources for development, construction, operations, and maintenance. As described further in section E.1.a (Criterion #2), the Department will also consider the level at which these resources are in fact available, particularly for rural areas. These projects include projects that maximize State, local, and private sector funding, projects that raise revenue directly, and projects that pair INFRA grants with broader-scale innovative financing, including Federal credit assistance such as Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation Improvement Financing (RRIF) loans.

By emphasizing leveraging of Federal funding, the Department expects to expand the total resources being used to build and restore infrastructure, rather than have Federal dollars merely displace or substitute for State, local, and private funds.

#### c. Key Program Objective #3: Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) The deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. This objective supports the Department's strategic goal of innovation, with the potential for significantly enhancing the safety, efficiency, and performance of the transportation network. DOT anticipates INFRA projects will support the integration of new technology and facilitate increased public and private sector collaboration. In section E.1.c (Criterion #3), the Department provides many examples of innovative technologies, practices, and financing. It encourages applicants to identify those that are suitable for their projects and local constraints.

#### d. Key Program Objective #4: Performance and Accountability

The Department seeks to increase project sponsor accountability and performance by evaluating each INFRA applicant's plans to address the full lifecycle costs of their project and willingness to condition award funding on achieving specific Departmental goals.

To maximize public benefits from INFRA funds and promote local activity that will provide benefits beyond the INFRA-funded projects, the Department seeks projects that allow it to condition funding on specific, measurable outcomes. For appropriate projects, the Department may use one or more of the

following types of events to trigger availability of some or all INFRA funds: (1) Reaching construction and project completion in a timely manner; (2) achieving transportation performance objectives that support economic vitality or improve safety; and (3) making specific State or local policy changes that facilitate interstate commerce.

The Department does not intend to impose these conditions on unwilling or uninterested INFRA recipients, nor does it intend to limit the types of projects that should consider accountability mechanisms. Instead, in section E.1.d (Criterion #4), the Department provides a framework for accountability measures and encourages applicants to voluntarily identify those that are most appropriate for their projects and local constraints.

#### 3. Changes From the FY 2017–2019 NOFO

The FY 2019 INFRA Notice includes changes to multiple selection criteria, including criterion #2, criterion #3, and criterion #4. Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2019 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

#### B. Federal Award Information

##### 1. Amount Available

The FAST Act authorizes the INFRA program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$950 million<sup>1</sup> for FY 2019, to be awarded by USDOT on a competitive basis to projects of national or regional significance that meet statutory requirements. This notice solicits applications for the \$855–902.5 million in FY 2019 INFRA funds that the Department anticipates will be available for awards. The estimate may be higher or lower than the final amount, which is dependent on fiscal year 2019 appropriations, which have yet to be enacted. Any award under this notice will be subject to the availability of appropriated funds.

<sup>1</sup> Funds are subject to the overall Federal-aid highway obligation limitation, and funds in excess of the obligation limitation provided to the program are distributed to the States. While \$950 million is authorized for FY 2019, the Department anticipates between \$855 and \$902.5 million available for award. The number will be finalized following enactment of full year FY 19 Appropriations. For additional information see FAST Act § 1102 (f) and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, Public Law 114–113, div. L § 120.

#### 2. Restrictions on Award Portfolio

The Department will make awards under the INFRA program to both large and small projects (refer to section C.3.ii. for a definition of large and small projects). For a large project, the FAST Act specifies that an INFRA grant must be at least \$25 million. For a small project, including both construction awards and project development awards, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects.

The FAST Act specifies that not more than \$500 million in aggregate of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 may be used for grants to freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. After accounting for FY 2016–2018 INFRA selections, approximately \$200 million within this constraint remains available. Only the non-highway portion(s) of multimodal projects count toward this limit. Grade crossing and grade separation projects do not count toward the limit for freight rail, port, and intermodal projects.

The FAST Act directs that at least 25 percent of the funds provided for INFRA grants must be used for projects located in rural areas, as defined in Section C.3.iv. The Department may elect to go above that threshold. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

#### C. Eligibility Information

To be selected for an INFRA grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project that meets the Minimum Project Size Requirement.

##### 1. Eligible Applicants

Eligible applicants for INFRA grants are: (1) A State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States;

(7) a tribal government or a consortium of tribal governments; or (8) a multi-State or multijurisdictional group of public entities.

Multiple States or jurisdictions that submit a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed by each applicant. The applicant that will be responsible for financial administration of the project must be an eligible applicant.

2. Cost Sharing or Matching

This section describes the statutory cost share requirements for an INFRA award. Cost share will also be evaluated according to the “Leveraging of Federal Funding” evaluation criterion described in Section E.1.a.ii. That section clarifies that the Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described here.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds or other funding sources of non-Federal origins. If a Federal land management agency applies jointly with a State or group of States, and that agency carries out the project, then Federal funds that were not made available under titles 23 or 49 of the United States Code may be used for the non-Federal share. Unless otherwise authorized by statute, local cost-share may not be counted as non-Federal share for both the INFRA and another Federal program. For any project, the Department cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements described in Section F.2.b as awarded funds.

For the purpose of evaluating eligibility under the statutory limit on total Federal assistance, funds from the TIFIA and RRIF credit assistance programs are considered Federal assistance and, combined with other Federal assistance, may not exceed 80 percent of the future eligible project costs.

3. Other

a. Eligible Projects

Eligible projects for INFRA grants are: highway freight projects carried out on the National Highway Freight Network (23 U.S.C. 167); highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility. A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network. Improving freight movement on the National Highway Freight Network may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the National Highway Freight Network. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

b. Eligible Project Costs

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Statutorily, INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, the Department is seeking to use INFRA funding on projects that result in construction. Public-private partnership assessments for projects in the development phase are also eligible costs.

INFRA grant recipients may use INFRA funds to pay the subsidy and administrative costs necessary to receive TIFIA credit assistance.

c. Minimum Project Size Requirement

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for an INFRA grant. Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.3.b. and were expended as part of the project for which the applicant seeks funds. Although those previously incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with INFRA grant funds, nor will they count toward the project’s required non-Federal share.

i. Large Projects

The minimum project size for large projects is the lesser of \$100 million; 30 percent of a State’s FY 2018 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State’s FY 2018 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2018 for both single and multi-State projects.

State	FY19 NSFHP (30% of FY18 apportionment) one-state minimum (millions)	FY19 NSFHP (50% of FY18 apportionment) multi-state minimum* (millions)
Alabama .....	\$100	\$100
Alaska .....	100	100
Arizona .....	100	100
Arkansas .....	100	100
California .....	100	100
Colorado .....	100	100
Connecticut .....	100	100
Delaware .....	53	89
Dist. of Col .....	50	84
Florida .....	100	100
Georgia .....	100	100
Hawaii .....	53	89
Idaho .....	90	100
Illinois .....	100	100
Indiana .....	100	100
Iowa .....	100	100
Kansas .....	100	100
Kentucky .....	100	100
Louisiana .....	100	100
Maine .....	58	97
Maryland .....	100	100
Massachusetts ..	100	100
Michigan .....	100	100
Minnesota .....	100	100
Mississippi .....	100	100
Missouri .....	100	100
Montana .....	100	100
Nebraska .....	91	100
Nevada .....	100	100
New Hampshire ..	52	87

State	FY19 NSFHP (30% of FY18 apportionment) one-state minimum (millions)	FY19 NSFHP (50% of FY18 apportionment) multi-state minimum* (millions)
New Jersey .....	100	100
New Mexico .....	100	100
New York .....	100	100
North Carolina ..	100	100
North Dakota ....	78	100
Ohio .....	100	100
Oklahoma .....	100	100
Oregon .....	100	100
Pennsylvania ....	100	100
Rhode Island ....	69	100
South Carolina ..	100	100
South Dakota ....	89	100
Tennessee .....	100	100
Texas .....	100	100
Utah .....	100	100
Vermont .....	64	100
Virginia .....	100	100
Washington .....	100	100
West Virginia ....	100	100
Wisconsin .....	100	100
Wyoming .....	81	100

\* For multi-State projects, the minimum project size is the largest of the multi-State minimums from the participating States.

#### ii. Small Projects

A small project is an eligible project that does not meet the minimum project size described in Section C.3.c.i.

#### d. Large/Small Project Requirements

For a large project to be selected, the Department must determine that the project generates national or regional economic, mobility, or safety benefits; is cost-effective; contributes to one or more of the goals described in 23 U.S.C 150; is based on the results of preliminary engineering; has one or more stable and dependable funding or financing sources available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases; cannot be easily and efficiently completed without other Federal funding or financial assistance; and is reasonably expected to begin construction no later than 18 months after the date of obligation. These requirements are discussed in greater detail in section D.2.b.vii.

For a small project to be selected, the Department must consider the cost-effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out.

#### e. Rural/Urban Area

This section describes the statutory definition of urban and rural areas and the minimum statutory requirements for

projects that meet those definitions. For more information on how the Department consider projects in urban, rural, and low population areas as part of the selection process, see Section E.1.a. Criterion #2, and E.1.c.

The INFRA statute defines a rural area as an area outside an Urbanized Area<sup>2</sup> with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as a designated by the U.S. Census Bureau, with a population of 200,000 or more.<sup>3</sup> Rural and urban definitions differ in some other USDOT programs, including TIFIA and the FY 2018 BUILD Discretionary Grants program. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under section C.3.f or C.3.g., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, including networks of projects under section C.3.g that cover wide geographic regions, this component-by-component determination may result in INFRA awards that include urban and rural funds.

#### f. Project Components

An application may describe a project that contains more than one component. The USDOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C, including the requirements for large projects described in Sections C.3.d and D.2.b.vii; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement

<sup>2</sup> For Census 2010, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau website at [http://www2.census.gov/geo/maps/dc10map/UAUC\\_RefMap/ua/](http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/). For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

<sup>3</sup> See [www.transportation.gov/buildamerica/InFRAGrants](http://www.transportation.gov/buildamerica/InFRAGrants) for a list of Urbanized Areas with a population of 200,000 or more.

that is usable and represents a reasonable expenditure of USDOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. If an application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the INFRA program. An applicant should not add multiple components to a single application merely to aggregate costs or avoid submitting multiple applications.

Applicants should be aware that, depending upon applicable Federal law and the relationship among project components, an award funding only some project components may make other project components subject to Federal requirements as described in Section F.2.b. For example, under 40 CFR 1508.25, the NEPA review for the funded project component may need to include evaluation of all project components as connected, similar, or cumulative actions.

The Department strongly encourages applicants to identify in their applications the project components that meet independent utility standards and separately detail the costs and INFRA funding requested for each component. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

#### g. Network of Projects

An application may describe and request funding for a network of projects. A network of projects is one INFRA award that consists of multiple projects addressing the same transportation problem. For example, if an applicant seeks to improve efficiency along a rail corridor, then their application might propose one award for four grade separation projects at four different railway-highway crossings. Each of the four projects would independently reduce congestion but the overall benefits would be greater if the projects were completed together under a single award.

The USDOT will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in Section C.3.f is applicable to networks of projects, and applicants should follow that guidance on how to

present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section F.2.

**h. Application Limit**

To encourage applicants to prioritize their INFRA submissions, each eligible applicant may submit no more than three applications. The three-application limit applies only to

applications where the applicant is the lead applicant. There is no limit on applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

**D. Application and Submission Information**

**1. Address**

Applications must be submitted through [www.Grants.gov](http://www.Grants.gov). Instructions for submitting applications can be found

at <https://www.transportation.gov/buildamerica/InFRAGrants>.

**2. Content and Form of Application**

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the cover pages and Project Narrative follows.

**a. Cover Page**

Each application should contain a cover page with the following chart:

Basic Project Information:	
What is the Project Name? .....	
Who is the Project Sponsor? .....	
Was an INFRA application for this project submitted previously? (If Yes, please include title).	
Project Costs:	
INFRA Request Amount .....	\$
Estimated federal funding (excl. INFRA) .....	\$
Estimated non-federal funding .....	\$
Future Eligible Project Cost (Sum of previous three rows) .....	\$
Previously incurred project costs (if applicable) .....	\$
Total Project Cost (Sum of 'previous incurred' and 'future eligible') .....	\$
Are matching funds restricted to a specific project component? If so, which one?	
Project Eligibility:	
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network (NHFN)?	\$
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?	\$
Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?	\$
Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	\$
Project Location:	
State(s) in which project is located.	
Small or large project .....	Small/Large.
Urbanized Area in which project is located, if applicable.	
Population of Urbanized Area.	
Is the project currently programmed in the: .....	Yes/no (please specify in which plans the project is currently programmed).
<ul style="list-style-type: none"> <li>• TIP.</li> <li>• STIP.</li> <li>• MPO Long Range Transportation Plan.</li> <li>• State Long Range Transportation Plan.</li> <li>• State Freight Plan?</li> </ul>	

**b. Project Narrative for Construction Projects**

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description .....	See D.2.b.i
II. Project Location .....	See D.2.b.ii.
III. Project Parties .....	See D.2.b.iii.
IV. Grant Funds, Sources and Uses of all Project Funding.	See D.2.b.iv.
V. Merit Criteria .....	See D.2.b.v.
VI. Project Readiness .....	See D.2.b.vi and E.1.c.ii.

**VII. Large/Small Project Requirements.**

See D.2.b.vii.

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps, and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (*i.e.*, a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 25 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 25-page limit are documents supporting assertions or



conclusions made in the 25-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different USDOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive final names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. The USDOT recommends applications include the following sections:

i. Project Summary

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. If the project is located within the boundary of a Census-designated Urbanized Area, the application should identify the Urbanized Area.

iii. Project Parties

This section of the application should list all project parties, including details about the proposed grant recipient and other public and private parties who are involved in delivering the project, such as port authorities, terminal operators, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, and freight industry workforce organizations.

iv. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. At a minimum, it should include:

(A) Previously incurred expenses, as defined in Section C.3.c.

(B) Future eligible costs, as defined in Section C.3.c.

(C) For all funds to be used for future eligible project costs, the source and amount of those funds.

(D) For non-Federal funds to be used for future eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application.

(E) For Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

(F) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: Non-Federal; INFRA; and other Federal. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2.

(G) Information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases.

(H) The amount of the requested INFRA funds that would be subject to the limit on freight rail, port, and intermodal infrastructure described in Section B.2.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

v. Merit Criteria

This section of the application should demonstrate how the project aligns with the Merit Criteria described in Section E.1 of this notice. The Department encourages applicants to address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the following organization, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Merit Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

Criterion #1: Support for National or Regional Economic Vitality

This section of the application should describe the anticipated outcomes of the project that support the Economic Vitality criterion (described in Section E.1.a of this notice). The applicant should summarize the conclusions of the project's benefit-cost analysis, including estimates of the project's benefit-cost ratio and net benefits. The applicant should also describe economic impacts and other data-supported benefits that are not included in the benefit-cost analysis.

The benefit-cost analysis itself should be provided as an appendix to the project narrative, as described in Section D.2.d. of this notice.

Criterion #2: Leveraging of Federal Funding

While the Leveraging Criterion will be assessed according to the methodology described in Section E.1.a., this section of the application may be used to include additional information that may strengthen the Department's understanding of the project sponsor's effort to improve non-federal leverage, including:

(A) A description of the applicant's activities to maximize the non-Federal share of the project funding;

(B) a description of all evaluations of the project for private funding, the outcome of those evaluations, and all activities undertaken to pursue private funding for the project;

(C) a description of any fiscal constraints that affect the applicant's ability to increase the amount of non-Federal revenue dedicated for transportation infrastructure.

#### Criterion #3: Potential for Innovation

This section of the application should contain sufficient information to evaluate how the project includes or enables innovation in: (1) The accelerated deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. If the project does not address a particular innovation area, the application should state this fact. Please see Section E.1.a for additional information.

#### Criterion #4: Performance and Accountability

This section of the application should include sufficient information to evaluate how the applicant will advance the Performance and Accountability program objective. In general, the applicant should indicate which (if any) accountability measures they are willing to implement or have implemented, along with the specific details necessary for the Department to evaluate their accountability measure. The applicant should also address the lifecycle cost component of this criterion in this section. See Section E.1.a for additional information.

#### vi. Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(A) Technical Feasibility. The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the INFRA application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(B) Project Schedule. The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program), start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

(1) All necessary activities will be complete to allow INFRA funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2022 for FY 2019 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of INFRA funds, and that the grant funds will be spent expeditiously once construction starts; and

(3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

(C) Required Approvals.

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State, and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,<sup>4</sup> indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents—preferably through a website link—that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate USDOT modal administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

<sup>4</sup> Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and STIP or TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all INFRA projects, but for port, freight, and rail projects, planning requirements of the operating administration that will administer the INFRA project will also apply,<sup>5</sup> including intermodal projects located at airport facilities.<sup>6</sup> Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate

planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202). Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the construction start date for each INFRA grant will be specified in the project-specific agreements signed by relevant modal administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(D) Assessment of Project Risks and Mitigation Strategies. Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact USDOT modal field or headquarters offices as found at [www.transportation.gov/infragrants](http://www.transportation.gov/infragrants) for information on what steps are pre-requisite to the obligation of Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vii. Large/Small Project Requirements

To select a large project for award, the Department must determine that the project satisfies several statutory requirements enumerated at 23 U.S.C. 117(g) and restated in the table below. The application must include sufficient information for the Department to make these determinations. Applicants should use this section of the application to summarize how their project meets each of the following requirements. Applicants are not required to reproduce the table below in their application, but following this format will help evaluators identify the relevant information that supports each large project determination. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

Large project determination	Guidance
1. Does the project generate national or regional economic, mobility, or safety benefits?	Summarize the economic, mobility, and safety benefits described in Section V of the application, and describe the scale of their impact in national or regional terms.
2. Is the project cost effective? .....	Highlight the results of the benefit cost analysis described in Section V of the application.
3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150 (and shown below)?	Specify the Goal(s) and summarize how the project contributes to that goal(s). This information may also be found in Section I or Section V.
(b) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals: <ul style="list-style-type: none"> <li>(1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</li> <li>(2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.</li> <li>(3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.</li> </ul>	

<sup>5</sup> In accordance with 23 U.S.C. 134 and § 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive an INFRA grant until it is included in such plans. Projects not currently included in these plans

can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive an INFRA grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction.

Port planning guidelines are available at [StrongPorts.gov](http://StrongPorts.gov).

<sup>6</sup> Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: Must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

Large project determination	Guidance
<p>(4) System reliability.—To improve the efficiency of the surface transportation system.</p> <p>(5) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p> <p>(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.</p> <p>(7) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.</p>	
<p>4. Is the project based on the results of preliminary engineering? .....</p>	<p>Yes/No. Please provide evidence of preliminary engineering. For more information on preliminary engineering activities, please see: <a href="https://www.fhwa.dot.gov/federalaid/150311.cfm">https://www.fhwa.dot.gov/federalaid/150311.cfm</a>.</p>
<p>5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?</p>	<p>Please indicate funding source(s) and amounts. Historical trends, current policy, or future feasibility analyses can be used as evidence to substantiate the stable and dependable nature of the non-Federal funding or financing.</p>
<p>5b. Are contingency amounts available to cover unanticipated cost increases?</p>	<p>Contingency amounts are often, but not always, expressly shown in project budgets or the SF-424C. If your project cost estimates include an implicit contingency calculation, please say so directly.</p>
<p>6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?</p>	<p>Discussion of the impact that not having any Federal funding, including an INFRA grant, would have on project's schedule, cost, or likelihood of completion, can help convey whether a project can be completed as easily or efficiently without Federal funding available to the project sponsor.</p>
<p>7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?</p>	<p>Please reference project budget and schedule when providing evidence.</p>

For a small project to be selected, the Department must consider the cost effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out. If an applicant seeks an award for a small project, it should use this section to provide information on the project's cost effectiveness and the project's effect on the mobility in its State and region, or refer to where else the information can be found in the application.

c. Guidance for Benefit-Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.b.v.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to consider cost-effectiveness (small projects), determine whether the project will be cost effective (large projects), estimate a benefit-cost ratio and calculate the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, the applicant should submit a BCA that quantifies the

expected benefits and costs of the project against a no-build baseline. Applicants should use a real discount rate (*i.e.*, the discount rate net of the inflation rate) of 7 percent per year to discount streams of benefits and costs to their present value in their BCA.

The primary economic benefits from projects eligible for INFRA grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project (including both previously incurred and future costs), as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period (net of future maintenance and rehabilitation costs) as a deduction from the estimated costs. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by USDOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar

terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the INFRA program (see <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>).

Applicants for freight projects within the boundaries of a freight rail, water (including ports), or intermodal facility should also quantify the benefits of their proposed projects for freight movements on the National Highway Freight Network, and should demonstrate that the Federal share of the project funds only elements of the project that provide public benefits.

### 3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: (1) Be registered in SAM before submitting its application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make an INFRA grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make an INFRA grant, the Department may determine that the applicant is not qualified to receive an INFRA grant and use that determination as a basis for making an INFRA grant to another applicant.

### 4. Submission Dates and Timelines

#### a. Deadline

Applications must be submitted by 8:00 p.m. EST March 4, 2019. The *Grants.gov* "Apply" function will open by January 7, 2019.

To submit an application through *Grants.gov*, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System Award for Management (SAM) at [www.sam.gov](http://www.sam.gov); and
- (3) Create a *Grants.gov* username and password;
- (4) The E-business Point of Contact (POC) at the applicant's organization must also respond to the registration email from *Grants.gov* and login at *Grants.gov* to authorize the POC as an Authorized Organization Representative (AOR). Please note that there can only be one AOR per organization.

Please note that the *Grants.gov* registration process usually takes 2–4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with *Grants.gov* applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If interested parties experience difficulties at any point during the registration or application process, please call the *Grants.gov* Customer Service Support Hotline at 1(800) 518–4726, Monday–Friday from 7:00 a.m. to 9:00 p.m. EST.

#### b. Consideration of Application

Only applicants who comply with all submission deadlines described in this notice and submit applications through *Grants.gov* will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

#### c. Late Applications

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties outlined in Section D.4.d.

#### d. Late Application Policy

Applicants experiencing technical issues with *Grants.gov* that are beyond the applicant's control must contact [INFRAgrants@dot.gov](mailto:INFRAgrants@dot.gov) prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding *Grants.gov* "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF–424;
- (4) The AOR name submitted in the SF–424;
- (5) The DUNS number associated with the application; and
- (6) The *Grants.gov* Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its website; (3) failure to follow all of the instructions in this notice of funding opportunity; and (4) technical issues

experienced with the applicant's computer or information technology environment. After the Department reviews all information submitted and contacts the *Grants.gov* Help Desk to validate reported technical issues, USDOT staff will contact late applicants to approve or deny a request to submit a late application through *Grants.gov*. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

## E. Application Review Information

### 1. Criteria

#### a. Merit Criteria for Construction Projects

To differentiate among applications for construction projects under this notice, the Department will consider the extent to which the project addresses the follow criteria, which are explained in greater detail below and reflect the key program objectives described in Section A.2: (1) Support for national or regional economic vitality; (2) leveraging of Federal funding; (3) potential for innovation; and (4) performance and accountability. The Department is neither weighting these criteria nor requiring that each application address every criterion, but the Department expects that competitive applications will substantively address all four criteria.

#### Criterion #1: Support for National or Regional Economic Vitality

The Department will consider the extent to which a project would support the economic vitality of either the nation or a region. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the applicant-supplied benefit-cost analysis described in Section D.2.d. In addition to considering the anticipated outcomes of the project that align with this criterion, the Department will consider estimates of the project's benefit-cost ratio and net quantifiable benefits.

There are several different types of projects that the Department anticipates will successfully support national or regional economic vitality, including projects that:

- Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
- Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
- Eliminate bottlenecks in the freight supply chain;
- Ensure or restore the good condition of infrastructure that supports commerce and economic growth;

- Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people; and

- Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.

The Department anticipates that applications for networks of projects are likely to align well with this evaluation criterion because networks of projects often are able to address problems on a broader scale.

#### Criterion #2: Leveraging of Federal Funding

To maximize the impact of INFRA awards, the Department seeks to leverage INFRA funding with non-Federal contributions. To evaluate this criterion, the Department will assign a rating to each project based on how the calculated non-federal share of the project's future eligible project costs compares with other projects proposed for INFRA funding. The Department will sort large and small project applications' non-federal leverage percentage from high to low, and the assigned ratings will be based on quintile: Projects in the 80th percentile and above receive the highest rating; the 60th–79th percentile receive the second highest rating; 40th–59th, the third highest; 20th–39th, the fourth highest; and 0–19th, the lowest rating.

DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions. If an applicant describes broader fiscal constraints that affect its ability to generate or draw on non-Federal contributions, the Department may consider those constraints. Relevant constraints may include the size of the population taxed to supply the matching funds, the wealth of that population, or other constraints on the raising of funds. In addition, the Department may consider whether there are obstacles to collecting non-federal revenue from a project's beneficiaries, including the extent to which a project's beneficiaries reside in the sponsor's jurisdiction.

This evaluation criterion is separate from the statutory cost share requirements for INFRA grants, which are described in Section C.2. Those statutory requirements establish the minimum permissible non-Federal share; they do not define a competitive INFRA project.

#### Criterion #3: Potential for Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) The accelerated deployment of innovative technology and expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. The project will be assigned an innovation rating based on how it cumulatively addresses these areas. Applications which address at least two of these three areas will be assigned a high rating. Applications which address one of these areas will be assigned a medium rating. Applications which address none of these areas will be assigned a low rating.

In Innovation Area #1: Technology, the application will be determined to have addressed the Technology Innovation Area if the INFRA project incorporates any of the following:

- Conflict detection and mitigation technologies (e.g., intersection alerts, signal prioritization, or smart traffic signals);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- V2X Technologies (e.g. technology which facilitates passing of information between a vehicle and any entity which may affect the vehicle);
- Cybersecurity elements to protect safety-critical systems;
- Technology at land and sea ports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Other Intelligent Transportation Systems (ITS) which directly benefit the project's users.

The application will also address the Technology Innovation Area if the project facilitates broadband deployment and the installation of high-speed networks concurrent with project construction.

In Innovation Area #2: Project Delivery, the Department will assess whether the applicant intends to pursue an innovative strategy to improve project delivery. These strategies will result in more efficient project implementation. Some of these strategies may require the use of a SEP-14 or SEP-15 waiver, but many do not: An application can address this innovation area without requiring a waiver. Examples of innovative project delivery include:

- Contracting/Procurement:
  - *Indefinite Quantity/Indefinite Delivery Contracting*

- *Alternative Pavement Type Bidding*
- *No Excuse Bonuses*
- *Lump Sum Bidding*
- *Best Value Procurement*
- *System Integrator Contracts*
- *Progressive Design-Build*
- *P3 DBFOM Procurements*
- Environmental Requirements
  - *NEPA/Section 404 Merger*
  - *Use of Permitting/Authorization Agency Liaisons*
  - *Establishment of State/Local "One-Stop-Shop" for Permitting*
  - *Programmatic Agreements*
- Every Day Counts Initiative
  - *Use of proven technologies and innovations to shorten and enhance project delivery listed at [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_innovation.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_innovation.cfm)*

Finally, in Innovation Area #3, Innovative Financing, the Department will consider if the project financial plan incorporates funding or financing from innovative sources, or if the applicant describes recent or pending efforts to raise significant new revenue for transportation investment across its program.

Examples of innovative sources in a financial plan include:

- *Private Sector contributions, excluding donated right-of-way, amounting to at least \$5 million,*
- *Revenue from the competitive sale or lease of publicly owned or operated asset, or*
- *Financing supported by direct project user fees*

Examples of significant new revenue—provided it is dedicated to transportation investment across an applicant's program—include:

- *Revenue resulting from recent or pending increases to sales or fuel taxes*
- *Revenue resulting from the recent or pending implementation of tolling*
- *Revenue resulting from the recent or pending adoption of value capture strategies such as tax-increment financing*
- *Revenue resulting from the recent or pending competitive sale or lease of publicly owned or operated assets*

#### Criterion #4: Performance and Accountability

The Department encourages applicants to describe a credible plan to address the full lifecycle costs associated with the project and implement an accountability measure as described in Section A.2.d of this NOFO.

A credible plan to address full lifecycle costs should include, at a minimum, (1) an estimate of the lifecycle costs of the project; (2) an identified source of funding that will be sufficient to pay for operation and maintenance of the project; and (3) a description of controls in place to ensure the identified funding will not be diverted away from operation and

maintenance. Examples of such controls include if a private sector entity is contractually obligated to maintain the project, if a project sponsor has a demonstrated history of fully funding maintenance on its assets, or if the sponsor describes an asset management plan or strategy.

Applicants intending to address the accountability measure portion of this criterion should describe how they meet at least one of the three options below:

(1) The applicant should agree to meet a specific construction start and completion date, detailed in the application. If the project sponsor does not meet these deadlines, the project will be subject to forfeit or return of up to 10% of the awarded funds, or \$10 million, whichever is lower.

(2) The applicant should propose a specific indicator of project success that will be evident within 12 months of project completion. The indicator should relate to a benefit estimated in the BCA (*e.g.*, travel time savings), and the level of performance should be consistent with the estimates in the BCA. If the project fails to produce this specific outcome in the time allotted, it will be subject to forfeit or return of up to 10% of the awarded funds, or \$10 million, whichever is lower.

(3) The applicant should describe a specific recent example of enacting state or local policy change to facilitate interstate commerce. Examples include:

- a. Collaborating with neighboring states on interstate toll financing
- b. Collaborating on cross-state energy distribution infrastructure

The project will be assigned a Performance and Accountability rating based on how it addresses these areas. Applications that address both lifecycle costs and accountability measures will receive a high rating. Applications that address either lifecycle costs or accountability measures, but not both, will receive a medium rating. Applications that address neither area will receive a low rating.

#### b. Additional Considerations

##### i. Geographic Diversity

By statute, when selecting INFRA projects, the Department must consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities. However, the Department also recognizes that it can better balance the needs of rural and urban communities if it does not take a binary view of urban and rural. Accordingly, in addition to considering whether a project is “rural” as defined by the INFRA statute and described in section C.3.e, when balancing the needs of rural and urban communities, the Department will consider the actual

population of the community that each project serves.

##### ii. Project Readiness

During application evaluation, the Department considers project readiness in two ways: To assess the likelihood of successful project delivery and to confirm that a project will satisfy statutory readiness requirements.

First, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant’s capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks is more competitive than a comparable project with unaddressed risks.

Second, by statute, the Department cannot award a large project unless that project is reasonably expected to begin construction within 18 months of obligation of funds for the project. Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Depending on the nature of pre-construction activities included in the awarded project, the Department may obligate funds in phases. Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects. By statute, INFRA funds must be obligated within three years of the end of the fiscal year for which they are authorized. Therefore, for awards with FY 2019 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2022 are not reasonably expected to begin construction within 18 months of obligation.

##### iii. Previous Awards

The Department may consider whether the project has previously received an award from the TIGER, BUILD, FASTLANE, INFRA, or other departmental discretionary grant programs.

##### 2. Review and Selection Process

The USDOT will review all eligible applications received before the

application deadline. The INFRA process consists of a Technical Evaluation phase and Senior Review. In the Technical Evaluation phase, teams will, for each project, determine whether the project satisfies statutory requirements and rate how well it addresses the selection criteria. The Senior Review Team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately select the projects for award. A Quality Control and Oversight Team will ensure consistency across project evaluations and appropriate documentation throughout the review and selection process.

##### 3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant’s integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

#### F. Federal Award Administration Information

##### 1. Federal Award Notices

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at <https://www.transportation.gov/buildamerica/INFRAgrants>. Following the announcement, the Department will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific agreement.

##### 2. Administrative and National Policy Requirements

###### a. Safety Requirements

The Department will require INFRA projects to meet two general requirements related to safety. First, INFRA projects must be part of a thoughtful, data-driven approach to safety. Each State maintains a strategic

highway safety plan.<sup>7</sup> INFRA projects will be required to incorporate appropriate elements that respond to priority areas identified in that plan and are likely to yield safety benefits. Second, INFRA projects will incorporate appropriate safety-related activities that the Federal Highway Administration (FHWA) has identified as “proven safety countermeasures” due to their history of demonstrated effectiveness.<sup>8</sup>

After selecting INFRA recipients, the Department will work with those recipients on a project-by-project basis to determine the specific safety requirements that are appropriate for each award.

#### b. Other Administrative and Policy Requirements

All INFRA awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by USDOT at 2 CFR part 1201. A project carried out under the INFRA program will be treated as if the project is located on a Federal-aid highway. All INFRA projects are subject to the Buy America requirement at 23 U.S.C. 313. Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive INFRA grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department’s other highway, transit, rail, and port grant programs. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to an INFRA grant, please see [http://www.ops.fhwa.dot.gov/Freight/infrastructure/nsfhp/fy2016\\_gr\\_exhbt\\_c/index.htm](http://www.ops.fhwa.dot.gov/Freight/infrastructure/nsfhp/fy2016_gr_exhbt_c/index.htm).

The applicability of Federal requirements to a project may be affected by the scope of the NEPA reviews for that project. For example, under 23 U.S.C. 313(g), Buy America requirements apply to all contracts that are eligible for assistance under title 23, United States Code, and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds.

<sup>7</sup> Information on State-specific strategic highway safety plans is available at [https://safety.fhwa.dot.gov/shsp/other\\_resources.cfm](https://safety.fhwa.dot.gov/shsp/other_resources.cfm).

<sup>8</sup> Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

### 3. Reporting

#### a. Progress Reporting on Grant Activity

Each applicant selected for an INFRA grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project’s progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the INFRA program.

#### b. Reporting of Matters Related to Integrity and Performance

If the total value of a selected applicant’s currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the System for Award Management (SAM) that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

### G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at [INFRAgrants@dot.gov](mailto:INFRAgrants@dot.gov). For other INFRA program questions, please contact Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT’s website at <https://www.transportation.gov/buildamerica/INFRAgrants>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact USDOT directly, rather than through intermediaries or third parties, with questions.

### H. Other Information

#### 1. Protection of Confidential Business Information

All information submitted as part of, or in support of, any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission “Contains Confidential Business Information (CBI)”; (2) mark each affected page “CBI”; and (3) highlight or otherwise denote the CBI portions.

The Department protects such information from disclosure to the extent allowed under applicable law. In the event the Department receives a Freedom of Information Act (FOIA) request for the information, USDOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

#### 2. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., the Department may make application narratives publicly available.

Issued in Washington, DC, on December 17, 2018.

**Elaine L. Chao,**

*Secretary of Transportation.*

[FR Doc. 2018-27695 Filed 12-20-18; 8:45 am]

**BILLING CODE 4910-9X-P**

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## DEPARTMENT OF THE TREASURY

### Office of Foreign Assets Control

#### Proposed Collection; Comment Request for Iranian Financial Sanctions Regulations Report on Closure by U.S. Financial Institutions of Correspondent Accounts and Payable-Through Accounts

**AGENCY:** Office of Foreign Assets Control, Treasury.



**United States Department of Transportation (USDOT)  
Discretionary Grant Programs – BUILD/INFRA/FASTLANE  
Recent Project Submittals by NCTCOG**

**BUILD (Better Utilizing Investments to Leverage Development)**

<https://www.nctcog.org/trans/funds/tip/buildgrants>

Fiscal Year 2018 (July 2018):

1. AllianceTexas/Haslet Accessibility Improvement Project – AWARDED!  
[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/BUILD\\_Grant/ATHAIP-Submitted-BUILD-Grant-Application-Packet-2018.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/BUILD_Grant/ATHAIP-Submitted-BUILD-Grant-Application-Packet-2018.pdf)
2. Interstate Highway 635 LBJ East Project –  
[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/BUILD\\_Grant/IH635-Submitted-BUILD-Grant-Application-Package-2018.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/BUILD_Grant/IH635-Submitted-BUILD-Grant-Application-Package-2018.pdf)
3. Trinity Railway Express (TRE) Multimodal Improvements –  
[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/BUILD\\_Grant/TRE-Submitted-BUILD-Grant-Application-Package-2018.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/BUILD_Grant/TRE-Submitted-BUILD-Grant-Application-Package-2018.pdf)

**INFRA (Infrastructure for Rebuilding America)**

[https://www.nctcog.org/trans/funds/tip/infrastructure-for-rebulding-america-\(infra\)-grant](https://www.nctcog.org/trans/funds/tip/infrastructure-for-rebulding-america-(infra)-grant)

Fiscal Year 2017 (November 2017):

1. DFW Connector North Airport Interchange –  
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/INFRA/DFWConnectorNorthAirportInterchange.pdf>
2. Interstate Highway 20 Y-Connection Upgrade –  
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/INFRA/IH20-Y-ConnectionUpgrade.pdf>
3. Interstate Highway 635 LBJ East Project –  
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/INFRA/635EastProj.pdf>

**FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies)**

<https://www.nctcog.org/trans/funds/tip/2016-fastlane-grants>

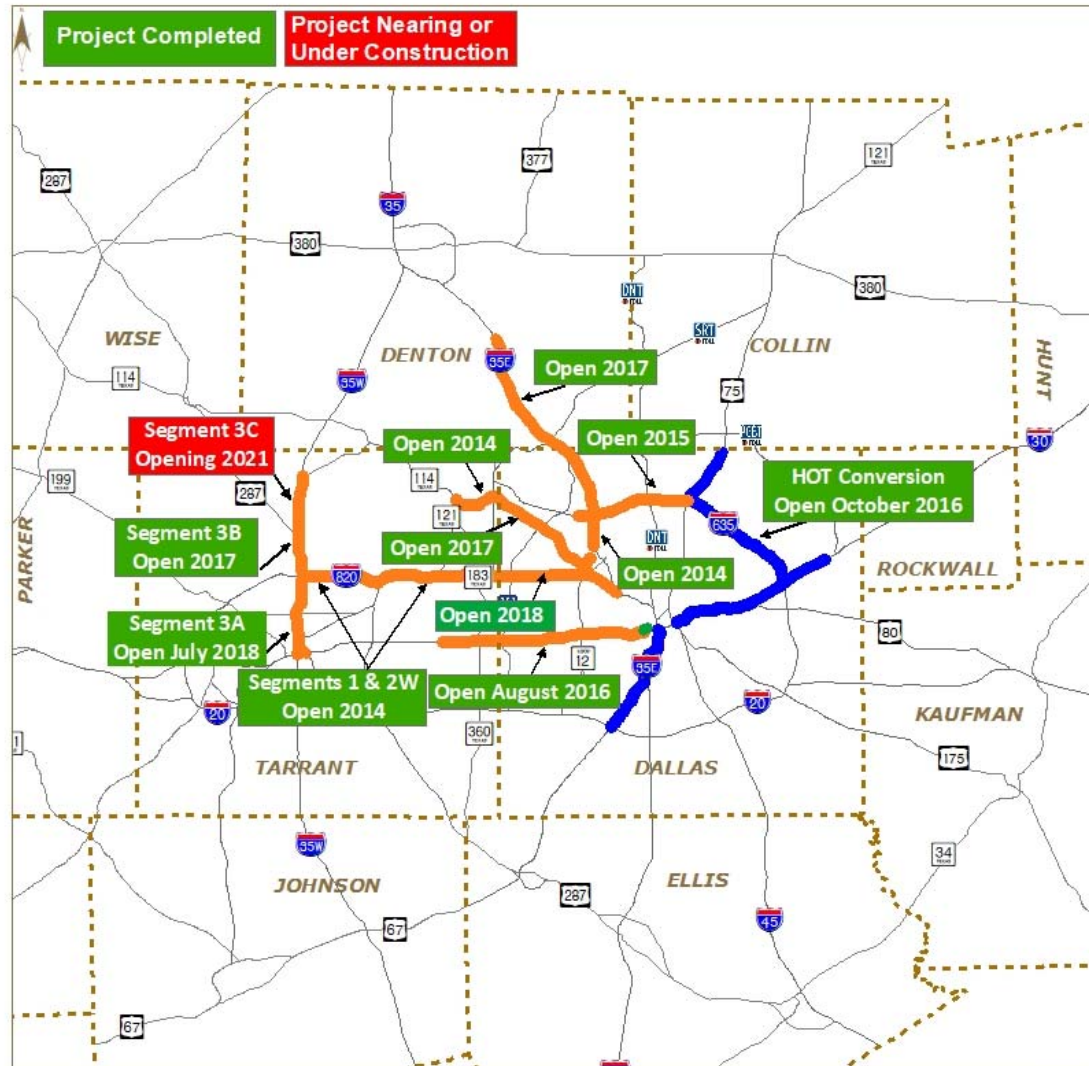
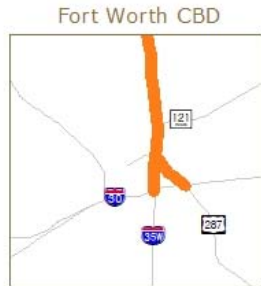
Fiscal Year 2016 (April 2016):

1. DFW Connector North Airport Interchange –  
[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/Narrative\\_000.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/Narrative_000.pdf)
2. Interstate Highway 35E/35W Merge Interchange –  
[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/Narrative\\_001.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/Narrative_001.pdf)

# Near Term Managed Lane System Openings

**Current Express/HOV + New Managed Lanes**

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



January 7, 2019

# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – September 2018*

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

*\$2,941,113 as of September 2018*

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

*\$ 5,094 from October 2014 – June 2018*

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*

# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – September 2018*

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



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

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

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

**[www.DevelopmentExcellence.com](http://www.DevelopmentExcellence.com)**

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




North Central Texas  
Council of Governments

## Categories for Submittal

### **New Development**

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

### **Redevelopment**

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

### **Special Development**

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

### **Raising Public Awareness**

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

### **Public Policy and Planning**

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

## **Project to Ensure Compliance with Required Energy Reporting**

### **BACKGROUND**

#### **Senate Bill (SB) 898, 82<sup>nd</sup> Legislature**

**Purpose:** Lower Local Government Energy Consumption

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

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

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

### **REGIONAL ENERGY MANAGER PROJECT OVERVIEW**

Partnership Within NCTCOG, Between Transportation and Environment & Development Staff

#### **Goals:**

Expand Local Government Staff Capabilities in Energy Management Topics

Increase Use of Energy and Water Benchmarking Tools

Improve Accuracy of Emissions Reduction Data Associated with Reduced Energy Use

#### **Major Activities:**

Conduct Regional Survey

Host Workshops/Trainings

Distribute Information via Website

Assist with Energy and Water Consumption Reporting

### **PROJECT BUDGET**

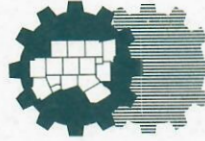
#### **Total Project Budget:**

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

\$25,000 Match Required

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

*May be Offset by Contributions Documented by Environment & Development Department*



North Central Texas Council Of Governments

December 21, 2018

Mr. Joe Walton  
 Texas Commission on Environmental Quality  
 Air Quality Division  
 Implementation Grants Section, MC-204  
 12100 Park 35 Circle  
 Austin, TX 78753  
 ATTN: VW Settlement

Dear Mr. Walton:

In response to your letter dated November 16, 2018, the North Central Texas Council of Governments (NCTCOG) appreciates the opportunity to recommend priorities for use of the funds allocated to the Dallas-Fort Worth (DFW) Priority Area to the Texas Commission on Environmental Quality (TCEQ) under the final Beneficiary Mitigation Plan for Texas (the Plan). NCTCOG recommends that funding for projects in the DFW area be administered consistent with the following points, as approved by the Regional Transportation Council on December 13, 2018.

**Eligible Mitigation Actions**

1. NCTCOG recommends that funding for the local government sector be set aside separately from funding for the private sector. In the event of a competitive evaluation, projects proposed by government versus private applicants would not be able to be weighed against each other fairly due to the differences in the maximum reimbursement percentages (set at 80 and 25 percent, respectively). Furthermore, the emissions quantification methodology factors in annual miles of operation, which may be lower for the government sector compared to the private sector, so local government projects could be disadvantaged in terms of cost effectiveness. Local governments are also disadvantaged in the event of a first-come, first-served process due to internal processes and procedures that often require council and/or board approval to purchase new vehicles. This gives an unfair advantage to private fleets that are often able to react more quickly. The TCEQ could release all funding at once, but simply reserve a certain amount of funding for local government projects, similar to the manner in which a set amount of funding is reserved for small businesses in the Texas Emissions Reduction Plan (TERP) Rebate Grants program.

If governments are not interested, funds could be reassigned later.

2. Provided that the government and private sector projects are evaluated separately, NCTCOG recommends that applications be considered through a competitive process rather than on a first-come, first-served basis. The competitive process ensures that the projects selected would maximize the amount emissions reduction achieved with the limited amount of funding, which supports the first goal that the TCEQ lists within the Plan.

3. As this funding is limited and will be in high demand, NCTCOG strongly recommends that the TCEQ require applicants to demonstrate a broader commitment to nitrogen oxides (NO<sub>x</sub>) reduction beyond the vehicle replacement proposed. Requirements could include documentation that a fleet has adopted the Clean Fleet Policy recommended by the NCTCOG Regional Transportation Council, is engaged with the local Clean Cities Coalition, has implemented an idle reduction policy, has a sustainability plan, or other similar measures. Such a requirement could help give greater momentum to the process of fleet turnover and air quality-friendly operational practices. NCTCOG staff is available to assist with documenting or verifying such participation in the DFW area.
4. NCTCOG recommends establishing a "reasonable" cost per ton threshold to assist with determining project eligibility. The practice of setting a cost per ton limit would further assist in maximizing emissions reductions gained using funds. The TCEQ may wish to evaluate the cost effectiveness of all TERP-funded projects, adjusted for the funding levels allowed by the Plan, to get a sense of what cost per ton level may be reasonable.
5. NCTCOG recommends applications for all eligible mitigation actions be open at the same time to avoid delay in implementing emissions reductions. Analysis of the Texas Department of Motor Vehicles registration database suggests that there are likely few transit and school buses eligible for replacement in the DFW area, and most projects will probably involve "local freight trucks." However, the bus projects are likely very worthy of consideration and may be highly cost-effective. Rather than establishing a "priority" based on project type, NCTCOG recommends allowing all sectors to compete at once, and letting NO<sub>x</sub> emissions reductions determine the priority.
6. NCTCOG recommends prioritizing funding for projects that lead to the use of vehicles powered by engines certified to the California Air Resources Board Low-NO<sub>x</sub> emissions reduction standards, or zero emission vehicles, to achieve the highest level of emissions reduction during the project's activity life.
7. NCTCOG requests that the TCEQ provide as much flexibility as possible with regard to geographic requirements for private fleets, which may travel through or between priority areas.

#### **Statewide Light-Duty Zero Emission Vehicle Supply Equipment**

8. NCTCOG supports the focus on funding infrastructure at multifamily and workplace sites and recommends the TCEQ also consider sites in cities that currently do not have any charging infrastructure, and along the Federal Highway Administration's (FHWA) alternative fuel corridors designated for electric vehicle charging. Both recommendations support strategic areas that need infrastructure the most and would boost the reliability of the electric charging network for the entire state.
9. NCTCOG requests that the Request for Grant Applications for statewide light-duty zero emission vehicle supply equipment (EVSE) be delayed until summer 2019, for two reasons. In April 2019, NCTCOG will host an alternative fuel corridor "Convening" with FHWA. This event is a workshop with FHWA and other stakeholders to strategize on how to expand alternative fuel corridors and fill in infrastructure gaps. Discussion during this Convening will be helpful in identifying key locations where additional EVSE is needed. In addition, all new EVSE locations deployed by Electrify America as part of their Cycle 1 Zero Emission Vehicle



December 21, 2018

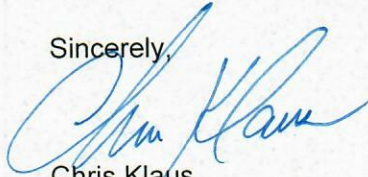
Investment Plan should be known by late spring 2019, which will enable applicants to develop sites that complement, rather than duplicate, the Electrify America network. Delaying funds for this category will allow time for potential applicants to use information from these two developments to plan the best new strategic EVSE locations prior to releasing a solicitation.

**Communication**

10. Finally, NCTCOG requests that the TCEQ officially announce any grant or application assistance workshop scheduled within the DFW region with at least four weeks' notice to ensure ample time to outreach to prospective applicants. As a Council of Governments, NCTCOG is able to connect directly with staff who would make decisions about the types of vehicles that are eligible for funding under the Plan, including solid waste managers, public works directors, fleet managers, and school district staff. However, adequate time for notification must be allowed for these individuals to be able to make plans to attend. Robust attendance by a large number of applicants is crucial for ensuring that the most worthy projects are submitted for funding consideration.

We appreciate the TCEQ's consideration of these recommendations. We had hoped for an application process that we could administer. As a result, we respectfully request these considerations. If you have any questions or concerns, please contact me at (817) 695-9286 or [cklaus@nctcog.org](mailto:cklaus@nctcog.org).

Sincerely,



Chris Klaus  
Senior Program Manager

NL:ch

cc: Steve Dayton, Technical Specialist, Implementation Grants Section  
Mike Eastland, Executive Director, NCTCOG  
Michael Morris, P.E., Director of Transportation, NCTCOG

## Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

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

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



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

November 30, 2018

Mr. Loyl C. Bussell, P.E.  
District Engineer  
TxDOT Fort Worth District  
2501 SW Loop 820  
Fort Worth, TX 76133

Mr. Mohamed "Mo" Bur, P.E.  
District Engineer  
TxDOT Dallas District  
4777 US Highway 80 East  
Mesquite, TX 75150

Mr. Noel Paramanatham, P.E.  
District Engineer  
TxDOT Paris District  
1365 N Main Street  
Paris, TX 75460

Dear Messrs. Bussell, Bur, and Paramanatham:

Enclosed is the 2018 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY 2018 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments and the RTC anticipate awarding additional TDCs in 2019. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2018, TDC annual report submittal. Should you need any additional information, please contact Christie Gotti, Senior Program Manager, or me at 817-695-9240.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive.

Michael Morris, P.E.  
Director of Transportation

CD:tw  
Enclosures

cc: James M. Bass, Executive Director, TxDOT Austin  
Brian Ragland, Chief Financial Officer, TxDOT Austin  
Nick Page, MPO Coordinator, Transportation Planning & Programming Division, TxDOT Austin  
Latrica Good, Accountant, TxDOT Austin

**Summary of Transportation Development Credits (TDCs)  
Dallas-Fort Worth Metropolitan Planning Organization (MPO)  
(As of September 30, 2018)**

Original Allocation of TDCs to Dallas/Fort Worth MPO: 465,486,222

TDC Award Type	Current Allocation	TDC Awarded Amount							Remaining (for Future Programming)
		Awarded in 2013	Awarded in 2014	Awarded in 2015	Awarded in 2016	Awarded in 2017	Awarded in 2018	Cumulative Total Awarded	
Category 1 - Strategic Awards to Small Transit Providers	26,000,000	1,697,058	4,181,839	2,845,564	2,454,906	175,909	2,984,774	14,340,050	11,659,950
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP <sup>1</sup> Partnership	20,000,000	0	7,481,001	127,954	933,291	753,740	1,410,285	10,706,271	9,293,729
Category 3 - Local Agency Has Revenue	16,691,115	0	16,764,599	0	(73,484)	0	0	16,691,115	0
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	0	100,000,000	0	0	0	0	100,000,000	50,000,000
Category 5 - Regional Programs/Management and Operations	30,000,000	463,677	5,265,978	4,580,425	(396,589)	4,826,600	3,098,411	17,838,502	12,161,498
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	0	0	0	0	1,191,916	4,421,081	5,612,997	94,387,003
Category 7 - TDC Pool for Future Reallocation	651,660,543	0	0	0	0	0	0	0	651,660,543
<b>Subtotal</b>	<b>994,351,658</b>	<b>2,160,735</b>	<b>133,693,417</b>	<b>7,553,943</b>	<b>2,918,124</b>	<b>6,948,165</b>	<b>11,914,551</b>	<b>165,188,935</b>	<b>829,162,723</b>

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP <sup>2</sup>	528,865,436
<b>Total TDCs Allocated to Dallas/Fort Worth MPO</b>	<b>994,351,658</b>
<b>Total TDCs Awarded as of September 30, 2018</b>	<b>(165,188,935)</b>
<b>Remaining TDC Pool for Future Programming</b>	<b>829,162,723</b>

Notes:

- 1: LIP: Local Initiative Projects, LIRAP: Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program
- 2: Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)

**Projects with Approved Transportation Development Credits (TDCs) in the  
Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2018)**

<b>Projects Approved with MPO Transportation Development Credits:</b>							
<b>TIP Code</b>	<b>Project Description</b>	<b>Project Sponsor</b>	<b>Fiscal Year in TIP</b>	<b>Year Awarded/ Adjusted</b>	<b>TDC Amount*</b>	<b>TDC Category (1-6)</b>	<b>Comments</b>
11980.1	VARIOUS LOCATIONS; PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE - EASTERN SUBREGION	NCTCOG	2015	2018	-966,000	1	CHANGED TIP CODE FROM 11980 TO 11980.1
11982	VARIOUS LOCATIONS WITHIN THE DART SERVICE AREA; PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE - WESTERN SUBREGION	NCTCOG	2015	2018	-344,000	1	
12079.13	5307 CAPITAL COST OF CONTRACTING	CITY OF ARLINGTON	2015	2018	-126,000	1	
12109.13	5307 OPERATION ASSISTANCE	TAPS PUBLIC TRANSIT	2018	2018	563,853	1	
12109.14	5307 OPERATING ASSISTANCE	TAPS PUBLIC TRANSIT	2014	2018	2,070,078	1	
12109.15	5307 OPERATING ASSISTANCE	TAPS PUBLIC TRANSIT	2015	2018	1,455,593	1	
12153.13	5307 PURCHASE REPLACEMENT VEHICLES	CITY OF ARLINGTON	2018	2018	31,500	1	
12153.14	5307 PURCHASE REPLACEMENT VEHICLES	CITY OF ARLINGTON	2018	2018	15,000	1	
12206.17	5307 PROJECT ADMINISTRATION	NCTCOG	2018	2018	155,057	1	
12551.13	5307 GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING	TAPS PUBLIC TRANSIT	2013	2018	1,056,311	1	
			2013	2018	-1,056,311		
12551.14	5307 PLANNING	TAPS PUBLIC TRANSIT	2014	2018	1,577,620	1	
			2014	2018	-1,577,620		
12644.15	5310 SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	NCTCOG	2017	2018	-13,529	1	
12674.13	5307 CONSTRUCTION OF ADMIN/MAINT FACILITY	TAPS PUBLIC TRANSIT	2013	2018	-112,771	1	
12686.12	5317 COLLIN COUNTY MOBILITY MANAGEMENT INITIATIVE	TAPS PUBLIC TRANSIT	2012	2018	-96,000	1	
12690.13	5310 ACQUISITION OF FARE COLLECTION EQUIPMENT	TAPS PUBLIC TRANSIT	2014	2018	-37,000	1	
12700.14	5307 PLANNING	CITY OF ARLINGTON	2015	2018	-20,000	1	
12793.17	5339 PROJECT ADMINISTRATION	NCTCOG	2018	2018	11,808	1	
12824.17	5307 SUPPORT URBANIZED AREA TRANSIT SERVICE	CITY OF MCKINNEY	2018	2018	116,805	1	
12836.16	5307 SOUTHERN DALLAS - INLAND PORT JOB ACCESS TRANSPORTATION STUDY	WORKFORCE SOLUTIONS OF GREATER DALLAS	2018	2018	42,000	1	
12840.16	5310 DESOTO ELDERLY/DISABLED TRANSPORTATION PROGRAM	CITY OF DESOTO	2018	2018	33,480	1	
12842.16	5310 ACCESS TO COMMUNITY - FWTA/TARRANT COUNTY PARTNERSHIP	TRINITY METRO	2018	2018	11,400	1	
12843.17	5310 FLOWER MOUND ENHANCED MOBILITY SERVICE	SPAN, INC	2018	2018	31,880	1	
12844.17	5310 LAKE CITIES TRANSPORTATION SERVICE	SPAN, INC	2018	2018	28,620	1	
12847.13	5310 ACQUISITION OF FARE COLLECTION EQUIPMENT	DART	2018	2018	37,000	1	
12851.12	5317 MOBILITY MANAGEMENT	DART	2018	2018	48,000	1	
12852.12	5317 MOBILITY MANAGEMENT	DCTA	2018	2018	48,000	1	
<b>Subtotal of Category 1 - Strategic Awards to Small Transit Providers</b>					<b>2,984,774</b>		
11766.2	IH 20 FROM IH 35E TO IH 45; INSTALLATION OF ITS SYSTEM	TXDOT-DALLAS	2014	2018	-465,000	2	TDCS FOR THIS PROJECT WERE AWARDED BY THE TTC AND WERE COUNTED AGAINST THE NCTCOG ALLOCATIONS IN ERROR IN THE 2014 REPORT
11966	IH 35 FROM IH 35E TO US 77 NORTH OF DENTON; INSTALLATION OF ITS SYSTEM	TXDOT-DALLAS	2014	2018	-45,000	2	
11967	IH 35 FROM US 77 TO COOKE COUNTY LINE; INSTALLATION OF ITS SYSTEM	TXDOT-DALLAS	2014	2018	-130,000	2	
11968	IH 30 FROM IH 635 TO CHAHA RD; INSTALLATION OF ITS SYSTEM	TXDOT-DALLAS	2014	2018	126,645	2	

\*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs) in the  
Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2018)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)	Comments
11979.3	REGION-WIDE AIR QUALITY (AQ) INITIATIVES TO REDUCE EMISSIONS; SUPPORTS NCTCOG STAFF, CONSULTANTS & PURCHASE OF MARKETING/OUTREACH MATERIALS TO EDUCATE PUBLIC/STAKEHOLDERS; ADMINISTER/IMPLEMENT AQ INITIATIVES INCLUDING CONTROL STRATEGY DEVELOPMENT & ENFORCEMENT, TECHNOLOGY/FUEL EVALUATION, DATA & FEASIBILITY ANALYSES, POLICY/BEST PRACTICE DEVELOPMENT/DISSEMINATION, STAKEHOLDER COLLABORATION, & AIR CHECK TEXAS ADMINISTRATION	NCTCOG	2018	2018	878,000	2	648,000 TDCS WERE ERRONEOUSLY REPORTED AS CATEGORY 5 IN THE 2015 REPORT AND SHOULD HAVE BEEN REPORTED AS CATEGORY 2. THEREFORE, THE TDCS ARE BEING REMOVED FROM CATEGORY 5 AND MOVED TO CATEGORY 2 IN THE 2018 REPORT. IN ADDITION TO THE CORRECTION, 230,000 TDCS WERE ADDED IN FY 2018.
11986	ON US 287 (NB NW OF IH 35W PASS THE NTE LIMITS, SB AT E MORPHY ST, NB AT CASTLEMAN, NB SOUTH OF HERITAGE PKWY) AND ON IH 20 WB AT WEST SCENIC TRAIL AND INSTALL CCTV CAMERA AT FM 51 AND IH 20; DEPLOYMENT OF 5 DYNAMIC MESSAGE SIGNS (DMS) AND INSTALLATION OF 1 CCTV CAMERA	TXDOT-FORT WORTH	2015	2018	113,407	2	
14039	GLADE ROAD FROM NORTHBOUND SH 360 FRONTAGE ROAD TO WEST AIRFIELD DRIVE; RECONSTRUCT FROM 2 TO 2 LANES (ADD CENTER TURN LANE AND SHOULDERS)	DFW AIRPORT	2019	2018	104,971	2	
			2020	2018	912,796		
19002	US 380 AT AIRPORT DRIVE; ADD SECOND WESTBOUND LEFT TURN LANE	CITY OF MCKINNEY	2017	2018	-14,400	2	
			2018	2018	-118,541		
19009	STACY ROAD FROM FM 2478 TO EAST OF FM 2478; CONSTRUCT INTERSECTION IMPROVEMENT	CITY OF MCKINNEY	2019	2018	21,000	2	
			2020	2018	97,574		
55046	IH 635 FROM EAST SH 121 (TARRANT COUNTY LINE) TO WEST OF IH 35E; INSTALLATION OF ITS SYSTEM	TXDOT-DALLAS	2015	2018	-71,167	2	
<b>Subtotal of Category 2 - RTC has Revenue</b>					<b>1,410,285</b>		
11612	REGIONAL TRIP REDUCTION, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES; TRACK AND IMPLEMENT ETR STRATEGIES AND MAINTAIN TRYPARKINGIT.COM, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES	NCTCOG	2014	2018	-403,913	5	
11612.1	REGIONAL-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/TRACKING/REPORTING; DEVELOP/MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, & OUTREACH MATERIALS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2019	2018	90,000	5	
11613	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOODS MOVEMENT INCLUDING NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT MOVEMENT, DATA COLLECTION & ANALYSIS, SAFETY, COORDINATION WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESSES; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECONOMIC ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH & EDUCATION	NCTCOG	2019	2018	340,000	5	
			2019	2018	4,000		

\*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs) in the  
Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2018)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)	Comments
11614.7	IH 635 AT QUAIL DRIVE; CONSTRUCT SIDEWALKS ON APPROACHES, ADD LIGHTING, AND IMPLEMENT PEDESTRIAN SAFETY IMPROVEMENTS ON QUAIL DRIVE/IH 635 BRIDGE	TXDOT-DALLAS	2018	2018	7,122	5	
11633.1	M&O-PROGRAM OVERSIGHT COORDINATION; PROGRAM ADMINISTRATION PRE-AWARD ACTIVITIES INCLUDING DEVELOPMENT AND IMPLEMENTATION OF RISK/COMPLIANCE POLICIES AND PROCEDURES	NCTCOG	2014	2018	-93,600	5	
11648	CONGESTION MANAGEMENT OPERATIONS - DFW REGIONWIDE PROGRAM INCLUDING DATA ARCHIVING, COLLECTION AND VERIFICATION OF DATA, UPDATE REGIONAL ITS ARCHITECTURE AND DEVELOP RELATED PLANS; REIMBURSEMENT OF MANAGED LANE COST FOR VANPOOL PROGRAM, MOBILITY ASSISTANCE PATROL IMPLEMENTATION/ADMIN, AND VIDEO AND ANALYTICS EVALUATING LOST CAPACITY DUE TO TECHNOLOGY DISTRACTIONS; PROJECT INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	NCTCOG	2018	2018	10,000	5	
11657	M&O-MARKETING AND EDUCATION PROGRAM; AIR QUALITY MARKETING AND EDUCATION PROGRAM	NCTCOG	2018	2018	63,000	5	
11678	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE); DEVELOPMENT AND DEPLOYMENT OF LOW AND HIGH SPEED AUTOMATED VEHICLE PROGRAMS THAT ADVANCE AV-RELATED TECHNOLOGIES AND PARTNERSHIPS, INCLUDING DATA SHARING, SENSOR AND COMMUNICATIONS INFRASTRUCTURE, AND SHARED MOBILITY COLLABORATIONS	NCTCOG	2019	2018	50,000	5	
11979.3	REGION-WIDE AIR QUALITY (AQ) INITIATIVES TO REDUCE EMISSIONS; SUPPORTS NCTCOG STAFF, CONSULTANTS & PURCHASE OF MARKETING/OUTREACH MATERIALS TO EDUCATE PUBLIC/STAKEHOLDERS; ADMINISTER/IMPLEMENT AQ INITIATIVES INCLUDING CONTROL STRATEGY DEVELOPMENT & ENFORCEMENT, TECHNOLOGY/FUEL EVALUATION, DATA & FEASIBILITY ANALYSES, POLICY/BEST PRACTICE DEVELOPMENT/DISSEMINATION, STAKEHOLDER COLLABORATION, & AIR CHECK TEXAS ADMINISTRATION	NCTCOG	2018	2018	-648,000	5	648,000 TDCS WERE ERRONEOUSLY REPORTED AS CATEGORY 5 IN THE 2015 REPORT AND SHOULD HAVE BEEN REPORTED AS CATEGORY 2. THEREFORE, THE TDCS ARE BEING REMOVED FROM CATEGORY 5 AND MOVED TO CATEGORY 2 IN THE 2018 REPORT.
25004	LAND USE TRANSPORTATION CONNECTIONS TO SUSTAINABLE SCHOOLS PLANNING PROJECT; CREATE A REGIONAL PROGRAM AND IMPLEMENTATION PLAN FOR MULTIMODAL TRANSPORTATION OPTIONS, SCHOOL SITING, SAFETY AND COORDINATION BETWEEN SCHOOLS; INCLUDES DATA COLLECTION & PERFORMANCE MEASURE TRACKING, COORDINATION REGARDING SCHOOL SITING, SAFE ROUTES TO SCHOOL, IMPLEMENTATION OF REGIONAL WORKING GROUP, SAFETY & EDUCATION INFO DISSEMINATION & OFFERING TRAINING OPPORTUNITIES FOR STAKEHOLDERS	NCTCOG	2019	2018	13,000	5	

\*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs) in the  
Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2018)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)	Comments
25013	MEANDERING ROAD FROM SH 183 TO GILLHAM RD AND LTJG BARNETT ROAD FROM GILLHAM ROAD TO MILITARY PARKWAY; REALIGN INTERSECTION AND ADD TRAFFIC SIGNAL AT ROBERTS CUT OFF, CONSTRUCT ROUNDABOUT AT LTJG BARNETT, RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, AND ADD SIDEWALKS AND BICYCLE LANES	CITY OF FORT WORTH	2016	2018	116,802	5	THIS PROJECT WAS ALSO AWARDED 200,000 TDCS IN THE 2015 REPORT.
			2019	2018	3,000,000		
55217	BELT LINE FROM DRY BRANCH TO BEAR CREEK; DRAINAGE IMPROVEMENTS	TXDOT-DALLAS	2018	2018	550,000	5	
<b>Subtotal of Category 5 - Regional Programs/Management and Operations</b>					<b>3,098,411</b>		
11262.3	NEW TRANSIT SERVICES WITHIN THE CITIES OF FOREST HILL, CROWLEY, & EVERMAN TO AND CONNECTING AREAS TO MAKE A SEAMLESS TRANSIT ROUTE; PILOT PROGRAM TO IMPLEMENT AND OPERATE NEW FIXED AND FLEXIBLE STOP ROUTE TRANSIT SERVICE FOR CITIZENS OF FOREST HILL, EVERMAN AND CROWLEY, INCLUDING THE PROVISION OF BUSES AND BUS STOPS	TRINITY METRO	2019	2018	100,000	6	
			2020	2018	100,000		
11980.3	PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE	DCTA	2015	2018	322,000	6	
12416.17	5307 SYSTEM PREVENTIVE MAINTENANCE	DCTA	2018	2018	482,193	6	
12726.17	5339 PURCHASE REPLACEMENT VEHICLES	DCTA	2018	2018	26,532	6	
12728.17	5339 PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2018	2018	112,713	6	
12732.17	5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	TRINITY METRO	2018	2018	17,432	6	
14014	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN TO KNOX-HENDERSON NEIGHBORHOOD; CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVALUATE THE COST OF IMPLEMENTATION, OPERATION, & MAINTENANCE, PROVIDE TECHNICAL ASSISTANCE PRODUCING RIDERSHIP ESTIMATES & PRELIMINARY ENVIRONMENTAL ANALYSIS, IDENTIFY POTENTIAL FUNDING, & DEVELOP TIMELINE; INCLUDING NCTCOG STAFF TIME & MAY INCLUDING CONSULTANT ASSISTANCE	NCTCOG	2018	2018	200,000	6	
14015	HARRY HINES BOULEVARD FROM AKARD STREET TO SL 12 (WEST NORTHWEST HIGHWAY); PERFORM CORRIDOR ANALYSIS & DEVELOP MASTER PLAN FOR HARRY HINES CORRIDOR W/ EMPHASIS ON SUSTAINABLE DEVELOPMENT, PROVIDING MULTIMODAL TRANSPORTATION NEEDS, TECHNOLOGY OPTIONS FOR ADDITIONAL CAPACITY, INTERSECTION IMPROVEMENTS, & LAND USE/TRANSPORTATION COMPONENTS; INCLUDING NCTCOG STAFF TIME & MAY INCLUDING CONSULTANT ASSISTANCE	NCTCOG	2019	2018	200,000	6	
14030	COLLEGE STREET FROM MILL STREET TO RAILROAD STREET; RECONSTRUCT FROM 2 TO 2 LANES, ADD BICYCLE LANES, WIDEN/EXPAND SIDEWALKS, AND ADD ON-STREET PARKING	CITY OF LEWISVILLE	2020	2018	600,000	6	
14031	DCTA INTERMODAL TRANSIT CENTER; AT EAST COLLEGE STREET AND NORTH RAILROAD STREET; CONSTRUCT DCTA INTERMODAL TRANSIT CENTER, BUS LANES, PARK AND RIDE TO ENHANCE AND EXPAND TRANSIT SERVICE, AND PEDESTRIAN IMPROVEMENTS	DCTA	2019	2018	2,260,211	6	
<b>Subtotal of Category 6 - MTP Policy Bundle</b>					<b>4,421,081</b>		
<b>Total Transportation Development Credits Awarded in 2018</b>					<b>11,914,551</b>		

\*Negative numbers indicate a reduction in the number of credits awarded on a project



**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY**

**Proposed Modifications to the List of Funded Projects**

**Online Public Input Opportunity Dates**

Monday, December 10, 2018 - Tuesday, January 8, 2019 - The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

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

1. Proposed Modifications to the List of Funded Projects

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

**Summary of Presentation**

***Proposed Modifications to the List of Funded Projects Handout:***

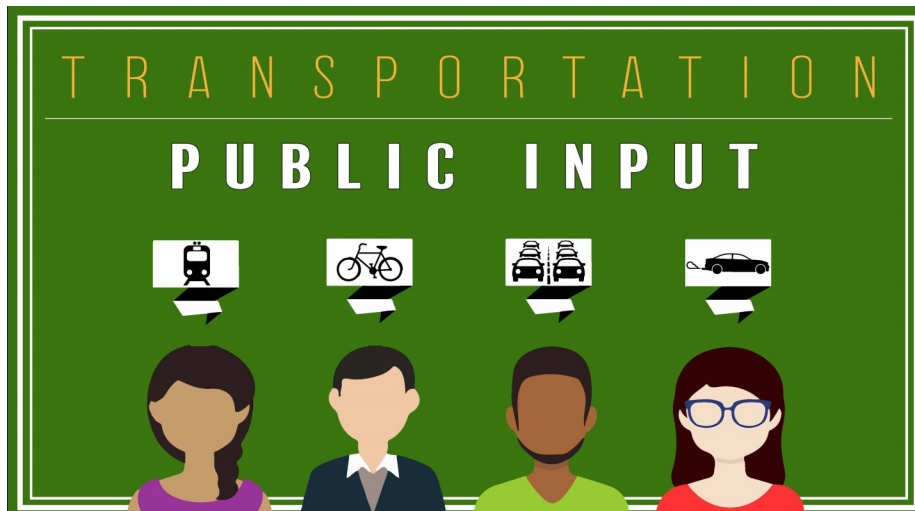
[www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/12/TIP.pdf](http://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/12/TIP.pdf)

A comprehensive list of funded transportation projects through 2022 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and adjustments for transportation initiatives in Dallas, Decatur, Denton, Ferris, Glenn Heights, Lucas, Prosper, Richardson, Roanoke, Rockwall, Sanger, Waxahachie and Wylie. Additionally, requests to add development and implementation of best practices related to the procurement of alternative fuel vehicles and associated infrastructure as well as funding for a department vehicle are also included in this cycle.

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

No comments were submitted via website, email or social media.



## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment Jan. 14, 2019-Feb. 12, 2019. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### Work Program Modifications

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2018 and FY2019 UPWP will be available for review and comment.

## RESOURCES AND INFORMATION

### ACT NOW!

You could be eligible for up to \$3,500 for your older vehicle! North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are at least 10 years old are encouraged to apply for assistance through the AirCheckTexas (ACT) Program. For more information about ACT, visit [www.airchecktexas.org](http://www.airchecktexas.org) or call 800-898-9103.

# WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas  
Council of Governments

## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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, are seeking public input.

Submit comments and questions to NCTCOG:

Email: [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

Website: [www.nctcog.org/input](http://www.nctcog.org/input)

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.

**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Tuesday, November 20, through Wednesday, December 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Projects being planned in the region, including highway construction projects, the Preston Center Garage, the mobility plan for Midtown Dallas and Inland Port transportation progress were the most common topics of the month.

**Air Quality**

**Twitter**

1. North Central Texas Council of Governments - DFW Transportation-Air Quality Balance Gets Federal Approval @NCTCOGtrans [https://www.nctcog.org/trans/about/news/current-press-releases/dfw-transportation-aq-balance-gets-federal-approva ...](https://www.nctcog.org/trans/about/news/current-press-releases/dfw-transportation-aq-balance-gets-federal-approva...) – Lee M. Kleinman (@LeeforDallas)

**Alternative Fuels**

**Facebook**

1. Don't forget:

NCTCOG Transportation Department

Clean Fleets North Texas 2018 Call for Projects

Next Deadline: December 28, 2018

The North Central Texas Council of Governments (NCTCOG) has approximately \$448,000 remaining in grant funding through the Clean Fleets North Texas 2018 Call for Projects!

Eligible Applicants:

Local Governments

Private Companies that Contract with Local Governments

Eligible Activities:

Replacement of On-Road Diesel Vehicles

Replacement Non-Road Diesel Equipment

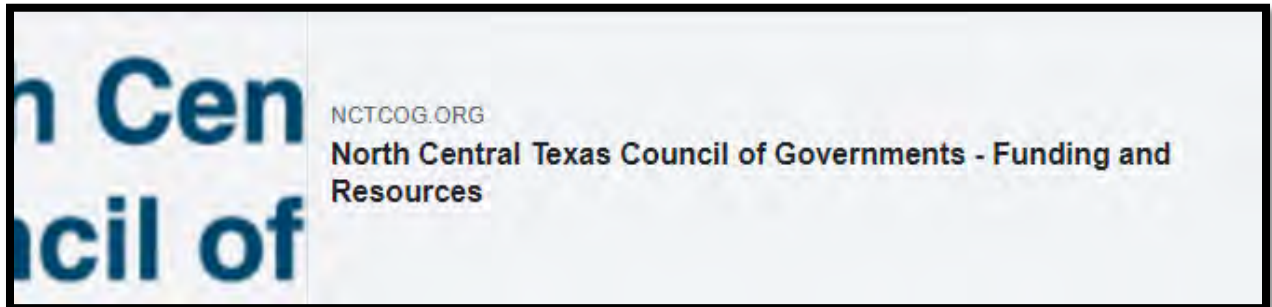
Funding Levels:

45% Cost if New Is Electric

35% Cost if New is Powered by Engine Certified to California Air Resource Board Optional Low-NOx Standards

25% Cost for All Others

For more information and to apply: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) – Texas NGV Alliance



**Aviation**

**Facebook**

1. DFW Airport plans to issue billions in bonds for improvements, possibly including a sixth terminal <http://bit.ly/2DXNZqt> – NCTCOG Transportation Department



A SIXTH? They have the room! Why not? – Tyler Stowe

### **Bicycle & Pedestrian**

#### **Twitter**

1. Big Investment Connects Bike and Pedestrian Trails Across the Metroplex  
[https://www.nadallas.com/DAL/November-2018/Big-Investment-Connects-Bike-and-Pedestrian-Trails-Across-the-Metroplex/#.W\\_V4pe85iN4.twitter](https://www.nadallas.com/DAL/November-2018/Big-Investment-Connects-Bike-and-Pedestrian-Trails-Across-the-Metroplex/#.W_V4pe85iN4.twitter) ... @NCTCOGtrans #NatureTrails #BikeTrails – Natural Awakenings (@NaturalDallas)



2. .@NCTCOGtrans Survey: Cyclists most comfortable separated from cars – City of Fort Worth (@CityofFortWorth)



**Survey: Cyclists most comfortable separated from cars**

The closer respondents lived to a bicycle facility, the more likely they were to ride a bicycle in the past year. . Another important conclusion drawn from [fortworthtexas.gov](http://fortworthtexas.gov)



(@txbornviking)

Loren S.

**Electric Vehicles**

**Facebook**

1. November EV Stats

For those of you who like to track Texas EV stats, our friends at NCTCOG Transportation Department (our hosts at NDEW) have released the November numbers -- note that they lag for Tesla by 30-60 days and 30 days for other brands...

Total North Texas EVs increased by 334 in November to 6,701 This is mostly due to the addition of 314 Teslas.

Tesla increased by 314

- Model S 1576 (increase of 14)
- Model X 686 (Increase of 10)
- Model 3 1595 (increase of 290)

Chevrolet increased by 7

- Volt 665 (decrease of 6)
- Bolt 262 (increase of 13)

Nissan decreased by 18

- Leaf 413

Total Texas EVs 17,505 (increase of 879 mainly due to adding 804 new Teslas.

Total Texas Teslas 9,508 (increase of 804) – Tesla Owners Club of North Texas

### **High-speed Rail**

#### **Email**

##### **1. Tom Stamey**

What is this Ft Worth to Laredo high speed project

Mr. Stamey,

Thank you for contacting the NCTCOG Transportation Department.

The Fort Worth-to-Laredo Project is a bridge project that will help span the gap between the TxDOT Texas-Oklahoma Passenger Rail Project Tier 1 Environmental Impact Statement effort and the Tier 2 Environmental Impact Statement effort. A joint effort with the Waco, Killeen/Temple, Austin, San Antonio and Laredo regions, it will refine alignment alternatives and investigate the feasibility of the Hyperloop technology for the corridor.

Please let us know if you have any further questions.

Thank you for your reply.

I must say that the NCTCOG considering this is alarming. Alarming to the point of shock that the council would even consider such a costly item that would be far more expensive than adding a lane to I-35 north and south. It would also be a continual money loser that the taxpayers would have to shoulder. We already have many money losers.

Please add me as being totally against such a financial boon doggle.

### **Twitter**

1. The Texas bullet train now looks likely. Here's what to expect | <http://wfaa.com>  
[https://twitter.com/intent/user?screen\\_name=@wfaa](https://twitter.com/intent/user?screen_name=@wfaa) ... @CityOfDallas @NCTCOGtrans @TexasCentral – Lee M. Kleinman (@LeeforDallas)

2. We've seen a lot of buzz about the potential for high-speed rail between Dallas and Houston. Texas is on track to start a new tradition of transportation in the United States. Here's what it could look like: <http://bit.ly/2BGyhOM> – NCTCOGTransportation (@NCTCOGtrans)





You can do a lot with \$20+ billion in taxpayer backed loans. – Evan Lowe (@EvenLoweHiPo)

## **Facebook**

1. We've seen a lot of buzz about the potential for high-speed rail between Dallas and Houston. Texas is on track to start a new tradition of transportation in the United States. Here's what it could look like: <http://bit.ly/2BGyhOM> – NCTCOG Transportation Department



This train will be absolutely wonderful in helping to reduce car traffic and road congestion between Dallas and Houston, as well as helping to improve air quality, encouraging more use of mass transit options, and providing alternative transportation options for people who need and want them! – Paul McManus

We think so too, Paul! - NCTCOG Transportation Department

It needs to be extended to Fort Worth. – Jamie Terrell

Hi, Jamie! While this story focuses on the high-speed rail line between Dallas and Houston, the Regional Transportation Council is seeking to bring an Fort Worth-Dallas high-speed rail line to connect the planned line between Dallas and Houston. More information, as well as a presentation on HSR in Texas, can be found here: <https://www.nctcog.org/.../transit-planning/high-speed-rail>. – NCTCOG Transportation Department

This is just one of the Shinkansen Bullet Trains, what Texas Central will use, that we zipped all over Japan in, at over 200mph, and two others that were at the station at the same time. These are just three of the great many in Japan alone, meanwhile the USA has ZERO High-Speed trains that can go anywhere near those speeds!

Bullet Trains USA!!!!

ETA - Enthusiasts of Transit Association!!!

[https://www.facebook.com/.../vb.../10154707193081894/...](https://www.facebook.com/.../vb.../10154707193081894/) – Curtis Garrison

How bout slow, antique Trolley

For Uptown to Knox

And High Speed train – Michael Koler

## **Project Planning**

### **Email**

#### **1. Marie Andrews**

I live within a half mile from Central Expressway and do not find anything EXPRESS about that road. I have lived at the border of Richardson/Plano for 30 years and watched as that road seems to always be behind the 8-ball in capacity due to growth to the north or expansion to deal with growth.

I now would rather travel on streets with all the stop and go traffic than get stuck on an expressway mired in delays. The HOV lanes always seemed like a waste of good concrete that could be used to increase the flow and speed of traffic. Therefore, I am in hearty support to convert the existing HOV lanes on US 75 (Central Expressway) to SMART high demand lanes that are free to all.

Many people within my neighborhood feel the same. I have heard from a neighbor with whom this conversion has been successfully put in place to the north further solidified this stance.

#### **2. Robert Brown**

My family has had land here at [REDACTED] and [REDACTED] I-30 W, Greenville TX [REDACTED] since 1963. I moved away in 1991 to Fort Worth @ I-30 and Eastchase Pkwy, then in 2005 to I-820 & Hwy 26 in NRH. I've seen well done upgrades and improvements to I-30 in both Fort Worth and Dallas. I cheered the neighborhood that pushed for noise abatement and won during the widening of I-30 approaching downtown Dallas.

Now having had a rare painful spinal disease hit me in 2015 and force me to return home to fight for disability in 2017, I see and hear the difference in traffic over those 30+ years of being gone.

I want to be an active voice in this project as it directly impacts my remaining years and the impact of Syringomyelia on my nervous system. How do I become a voice that is heard during this expansion? My mobile home now shows up on Google Maps at [REDACTED] Interstate Hwy 30 W. Street view will show my Grandmother's house which was removed in 2007.

Please listen to these small citizens of the Meadowview community and let's make a highway we can all live with.

### 3. Oscar Pearson

Expedite the completion of 380 from Denton to the North Dallas Tollway. Also, have found it very difficult to work with TxDot and get answers. We need to push the Thoroughfare Plan through Aubrey. East and west traffic is not being addressed in a timely manner. Thank you

### 4. Stephanie Wagner-Irvin

These is so needed some of Texas cities and towns are so outdated. This could help remove cars off the roads, pollution and multiple fatal accidents.

## Twitter

1. @DMNOpinion published a column by Laura Miller today that is filled with inaccuracies and misinformation regarding Preston Center. I have taken no position on either zoning case she mentions in the column but supporting a process with neighborhood input to take place. – Jennifer S. Gates (@cmjsgates)

In addition my office along with @NCTCOGtrans have been working on the redevelopment of the Preston Center Garage over the last two years most recently a public meeting was held Sept 6 with a second scheduled for Jan 31.  
<https://www.nctcog.org/trans/plan/land-use/land-use-planning-projects/general-land-use-projects#Northwest%20Highway%20&%20Preston%20Road> ... – Jennifer S. Gates (@cmjsgates)

Discussion regarding a potential gift from Mr Deason occurred but I was never notified a 10 million gift was secured. – Jennifer S. Gates (@cmjsgates)

The @CityOfDallas & @NCTCOGtrans as well as @TollTagNews are studying adding ramps on the Tollway at Walnut Hill as well as a Texas u-turn at NWH. Funds and more public input are required before either would move forward. – Jennifer S. Gates (@cmjsgates)

You firmly oppose our Taskforce recommendation to build the Tollway off-ramps at Walnut Hill Lane and Lovers Lane. You told Robert Wilonsky in a column of his on August 10, 2018 that "there are other things I would do with transportation dollars." – Laura Miller (@Laura\_S\_Miller)

Because you did not fund the underground garage that our Taskforce recommended, the private and public matching funds did not come through. The current effort, funded by NCTCOG and championed by Preston Center business

owners, is a poor substitute to gerrymander what's there now. – Laura Miller (@Laura\_S\_Miller)

Hey Laura, Preston Center is some of the most valuable and potentially useful real estate in the city. I'm sure you and your filthy rich neighbors would be best served by it being an empty field with no traffic, but JSG represents the rest of us too. – Smuckers (@SMuCKAZZZ)

If you choose to live near one of the busiest and most important intersections in the city, you should expect it to be... busy. If you don't like that, the answer is for you use some of your \$\$\$\$ to move, not use your clout to kill development that should benefit the whole city – Smuckers (@SMuCKAZZZ)

Exactly at this time not a priority there are limited funds available. Would prefer to invest in deferred infrastructure of streets inherited from former leadership. – Jennifer S. Gates (@cmjsgates)

I agree with you, @cmjsgates. We need to get our neighborhood streets fixed first. – Wylie H Dallas (@Wylie\_H\_Dallas)

@TxDOT has improved all intersections from Midway to Central and retimed all signals. – Jennifer S. Gates (@cmjsgates)

The firehouse light was not deactivated because it is necessary for @DallasFireRes\_q Station 27 to safety & quickly exit the station on a call but @CityOfDallas reprogrammed the light to remain green at all times unless activated to RED as necessary for emergency calls. – Jennifer S. Gates (@cmjsgates)

2. Come and see the mobility plan for Midtown. @CityOfDallas @NCTCOGtrans @dartmedia @DallasCityMgr @cmjsgates @Mike\_Rawlings @TxDOTDallas – at One Galleria Tower – Lee M. Kleinman (@LeeforDallas)

# DALLAS MIDTOWN AUTOMATED TRANSPORTATION SYSTEM STUDY

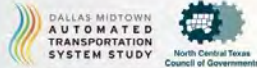
## Stakeholder Workshop & Information Session

Tuesday, December 11, 2018 | 6:00 - 7:30 p.m.

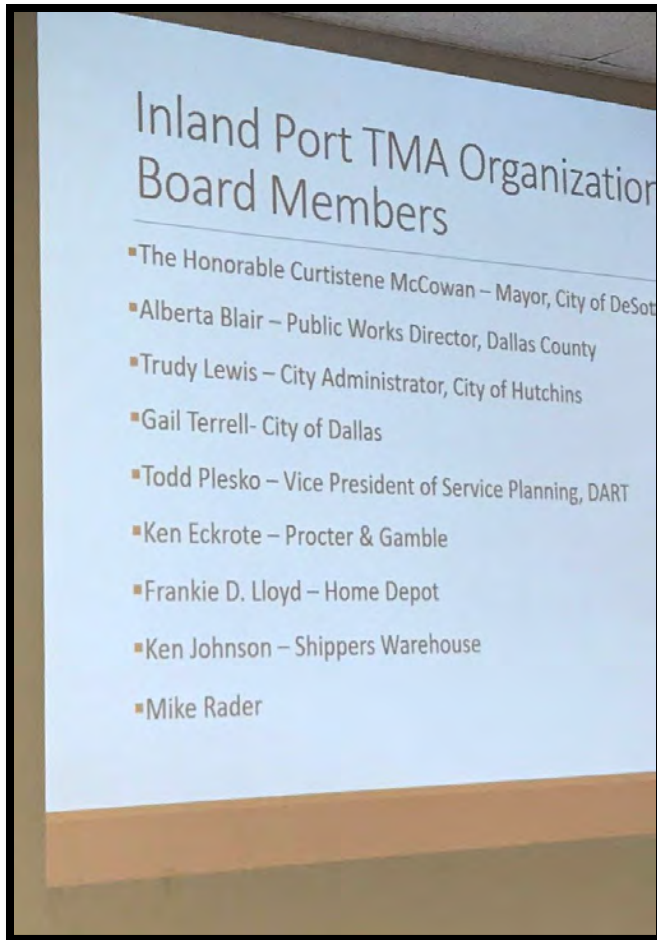
One Galleria Tower  
13355 Noel Road, Suite 100  
Dallas, TX 75240

Get an update on a people mover study and initiative in your community at a workshop and information session hosted by the North Central Texas Council of Governments. The session will include a review of recommendations for automated transportation alignment and technology options for both internal and regional connections from the Dallas Midtown area (old Valley View Mall).

Please RSVP to: [aoneal@kstrategies.com](mailto:aoneal@kstrategies.com)



3. Excited to see progress on bringing Transportation to the Inland Port. A Transportation Management Association has been created, with an independent board. @NCTCOGtrans is providing funding for the 1st 2 years and @dartmedia is acting as a facilitator #Transportation #Dallas – at Southwest Center Mall – Dominique P. Torres (@attorneydtorres)



## Transit

### Email

#### 1. **Richard P Sickler**

Sir, We as a group fell that we need buses in North Richland Hills and surrounding areas it would greatly help our busy highway. Thanks, Richard P Sickler [dickiedaddles@yahoo.com](mailto:dickiedaddles@yahoo.com)

#### 2. **Calvin Davis**

It is my right as an American citizen to be able to go wherever I want to go when I want to go. I should not have to relocate to the city of Dallas simply because the city of Dallas has made a way so I can go places on my own. I should be able to have my independence regardless of what city or town I choose to live in within the state of Texas. That is why I am asking the city of Cedar Hill to allow dart para transit to come to the city of Cedar Hill.

### Twitter

1. Excited about new Trinity Lakes station & transit oriented development along the Trinity Railway Express (TRE) in East Fort Worth @TrinityMetro @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL\_FW)



I read this last night! Yaaas! Restoring the Subways is a great idea! I sure miss riding them when they were available ! – Nora Delgado Ramirez (@NoraDelgadoRam4)

2. We really need to stop wasting time & energy on the "hyperloop" & other "more hype than substance" proposals.

It's clear what solutions will work TODAY to improve mobility throughout the region. We need fast, frequent, & reliable #bus & #rail solutions! – Loren S. (@txbornviking)



Attn @NCTCOGtrans @TxDOT @TxDOTFortWorth & @CityofFortWorth – Loren S. (@txbornviking)



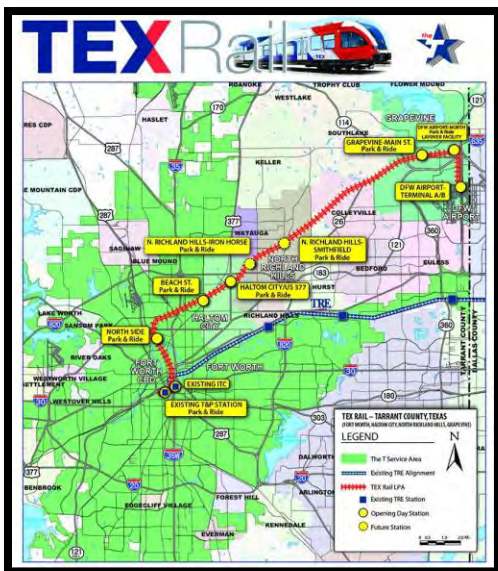
3. Love these Downtown Fort Worth banners for #TEXRail! Time to train from downtown to Terminal B at DFW Airport starting January 5. Free from January 5 to January 31st. @TrinityMetro @CityofFortWorth @DTFortWorth @DFWAirport @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL\_FW)





**Facebook**

1. TEXRail will kick off service with free rides <http://bit.ly/2G14a9h> – NCTCOG Transportation Department



Awesome! – Edith Wilson Owens

This train will be absolutely wonderful! – Paul McManus

We think so, too! – NCTCOG Transportation Department

We can't wait to ride this train!!!! ETA - Enthusiasts of Transit Association!!! – Curtis Garrison

Yay! We can't either! – NCTCOG Transportation Department

WHEN will the free rides be? – Connie Cook Sandlin

Hi, Connie! From January 5, through February 1, 2019. – NCTCOG Transportation Department

Can we get a blown up map of the three Fort Worth stops? Is it stopping in the stockyards? Then where downtown? – Aaron Kreag

Aaron Kreag downtown TEXRail will share the TRE stations. For the Stockyards, the station is at 28th & Decatur (approx 1mi away) – Loren Stewart

Aaron Kreag Trinity Metro will have bus service from the TEXRail station to the Stockyards. Buses will meet the train for seamless service. – Linda Jacobson Thornton

I hope the NCTCOG Transportation Department is looking at Greenville, Texas seriously for rail service into Dallas. I have a rare disease called #Syringomyelia and medical care will have to be through specialists of many disciplines which will have to come through UT Southwestern. – Robert Brown

Thanks for your comment, Robert! We'll make sure to provide it to the Regional Transportation Council. – NCTCOG Transportation Department

Perhaps you can direct me... how do I insure that sound abatement is considered when I-30 through Hunt County expands from 4 to 6 lanes? Dallas enjoys that on the West approach of I-30 to downtown. I just moved back from I-820/Hwy 26 and I can tell a difference. My family has had this land by I-30 frontage since 1963. I'm not going anywhere but this highway noise is awful now and will be worse. – Robert Brown

We encourage you to send us an email with your comments to [transinfo@nctcog.org](mailto:transinfo@nctcog.org). We also encourage you to visit <https://www.nctcog.org/trans/involve/meetings>. There, you can subscribe to our updates and see when and where our public meetings are held as well as the topic or topics of discussion. We appreciate your concern and for providing your comments and we hope that you continue to engage. – NCTCOG Transportation Department

Done and forwarded on to others in the area. Thanks. – Robert Brown

Glad to hear it! – NCTCOG Transportation Department

Any plans to expand service into the far north Fort Worth neighborhoods, Keller, Roanoke? I'd love to use the service when flying out of DFW. – Gary Simonson

Hi, Gary! That sounds like a question for Trinity Metro. Sorry we couldn't be more helpful. – NCTCOG Transportation Department

Can you use your regional pass to use TexRail or is it separate ticketing? – Veronica Hodges

Hi, Veronica! You should be able to use your regional pass for all transit services in Tarrant, Dallas and Denton counties. – NCTCOG Transportation Department

NCTCOG Transportation Department thank you! That's great! – Veronica Hodges

When will the NRH stations open? – Rebekah C. Ralston

Hi, Rebekah! Service to those stations is expected to begin January 5, 2019. – NCTCOG Transportation Department

Okay. The graphic legend made it look like they're opening later. – Rebekah C. Ralston

### Other

#### Email

##### **1. Brandon Meeks**

This is in regards to tractor/trailer parking and not staying to Irving truck routes

The parking of tractor/trailer trucks in our district has really become a safety issue. More specifically around Esters & Pioneer as well as the new development off Conflans between Hard Rock Rd and 161. There are times that 20 plus trucks are parked at the AMC movie theater at night and they all start to leave around the same time children in the area are walking to school. There is also a large number of trucks parking on the new residential streets in the new development. Sometimes they are even parking on Hard Rock (I have called the police department and they have been helpful in getting trucks off the main roads). I have also spoken with code enforcement and they have been helpful in going out to AMC for parking violations (but they are not 24 hours so there is only so much they can do).

These trucks are very large to have moving around masses at the same children are around. I have spoken with AMC, Burger King, and the other corner store at Esters & Pioneer and hopefully they will be posting no truck/trailer/tractor parking signs (they do have NO OVERNIGHT PARKING signs and have been calling the tow agency that is authorized to be on AMC property which has helped drive the amount of trucks coming in down). By the duck pond at Esters & Conflans I know there is NO TRUCK signs put up. I would like to know what we can

do to get NO TRUCK signs placed on Esters between Conflans and 183 and on Conflans between Esters & 161. These trucks are using this as a route with business on route. It would not matter the direction they are coming from off 183 as they could use 161 and then exit Conflans to get to the warehouse they are coming and going from.

With this all being a residential area and nothing being zoned for industrial the tractor/trailer parking should not be taking place at these locations, and unless they are delivering or picking up freight from these areas they should be staying to the Irving truck route and not using these streets.

### **Twitter**

1. Happy Thanksgiving Day! @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans @SteerFW – Sal Espino (@SAL\_FW)



Right back at you! 🐔 – SteerFW (@SteerFW)

Your continued advocacy on behalf of better #transit for all of us across Tarrant County is certainly something to be thankful for. – Tarrant Transit Alliance (@TarrantTransit)

2. Happy thanksgiving @NCTCOGtrans – Philip Goss (@gosspl)

**Don Kostelec** @KostelecPlan

"If we could only get one more lane, then it would be solved."

- A Caltrans engineer, probably [twitter.com/StreetsblogUSA...](https://twitter.com/StreetsblogUSA)

3. #PublicRoads article "Boosting Pavement Resilience" covers study of temp & precip impacts for TX SH-170 pavement design. More info in FHWA-HEP-17-082 [https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing\\_and\\_current\\_research/eacr/synthesis/](https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing_and_current_research/eacr/synthesis/) ... #climatechange @CAMPOTexas @NCTCOGtrans @TxDOT 🌧️🔧🏗️ – CTR Library (@ctrlib)

4. So yesterday running a little late to work I decided to give the #Texpress lanes a try...

Result, epic fail. Backup at I-30 & I-35 to get onto the lanes, then bumper to bumper on the lanes... So "glad" I paid for this privilege.

@TollTagNews @TxDOT @TxDOTFortWorth @NCTCOGtrans – Loren S. (@txbornviking)





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

## January 2019

### Calendar

**January 2, 8:30 am**

**TRTC Meeting**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St..  
Fort Worth, TX 76102

**January 4, 11 am**

**DRMC Meeting**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**January 10, 1 pm**

**Regional Transportation Council**

NCTCOG

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**January 25, 1:30 pm**

**Surface Transportation  
Technical Committee**

NCTCOG

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### **RTC approves Legislative Program for 86th session**

The Regional Transportation Council has finalized its Legislative Program for the 86th Texas Legislature, which begins January 8. The RTC remains focused on continuing to improve transportation and air quality and ensuring funding and financing mechanisms are available to support investments in the region's transportation infrastructure.

Legislation supporting regional and local decision-making processes by metropolitan planning organizations, county commissioner courts and city councils is a top priority, along with their ability to utilize tolling, managed lanes, debt financing and public-private partnerships. The RTC is also actively seeking legislation to ensure fair-share allocation of funds to metropolitan regions, clarify definitions of toll road and comprehensive development agreement, and seek additional revenue for transportation.

While recent legislative sessions have provided more revenue for transportation, funding realities warrant additional action this session.

The RTC is encouraging the Legislature to reinstate and protect the Texas Emissions Reduction Plan (TERP) program revenue, reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) and appropriate LIRAP's residual balance of previously collected funds. A proposal to modernize the LIRAP and LIP programs would focus more on transportation projects with an air quality benefit.

Furthermore, progress should build on past efforts to retain eminent domain authority in transportation corridors and implement performance-based planning.

Learn more about the RTC's legislative affairs, including efforts for which it will provide additional support during the 140-day session, at [www.nctcog.org/trans/legislative](http://www.nctcog.org/trans/legislative).



North Central Texas  
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For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.

## Alternative fuel corridors update: Round 3 nominations

The Federal Highway Administration has opened the next round of alternative fuel corridor nominations. The request for nominations enables various stakeholders, such as State and local governments, to provide meaningful feedback on how to improve the mobility of passenger and commercial vehicles powered by alternative fuels and electric charging.

This is the third consecutive year that the FHWA is soliciting corridor nominations from states. The current request for nominations was issued in October. As was done in the previous two solicitation rounds, NCTCOG obtained approval from the RTC for this year's corridor recommendations to the Texas Department of Transportation. Below are the corridors that will be included in the current submission to TxDOT:

Corridor	Segment	Fuel(s)
IH 635	Metro Loop	CNG, Propane, Electric
IH 820	Metro Loop	CNG, Propane, Electric
US 67	Cleburne to IH 20	CNG
US 287	Ennis to Amarillo	CNG, Propane, Electric
US 380	Near Greenville to Denton	CNG, Propane, Electric

## Ozone season ends with continued progress



The 2018 ozone season ended November 30 with the North Texas region continuing to make progress toward the attainment of federal ozone standards.

The region's design value improved to 76 parts per billion (ppb), meaning the region narrowly missed meeting the 2008 ozone standard of 75 ppb. North Texas has until 2021 to attain both the 2008 standard and the more stringent standard of 70 ppb, set in 2015.

Ten counties — Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise — are in nonattainment for the 2008 standard. Nine counties are working to comply with the 2015 standard of 70 ppb. Rockwall is not included.

Dallas-Fort Worth has made significant progress to improve its air quality since 1998, when the design value was 102. The design value has steadily declined over the past several years, due to improvements in fuel efficiency and the efforts of NCTCOG and its partners to make clean air choices.

Individuals are also empowered to contribute through Air North Texas. This is NCTCOG's public awareness campaign that seeks to improve air quality by encouraging individuals, businesses and governments to make small changes to their routines.

Even though ozone design values are on the decline, NCTCOG continues to rely on several initiatives to help meet the federal government's air quality standards.

## **FEDERAL GRANT**

### **NCTCOG receives \$20M BUILD grant for Haslet**

The North Central Texas Council of Governments was awarded a \$20 million federal grant in December to assist with construction of the Alliance Texas/Haslet Accessibility Improvement Project.

The \$59 million Haslet improvement was one of five projects in Texas awarded grants through the US Department of Transportation's \$1.5 billion Better Utilizing Investment to Leverage Development (BUILD) discretionary grant program.

NCTCOG is contributing approximately \$25 million to the project, which will involve construction of Haslet Parkway, a four-lane road from Interstate Highway 35W to the intersection of FM 156 and Avondale-Haslet Road.

Additionally, the existing Intermodal Parkway will be extended as a four-lane thoroughfare south to Haslet Parkway and Avondale-Haslet Road will be widened from FM 156 to the Haslet city limit on the west side.

The construction of a continuous east-west thoroughfare between IH 35W and US Highway 287 is expected to lead to improved mobility through this growing area.

# REGIONAL News

### **Final plan for VW settlement funds released**

The Texas Commission on Environmental Quality released the final Beneficiary Mitigation Plan for Texas on November 16. Under this plan, Dallas-Fort Worth will receive approximately \$33.4 million of Texas' \$209 million share of the Volkswagen settlement.

The funding will be used for projects to replace or repower diesel vehicles and equipment. The TCEQ will administer the funding in Texas.

Notable updates from the draft plan to the final plan include:

- Increased funding allocated to the Dallas-Fort Worth area
- Increased transparency of the TCEQ's funding methodology
- Increased maximum reimbursement percentages for government-owned projects (from 60 percent to 80 percent)
- Decreased maximum reimbursement percentages for nongovernment-owned electric projects (from 60 percent to 50 percent)

The settlement resulted from a 2016 court decision that the auto manufacturer violated the Clean Air Act by selling vehicles that "tricked" emissions tests. The plan is available at

[www.texasvwfund.org](http://www.texasvwfund.org).

### **NCTCOG inviting input on census geographies**

The Census 2020 Participant Statistical Areas Program (PSAP) is beginning soon. On February 5, NCTCOG will hold a meeting to explain the program and how it will be organized in the region.

This program gives local governments and other interested entities the opportunity to review and update boundaries for various geographies, including census tracts and block groups. The definition of these statistical areas determines how census data is presented geographically for the next 10 years.

NCTCOG will coordinate the review efforts for Census 2020 PSAP for all counties in the region and submit the updated geographies to the Census Bureau in late spring 2019.

For more information or to sign up as a participant, visit [www.nctcog.org/census2020psap](http://www.nctcog.org/census2020psap) or contact Kathy Yu at 817-608-2343 or [kyu@nctcog.org](mailto:kyu@nctcog.org).



## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$20 million**

The amount of the BUILD grant NCTCOG was awarded to assist with construction of the Alliance Texas/Haslet Accessibility Improvement Project.

## **North Texans can provide online input**

NCTCOG will pursue online comments on the proposed modifications to the FY2018 and FY2019 Unified Planning Work Programs (UPWP) for regional transportation planning.

Information will be posted at [www.nctcog.org/input](http://www.nctcog.org/input) January 14 through February 12. For printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

The UPWP provides an overview of transportation and air quality planning tasks to be implemented by the metropolitan planning organization.

Additionally, information is available about AirCheckTexas. To learn about how North Texans can apply for vehicle assistance through the program and what vehicles may be eligible for up to \$3,500, visit [www.airchecktexas.org](http://www.airchecktexas.org) or call 800-898-9103.

## **TEXRail poised to begin service Jan. 5**

Trinity Metro will introduce TEXRail commuter service to Dallas Fort Worth International Airport on January 5, marking the end of a long journey to secure direct rail service to the airport for Tarrant County.

And when passengers climb aboard, they will initially be able to ride for free. Trinity Metro has announced rides on the \$1 billion rail line will be free through January 31.

Beginning February 1, a one-way ticket on the 27-mile rail line will cost \$2.50, and a day pass will be \$5. The train will run from Fort Worth's Texas & Pacific Station to Terminal B at DFW Airport, rolling through north Fort Worth, North Richland Hills and Grapevine along its journey.

TEXRail will operate 365 days a year, with the first train leaving Fort Worth at 3:25 am. The first Fort Worth-bound train from DFW Airport will depart at 4:55 am. For more information, visit [www.ridetrinitymetro.org](http://www.ridetrinitymetro.org).

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

# DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics \*\*\* COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## MOTHER URGES DRIVERS TO TAKE PERSONAL RESPONSIBILITY

*TxDOT's 'Plan While You Can' campaign aimed at reminding Texas drivers to find a sober ride this holiday season*

**SoberRides.org**

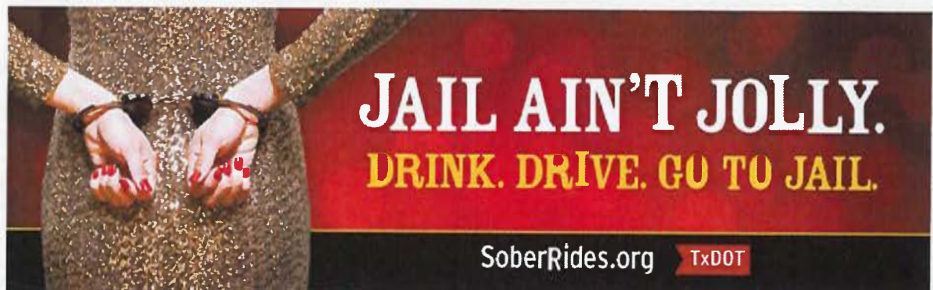
**TxDOT**

**DALLAS** — It was the middle of the night in 2006 when Debra Vasquez was awakened by the heart-wrenching phone call informing her that her 16-year-old daughter, Erica, and 5-year-old nephew, Elias, had been killed by a drunk driver. It was later revealed the drunk driver had two prior DWIs.

"I want drivers to understand that your life can change in the blink of an eye," Vasquez said. "Two lives were taken because of someone's mistake to drink alcohol and drive. People think 'oh this won't happen to me.' I thought this at one time, too. I beg you. Don't drink alcohol and drive."

Vasquez is sharing her story to support the Texas Department of Transportation's "Plan While You Can" campaign, which urges drivers to make a plan for a sober ride this holiday season.

"Planning for a sober ride to and from holiday festivities is not only smart and



SOURCES: Texas Department of Transportation.

TxDOT image

**ABOVE:** Image of the billboard art for the 2018-19 "Plan While You Can" campaign.

responsible, but it also could save your life and the lives of others," said TxDOT Executive Director James Bass. "Let the holiday season be a time of celebration and fun, not regret. Nobody wants to remember the holidays as a time when they lost a loved one or killed an innocent person. These kinds of losses are totally preventable."

The "Plan While You Can" campaign includes a statewide tour featuring an interactive game called "Plan to Win." In the game, three participants stand on an oversized game board as a live announcer presents a series of trivia questions related to the consequences of drinking and driving. Players avoid going to "jail" by correctly answering the questions. Spectators can view the questions and follow the game on a large monitor. The game is designed to be fun, yet educational, as it reminds audiences of the importance of planning for a sober ride rather than drinking and driving. The "Plan to Win" game will visit four Texas cities during December.

Drivers under the influence of alcohol not only risk killing or seriously injuring themselves or others, but also face up to \$17,000 in fines and fees, jail time and loss of their driver's license. As always, TxDOT urges drivers to visit **SoberRides.org** to find alternatives to drinking and driving, **such as:**



**DESIGNATING** a sober driver



**CONTACTING** a cab or ride-share service



**USING** MASS TRANSIT



**ASKING A SOBER FRIEND** or family member for a ride home



**SPENDING THE NIGHT**, and avoiding the risk of driving drunk

SOURCE: TxDOT

TxDOT graphic

### BY THE NUMBERS SUMMARY:

IN THE DALLAS DISTRICT DURING THE 2017 HOLIDAY SEASON, THERE WERE:

ALCOHOL RELATED TRAFFIC CRASHES	376
SERIOUS INJURIES	29
FATALITIES	18

SOURCE: TxDOT

TxDOT graphic

## DECEMBER 2018 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)**	CONTRACTOR
1	0047-04-027	SH 5	North of FM 543 to SH 121	Profile centerline markings					
2	0047-04-028	SH 5	At FM 455	Install left turn lane					
3	0047-05-055	SH 5	FM 543 to N of FM 543	Profile centerline markings					
4	0047-09-033	SH 5	FM 2786 to Sloan Creek Pkwy.	Mill, base repair, overlay	\$1.91	\$1.87	-1.85	\$2.12	A. L. Helmcamp, Inc.
5	0549-03-032	SH 121	S of FM 455 to Fannin C/L	Mill, overlay, striping and add left turn lanes					
6	1012-02-039	FM 545	At FM 2933	Install left turn lane					
7	1392-01-045	FM 1378	At old Stacy Rd.	Add left turn lane					
8	0197-05-058	US 175	Near Mabank High School	Construct at grade crossing	\$0.84	\$1.05	24.92	\$1.21	Texas Materials Group, Inc.
9	1211-02-019	FM 984	FM 877 to SH 34	Reconstruct existing pavement and add shoulders	\$7.83	\$7.14	-8.82	\$8.17	A. K. Gillis & Sons, Inc.
10	2374-04-060*	I-20	North Main St. to Camp Wisdom Rd. in Duncanville	Construct 0 to 4 lane FRs	\$10.14	\$11.97	18.09	\$14.51	Fluor Heavy Civil., LLC
					<b>\$20.72</b>	<b>\$22.03</b>	<b>6.36</b>	<b>\$26.01</b>	
					<b>\$71.81</b>	<b>\$69.84</b>	<b>-2.75</b>		
						<b>\$756.62</b>			

\* Not mapped.

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

\* Project is an A+B bidding project.

## JANUARY 2019 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0009-02-069	SH 78	Garland Rd from south of Tranquilla to SP 244 (NW Hwy.)	9 Intersection improvements	\$8.46
2	0009-11-245	I-30	Belt Line Road to Bass Pro Drive	Full depth concrete pavement repair	\$1.51
3	0048-08-051	I-35E	Hill County Line to US 77 South	Full depth concrete pavement repair	\$1.17
4	0092-06-104	I-45	North of BUS 287 to Ellis County Line	Full depth concrete pavement repair	\$1.89
5	0581-01-137	SL 12	At Mockingbird / Peavy Rd.	Replace bridge and approaches	\$4.87
6	0816-04-096	FM 455	SH 289 to CR 98	Restore existing pavement and add shoulders	\$2.39
7	0918-11-089	CR	CR 301 to at Bachelor Creek	Replace bridge and approaches	\$0.66
8	0918-11-090	CR	CR 4083 to at Coal Iron Creek	Replace bridge and approaches	\$1.55
9	1310-01-027	FM 407	At Denton Creek	Replace bridge and approaches	\$4.33
10	2208-02-022	SS 303	Mountain Creek Parkway to SPUR 408	Full depth concrete repair, overlay & pavement markings	\$3.19
11	2363-01-007	FM 2453	Blockdale Road to FM 35	Reconstruct existing pavement and add shoulders	\$3.11
				<b>ESTIMATED TOTAL</b>	<b>\$33.13</b>

## COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1 – 31, 2018)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0047-06-139	US 75	Spring Creek Pkwy. to SH 121 S. (Sam Rayburn Tollway)	Widen 6 Lanes to 8 Lanes & frontage roads to 3 Lanes	\$47.53	12/03/18
2	0081-13-041	I-35W	Eagle Parkway to SH 114	Construct 2 lane SB frontage road (Litsey Road Bridge)	\$15.43	12/19/18
3	0353-02-074	SH 114	Trophy Lake Road in Trophy Club to Tarrant C/L (West of FM 1938)	Widen freeway frontage road 4 to 6 lanes, SH 170 construct main lane & overpass at Parrish Lane	\$24.90	12/19/18
4	1567-02-032	FM 423	Stewarts Creek Road to SH 121	Widen 6 to 8 lane divided urban roadway	\$57.94	12/18/18
5	0092-15-002	SS 469	BI 45-G in Ennis to FM 879	Restore existing pavement	\$2.89	12/21/18
6	0095-14-028	I-20	Dallas C/L to SS 557 and I-635 to Kaufman C/L	Concrete pavement repair	\$1.09	12/13/18
7	1289-01-029	FM 1126	At Chambers Creek SW of I-45	Bridge replacement	\$6.71	12/27/18
	0048-01-064*	SH 342	Various locations in Dallas District	Sealcoat and pavement markings	\$11.38	12/31/18
				<b>ESTIMATED TOTAL</b>	<b>\$167.87</b>	

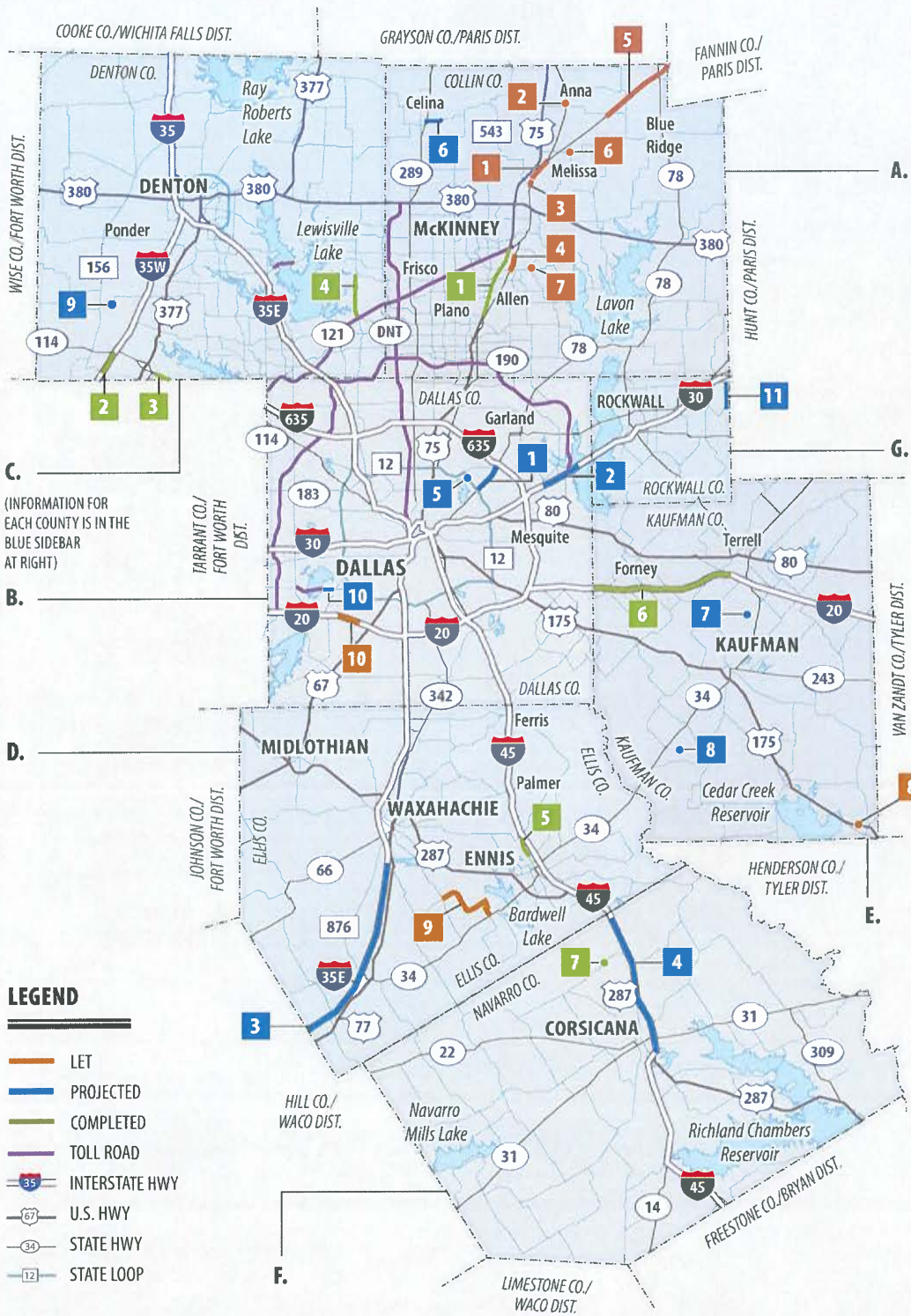
\*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

# DALLAS DISTRICT PROJECTS MAP

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

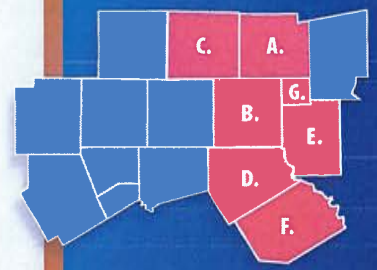
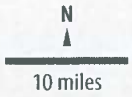


C. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

## LEGEND

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

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2018 DALLAS DISTRICT ESTIMATE TOTALS

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

### A. | COLLIN COUNTY

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

### B. | DALLAS COUNTY

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

### C. | DENTON COUNTY

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

### D. | ELLIS COUNTY

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

### E. | KAUFMAN COUNTY

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

### F. | NAVARRO COUNTY

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

### G. | ROCKWALL COUNTY

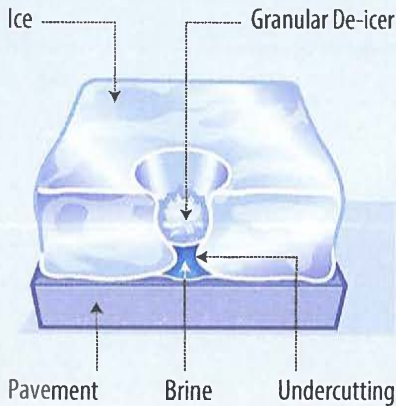
VEHICLE REGISTRATION: 89,315  
\*POPULATION ESTIMATE: 97,990  
LANE MILES: 346.368

# TxDOT PREPARED FOR WINTER WEATHER

## HOW DO THE CHEMICALS WORK?

### Granular De-Icer

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



### Melting Ice Takes Time

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

## WHAT MATERIALS ARE USED ON THE ROADS?



### Before an ice/Snow Event

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



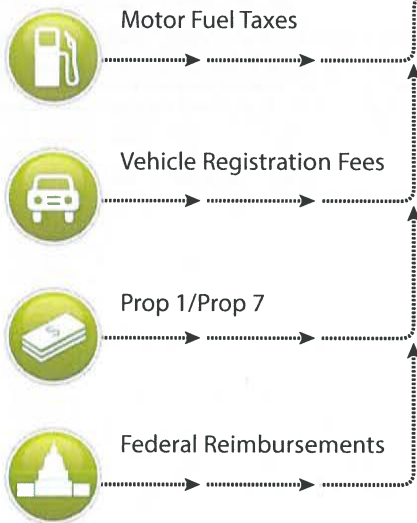
### During an ice/Snow Event

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

## AFTER SNOW/ICE EVENT

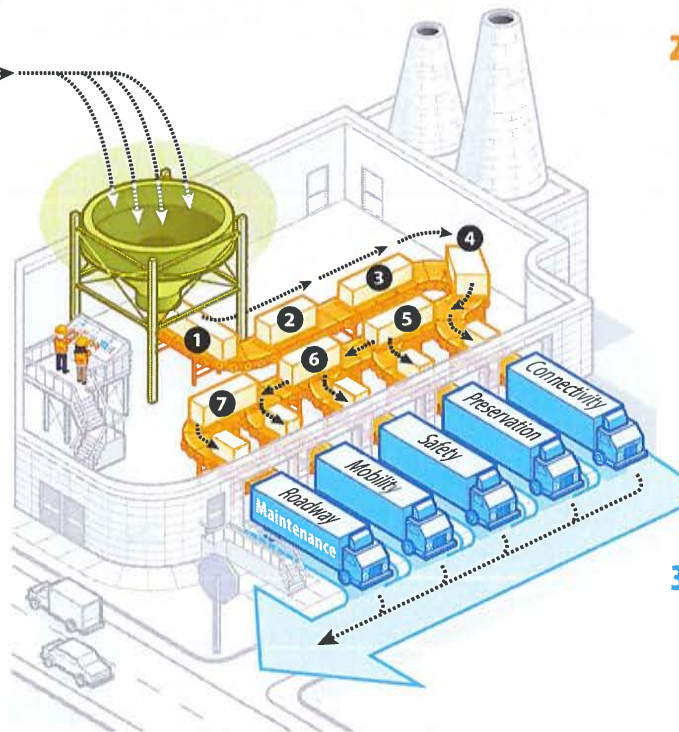
- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

## 1. FUNDING SOURCES



## 2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement



## 3. MOBILITY AND MAINTENANCE PROJECTS

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/ TxDOT Information Specialist

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

### FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report a Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

# DFW CONNECTOR

## TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

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



### OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and the I-635/SH 121 interchange.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121/360 interchange was completed in May 2018, and construction began in August 2018 on the I-635/SH 121 interchange.



Future I-635 westbound exit ramp to SH 121/FM 2499 northbound

### PROJECT HISTORY

- **March 2006** – TxDOT Commission authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes congestion relief funding.
- **March 2017** – I-635/SH 121 interchange approved for Texas Clear Lanes congestion relief funding.
- **Aug. 13, 2018** – I-635/SH 121 interchange groundbreaking held.

### I-635/SH 121 INTERCHANGE PROGRESS

- Work will begin on both the east and west SH 121 intersections at Bass Pro Drive in early 2019. Crews continue to work on the east side of the Bass Pro Drive bridge.
- Utility relocations, drainage, grading and paving work is underway throughout the project.
- Traffic pattern changes are occurring to provide crews a larger work area to begin more permanent work.

### FM 2499 PROJECT FACTS

**LENGTH:** 1 mile

#### NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

**COST: \$92 MILLION (FUNDED BY TXDOT)**

- Cat. 12 (Texas Transportation Commission approval in January 2013)

#### CONSTRUCTION DATES

- Construction start: August 2013
- Substantial completion: Summer 2016

### SH 121/360 RAMPS FACTS

**COST: \$17 MILLION (FUNDED BY TXDOT)**

#### CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: November 2015

### SH 121/360 PROJECT FACTS

**LENGTH:** 1.6 miles

**SCOPE:** New direct connectors for SH 114, SH 121 and SH 360

**COST: \$61 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)**

#### CONSTRUCTION DATES

- Construction start: August 2016
- Substantial completion: May 2018

### I-635/SH 121 PROJECT

**LENGTH:** 1 mile

**SCOPE:** Widen SH 121 to accommodate new interchange at I-635 and direct connectors for FM 2499 and SH 26

**COST: \$370 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)**

#### CONSTRUCTION DATES:

- Construction start: August 2018
- Est. substantial completion: 2022

#### TRAFFIC COUNTS (VEH PER DAY, 2016)

- SH 121 north of SH 114: 106,000
- SH 121 north of I-635: 119,000
- I-635 east of SH 121: 74,000

### ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

**LENGTH:** 8.4 miles

#### NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Parkway
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

#### TEXPRESS LANES

- Four miles, two in each dir. on SH 114

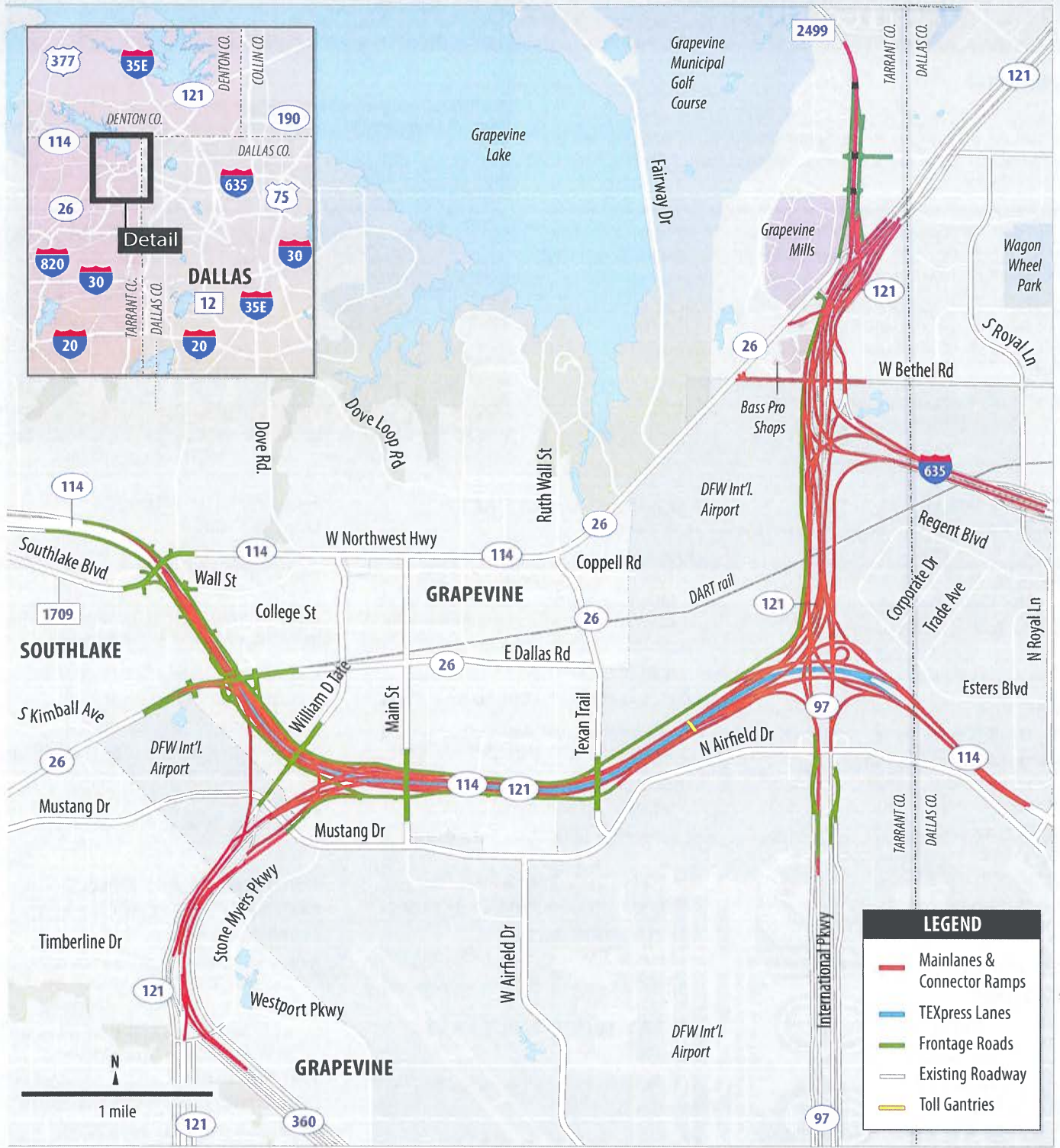
**COST: \$1 B (FUNDED BY TXDOT)**

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million

- ROW: \$127 million (Prop. 14 funds)

#### CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

**PROJECT CONTACTS**



Texas Department of Transportation  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370-6816



Project website:  
[www.dfwconnector.com](http://www.dfwconnector.com)  
[www.texasclearlanes.com](http://www.texasclearlanes.com)  
[www.txdot.gov](http://www.txdot.gov)  
 Keyword: "DFW Connector"  
 Toll-free project hotline:  
 877-411-4212

Alyssa Tenorio  
 Public Information Manager  
 NorthGate Constructors  
 7651 Esters Blvd.  
 Irving, TX 75063  
 972-374-4570

Shawna Russell  
 Northwest TX Comms Director  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370-6737

# MIDTOWN EXPRESS

## TxDOT PROJECT TRACKER



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

**OVERVIEW:** The Midtown Express Project (SH 183 Managed Lanes Project) was an interim project that increased the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. By 2015, the highway was serving as a primary artery between Dallas and Fort Worth and could no longer adequately meet the demand of 150,000 to 170,000 vehicles per day.

The Midtown Express project increased the capacity of SH 183 and portions of SH 114 and Loop 12 with the addition of TEXpress (toll managed) Lanes. The TEXpress Lanes will feature dynamic tolling to keep traffic moving at least 50 mph.

The ultimate project for these roadways is partially funded.



TxDOT photo archive

**November 2018:** Interchange between SH 183, SH 114 and Loop 12

### PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – Contract between TxDOT and SouthGate executed
- **December 2, 2014** – Project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

### PROJECT PROGRESS

- Construction is expected to be complete in early 2019.
  - Project reached substantial completion this past fall
- Over the course of the project, the team:
  - Rehabilitated 44 bridges
  - Built 26 new bridges
  - Constructed four direct connect ramps
  - Set 1,869 bridge beams

- Moved 2.7 million cubic yards of dirt
- Relocated 47 miles of utilities
- Performed 12,000 lane closures and 173 traffic switches
- Worked more than 4 million man-hours
- TEXpress Lanes on SH 114 opened in November 2017. TEXpress Lanes on SH 183 and Loop 12 opened in November 2018. The remaining TEXpress Lanes on SH 114 are expected to open in early 2019.

### MIDTOWN EXPRESS PROJECT (ESTIMATED OPERATION: 2018)

- **Length**
  - SH 183 from SH 121 to I-35E: 14.8 miles
  - SH 114 from SH 183 to International Parkway: 10.5 miles
  - Loop 12 from SH 183 to I-35E: 2.5 miles
- **Cost**
  - \$847.6 million (Design and Construction)
- **Funding**
  - Funding sources include CAT 2, 7, 10, 11 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.
- **Right Of Way**
  - Acquisition is 100% complete
- **Project**
  - Obtain right of way/ relocate utilities
  - Reconstruct portions of frontage roads

- Reconstruct portions of mainlanes
- Construct TEXpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

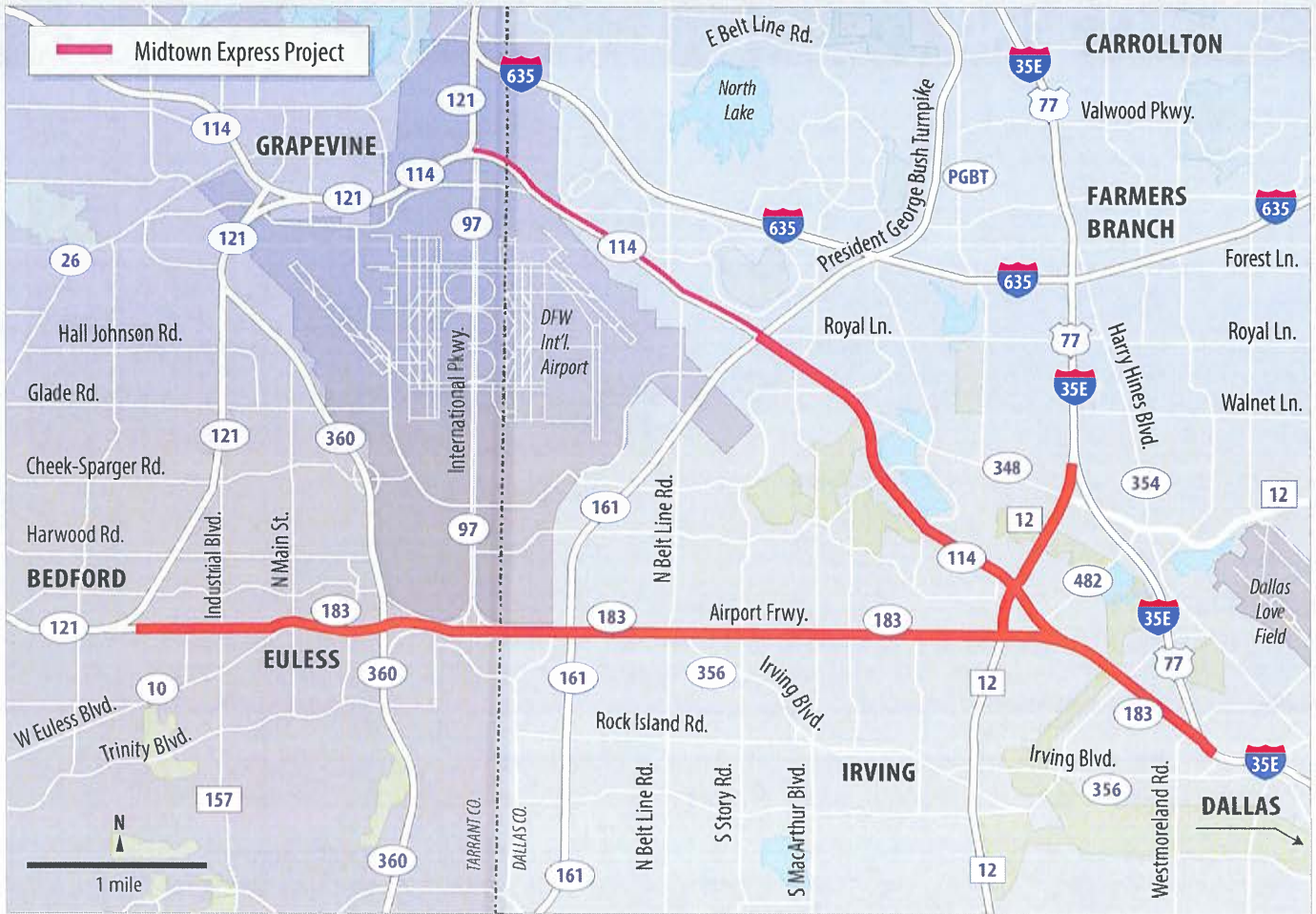
### ULTIMATE PROJECT (ESTIMATED OPERATION: TBD)

- **Cost**
  - \$2.5 billion (partially funded)
- **Project**
  - Add one mainlane in each direction in some locations
  - Up to three TEXpress Lanes in each direction in some locations
  - Continuous frontage roads where applicable
  - Diamond Interchange (roadways around the former stadium site) scheduled to let in 2019. This project is funded.

### SCHEDULE

- Construction Start: April 2015
- Substantial Completion: Fall 2018
- Ultimate construction to begin when funds become available.





NOTE: Not to scale.

TxDOT graphic

**SH 183:**  
(BETWEEN SH 121 AND I-35E)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1 - 2	3	2 - 3
Ultimate Project Config.	2 - 3	4	2 - 4

**SH 114:**  
(BETWEEN INT'L. PKWY. AND ROCHELLE BLVD.)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Config.	2	4	2 - 4

**LOOP 12:**  
(BETWEEN SH 183 AND I-35E)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Config.	2R	4	2 - 3

\* Managed lane in WB direction only from SH 161 to International Pkwy.

TxDOT graphic

**PROJECT CONTACTS**



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**Project Website:**  
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# INTERSTATE 35W

## TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



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

### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 6 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

The project is being built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



I-35W north of downtown Fort Worth

### PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close
- **July 19, 2018** – I-35W grand opening

### PROJECT PROGRESS

#### THE 3A PORTION: (I-30 to I-820)

- Project is substantially complete
- The new direct connector from eastbound I-30 to the northbound I-35W TEXpress Lanes is now open
- Work continues on the direct connectors from Belknap Street/Weatherford Street to the I-35W TEXpress Lanes

#### THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

#### THE 3C PORTION: (US 81/287 to Eagle Parkway)

TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

#### TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two NB & SB lanes (3C Proposed)

### COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$256 million
- Segment 3C: \$762 million (proposed)

### FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$430 million developer equity; \$274 million Private Activity Bonds (PABs); \$127 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$245 million public funding; \$8.4 million developer equity; \$2.4 million PABS

### RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - July 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016



NOTE: Highlighted areas are not to scale.

**SEG\* Roadway and Limits**

<b>3C</b>	<b>3C – I-35W from US 81/287 to Eagle Parkway</b>
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2 - 3

**Interim Configuration\*\***

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

**SEG\* Roadway and Limits**

<b>3B</b>	<b>I-35W from north of I-820 to US 81/287</b>
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

**Interim Configuration**

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.)	2 - 3

**SEG\* Roadway and Limits**

<b>3A</b>	<b>I-35W from north of I-30 to north of I-820</b>
Existing lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.) ^^	2

**Interim Configuration**

Mainlanes (Each dir.)	2 - 3
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

**SEG\* Roadway and Limits**

<b>3A II</b>	<b>SH 121 Interchange ^^^^^</b>
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TxDOT graphic

\* Segments identified by number do not denote priority or sequence. \*\*All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^^Currently not funded. Ultimate capacity remains a priority to the region.

**PROJECT CONTACTS**



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# I-30/SH 360 INTERCHANGE PROJECT

## TxDOT PROJECT TRACKER

www.keep30360moving.org/

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



### OVERVIEW

Recognizing the ever-growing transportation needs of the Metroplex, the Texas Department of Transportation began construction on the \$233 million Interstate 30/SH 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The project will include auxiliary lanes added to I-30, one mainlane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

### PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the reevaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

### PROJECT FACTS

#### LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

#### PROGRESS

- Demolished first SH 360 bridge over I-30 in November 2018. The next of five remaining demolitions is expected in fall 2019.

- Demolished old SH 360 southbound frontage road bridge across Johnson Creek. Removed all old SH 360 southbound frontage road pavement.
- Opened new SH 360 southbound frontage road from Johnson Creek to Road to Six Flags Street. Work continues on frontage road from Avenue K to Road to Six Flags Street.
- Opened new I-30 westbound exit ramp to Ballpark Way onto a portion of the westbound auxiliary lane from Johnson Creek to Ballpark Way.
- Opened long-term, temporary I-30 eastbound entrance ramp from Copeland Road.
- Began work on new westbound ramp to Ballpark Way.
- Completed I-30 mainlanes over Johnson Creek. Completed median paving from Johnson Creek to west end of project.

#### Cost

- \$233 million

#### FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360.
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

#### 2016 TRAFFIC COUNTS (project area)

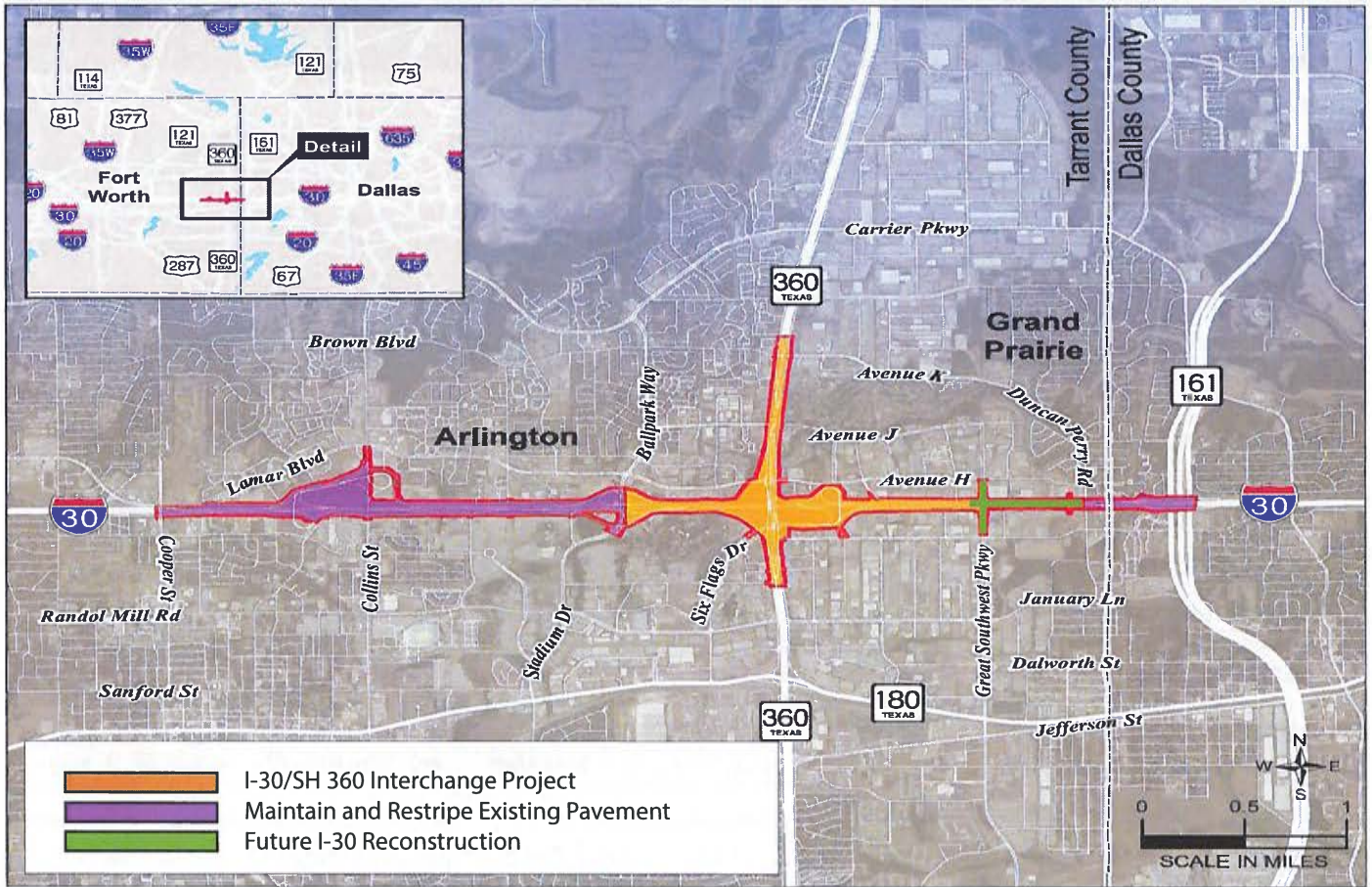
- I-30 - 135,000 vehicles per day
- SH 360 - 158,000 vehicles per day

#### ANTICIPATED COMPLETION

- 2021

#### 2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction - from Cooper St. to Ballpark Way - from Ballpark Way to SH 161	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

PROJECT CONTACTS



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**OVERVIEW:** The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

**Goals:** Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the

right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.



At left is an aerial photo of construction on the 8th street bridge over I-35E. The bridge is back open to motorists as of early December.

TxDOT photo

### PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – December 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

### PROJECT PROGRESS

- 8th Street Bridge was completed and reopened in early December 2018
- Work began on Marsalis Ave. and Illinois Ave. bridges over I-35E in fall 2018
- Beckley Ave. Bridge over I-35E demolished and new construction began in July 2018
- Continued progress of pavement and bridge construction of NBML at I-35E/US 67 split and Cedar Creek

### PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.

- **Length:** 11 miles
- **Estimated completion:** Late 2021

### PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

### ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79.0 M
<b>Total Design/Build Contract*</b>	<b>\$625.6 M</b>
ROW (state costs)	\$40.0 M

\*Subject to change.

TxDOT graphic

The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled managed express lane in the center median.

### ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
<b>Total Funding</b>	<b>\$666 M</b>

\* Congestion Relief Funding

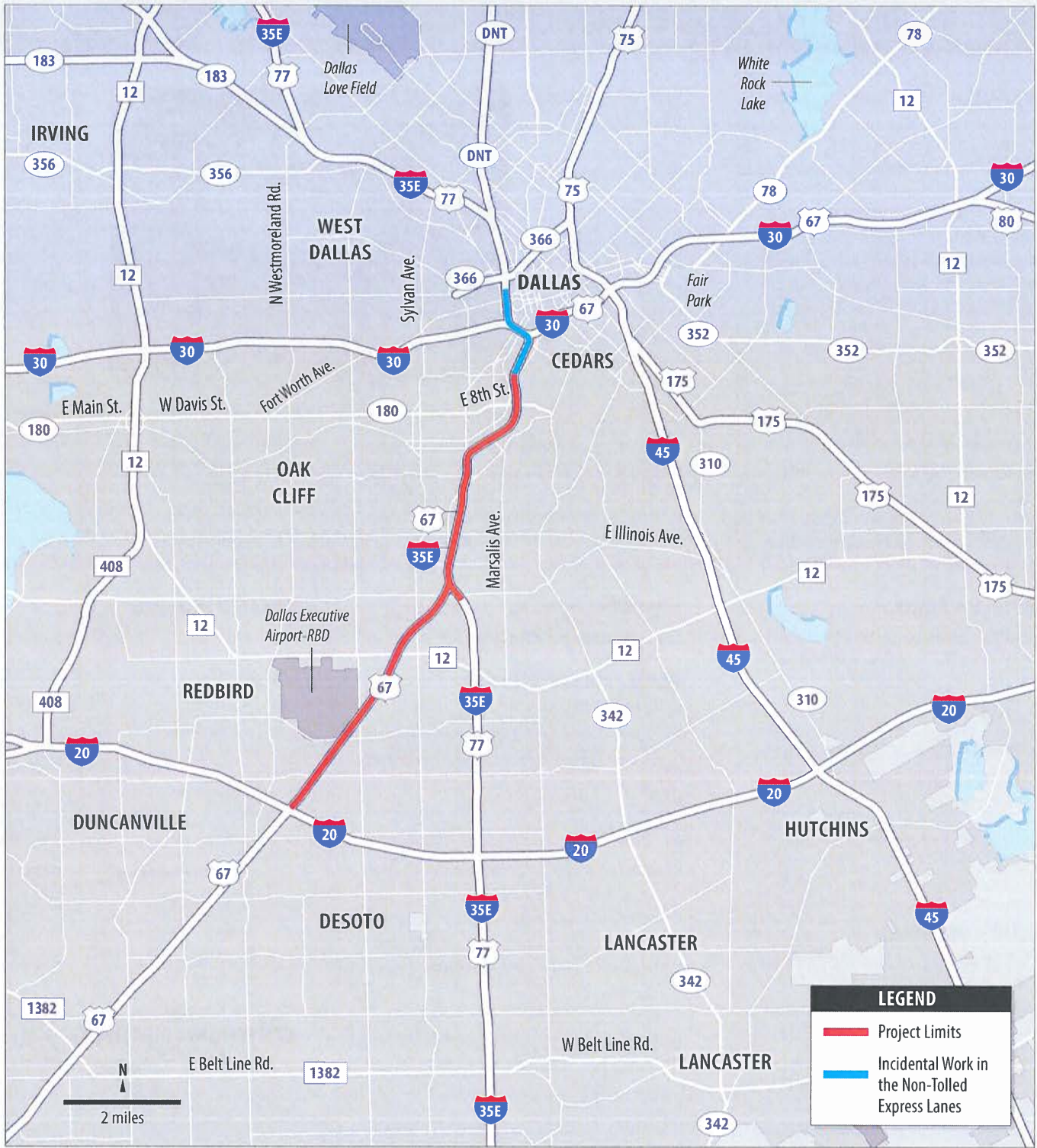
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: [www.TexasClearLanes.com](http://www.TexasClearLanes.com)



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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[www.TexasClearLanes.com](http://www.TexasClearLanes.com)



[www.TheSouthernGateway.org](http://www.TheSouthernGateway.org)

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