

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, October 27, 2017

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 September 22, 2017, Minutes**

Action Possible Action Information Minutes: 5

Presenter: Todd Plesko, STTC Chair

Item Summary: Approval of the September 22, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda (There are no items on the Consent Agenda)**

Action Possible Action Information Minutes: 0

1:35 – 1:45

3. **2017 Clean Diesel Subaward and Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to issue a subaward to the Denton County Transportation Authority (DCTA) and to open a Call for Projects (CFP) to subaward additional funds for clean diesel projects. A recommendation to extend an existing CFP deadline for airport ground support equipment will also be requested.

Background: In July, the North Central Texas Council of Governments (NCTCOG) submitted a grant proposal to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. EPA has recommended this proposal for full funding, which will provide NCTCOG approximately \$2 million in federal dollars to subaward. Eligible projects include replacement of older, high-emitting, diesel-powered vehicles and equipment owned by public or private fleets contracted to local governments in the 10-county ozone nonattainment area. This initiative is an extension of technology improvement efforts submitted by NCTCOG for inclusion as "Local Initiatives" in the 2015 8-Hour Attainment Demonstration State Implementation Plan Revision.

In preparation for submitting this proposal, NCTCOG solicited interest from local fleets who may wish to participate in the project. DCTA submitted a bus replacement project that was detailed in the grant proposal to EPA. NCTCOG will seek approval to proceed with a subaward to DCTA for this project. Remaining funds will be subawarded through an open, competitive CFP. A schedule and project selection criteria will be presented.

Finally, NCTCOG has been making EPA funds available for replacement of diesel-powered airport ground support equipment through the North Texas Airport Emissions Reduction CFP. This funding has been offered on a modified first-come, first-served basis since January 2017. Staff proposes to extend the current CFP deadline through September 2018.

[Reference Item 3](#) provides additional details.

1:45 – 1:55

4. **Transit Grant Funding Cleanup**

Action Possible Action Information Minutes: 10

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of proposed reprogramming of transit funds to support several projects at Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA).

Background: As a designated recipient of Federal Transit Administration (FTA) funding, the North Central Texas Council of Governments (NCTCOG) administers grants that support transit service in the region. FTA expects funds to be spent in a timely manner and the Regional Transportation Council may reprogram funds as needed when projects are cancelled or otherwise unable to proceed as intended. There is approximately \$7.2 million available from older FTA grants under four programs: Congestion Mitigation and Air Quality Improvement, Enhanced Mobility of Seniors and Individuals with Disabilities, Job Access/Reverse Commute, and New Freedom. Transit authorities have requested funds to support a variety of projects and partnerships that are eligible under these funding programs. The proposed funding summary is provided in [Reference Item 4.1](#). Additional details are available in [Electronic Item 4.2](#).

1:55 – 2:05

5. **Update on Texas Department of Transportation "Big Projects" and Other Projects/Programs**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on action taken by the Regional Transportation Council (RTC) to approve a series of policy actions to advance the next "Big Projects" in the region.

Background: Four RTC Policy Positions were approved at the October 12, 2017, meeting:

1. P17-01, Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange ([Electronic Item 5.1](#))
2. P17-02, Policy Support to Expedite IH 20 "Y" Connection/IH 820/US 287 ([Electronic Item 5.2](#))

3. P17-03, Policy Support to Define Improvements on SH 183/IH 35E/IH 30/IH 45/US 175 and to Identify Resources ([Electronic Item 5.3](#))
4. P17-04, Policy Support to Advance Current Commitments ([Electronic Item 5.4](#))

[Electronic Item 5.5](#) contains RTC correspondence to the North Texas Tollway Authority requesting primacy be waived on the eastern subregion projects. [Electronic Item 5.6](#) summarizes the "other" initiatives that are underway.

2:05 – 2:15

6. **Regional Transportation Council Efforts Supporting Amazon HQ2**

Location

Action Possible Action Information Minutes: 10

Presenters: Michael Morris and Natalie Bettger, NCTCOG

Item Summary: The Regional Transportation Council supports large employers coming to the region and is silent on endorsement of specific locations within the region. This item will highlight North Central Texas Council of Government assistance requested by the Dallas Regional Chamber.

Background: There have been many analyses from outsiders that underestimate the value the Dallas-Fort Worth region has related to labor force, timeliness, logistics, and transportation. These analyses have been conducted without a complete understanding of the region's transportation systems. Staff presented these elements in detail to the Dallas Regional Chamber and will present the ideas to the Committee since the deadline for responses, October 19, 2017, has passed.

2:15 – 2:25

7. **Coordinated Low-Speed Automated Vehicle Procurement**

Action Possible Action Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will brief the Committee on a coordinated, statewide procurement process for low-speed automated vehicles.

Background: Arlington's deployment of the "Milo" automated shuttles has sparked interest by cities and developers in the region in similar deployments of low-speed automated vehicles (LSAV). Other Texas cities have expressed interest in rolling out their own LSAVs. Staff will provide a briefing on a procurement process intended to select a group of prequalified automated vehicle vendors that public entities throughout Texas can utilize to obtain LSAV vehicles and services in lieu of conducting duplicative procurement processes for the same technology.

2:25 – 2:35

8. **Texas Mobility Summit/Texas Innovation Alliance Update**

Action Possible Action Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will brief the Committee on Texas Innovation Alliance (TIA) activities, including the Texas Mobility Summit.

Background: The Texas Innovation Alliance is a federation of Texas cities, universities, and transportation agencies focusing on

advancing transportation innovation through a variety of shared initiatives. Staff will report on the recent Texas Mobility Summit, [Electronic Item 8](#), and provide updates on other TIA activities.

2:35 – 2:45

9. **Mobility 2045 Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the progress to date including special initiatives. In addition, staff will present information regarding the October 12, 2017, Regional Transportation Council Workshop.

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Development will continue over the next seven months with draft recommendations expected later this year. The Surface Transportation Technical Committee is expected to take action on Mobility 2045 in May 2018.

2:45 – 2:55

10. **Performance Measures: Roadway Safety and Transit Asset Management**

Action Possible Action Information Minutes: 10

Presenters: Kevin Kroll and Jing Xu, NCTCOG

Item Summary: Proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system will be presented. 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: Federal surface transportation legislation and associated federal rulemakings have laid out quantitative performance measure requirements for aspects of the transportation system. As the Metropolitan Planning Organization for the North Central Texas Region, the Regional Transportation Council is required to set targets for system 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.

- 2:55 – 3:05** 11. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges**
 Action Possible Action Information Minutes: 10
 Presenter: Brian Dell, NCTCOG
 Item Summary: Staff will brief the Committee on the proposed projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program.
 Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that wish to enter into partnerships with the Regional Transportation Council in which federal funds are exchanged for local funding. Details on those funding swaps and the overall funding program can be found in [Electronic Item 11.1](#) and [Electronic Item 11.2](#).
- 3:05 – 3:15** 12. **National Drive Electric Week Recap**
 Action Possible Action Information Minutes: 10
 Presenter: Kenny Bergstrom, NCTCOG
 Item Summary: Staff will provide a summary of Drive Electric Week events.
 Background: On September 9, 2017, the Dallas-Fort Worth Clean Cities Coalition hosted the largest showcase of electric vehicles (EV) in Texas at Grapevine Mills Mall. The event provided an opportunity for EV manufacturers, EV recharging companies, industry experts, and EV owners to educate North Texans about the vehicle technology. A Texas record of 155 EVs were on display for attendees to ask questions and take rides with actual owners. Councilmember Mike Taylor, City of Colleyville, provided the keynote. A series of five educational webinars took place the following week and covered a variety of EV-related topics. Additional details are provided in [Electronic Item 12](#).
- 3:15 – 3:30** 13. **Fast Facts**
 Action Possible Action Information Minutes: 15
 Item Summary: Brief presentations will be made on the following topics:
1. *Allix Philbrick* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.1.1](#)) and Grant Workshops, November 2 and 9 ([Electronic Item 13.1.2](#))
 2. *Allix Philbrick* – Clean Vehicle Webinars: October 31 and November 30 ([Electronic Item 13.2](#))
 3. *Allix Philbrick* – Volkswagen Settlement Update ([Electronic Item 13.3](#))
 4. *Jody Loza* – Ozone Season Update ([Electronic Item 13.4](#))
 5. *DJ Hale* – Metropolitan Transportation Plan Policy Bundle Workshop Notice ([Electronic Item 13.5](#))
 6. *Camille Fountain* – Traffic Incident Management Executive Level Course Announcement ([Electronic Item 13.6](#))
 7. *Kathryn Rush* – School Siting Guidebook

8. *Travis Liska* – Transit Oriented Development Brochure (Handout)
 9. *Trey Salinas* – Transportation Investment Generating Economic Recovery Grant Program ([Electronic Item 13.7.1](#) and [Electronic Item 13.7.2](#))
 10. *Carli Baylor* – September Public Meeting Minutes ([Electronic Item 13.8](#))
 11. *Carli Baylor* – Public Comment Report ([Electronic Item 13.9](#))
 12. *Carli Baylor* – November Public Meeting Notice (Handout)
 13. *Brian Wilson* – Aviation Education Fact Sheet (Handout)
 14. *Mark Kinnaman* – February 2018 Transportation Improvement Program Modification Deadline Reminder
 15. *April Leger* – Reminder of Combined November/December Surface Transportation Technical Committee Meetings, December 8, 2017
 16. Written Progress Reports:
 - Local Motion ([Electronic Item 13.10](#))
 - Transportation Partners Progress Reports ([Electronic Item 13.11](#))
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14. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
 15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on December 8, 2017, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
September 22, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 22, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Micah Baker, Katherine Beck, David Boski, Jonah Katz (representing Kristina Brevard), Mohammed Bur, Dave Carter, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, Tom Johnson, Paul Knippel, Anshi Jim (representing Chiamin Korngiebel), Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Charlie Rosendahl (representing Mark Nelson), Michele Wilson (representing Kenneth Overstreet), Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jason Brown, John Brunk, Ken Bunkley, Sarah Chadderdon, Theresa Clifford, Michael Copeland, Matt Craig, Cody Derrick, Kevin Feldt, Eddie Fuerst, Mike Galizio, Martin N. Gonzalez, Christie Gotti, Wade Haffey, Fola Hammones, Victor Henderson, Alan Hendrix, Chris Hoff, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Sonya Landrum, April Leger, Erin Lewis, Mark Middleton, Mindy Mize, Michael Morris, Jenny Narvaez, Justin Naylor, Jeff Neal, Markus Neubauer, Rob Rae, Chris Reed, Amy Rideout, Christina Roach, Trey Salinas, Russell Schaffner, Wesley Shimek, Gerald Sturdivant, Kimberlin To, Gretchen Vazquez, Mitzi Ward, Amanda Wilson, Craig Wilson, and Michelle Wilson.

1. **Approval of August 25, 2017, Minutes:** The minutes of the August 25, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Tim James (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications and Approval of Transportation Development Credits to Close Out Older Transit Grants:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1.1 was requested, including the approval of Transportation Development Credits (TDCs) in support of a partnership among the RTC, the Federal Transit Administration, and the Texas Department of Transportation to close out older grants using TDCs to prevent a potential loss of federal funds that support transit service, as noted in Electronic Item 2.1.2. A copy of correspondence identifying an alternate resolution was provided in Electronic Item 2.1.3. The Committee's action also included a recommendation that the RTC direct staff to amend the Unified Planning Work Program and any other necessary planning/administrative documents with changes reflected in the TIP modifications.

- 2.2. FY2018 and FY2019 Unified Planning Work Program Modifications: A recommendation for Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program was requested. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents, as appropriate, to reflect the approved modifications. The proposed modifications were provided in Electronic Item 2.2.1, and additional information was provided in Electronic Item 2.2.2.

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

3. **Regional Transportation Council Federal Transit Administration Call for Projects:**

Karina Maldonado presented projects recommended for funding in the Regional Transportation Council (RTC) Transit Call for Projects. Funding was available through the Enhanced Mobility of Seniors and Individuals with Disabilities Program and the Urbanized Area Formula Program for Job Access/Reverse Commute (JA/RC) projects to support projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. She noted funding available in the McKinney Urbanized Area is administered by the Texas Department of Transportation and was not included in the call for projects. Information regarding the eligible costs was highlighted and included planning expenses for JA/RC projects, as well as capital and operating expenses for both funding programs. Additional details on the reimbursement grants, including eligible expenses and local match, were provided at the August meeting. For the Dallas-Fort Worth-Arlington Urbanized Area, approximately \$6 million was available for the two programs. A total of 13 projects requesting approximately \$5.9 million was received. Staff recommended funding for 8 projects totaling approximately \$1.6 million in federal funding. Two Job Access/Reverse Commute-type projects were recommended for funding through the Urbanized Area Formula Program: 1) an Inland Port Job Access Transportation Planning Study and 2) vanpool service in Southern Dallas for Inland Port Job Access. She noted the remaining \$2.7 million will be returned to the transit authorities in the Dallas-Fort Worth-Arlington Urbanized Area. For the Enhanced Mobility of Seniors and Individuals with Disabilities Program, recommended projects included: 1) Dallas Area Rapid Transit's Carrollton/Rowlett Taxi Voucher Subsidy Program; 2) the City of Dallas' Senior Medical Transportation Program; 3) vehicles for Dallas County Health and Human Services Older Adult Services Program; 4) City of DeSoto's new transit program; 5) the Fort Worth Transportation Authority's Access to Community project; and 6) vehicles for the City of Lancaster's Life Center Mobility Project. She noted that for the Dallas County Human and Health Services and City of Lancaster projects, vehicles are recommended for award through the North Central Texas Council of Governments (NCTCOG) Vehicle Lease Program to reduce capital costs for implementing service. Approximately \$1.6 million was not awarded in the Dallas-Fort Worth-Arlington Urbanized Area and will be carried forward. For the Denton-Lewisville Urbanized Area, approximately \$500,000 was available between the two programs. Funding requests totaled approximately \$302,000 to support two projects. For the Enhanced Mobility program, two projects totaling approximately \$302,000 were submitted by Span. Both projects were recommended for award of all available funds. Both projects will provide demand-response services to the areas of Flower Mound and the areas of Hickory Creek, Shady Shores, Lake Dallas and Corinth. No JA/RC projects were submitted and remaining funds will be returned to Denton County Transportation Authority. Additional details regarding individual projects were provided in Reference Item 3. The schedule for this effort was highlighted. John Polster asked how nontraditional providers are notified of these types of call for projects. Ms. Maldonado noted that NCTCOG staff maintains a contact list of those providers that have previously participated through call for projects, as well as those

who participate through the Access North Texas Plan. A motion was made to approve funding recommendations for the Regional Transportation Council Transit Call for Projects as detailed in Reference Item 3. John Polster (M); Randy Skinner (S). The motion passed unanimously.

4. **2017 Infrastructure for Rebuilding America Grants:** Adam Beckom presented project recommendations for the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program. A copy of the notice of funding opportunity detailing the grant program was provided in Electronic Item 4.1. In addition, a review of the previous INFRA grant program presentation was provided in Electronic Item 4.2. He noted that the Texas Department of Transportation (TxDOT) Austin has announced it will be submitting the following projects: 1) US 69 in the Beaumont District, 2) SH 225 at Beltway 8 in the Houston District, and 3) IH 35W/North Tarrant Express in the Fort Worth District. This changes the recommendations detailed in Reference Item 4.3 of the meeting mail out material for the Dallas-Fort Worth region. Staff proposed to submit the following projects on behalf of the Regional Transportation Council (RTC): 1) IH 635 LBJ East for \$100-\$165 million, 2) DFW Connector for \$65 million, and 3) IH 20 "Y" Connection for \$100 million. Considerations when selecting the proposed projects included projects in both the east and the west, focus on large-scale projects, opportunities for mega-leveraging, whether the project was large enough to be competitive, and partnership with TxDOT. Mr. Beckom also noted the decision by the RTC at its September 14 meeting to not provide letters of support to non-RTC and non-TxDOT projects in order to focus on larger projects in the region. The timeline for this effort was highlighted, with RTC action proposed on October 12. A motion was made to recommend Regional Transportation Council approval of projects proposed for submittal, as detailed at the meeting, by the North Central Texas Council of Governments/Regional Transportation Council for the 2017 Infrastructure for Rebuilding America grant program. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and any other planning/administrative documents to include projects, if selected. Dave Carter (M); Tim James (S). The motion passed unanimously.
5. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding: Local Bond Program Partnerships:** Adam Beckom presented the proposed list of projects to fund under the Local Bond Program Partnership Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG) Funding Program. The 11 programs of the CMAQ/STBG Funding Program were highlighted, as well as the status of each. The goal of the Local Bond Program Partnership is to leverage bond funds for projects of strategic importance to local governments and the region. Staff has been working with the City of Dallas, Hunt County, and Parker County. A total of approximately \$77.4 million was recommended for the proposed projects, detailed in Reference Item 5.1. Electronic Item 5.2 contained additional details on the partnership program. Mr. Beckom noted that all funds are contingent upon the materialization of bond program/private-sector contributions. He added that for the City of Dallas funds, \$40 million previously approved for the Southern Gateway Pedestrian Plaza was not included in this effort. The schedule for this effort was highlighted. Chelsea St. Louis thanked staff for its coordination with the City of Dallas. She added that the list of proposed projects would be circulated within the various departments within the City of Dallas to confirm that all parties are agreeable to the local funding proposed for Regional Transportation Council action. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects in Reference Item 5.1. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2017-2020 Transportation Improvement

Program/Statewide Transportation Improvement Program and any other planning/administrative documents to incorporate the changes. Stanford Lynch (M); Tim James (S). The motion passed unanimously.

6. **Big Projects in Texas and the Dallas-Fort Worth Region:** Michael Morris provided an overview of efforts by the Texas Transportation Commission to implement big projects in the State of Texas. As a result, North Central Texas Council of Governments (NCTCOG) staff has been asked to create a list of projects for the region that are competitive with large projects such as IH 45 in Houston and IH 35 in Austin. Since the Dallas-Fort Worth region has been innovative in past years, it is possible that the region is vulnerable to being overlooked for funding due to the magnitude of big projects in need of funding statewide. NCTCOG staff was asked to work with the Dallas and Fort Worth Texas Department of Transportation (TxDOT) districts to develop projects to be proposed by the region. Staff began with an estimate from TxDOT Commissioner Victor Vandergriff on potentially available uncommitted revenue over the next ten years, then applied the appropriate formula allocation to the region, as well as the Regional Transportation Council (RTC) east/west equity percentages to develop the proposed amount for projects in both the eastern and western subregions. He highlighted the proposed next big projects for the region which included: IH 635 East Phase 3, the IH 20 "Y" Connection update and replacement of four lane sections, and interstate highway capacity near Downtown Dallas. Mr. Morris noted that the proposal will not impact schedules or revenue for current 10-Year Plan projects and the use of contingency funds from the 10-Year Plan is not proposed. In the western subregion, the proposed project is the "Y" Connection and elimination of four lane sections. TxDOT will lead the project with NCTCOG assistance. The proposed project extends from the Northeast Mall to downtown Mansfield and is proposed as the next big project in the west. In the eastern subregion, the first proposed project is IH 635 East from US 75 to IH 30, including the IH 30 Interchange and the Skillman/Audelia bridge project (previously funded). It is proposed to be tolled the entire length of the project, which will bring more than \$500 million in revenue that will be available for other projects in the eastern subregion. TxDOT has initiated the traffic and revenue study, and NCTCOG will focus on the traffic forecast and public outreach. NCTCOG will ensure the project is updated in the Mobility Plan and work to expedite air quality conformity for "just in time" delivery. NCTCOG will also alert the Federal Highway Administration of the need for expedited review. LBJ East is the next big project proposed in the east, following the Southern Gateway. With regard to the downtown Dallas project, a project is needed as a result of the City of Dallas not supporting the recommendations for the Trinity Parkway project. Commissioner Vandergriff is meeting with TxDOT Dallas, the City of Dallas, communities, and stakeholders to reach consensus on a project. NCTCOG staff will ask that the North Texas Tollway Authority waive primacy on LBJ East and the Trinity Parkway replacement project so the region can proceed. The improvements are expected to include SH 183, US 175, Harry Hines/SL 354, and others. Mr. Morris noted there will be focus on innovative funding of the proposed projects and encouraged members to provide comments. Details were provided in Electronic Item 6.

John Polster discussed how from a mobility standpoint, the proposed projects should move forward. However, he noted areas in the state that he believes have been apathetic towards their funding situations while the Dallas-Fort Worth region has been innovative and motivated to fund projects. As a result, it could be perceived that funding projects in regions who have been less innovative, is "rewarding entities for bad behavior." He suggested that the cities along the IH 635 East corridor be required to include tolled managed lanes in the proposed project and discussed the use of tolled managed lanes during negotiations for IH 35E. He expressed frustration that he believed if entities along the IH 35E corridor would have been less innovative, the section of IH 35E from IH 635 to Denton would likely be one

of the proposed projects that would be considered most competitive with IH 35 in Austin and IH 45 in Houston. The entities along IH 35E approved tolled managed lanes and placed a large amount of their own funds into the project, as well as defended the concept of managed lanes to its constituents. Mr. Polster encouraged the cities along IH 635 to use tolled managed lanes in order to free up potential revenue for other projects with shortfalls and if not, that he considered it to be at least equitable that the Committee provide an opportunity to reconsider the projects submitted for this effort. Michael Morris discussed the statewide sensitivity surrounding the use of tolling. He added that the tone in which staff communicates statewide and with the Texas Transportation Commission is important. He discussed the revenue benefit of using tolled managed lanes, as well as the roadway performance benefits. It was noted that Garland, Mesquite, and Dallas are supportive of the proposed implementation of IH 635 East. Clarence Daugherty asked staff to clarify the amount of funding expected to be available. Mr. Morris noted that staff worked on an exercise that included approximately \$12 billion of which 87 percent goes to Clear Lanes for metropolitan regions that include Fort Worth, Dallas, San Antonio, Austin, and Houston. Under the current formula allocation, 13 percent would be allocated to smaller metropolitan planning organizations. Overall, 32 percent of the new funds could be formula allotted to the Dallas-Fort Worth region. The 32 percent west/68 percent east Regional Transportation Council (RTC) policy allocation was then applied and roughly represented in the project totals proposed. Mr. Daugherty asked if, based on what is known about the Houston and Austin projects, the proposed projects fit into the expected funding allocations. Mr. Morris noted that if the State follows the fair share allocation, Austin and Houston will likely fund only a subset of their projects. He added that the magnitude of the projects in other parts of the state does place pressure on the Commission to give those region's more than their fair share allocation. For this reason, it is important that the RTC work to have the fair share allocation placed into State law so that the issue does not continue to be debated in the future. Mr. Daugherty noted various projects with managed lanes and asked how funds with restrictions will be used for these types of projects. Mr. Morris noted that conversations are ongoing with Austin regarding the usage of federal funds for projects such as IH 635 East and others since Proposition 1 and Proposition 7 have State constitutional restrictions for tolled projects. In response to Mr. Polster's comment, Paul Luedtke noted that the City of Garland is supportive of the use of tolled managed lanes on the IH 635 East project. Mr. Polster clarified that his primary concern was that funding to other projects would be dependent on the use of tolled managed lanes. If managed lanes are not used in the IH 635 East project, funding for other projects cannot be guaranteed. Mr. Luedtke asked if approval of big projects was on a future Texas Transportation Commission agenda. Mr. Morris noted that approval of projects by the TTC was anticipated by the end of 2017.

7. **High-Occupancy Vehicle Subsidy/Technology Update:** Dan Lamers provided a brief status report on the tolled managed lane high-occupancy vehicle (HOV) subsidy paid by the Regional Transportation Council (RTC) and an update on the procurement of an automated vehicle occupancy verification program. As part of its Tolled Managed Lane and HOV/Express Managed Lane policies, the RTC has requested regular reports regarding the 50 percent peak period HOV discount paid by the RTC for HOV 2+ users on facilities in the region. As of June 2017, the RTC has paid approximately \$1.5 million. In addition, approximately \$3,200 has been reimbursed to vanpool users. At this time, North Central Texas Council of Governments staff believes the 2+ occupancy requirement should remain, and staff will continue to provide quarterly updates. Regarding additional customer service needs of the North Texas Tollway Authority, there has been minimal impact. Also, speeds of the tolled managed lanes have not dropped below 35 miles per hour due to the fault of the operator. A table listing the subsidy by corridor was highlighted. Regarding the auto occupancy detection and verification technology, RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual

enforcement. Staff has coordinated with the North Texas Tollway Authority (NTTA), the Texas Department of Transportation, and operators of other managed lane facilities to identify technology options to verify occupancy and ensure the proper toll is being charged for HOV users. Efforts have included research, requests for information, demonstrations, and an Auto Occupancy Detection and Verification Technology Request for Proposals. Reasons why an occupancy verification technology is preferred were highlighted, most importantly to move from an enforcement role to a verification role. The current option includes an app in which HOV users wishing to receive the discount must register their trip as an HOV trip in advance and officers must manually enforce the occupancy, and the information is transmitted to NTTA so that the appropriate toll is charged. The new technology, procured through Carma Technologies, will simplify the process and eliminate the need for enforcement. A car beacon is installed. Once the system is set up the car beacon (registered to a toll tag) the transaction will be time stamped as the user drives under the toll gantry. The system transmits the occupancy to the cloud where it is then processed to determine the toll to be sent to NTTA. For occupants without a cell phone, an option beacon is available. The timeline for the effort was highlighted. Mr. Lamers noted implementation of a pilot program in the DFW Connector corridor was expected to begin in October/November 2017. Pilot results will then be shared with partners. Assuming that the pilot results are positive, the Surface Transportation Technical Committee and RTC will be requested to fund the final implementation of the effort in early 2018. System-wide deployment is anticipated in summer 2018. Eventually, staff hopes to move from an HOV discount to an incentive program. John Polster asked if there are other instances in the state in which a discount is provided to users, and also noted that this effort is a result of the HOV discount. Mr. Lamers noted that for some facilities in the state, during certain time periods HOVs are not charged. He added, in addition to air quality benefits, the RTC debated this HOV discount to ensure that vehicles that were using the HOV lanes for free at the time could continue to receive some type of benefit.

8. **Travel Demand Management Program Performance Measures:** Fola Hammons provided an update on items included in the Travel Demand Management Program Performance Report for calendar year 2016 and January-June 2017. The report includes Try Parking It commute modes, the Regional Vanpool Program, Try Parking It news, and the Try Parking It GREEN Rewards Partners. In the Try Parking It program, statistics are self-reported on the website where users are able to log their commutes. From January 2016-June 2017, carpooling was the highest commute mode with nearly 473,000 vehicle miles traveled reduced, followed by transit and bus usage. In total, alternate commute modes accounted for approximately 1.4 vehicle miles reduced. Emissions and health savings were also highlighted by commute mode. Telecommuting led in the highest emissions saved, followed by brown back lunches. Regarding health savings, bicycling and walking burned the highest amount of calories. Overall, logged commutes burned over 4.3 million calories and over 1.2 million pounds (lbs), and reduced volatile organic compounds by over 4,000 lbs. Next, Ms. Hammons highlighted the Regional Vanpool Program data from 2016. Vanpool operators include Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority, the Denton County Transportation Authority (DCTA), as well as private providers. Overall, DART has the largest number of vanpools with 185 of the 410 total. During 2016, approximately 47 million vehicle miles traveled were reduced through the Regional Vanpool Program. To date in 2017, combined data shows there are approximately 400 vans operating with an average of 2,820 participants reducing 22 million vehicle miles traveled. Ms. Hammons also highlighted the Try Parking It Commuter Challenges hosted by DART, DCTA, and NCTCOG during May 2016-May 2017. NCTCOG's I-30 Insider Commuter Challenge was held October 2016-April 16 and was the longest running challenge. Users registered and could earn points by walking, biking, ride sharing, vanpooling, telecommuting, and more. The challenge was funded by the Federal Highway

Administration Value Pricing Pilot Program to test the effectiveness of various incentives in altering commute behaviors. The NCTCOG marketing team was thanked for their assistance in promoting the challenge. Commuter challenges by both DART and DCTA were also highlighted. Finally, Ms. Hammons highlighted current and historical Try Parking It GREEN Rewards Partners. A copy of the report was provided in Electronic Item 8.

9. **Cotton Belt Public Meeting: Additional Follow Up:** Sarah Chadderdon provided additional information and clarification of technical data presented at the August 25, 2017, Surface Transportation Technical Committee (STTC) meeting regarding the August Cotton Belt passenger rail public meeting. During last month's update, STTC members requested more information and clarification of technical data. Ms. Chadderdon referenced a slide from the previous STTC meeting regarding projected ridership. At the August 25 meeting, Chad Edwards asked staff to clarify the daily ridership and the segment for which ridership was being reported. She noted the slide shows the eastern segment of the Cotton Belt corridor from Dallas Fort Worth International Airport to Shiloh Road in Plano and that the model does in fact estimate a projected ridership of over 21,000 for this segment in 2040. The project is contained in Mobility 2040 in the out year network of 2040 and includes all recommended rail being implemented in that year. This includes the Frisco line, McKinney line, the A Train extension to downtown Carrollton, southwest TEXRail, and all other rail lines included on the map. The projected ridership is based on the number of riders for whom any part of their trip takes place on the Cotton Belt. The 2040 project is for the entire corridor, counted as one line in the North Central Texas Council of Governments' model, and extends through the southwest TEXRail, TEXRail, and the Cotton Belt. The ridership for the whole corridor is just over 34,000. Ms. Chadderdon noted that members should remember that the difference between the ridership totals does not represent the ridership for the TEXRail since that project is a stand-alone project and its ridership counted separately. In addition, she noted that the top three busiest station in the corridor are projected as downtown Carrollton, the ITC station in Fort Worth, and the Bush Turnpike station. The importance of the Cotton Belt as a system connector is reflected in the high ridership at these stations because they are the stations with the most connections to other transit. Links with the highest volumes were also highlighted and include the sections between the T&P Building to the ITC station, downtown Carrollton to Addison, and the Addison Station to Knoll Trail. Details were provided in Electronic Item 9. Ms. Chadderdon also noted that Reference Item 9.1, distributed at the meeting, contained draft correspondence to Dallas Area Rapid Transit documenting commitments to the Cotton Belt corridor project from the Regional Transportation Council (RTC), Coppell, private developers in Dallas, the Dallas Fort Worth International Airport, the RTC/Richardson partnership, and the RTC/Plano partnership. Staff is seeking clarification from private-sector partners that may impact the attachment. Once confirmed, staff will transmit the letter to DART. Mo Bur asked the volume of the Cotton Belt compared to the daily ridership on the DART light rail. Chad Edwards noted the light rail ridership is approximately 100,000 per day in current year estimates. Staff noted the portion between Dallas Fort Worth International Airport and Plano is estimated to be the fourth busiest rail line overall behind DART's Red, Green, and Blue light rail lines. Clarence Daugherty asked if staff indicated that ridership connections were contingent upon the implementation of the Burlington Northern Sante Fe and Red Line to Melissa. Ms. Chadderdon noted yes, the projections were at full build out of the regional rail system. Chad Edwards thanked staff for the information presented as a result of his questions at the August 25 meeting. He noted that at the time, he was concerned that the modeling results produced were different from those produced by DART since DART's modeling does not identify the regional rail lines at full build out. He expressed appreciation for clarifying the results and noted it was helpful to others to understand the differences in the data and the benefit of connectivity in the region.

10. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan, Mobility 2045. The schedule was highlighted, and it was noted staff is on schedule for final action on Mobility 2045 and the associated air quality conformity in June 2018. Related to performance measures, it was noted development of the Mobility Plan is an iterative process that begins with existing regional conditions and continues through project need, staging, and implementation. Once completed, the process is repeated to see how projects stand against performance measures. Performance measures include volume/capacity ratio, speed variance, system reliability, crash rates, and others. Over the last few months, staff has reviewed projects from Mobility 2040, calculated 2045 revenue forecasts, coordinated with partners, begun public outreach, and conducted an online survey. Transit recommendations from 2040 were highlighted, and include advancing the TEXRail, downtown Dallas Second Alignment (D2), Cotton Belt rail line, and the IH 30 Express East and IH 35W Express High Intensity Bus. Emphasis areas for Mobility 2045 include the "Y" Connection in southeast Tarrant County, SH 183, Lowest Stemmons, a project replacing the Trinity Parkway to connect SH 183 and SH 175, the IH 30 canyon through Dallas, East RL Thornton, and Collin County thoroughfare projects. Proposed mega projects, referred to earlier in the meeting, include the "Y" Connection, IH 635 East Phase 3, and the Trinity Parkway replacement. Mr. Feldt noted staff will be continuing partner meetings, reviewing performance measures and possible targets, continuing public involvement, and preparing for the October 12 RTC Workshop. The top ten considerations before the upcoming workshop were highlighted and included a Trinity Parkway response, lane balancing in the "Y" Connection project area, CityMAP recommendations, Collin County mobility, a tunnel connection IH 35E to US 75, tolled managed lane recommendations, revenue assumptions, public transportation, performance measures, and solving tomorrow's problems today. For the Committee, and additional consideration was noted, to help guide and assist staff in performance measure analysis. In closing, Mr. Feldt noted the recent Mobility 2045 survey was complete and over 2,900 responses were received. Responses to a question regarding important improvement strategies were highlighted.
11. **Fast Facts:** Michael Morris noted approval by the Regional Transportation Council (RTC) authorizing North Central Texas Council of Governments (NCTCOG) staff to use a small portion of RTC Local funds to provide assistance following the recent hurricane to evacuees, the State of Texas, or other metropolitan planning organizations, if needed.

Jody Loza provided an ozone season update. She noted that as of the date of the meeting, the region had experienced 22 exceedance days. However, the current design value remained at 78 parts per billion (ppb). She reminded members that the ozone season continues through November 30. Details were provided in Electronic Item 11.1.

Jenny Narvaez noted that in preparation for the 2015 ozone designations, anticipated to be released in early October, the Texas Commission on Environmental Quality sent a letter to the Environmental Protection Agency requesting that the latest ozone monitor data (2014-2016) be used in its designations for nonattainment. The letter also specifically stated that Hood County's ozone monitor was currently reading at a design value of 69 ppb, under the 70 ppb, and requested the county be designated as in attainment. A copy of the letter was provided in Electronic Item 11.2.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She noted exclusive offers to procure popular alternative fuel vehicles were available through the Fleets for the Future program. Details were available at www.fleetsforthefuture.org. In addition, free webinars on the procurement process are scheduled for September 26 and October 4. Details were also provided in Electronic Item 11.3.

Bailey Muller also noted a Light-Emitting Diode (LED) Street Light Retrofit workshop on September 26. The purpose of the workshop is to discuss the benefits of LEDs and best practices, as well as strategies for transitioning municipal lighting to LED. Details were provided in Electronic Item 11.4 and also available at www.nctcog.org/energy.

Erin Lewis provided information on the Road-to-Work Opportunity Pilot Program project. A total of \$1 million was available through the program to diversify the highway construction industry in the south Dallas Fair Park area. The program resulted in 134 job placements with 44 participating contractors. Participants received pre and post placement coaching and other services to help increase their likelihood of employment retention. The project extended from May 2014 to August 2017 and was responsible for over \$2 million in direct salaries for participants on projects throughout the Dallas-Fort Worth area. A final fact sheet was distributed at the meeting in Reference Item 11.10.

Carli Baylor referenced the October public meeting notice distributed at the meeting as Reference Item 11.9. NCTCOG will be hosting public meetings on October 10, 11, and 16. Staff will present information on Mobility 2045, funding opportunities for vehicles, fueling infrastructure projects, high-occupancy vehicle technology, and background on the Regional Traffic Signal Retiming Program. Additionally, AirCheckTexas staff will be available to process applications for those interested in applying for vehicle repair or replacement assistance.

Carli Baylor also noted public meeting minutes from the August 17 public meeting on innovative funding for the Cotton Belt passenger rail projects provided in Electronic Item 11.5.

Carli Baylor also referenced the Public Comments Report provided in Electronic Item 11.6. The report is a compilation of general public comments submitted by members of the public from July 20-August 20, 2017.

The current Local Motion was provided in Electronic Item 11.7 and transportation partner progress reports were provided in Electronic Item 11.8.

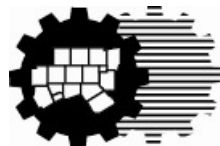
12. **Other Business (Old and New)**: There was no discussion on this item.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 27, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.

2017 Clean Diesel Subaward and Call for Projects

**Surface Transportation Technical Committee
October 27, 2017**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**

Background

Source: EPA National Clean Diesel Funding Assistance Program

NCTCOG Proposal Recommended for Full Award

Expense Category	Amount
Vehicle/Equipment Replacement Projects	\$2,000,003
NCTCOG Administration*	\$90,709

Benefits Anticipated	5-Year Impacts
Nitrogen Oxides Reductions	96.92 Tons
Particulate Matter (PM) Reductions	6.93 Tons

**Up to \$25,000 RTC Local "Backstop" for Staff Administration Approved by RTC
August 10, 2017*

EPA = Environmental Protection Agency

Project Eligibility

Eligible Entities:

Local Governments

Private Companies who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards (Both Natural Gas and Propane Engines Currently Available)
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	25% Cost for All Others

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

Proposed Subaward

Denton County Transportation Authority (DCTA) Transit Bus Replacement Project

Background:

Submitted in Response to NCTCOG Solicitation
Commitment to 75% Match Requirement
Detailed in Proposal to EPA

Subaward Details:

\$471,603 for Replacement of 4 Transit Buses
(25% Funding Threshold)
Contingent on Adoption of RTC Clean Fleet Policy

Balance Available for CFP:

\$1,528,400

Proposed CFP Details

Structure:

Modified First-Come, First-Served

Interim Application Deadlines 5 pm Last Friday of Each Month

Competitive Evaluation Within Month

Selection Criteria:

Cost Per Ton NO_x Emissions Reduced

Feasibility/Risk

Multi-Pollutant Emission Reductions

Cost Per Ton PM Emissions Reduced

Cost per Ton Hydrocarbon Emissions Reduced

Cost Per Ton Carbon Monoxide Emissions Reduced

Cost Per Ton Carbon Dioxide Emissions Reduced

Cost Per Gallon Petroleum Reduced

Proposed CFP Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
RTC Approval to Open CFP	November 9, 2017
CFP Opens	December 2017
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning January 26, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from February 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

Extension of Existing CFP

North Texas Airport Emissions Reduction CFP

Background:

EPA Funds Awarded in 2015

Have Been Accepting Applications on Modified First-Come,
First-Served Basis with Monthly Application
Deadlines

Final Deadline Currently November 24, 2017

No Applications Received to Date

Proposal:

Extend Final CFP Deadline to September 2018, or Until
Funds Exhausted, Whichever Comes First

Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment



Low Speeds

Idling

Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

Action Requested

Recommend RTC Approval Of:

Subaward to DCTA up to \$471,603 for 4 Transit Bus Replacements

CFP Structure, Selection Criteria, and Schedule

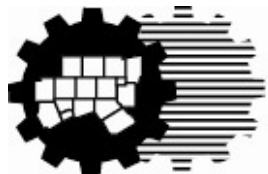
Extend North Texas Airport Emissions Reduction CFP through September 2018

For More Information

Lori Clark
Program Manager
(817) 695-9232
LClark@nctcog.org

Allix Philbrick
Air Quality Planner
(817) -695-9249
aphilbrick@nctcog.org

www.nctcog.org/AQfunding



**North Central Texas
Council of Governments**

AGENCY	PROJECT NAME	FUNDING FISCAL YEAR	FEDERAL TRANSIT FUNDING PROGRAM	GRANT	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL FUNDING	NOTES
DART	Fare equipment partnership with small and non-traditional providers	2013	5310	TX-16-X010-01	FARE EQUIPMENT	CAPITAL	\$185,000	(1)
DART	Software integration with non-traditional and private provider payment platforms	2012	5317	TX-57-X043-01	MOBILITY MANAGEMENT	CAPITAL	\$240,000	(1)
DART	Taxi vouchers in nine service gap locations	2007, 2008	5317	TX-57-X009-00; TX-57-X021-00	OPERATING ASSISTANCE	OPERATING	\$312,000	(2)
DART	Seven low floor, smaller alternative-fuel vehicles and five 40-foot transit buses	2015	CMAQ	TX-95-X083-00	12 EXPANSION BUSES	CAPITAL	\$3,220,000	(2) (3)
DCTA	Mobility management technology integration across partner scheduling software	2012	5317	TX-57-X043-01	MOBILITY MANAGEMENT	CAPITAL	\$240,000	(1)
DCTA	Express bus connection between Denton and Fort Worth	2009	5316	TX-37-X081-02	OPERATING ASSISTANCE	OPERATING	\$227,000	(2)
DCTA	Express bus connection between Denton and Fort Worth	2015	CMAQ	TX-95-X083-00	3 EXPANSION BUSES	CAPITAL	\$1,610,000	(2) (3)
FWTA	Express bus connection between Denton and Fort Worth	2011	5316	TX-37-X096-00	OPERATING ASSISTANCE	OPERATING	\$587,500	(2)
FWTA	North Quadrant bus service	2011	5316	TX-37-X096-00	OPERATING ASSISTANCE	OPERATING	\$587,500	(2) (4)

(1) Project will retain existing small provider Transportation Development Credits (TDCs) based on scope of project.

(2) Requires a 50% local match for operating projects. Requires a 20% local match for capital projects or for individual agencies to use their TDCs.

(3) Project will be deobligated from existing NCTCOG/Federal Transit Administration grant and reobligated in an agency/Federal Transit Administration grant.

(4) Project to include connection to Naval Air Station Joint Reserve Base Fort Worth.

TRANSIT GRANT FUNDING CLEANUP

ACTION

**Surface Transportation Technical Committee
October 27, 2017**



BACKGROUND

RTC programs funds under Federal Transit Administration (FTA) programs.

When projects do not advance for two years, FTA may act to take back funds.

Funding for several cancelled projects from 2007 through 2015 needs to be reallocated.

Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA) have requested funding.

AVAILABLE FEDERAL FUNDING

Program	Federal Funding
Congestion Mitigation and Air Quality – Flexed to FTA (2015)	\$4,830,000
Enhanced Mobility for Seniors and Individuals with Disabilities (2013)	\$185,000
Job Access/Reverse Commute (2009, 2011)	\$1,402,000
New Freedom (2007, 2008, 2012)	\$792,000
TOTAL	\$7,209,000

REQUESTED FUNDING

DART

Fare equipment partnership with small and non-traditional providers

Software integration with non-traditional and private provider payment platforms

Taxi vouchers in nine service gap locations

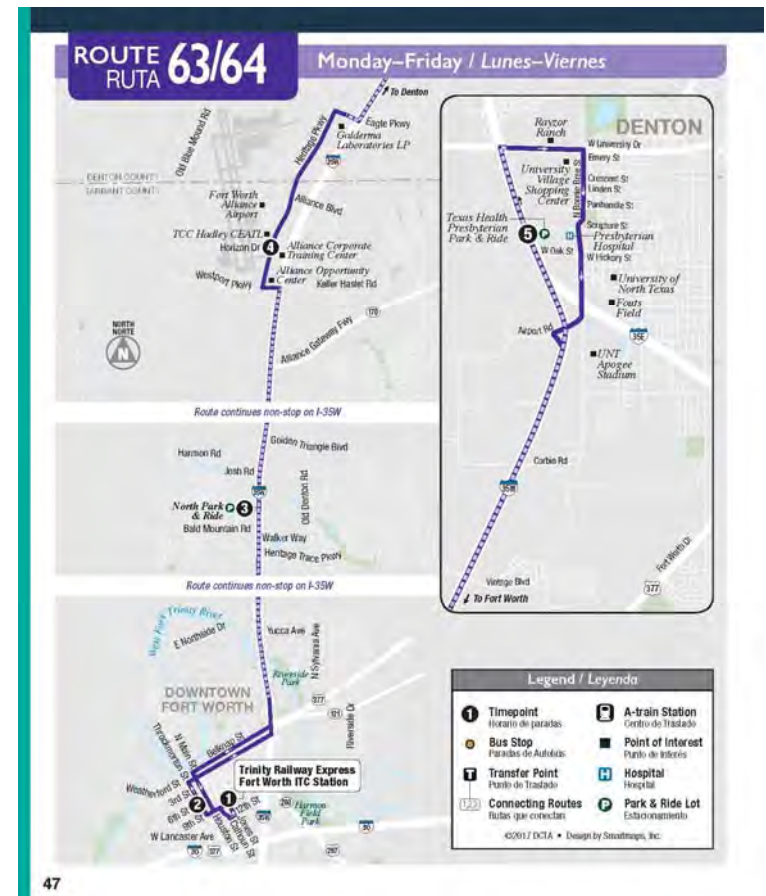
Seven low floor, smaller alternative-fuel vehicles and five 40-foot transit buses



REQUESTED FUNDING, CONT.

DCTA & FWTA Joint Request

Operating assistance and additional buses for express bus connection between Denton and Fort Worth



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REQUESTED FUNDING, CONT.

DCTA

Mobility management technology
integration across partner
scheduling software



FWTA

Operating assistance supporting
service in FWTA's North Quadrant
area*



**MORE PLACES. MORE PEOPLE.
MORE POSSIBILITIES.**

*Project to include connection to Naval Air Station Joint Reserve Base Fort Worth.

PROJECT FUNDING SUMMARY

Agency	Project	Funding Program	Project Type	Federal Funding ²
DART	Fare equipment partnership	Enhanced Mobility	Capital	\$185,000 ¹
DART	Software integration	New Freedom	Capital	\$240,000 ¹
DART	Taxi vouchers	New Freedom	Operating	\$312,000
DART	Buses	CMAQ	Capital	\$3,220,000
DCTA	Mobility management technology	New Freedom	Capital	\$240,000 ¹
DCTA	Express bus connection between Denton and Fort Worth	Job Access/Reverse Commute	Operating	\$227,000
DCTA	Express bus connection between Denton and Fort Worth	CMAQ	Capital	\$1,610,000
FWTA	Express bus connection between Denton and Fort Worth	Job Access/Reverse Commute	Operating	\$587,500
FWTA	North Quadrant bus service	Job Access/Reverse Commute	Operating	\$587,500

¹ Project will retain existing small provider Transportation Development Credits (TDCs) based on scope of project.

² Requires a 50% local match for operating projects. Requires a 20% local match for capital projects or for individual agencies to use their TDCs.

REQUESTED ACTION

Approve funding for projects as shown in Reference Item 4.1

Administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

QUESTIONS

Sarah Chadderdon
Program Manager, Transit Planning
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817-695-9180

Karina Maldonado
Senior Transportation Planner, Transit Operations
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Dan Lamers
Senior Program Manager
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817-695-9263

Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange
(P17-01)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions of the Dallas-Fort Worth area. New revenues from "Big Projects" will be placed on this project.

The RTC wishes to complete this project after years of delay and to complete the project in its entirety, including improvements to the IH 635/IH 30 Interchange. To accomplish this, the RTC and impacted local governments wish to construct tax-supported frontage roads, tax-supported main lanes, and tolled dynamically priced managed lanes from US 75 to IH 30. The public sector will retain the revenues from tolls and develop a tolling policy to pay back the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, operations, maintenance, rehabilitation, and congestion management only. Off-peak and weekend tolling may be phased out over time. The RTC is requesting the tolled component to complete the managed lane system in this part of the region. The RTC reminds TxDOT that this project will need to be funded with federal funds in order to comply with State laws and voter-approved constitutional amendments.

The RTC requests that TxDOT expedite this project through a pass-through toll or design-build contract.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The Skillman/Audelia project and already approved project revenues will be included in this construction in order to expedite both projects.

The RTC requests that North Central Texas Council of Governments staff place this project in the Mobility 2045 plan and commence with public involvement.

Policy Support to Expedite IH 20 "Y" Connection/IH 820/US 287
(P17-02)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions. New revenues from "Big Projects" will be placed on this project.

TxDOT will take the lead with North Central Texas Council of Governments (NCTCOG) assistance. This project will go from Northeast Mall to Downtown Mansfield. The RTC requests that TxDOT expedite this project through a pass-through toll or design-build contract.

The RTC requests that NCTCOG staff place this project in the Mobility 2045 plan and commence with public involvement.

Policy Support to Define Improvements on SH 183/IH 35E/IH 30/IH 45/US 175
and to Identify Resources
(P17-03)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions. New revenues from "Big Projects" will be placed on this project.

TxDOT will take the lead with North Central Texas Council of Governments (NCTCOG) assistance. It is requested that TxDOT initiate efforts in these corridors with the assistance of the City of Dallas, as well as NCTCOG. This effort is to develop transportation options along the SH 183/IH 35E/IH 30/IH 45/US 175 TxDOT alignments. Other options outside of this system will need approval from the City of Dallas.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The RTC wishes to see the completion of current TxDOT contracts on SH 183 and US 175 with the center section being the product of this effort.

This effort is responding to the City of Dallas request from August 9, 2017, to reject the Trinity Parkway Alternative Alignment 3C and remove this facility in the Mobility 2045 plan. The RTC requests that NCTCOG staff place this project as a corridor need in the Mobility 2045 plan and commence with public involvement.

Policy Support to Advance Current Commitments
(P17-04)

The Regional Transportation Council (RTC) support for Policies P17-01, P17-02, and P17-03 does not impede the construction schedule of current commitments. There is no loss of revenue for already approved RTC commitments. RTC contingency funds from the December 2016 action and elimination of the Trinity Parkway remain intact.



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

October 12, 2017

Mr. Kenneth Barr
Chairman
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

Dear Chairman Barr:

The Regional Transportation Council (RTC) is developing a funding strategy, in conjunction with the Texas Transportation Commission, for the next slate of "Big Projects" in Texas and the Dallas-Fort Worth region. The RTC has identified three such "Big Projects" to allocate additional funding of approximately \$3.6 billion that may become available to the region. The three projects are reflected in the attached map and listed as follows:

- 1) IH 635 Phase 3 (US 75 to IH 30); with tolled managed lanes
- 2) IH 20 "Y" Connection Upgrade and Replacement of Four Lane Sections (includes portions of IH 820 and US 287); non-tolled
- 3) Interstate Highway Capacity Near Downtown Dallas as a replacement to the Trinity Parkway (IH 45, IH 30, and IH 35E); possible non-tolled and tolled managed lanes

The RTC is undergoing a process to develop the region's next long-range transportation plan, Mobility 2045, which will include removing the Trinity Parkway and including a replacement for the additional capacity needed near Downtown Dallas. As funding becomes available, these projects will be included in the Transportation Improvement Program (TIP).


Chapter 373 of the Texas Transportation Code establishes a primacy determination process to determine whether a local toll entity or the Texas Department of Transportation would develop, finance, construct, and operate a toll facility in the territory of the local toll entity. The North Texas Tollway Authority (NTTA) has the first option for toll projects in its territory.

October 12, 2017

The RTC respectfully requests that NTTA waive its option to develop, finance, construct, and operate the IH 635 Phase 3 project and interstate highway capacity near Downtown Dallas.

If you have any questions, please contact Michael Morris at (817) 695-9240.

Sincerely,

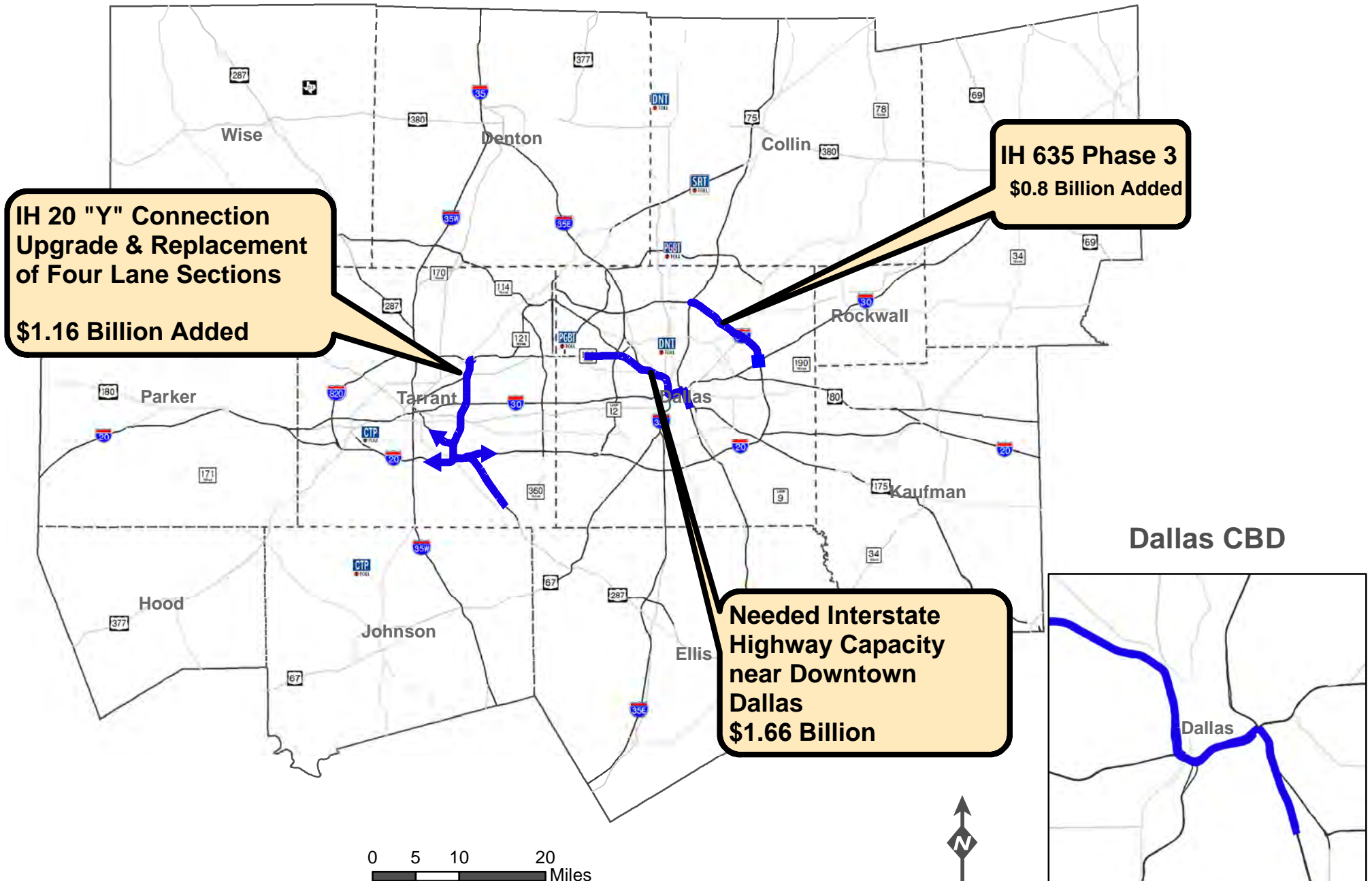
A handwritten signature in black ink, appearing to read 'Rob Franke', with a long horizontal flourish extending to the right.

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

KK:al
Attachment

cc: Mr. Gerald Carrigan, P.E., CEO/Executive Director, NTTA
Ms. Elizabeth Mow, P.E., Assistant Executive Director of Infrastructure, NTTA
Mr. Kelly Selman, P.E., District Engineer, TxDOT Dallas District
Mr. Loyl C. Bussell, P.E., Acting District Engineer, TxDOT Fort Worth District

Next Big Projects in the Dallas-Fort Worth Region: Additional Texas Transportation Commission Incremental Funding



Candidate TxDOT/RTC Strategic Partnerships

Need for Big Projects

Interface Connections Between Urban and Rural Areas

TxDOT Staged Projects Begun but with Inadequate Resources to Complete

Strategic Projects with Unique Circumstances



SCHEDULE OF EVENTS

OCT. 15: Welcome Event

Hello Innovators and Entrepreneurs. The Mobility Evolution Begins in Texas!

This year Houston, Texas is proud to host Texas Innovation Alliance's: Texas Mobility Summit 2.0. The summit will be held at the JW Marriott in Houston's Uptown District near the Galleria, an area known for its premier shopping, restaurants and entertainment venues. While in the Bayou City, we want to ensure guests not only take full advantage of all this multifaceted city has to offer, but also get a sense of why Houston and Texas, as a whole, is uniquely positioned to transform, advance and reimagine mobility. Please consider joining us for one of our pre-summit tours, highlighting what mobility looks like now and what it could be in the near future. Houston is rebuilding after Hurricane Harvey; donations will be collected on site to go towards the Hurricane Harvey Relief Fund. Please consider participating in the Welcome Event and we look forward to seeing you at the Summit. **Welcome to Houston!**

--- AGENDA ---

Date & Time: Sunday, October 15 | 4:00pm-6:30pm

Attire: Cool Casual – Comfortable walking shoes and sunglasses recommended.

Location: Houston TranStar

Transportation Options: METRO Bus departs from JW Marriott Galleria to Houston TranStar at 3:30pm and 3:50pm. Bus departs from TranStar to JW Marriott Galleria at 6:45pm. If you are driving, parking is available at TxDOT Houston District at 7600 Washington Ave, 77007 – shuttle service from TxDOT to TranStar will run every 15 minutes.

4:00pm | Reception – Houston TranStar Lobby

4:15pm | Welcome & Kickoff – Houston TranStar Lobby

Chair Carrin Patman – Board of Directors, Houston METRO

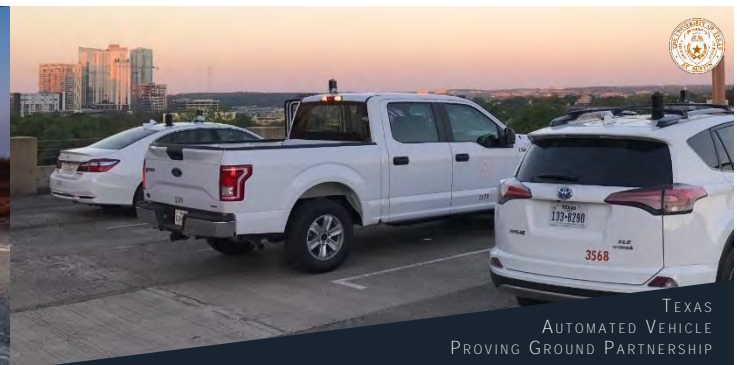
Tom Lambert – President & CEO, Houston METRO

Darran Anderson – Chief Strategy & Innovation Officer, TxDOT

4:30pm | Demonstrations, Tours, & Open Reception

6:30pm | Adjourn

--- WELCOME TOUR & DEMONSTRATIONS ---



Houston TranStar Tour

Come enjoy refreshments and get a rare glimpse inside the world of Houston TranStar – the region's central command center where city, county, state and federal agencies coordinate and share information to keep roadways clear, motorists safe and respond to emergencies.

Automated Vehicle Demonstration

Be the first of your colleagues to ride in a fully automated self-driving vehicle! This tour will be available for Summit participants and is a perfect way to jump start your experience. Seating is limited and is on a first-come, first-serve basis; so don't hesitate to register: [Click Here](#).

Connected Vehicle Demonstration

The Texas Proving Grounds Partnership will display an F-150 which has been retrofitted with LIDAR, Camera, RADAR and DSRC (Dedicated Short Range Communications) systems. Each of these sensors will be connected to a display monitor on a nearby table that will demonstrate what each sensor "sees." Attendees will be able to step in front of the sensors and see how they would be picked up by the vehicle.

SCHEDULE OF EVENTS

OCT. 16: Texas Mobility Summit

8:00 AM Breakfast - Grand Ballroom

9:00 AM Welcome & Introductions - Grand Ballroom

Tom Lambert – President & CEO, Houston METRO
Darran Anderson – Director of Strategy & Innovation, TxDOT
Commissioner Laura Ryan – Texas Transportation Commission
Mayor Sylvester Turner – City of Houston

9:30 AM From Routine to Resilient: Bringing Smart Cities to Life in Texas - Grand Ballroom

Moderator: Gail Delaughter – Transportation Reporter, Houston Public Media
Judge Ed Emmett – Harris County
Judge Matt Sebesta – Brazoria County
Carrin Patman – Chair, Board of Directors, Houston METRO
Council Member Amanda Edwards – At-Large Position 4, City of Houston

10:30 AM Break

Workshops: Teams participate in a series of peer-to-peer exchange workshops designed to advance the Texas Proving Grounds, expand public-private data sharing, and evaluate mobility through a lens of resiliency.

Lead Facilitator: Randall Gregory – Design Strategist/UX, Watson Apps, IBM Design Thinking Leader, IBM Design Lab

10:45 AM Workshop #1: Idea Exchange: Progress Updates & Next Steps - Grand Ballroom

Participants interact with each other – providing a progress update, sharing upcoming plans, and discussing ongoing challenges. Participants work to align local, regional, and state investments to meet shared goals to advance the Proving Grounds and data sharing opportunities.

12:00 PM Lunch – Grand Ballroom

1:15 PM Workshop #2: Team Time: Connected Corridor Development - Grand Ballroom

Teams will take the next steps in advancing the Texas Proving Grounds: 1) Defining objectives, 2) Designating candidate corridor testing environments, 3) Identifying technology needs and deployment opportunities for prioritized use cases, 4) Describing regulatory and policy challenges, and 5) Aligning planned investments and securing partners.

2:30 PM Break

2:45 PM Workshop #3: Team Time: Data Enterprise & Essentials - Grand Ballroom

Teams will make progress in developing data-driven solutions: 1) Identifying specific use cases, 2) Performing a gap analysis in existing and needed data, 3) Identifying data sharing partnerships, and 4) Making recommendations for a systematic and sustainable data ecosystem.

4:00 PM Report Out & Closing Remarks - Grand Ballroom

Rob Spillar – Director, City of Austin Transportation Department
C. Michael Walton – Cockrell Centennial Chair, University of Texas at Austin
Darran Anderson – Director of Strategy & Innovation, TxDOT

4:30 PM Break

4:45 PM Leadership Team Meeting - Salon 6

Facilitator: Mark Dowd – Executive Director, Smart Cities Lab
Team Leads and selected representatives work together to build consensus around a vision for the Texas Proving Grounds, form the basis for a Texas Mobility Data Clearinghouse, and guide activities of the Texas Innovation Alliance.

5:45 PM Adjourn

6:00 PM Reception (Open to All) - Grand Ballroom

Participants have the opportunity to connect with one another.

SCHEDULE OF EVENTS

OCT. 17: Texas Mobility Summit

8:00 AM Breakfast - Grand Ballroom

9:00 AM Opening Remarks - Grand Ballroom

Tom Lambert – President & CEO, Houston METRO
Shelley Row – President & CEO, Shelley Row Associates
Senator Robert Nichols – District 3, Texas Legislature

9:30 AM Call for Ideas: Team Presentations Part I - Grand Ballroom

Based on the prior day's workshops, the first set of teams present their vision and implementation roadmaps, highlighting use cases for connected/automated/shared/electric vehicles as well as data integration.

A core group of experts provides direct feedback following each presentation:

Frank DiGiammarino – Cofounder and VP, Ecosystem Development, Accelerated Digital Ventures
Brian Cronin – Director, Office of Operations Research & Development, Federal Highway Administration (FHWA)
Mark Dowd – Executive Director, Smart Cities Lab
Jonathan Sierra-Ortega – Policy Director, Senate Committee on Transportation
Jeff Reichman – Principal, January Advisors

10:45 AM Break

11:00 AM Call for Ideas: Team Presentations Part II - Grand Ballroom

The second set of teams present, and a core group of experts provides direct feedback following each presentation.

12:15 PM Lunch - Grand Ballroom

1:15 PM Breakout Sessions

Participants have the opportunity to hear from subject matter experts, openly discuss key topics, and develop recommendations for Texas to move forward. In light of recent events, participants will be asked to view mobility through a lens of resiliency. Facilitators will encourage the cross-pollination of ideas and drive towards outcomes, including defining problem statements and policy areas to inform the direction of the Texas Innovation Alliance.

Group 1: Vehicles & Infrastructure – Salon 4

Facilitator: Josh Johnson, Manager, SwRI

Teams discuss the benefits and barriers in connected, automated, shared, and electric vehicle technologies as well as the infrastructure needed to support various applications.

Ginger Goodin – Senior Research Engineer, Texas A&M Transportation Institute
Dave Miller – Connected Vehicle Lead, Siemens Intelligent Traffic Systems
Del Nichols – Director of Research & Development, Siemens Intelligent Traffic Systems

Group 2: Freight & Logistics – Salon 5

Facilitator: Brian Cronin, Director, Office of Operations Research & Development, FHWA

Teams discuss the opportunities for Texas to research and demonstrate commercial vehicle applications in long-haul, urban, and port environments.

Trevor Theunissen – Public Affairs, Uber Freight
Brian Fariello – Traffic Management Section Director, Traffic Operations Division, TxDOT
Rich Byrnes – Chief Infrastructure Officer, Port of Houston

Group 3: Mobility-as-a-Service – Salon 6

Facilitator: Joe Willhite, VP, Houston Area Manager, WSP

Teams discuss new developments in transit, shared mobility, and 1st/last mile applications as well as enabling technologies needed to develop a universal payment platform.

Catherine McCreight – Senior Transportation Planner, TxDOT Houston District
Andy Tryba – President & CEO, RideAustin
Ann Foss & Lyndsay Mitchell – Principal Planner and Comprehensive Planning Manager, City of Arlington

4:00 PM Next Steps & Closing Remarks - Grand Ballroom

Tom Lambert – President & CEO, Houston METRO
Darran Anderson – Director of Strategy & Innovation, TxDOT

4:30 PM Adjourn

2017-2018 CMAQ/STBG Funding Program
Federal/Local Funding Exchanges

DRAFT

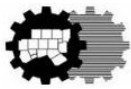
Partner(s)	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Project Cost	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local	TDCs			
DFW Airport	Glade Road	From NB SH 360 Frontage Road to West Airfield Drive	Reconstruct from 2 to 2 lanes (add center turn lane and shoulders)	2019	ENG	\$0	\$524,857	\$0	\$0	104,971	\$524,857	\$5,713,837	In exchange for federal funds to construct this project, DFW Airport will reimburse NCTCOG/RTC with \$4,563,980 of local funds. DFW Airport will pay for the utility work with 100% local funds. TxDOT will build this project and an associated bridge project. NCTCOG is requesting to use Transportation Development Credits as the match to maximize the local funds that will be repaid.
				2019	UTIL	\$0	\$0	\$0	\$625,000	0	\$625,000		
				2020	CON	\$0	\$4,563,980	\$0	\$0	912,796	\$4,563,980		
City of Terrell	FM 148 North	From South of US 80 to SP 557	Widen existing highway from two lane rural to four lane divided including intersection, signal, and bicycle/pedestrian improvements	2013	ENG	\$0	\$0	\$0	\$1,323,621	0	\$1,323,621	\$15,975,897	An exchange of \$8.6 million in federal funds for \$6.67 million in local funds will be executed. The local funds would be paid back to the RTC/NCTCOG over a period of 15 years via the City's Pass Through Finance agreement with TxDOT.
				2016	ROW	\$0	\$0	\$0	\$654,274	0	\$654,274		
				2016	UTIL	\$0	\$0	\$0	\$425,000	0	\$425,000		
				2018	CON	\$2,000,000	\$6,600,000	\$0	\$4,973,002	0	\$13,573,002		
Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, and Hurst; DART and FWTA	TRE Local Swaps	N/A	Exchange of local funds from the non-transit member cities for federal funds; Federal funds to be used for improvements to the TRE	2018, 2019, 2020	CON	\$3,400,000	\$0	\$0	\$850,000	0	\$4,250,000	\$4,250,000	A total of \$560,325 from the cities will be collected by the RTC/NCTCOG for each of the next 3 years. In turn, \$3.4 million in federal funds will be given to Dallas Area Rapid Transit (DART) and/or the Fort Worth Transportation Authority (FWTA) for improvements to the Trinity Railway Express (TRE). NCTCOG staff is working with DART and FWTA to identify the specific TRE project.
Total						\$5,400,000	\$11,688,837	\$0	\$8,850,897	1,017,767	\$25,939,734	\$25,939,734	

Notes:
NCTCOG staff is working on an additional partnership with Haltom City that may be added to this program.

2017-2018 CMAQ/STBG* FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

Surface Transportation Technical Committee
October 27, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges**
- Automated Vehicle Program
- Strategic Partnerships
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Pending STTC/Regional Transportation Council (RTC) Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none"> • DART TRIP Program (Done) • Glade Road/DFW Airport • TRE Local Swap • Kaufman County/City of Terrell
Next Steps	<p>DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC.</p> <p>Finalize details on other partnerships & bring back to committees for action.</p>

RTC/LOCAL PHASE 3 PROGRAM

- Through this effort, local funds will be received from agencies through an exchange for federal funds.
- The local funds received through these partnerships will be used to create a Phase 3 of the RTC/Local program.
- The new RTC/Local funds will be used for projects being built to local design standards, air quality projects, and regional programs.
- The intent is to expedite projects and implement projects not eligible for federal funds or that would be best implemented without federal funds.

TRE LOCAL SWAPS

- Since 2002, the RTC has partnered with cities along the Trinity Railway Express (TRE) corridor along with Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (FWTA) to implement this program.
- Cities along the TRE corridor that are not members of a transit agency contribute local funds to offset operational costs of the TRE being used by their citizens.
- Historically, to help the region create a regional pool of funds, the funds received from the local entities have gone to the RTC.
- In exchange, the RTC programs federal funds for improvements along the TRE in a 2 to 1 ratio.
- Each city's contribution amount is based on the proportion of vehicles from each city that use the TRE (as determined by a NCTCOG survey of license plates of vehicles visiting TRE stations or via a transit onboard survey).

SUMMARY OF PROPOSED FUNDING EXCHANGES¹

DRAFT

PROJECT	PARTNER(S)	PROPOSED FEDERAL FUNDING	PROPOSED LOCAL FUNDING
Glade Road	DFW Airport	\$5,088,837 ²	\$5,088,837
TRE Local Swap	Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, & Hurst; DART & FWTA	\$3,400,000 ³	\$1,680,975 ^{4,5}
FM 148	City of Terrell	\$8,600,000	\$6,674,160 ⁶
	Total	\$17,088,837	\$13,443,972

1: Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).

2: Staff is proposing to use Transportation Development Credits (TDC) in lieu of a local match to maximize the amount of local funds collected.

3: Federal funds would be given to DART and Fort Worth Transportation Authority (FWTA) for improvements to the TRE.

4: Partners each pay a portion of this amount determined by a survey conducted by NCTCOG.

5: Funding amount is the total to be paid over 3 years (\$560,325 annually).

6: Funds would be paid back to the RTC over a period of 15 years through Terrell's Pass Through Finance agreement with TxDOT.

POTENTIAL ADDITIONAL PARTNERSHIP(S)

- NCTCOG staff is working on an additional partnership with Haltom City that may be added to this program for either:
 - Broadway Avenue
 - Haltom Road
- Details will be finalized before the next STTC meeting.

TIMELINE

MEETING/TASK	DATE
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	January 11, 2018
Executive Board – Action to receive and manage local funds	January 25, 2018

QUESTIONS?

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National Drive Electric Week Recap



**Surface Transportation
Technical Committee**
October 27, 2017

Kenny Bergstrom
Communications Coordinator
kbergstrom@nctcog.org

Event Summary



Hosted at Grapevine Mills Mall on September 9th

Keynote by Colleyville Councilmember Mike Taylor

Official Count – 155 Electric Vehicles

Texas Record

Over 500 Attendees

4.8 Million EV Miles Driven by Registered Attendees

Most Miles Reported in the US

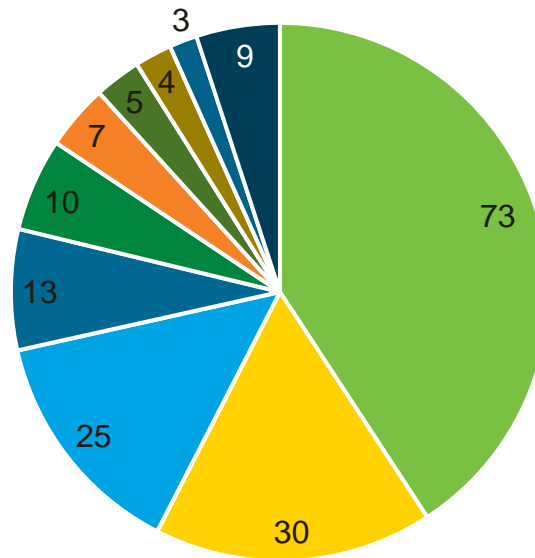
Event Report Available at DriveElectricDFW.org

Drive Electric Week Exhibitors



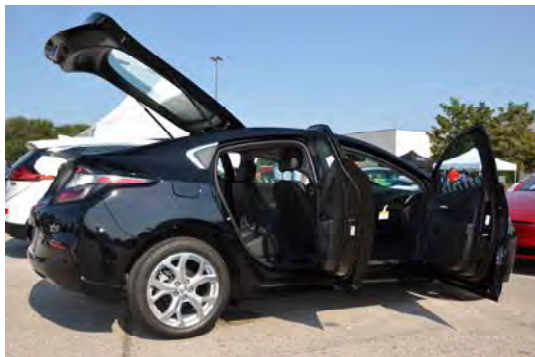
- **Bill Utter Ford**
- **Byron Nelson High School Solar Team**
- **Carvana**
- **Chargepoint**
- **Citizens Climate Education**
- **City of Lewisville**
- **Classic Chevrolet**
- **Earth X**
- **Fort Worth Sierra Club**
- **Natural Awakenings**
- **North Texas Electric Auto Association**
- **North Texas Renewable Energy Group**
- **Phi Theta Kappa**
- **Revitalize Charging**
- **Robin Lawn Care**
- **Winston Solar Team**

Participating EV Makes/Models



- Tesla Model S
- Nissan Leaf
- BMW i3
- Cadillac ELR
- Fiat 500e
- Chevy Volt
- Tesla Model X
- Chevy Bolt
- Ford Focus/CMAX/Fusion
- Other Vehicles

Drive Electric Week North Texas



Drive Electric Week Webinar Series



- **Multi-topic Lunch Webinars**
- **One-Hour Duration**
- **Over 80 Participants**
- **Webinar Presentations Available for Download at DFWCleanCities.org/EVNT**



Drive Electric Week Webinar Series

We're coming up on one of our favorite events of the year! In addition to the record setting (fingers crossed) showing of EVs at Grapevine Mills Mall on September 9th, we'll be hosting free webinars the following week. Attend one, attend them all, either way join us!

9.11.17 | **EV 101** | Free | 12p

9.12.17 | **Workplace Charging** | Free | 12p

9.13.17 | **Opportunities for Utilities** | Free | 12p

9.14.17 | **Municipalities & EVs** | Free | 12p

9.15.17 | **How to Sell an EV** | Free | 12p

www.DriveElectricDFW.org



Contact Information



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DFW Clean Cities Website
www.dfwcleancities.org

EVNT Website
www.dfwcleancities.org/evnt

NDEW Website
www.DriveElectricDFW.org

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Dallas-Fort Worth
CLEAN CITIES

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

Air Quality Funding Opportunities for Vehicles

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

- [Air Quality Funding Home](#)
- [Other Air Quality Funding Opportunities](#)
- [Sign-Up for Email Updates](#)

Current Vehicle Grant Funding Opportunities

[Select Language](#) [?] ?

	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
Alternative Fueling Facilities Program (AFFP)						X				Public Sector, Private Sector
AirCheckTexas Drive a Clean Machine Program							X			General Public
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Fleets for the Future	X					X	X			Public Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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

9/27/2017 9/21/2017 BMM/G



presents

ELECTRIC VEHICLE INFRASTRUCTURE WORKSHOP

WHEN & WHERE

November 2nd

1:00 pm – 3:30 pm

616 Six Flags Drive, Arlington, TX 76011

WHAT'S COVERED?

Learn from different EV infrastructure companies about benefits, installation, station ownership, best practices, maintenance, and cost. Additionally, TCEQ will be at our offices on **November 9th** to discuss funding opportunities. Hear from TCEQ on how to reduce infrastructure cost.

WHO SHOULD COME?

Cities, employers, universities, business managers/owners.

DETAILS & RSVP

DFWCleanCities.org/EVNT

FLEET SOLUTIONS - A WEBINAR SERIES

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

OCTOBER // CLEAN VEHICLE SOLUTIONS - SCHOOL DISTRICTS

For School Districts

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

NOVEMBER // CLEAN VEHICLE SOLUTIONS - REFUSE HAULERS

For Cities and Private Companies

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

DECEMBER // IDLE REDUCTION STRATEGIES

For Local Governments

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



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

MITIGATION TRUST PROCESS

Trustee Selected

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

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

October 2, 2017

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

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

Trustee Files List of Designated Beneficiaries

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

Beneficiaries Submit Mitigation Plan

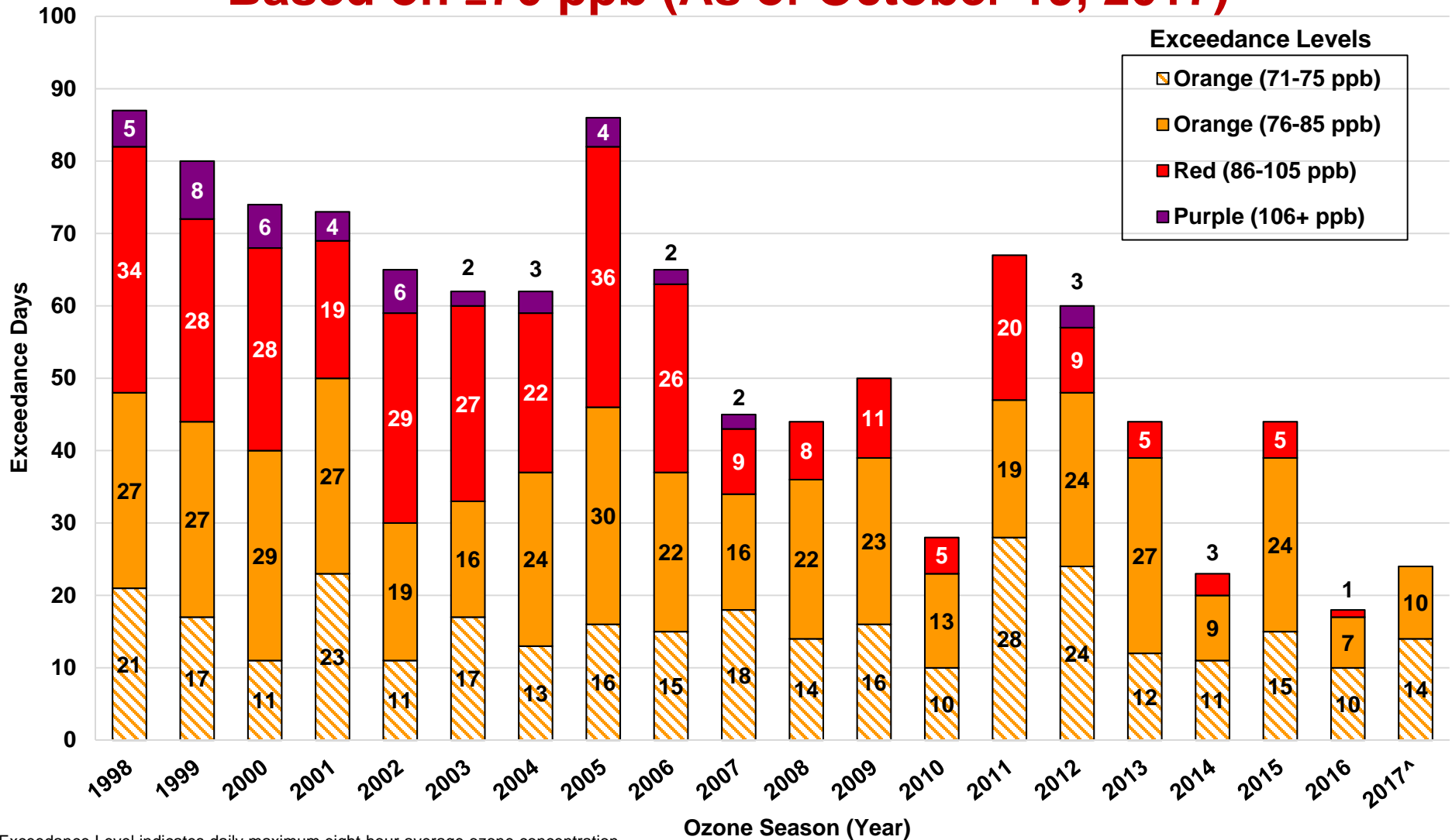
At Least 30 Days Prior to Submitting First Funding Request




www.nctcog.org/trans/air/VWSettlement

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 19, 2017)



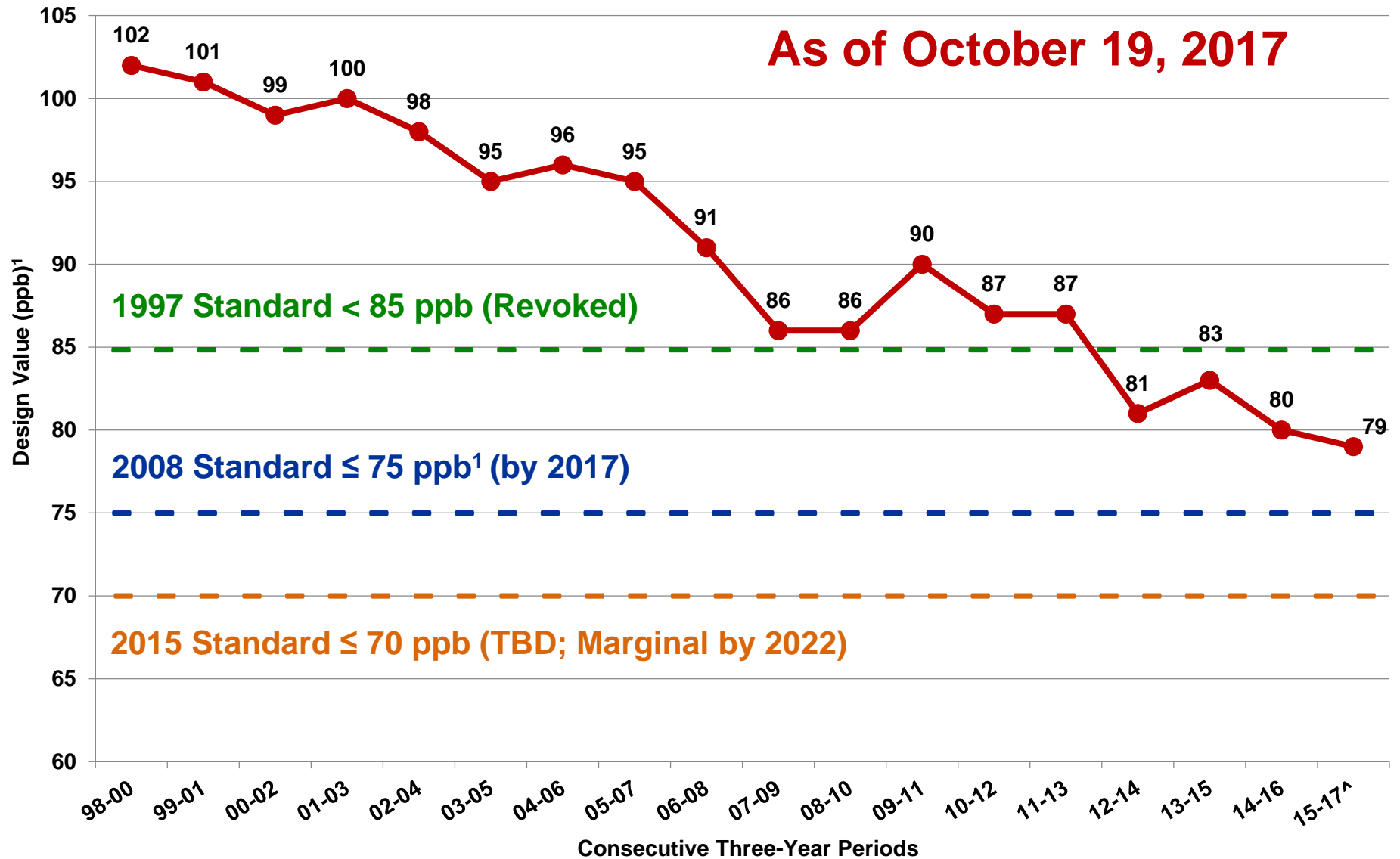
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

[^]Not a full year of data.

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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



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

[^]Not a full year of data.

- Metropolitan Transportation Plan Home
- Metropolitan Transportation Plan: Mobility 2040
- Policy Bundle
- Metropolitan Transportation Plan: Mobility 2045
- Previous Metropolitan Transportation Plans
- Regional Managed Lane System
- Texas Metropolitan Mobility Plan (TMMP)
- Transportation Resource Agency Consultation and Environmental Streamlining (TRACES)
- Other Plan-Related Information
- Transportation Home

Metropolitan Transportation Plan Policy Bundle

Metropolitan Transportation Plan Policy Bundle Voluntary Measures

Mobility 2040, the region's current Metropolitan Transportation Plan (MTP), recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. However, the construction of infrastructure projects alone cannot achieve the goals of Mobility 2040.

To encourage the development of alternative, strategic solutions, Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues that affect transportation in the region, and cover a wide range of topics. By voluntarily adopting 50 percent of these policies, participating agencies will receive an offset of local funds in federal transportation projects in the form of **Transportation Development Credits (TDCs)**.



Request an Application

<p>MTP Policy Bundle Process for Transportation Department Credits Eligibility</p> <ol style="list-style-type: none"> 1. Entity voluntarily elects to participate on an annual basis. 2. Entity reviews applicable policies. 3. Entity takes policy related action as appropriate. 4. Entity submits appropriate documentation to NCTCOG. Request an Application 5. NCTCOG reviews documentation and awards transportation development credits to entity if criteria is met. 6. Entity submits new project through the quarterly Transportation Improvement Program (TIP) modification process. 	<p>Who is eligible to apply for Transportation Development Credits?</p> <ul style="list-style-type: none"> ▪ Cities ▪ Counties ▪ Independent School Districts ▪ North Texas Tollway Authority ▪ Texas Department of Transportation ▪ Transit Authorities
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Important Dates	
Application for submittals opens	November 6, 2017
MTP Policy Bundle Workshop	December 1, 2017
Deadline for early submittal	February 2, 2018
Deadline for final submittal with all required documentation	March 2, 2018
Deadline for TIP modifications	April 27, 2018

MTP Policy Bundle Voluntary Measures Workshop - November 10, 2016

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Workshop Recording](#)

MTP Policy Bundle Workshop - September 23, 2016

Hosted by NCTCOG for local governments and transportation agencies, detailing MTP Policy Bundle processes and procedures.

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Application Checklist](#)
- [Workshop Recording](#)

MTP Policy Bundle Links

- [Mobility 2040 Website](#)
- [TDC Workshop Presentation, October 25, 2013](#)
- [Transportation Improvement Program Website](#)
- [Frequently Asked Questions](#)

Sample Applications *Coming Soon!*

Questions?

email: mobilityplan@nctcog.org

Select Language ? ?

Increase Incident Response Decrease Driver Delay

Executive Level Incident Management Training Opportunity

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

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

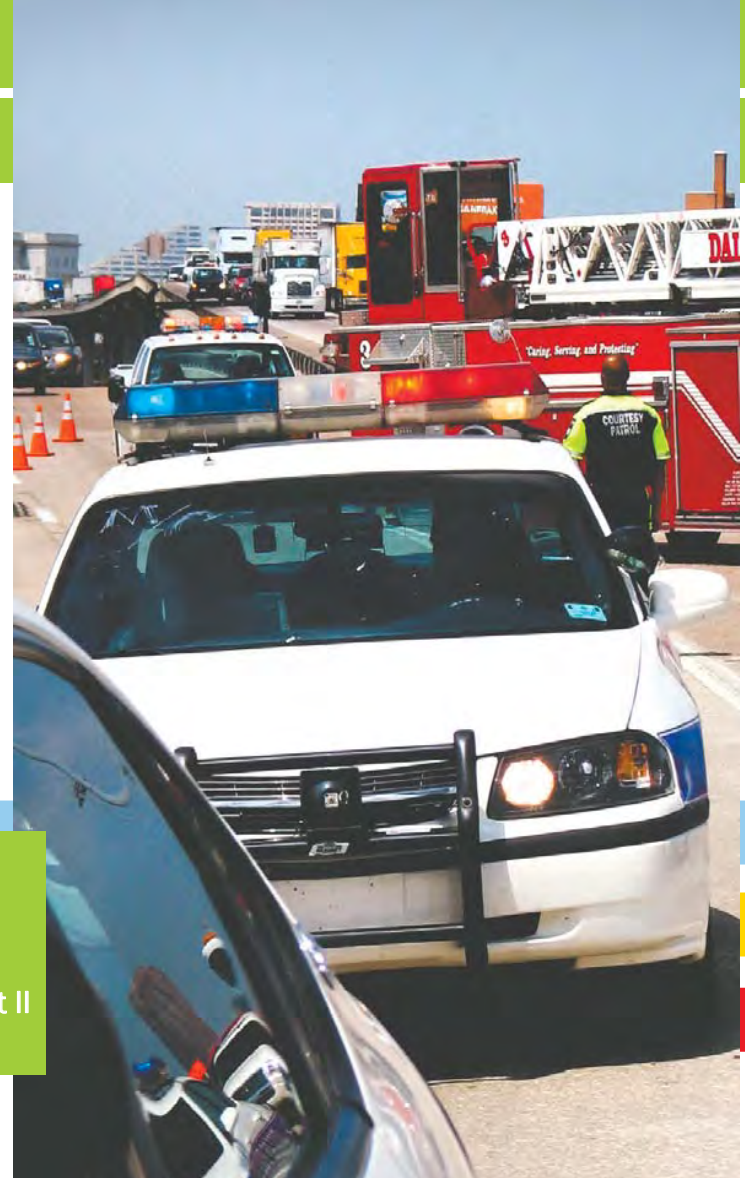
- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

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

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



**North Central Texas Council of Governments
Transportation**



Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2017

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								Total	
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		FIM Instructors (not included in total)
CITIES/TOWNS										
Town of Addison	1	1								2
City of Allen	5									5
City of Alvarado	5	4								9
City of Anna		2								2
Town of Argyle			1							1
City of Arlington	11	2	1		1					15
City of Azle	1	1								2
City of Balch Springs	5	1		1			1			8
City of Bedford	3	4			1					8
City of Benbrook	3	7	1							11
City of Burleson	3	1								4
City of Carrollton	1	1								2
City of Cedar Hill	2	1			2					5
City of Cleburne	3	1			1					5
City of Colleyville	2									2
City of Commerce		1								1
City of Coppell	1	3								4
City of Corinth	4	3								7
City of Crowley	3									3
City of Dallas	9	9	5	1	6					30
City of Denton	2	1			1					4
City of DeSoto	7	7		1						15
City of Duncanville	4	2			2					8
City of Ennis		2								2
City of Euless	8	16								24
Town of Fairview	1									1
City of Farmersville	1	1								2
City of Farmers Branch	3	3								6
City of Ferris	3	5								8
Town of Flower Mound	5								1	5
City of Forest Hill	3	2	2		1			2		10
City of Forney	2	2								4
City of Fort Worth	10		1		1				1	12
City of Frisco	3	5			2					10
City of Garland	5	2		2			1			10
City of Glenn Heights	1									1
City of Granbury	1									1
City of Grand Prairie	4									4

Traffic Incident Management - Executive Level Course
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SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								Total	
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		FIM Instructors (not included in total)
City of Grapevine	2	2			1					5
City of Greenville	3									3
City of Haltom City	1	1	1							3
City of Highland Park	1									1
City of Highland Village	1	5						2		6
City of Hurst	6									6
City of Hutchins	7	3								10
City of Irving	4	5			1					10
City of Kaufman	1									1
City of Keller		1		1						2
City of Lake Dallas	2		1							3
City of Lake Worth			1							1
City of Lancaster	5	2								7
City of Lewisville	3							7		3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	1		1			2		5
City of Melissa	1	1								2
City of Mesquite	6	2	5	2						15
City of Midlothian	1	1								2
City of Murphy	2									2
City of North Richland Hills	17	4	2		1					24
City of Parker	1									1
City of Plano	8	4	1	1						14
City of Ponder		1								1
City of Prosper		1								1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	7				1					8
City of Richland Hills	2	2		1						5
City of Rockwall	5									5
City of Rowlett	2				1					3
City of Royse City	1									1
City of Sachse		1								1
City of Seagoville	7	4	1							12
City of Southlake	4									4
City of Springtown	1									1
City of Terrell	6	1								7
City of The Colony	7							1	10	8

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2017

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of University Park	2									2
City of Venus	2	1								3
City of Waxahachie	3	1	1							5
City of Weatherford	3	1			1					5
City of Willow Park	1	2								3
City of Wilmer	2	2								4
City of Wylie	1	2								3
COUNTIES										
Collin County	8						1			9
Dallas County	34		2	2		10		1	23	49
Denton County	3			1		2				6
Ellis County	1									1
Kaufman County							2			2
Parker County	1									1
Rockwall County	1									1
Tarrant County	4			1						5
OTHER AGENCIES										
AAA								2		2
Emergency Response Bureau		1								1
FHWA								3		3
Fort Worth Transportation Authority								2		2
Dallas Area Rapid Transit	7		1					1		9
DFW Airport	2									2
Kelly Services								1		1
Mathis and Associates								1		1
Methodist Dallas Medical Center								1		1
NCTCOG								75	33	75
NTTA								7		7
Protect Environmental								43		43
TAS Environmental								8		8
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1
Texas Rangers								1		1
TxDOT - Dallas								13		13
TxDOT - Fort Worth					12			7	13	19
Wrecker Services								6	13	6
Total	322	144	28	15	37	12	5	178	105	741

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2017

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department				3	City of Coppell	Fire Department				2
	Police Department				0		Police Department				5
Town of Addison	Fire Department				5	City of Corinth	Fire Department				0
	Police Department				1		Police Department				5
City of Aledo	Fire Department				2	City of Corsicana	Fire Department				1
	Police Department				0		Police Department				0
City of Allen	Fire Department				2	City of Crandall	Fire Department				0
	Police Department				28		Police Department				5
City of Alvarado	Fire Department				1	City of Cresson	Fire Department				1
	Police Department				6		Police Department				0
City of Anna	Fire Department				0	City of Crowley	Fire Department				0
	Police Department				1		Police Department				1
City of Argyle	Fire Department				1	City of Dallas	Fire Department				6
	Police Department				0		Police Department				18
City of Arlington	Fire Department				7	City of Decatur	Fire Department				0
	Police Department				57		Police Department				3
City of Aubrey	Fire Department				7	City of Denton	Fire Department				6
	Police Department				0		Police Department				28
City of Azle	Fire Department				5	City of DeSoto	Fire Department				0
	Police Department				7		Police Department				8
City of Balch Springs	Fire Department				1	City of Duncanville	Fire Department				9
	Police Department				1		Police Department				3
City of Bedford	Fire Department				1	City of Edgecliff Village	Fire Department				1
	Police Department				9		Police Department				0
City of Benbrook	Fire Department				3	City of Euless	Fire Department				3
	Police Department				38		Police Department				17
Town of Brock Dennis VFD	Fire Department				1	Town of Fairview	Fire Department				1
	Police Department				0		Police Department				6
City of Burleson	Fire Department				4	City of Farmer's Branch	Fire Department				15
	Police Department				21		Police Department				55
City of Carrollton	Fire Department				0	City of Ferris	Fire Department				1
	Police Department				4		Police Department				0
City of Cedar Hill	Fire Department				4	Town of Flower Mound	Fire Department				1
	Police Department				11		Police Department				7
City of Cleburne	Fire Department				1	City of Forest Hill	Fire Department				2
	Police Department				5		Police Department				7
City of Colleyville	Fire Department				3	City of Forney	Fire Department				3
	Police Department				10		Police Department				0
City of Commerce	Fire Department				2	City of Fort Worth	Fire Department				3
	Police Department				2		Police Department				58

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2017**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Frisco	Fire Department	33	City of Kilgore	Fire Department	1
	Police Department	6		Police Department	1
City of Garland	Fire Department	2	City of Krugerville	Fire Department	0
	Police Department	5		Police Department	1
City of Glenn Heights	Fire Department	2	Town of Krum	Fire Department	5
	Police Department	6		Police Department	1
City of Granbury	Fire Department	0	Lake Cities	Fire Department	2
	Police Department	2		Police Department	1
City of Grand Prairie	Fire Department	2	City of Lake Worth	Fire Department	2
	Police Department	4		Police Department	4
City of Grapevine	Fire Department	7	City of Lakeside	Fire Department	0
	Police Department	18		Police Department	1
City of Greenville	Fire Department	0	City of Lancaster	Fire Department	15
	Police Department	1		Police Department	21
City of Greenwood	Fire Department	2	City of Lewisville	Fire Department	8
	Police Department	0		Police Department	34
City of Haltom City	Fire Department	1	Town of Little Elm	Fire Department	5
	Police Department	22		Police Department	8
City of Highland Park	Fire Department	0	City of Longview	Fire Department	1
	Police Department	0		Police Department	1
City of Highland Village	Fire Department	0	City of Mansfield	Fire Department	9
	Police Department	2		Police Department	11
City of Hudson Oaks	Fire Department	1	City of McKinney	Fire Department	63
	Police Department	3		Police Department	7
City of Hurst	Fire Department	2	City of Melissa	Fire Department	0
	Police Department	22		Police Department	3
City of Hutchins	Fire Department	2	City of Mesquite	Fire Department	8
	Police Department	2		Police Department	9
City of Irving	Fire Department	5	City of Midlothian	Fire Department	5
	Police Department	20		Police Department	2
City of Italy	Fire Department	1	Town of Milford	Fire Department	0
	Police Department	1		Police Department	2
City of Joshua	Fire Department	0	City of Murphy	Fire Department	1
	Police Department	1		Police Department	0
City of Kaufman	Fire Department	1	City of North Richland Hills	Fire Department	11
	Police Department	2		Police Department	59
City of Keene	Fire Department	3	Town of Northlake	Fire Department	0
	Police Department	0		Police Department	11
City of Keller	Fire Department	12	City of Oak Point	Transportation	3
	Police Department	21			
City of Kennedale	Fire Department	1			

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - September 2017**

SPONSORING AGENCY City, County, DOT, Transit Agency			SPONSORING AGENCY City, County, DOT, Transit Agency		
AGENCY TYPE Police and Fire	TOTAL	AGENCY TYPE Police and Fire	TOTAL		
City of Remediation Police Department	4	City of Southlake Fire Department	2		
City of Ovilla Fire Department	2	City of Southlake Police Department	10		
City of Ovilla Police Department	0	Town of Sunnyvale Fire Department	5		
City of Pantego Fire Department	0	Town of Sunnyvale Police Department	0		
City of Pantego Police Department	2	City of Terrell Fire Department	0		
City of Plano Fire Department	72	City of Terrell Police Department	3		
City of Plano Police Department	86	City of The Colony Fire Department	6		
City of Plano Risk Management	4	City of The Colony Police Department	1		
City of Ponder Fire Department	1	Town of Trophy Club Fire Department	1		
City of Ponder Police Department	1	Town of Trophy Club Police Department	0		
City of Prosper Fire Department	1	City of University Park Fire Department	2		
City of Prosper Police Department	4	City of University Park Police Department	9		
City of Red Oak Fire Department	2	City of Venus Fire Department	0		
City of Red Oak Police Department	2	City of Venus Police Department	3		
City of Richardson Fire Department	2	City of Watauga Fire Department	3		
City of Richardson Police Department	8	City of Watauga Police Department	3		
City of Richland Hills Fire Department	2	City of Waxahachie Fire Department	1		
City of Richland Hills Police Department	6	City of Waxahachie Police Department	14		
City of Roanoke / Marshall Creek Fire Department	4	City of Weatherford Fire Department	35		
City of Roanoke / Marshall Creek Police Department	2	City of Weatherford Police Department	9		
City of Rockwall Fire Department	4	Town of Westlake Fire Department	0		
City of Rockwall Police Department	7	Town of Westlake Police Department	1		
City of Rowlett Fire Department	2	City of White Settlement Fire Department	0		
City of Rowlett Police Department	5	City of White Settlement Police Department	12		
City of Royse City Fire Department	0	City of Willow Park Fire Department	13		
City of Royse City Police Department	1	City of Willow Park Police Department	4		
City of Sachse Fire Department	3	City of Wilmer Fire Department	2		
City of Sachse Police Department	35	City of Wilmer Police Department	10		
City of Saginaw Fire Department	0	City of Wylie Fire Department	2		
City of Saginaw Police Department	1	City of Wylie Police Department	1		
City of Seagoville Fire Department	2				
City of Seagoville Police Department	9				

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments Under the Consolidated Appropriations Act, 2017

AGENCY: Office of the Secretary of Transportation, DOT.

ACTION: Notice of funding opportunity.

SUMMARY: The Consolidated Appropriations Act, 2017 (Pub. L. 115–31, May 5, 2017) (“FY 2017 Appropriations Act” or the “Act”) appropriated \$500 million to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”) known as the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grants,” program. Because of the program’s similarity in structure and widespread name recognition, DOT will continue to refer to the program as “TIGER Discretionary Grants.” Funds for the FY 2017 TIGER program (“TIGER FY 2017”) are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The purpose of this Final Notice is to solicit applications for TIGER Discretionary Grants.

DATES: Applications must be submitted by 8:00 p.m. E.D.T. on October 16, 2017.

ADDRESSES: Applications must be submitted through *Grants.gov*.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the TIGER Discretionary Grants program staff via email at *TIGERGrants@dot.gov*, or call Howard Hill at 202–366–0301. A TDD is available for individuals who are deaf or hard of hearing at 202–366–3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT’s Web site at *www.transportation.gov/TIGER*.

SUPPLEMENTARY INFORMATION: This notice is substantially similar to the final notice published for the TIGER Discretionary Grants program in the **Federal Register** on February 26, 2016 (81 FR 9935) for fiscal year 2016 funds.

The selection criteria remain fundamentally the same as previous rounds of TIGER Discretionary Grants, but the description of each criterion was updated. The FY 2017 TIGER program will give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness. For this round of TIGER Discretionary Grants, the maximum grant award is \$25 million, and no more than \$50 million can be awarded to a single State, as specified in the FY 2017 Appropriations Act. Each section of this notice contains information and instructions relevant to the application process for these TIGER Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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A. Program Description

The Consolidated Appropriations Act, 2017 (Pub. L. 115–31, May 5, 2017) (“FY 2017 Appropriations Act” or the “Act”) appropriated \$500 million to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. Since the TIGER Discretionary Grants program was first created, \$5.1 billion has been awarded for capital investments in surface transportation infrastructure over eight rounds of competitive grants. Throughout the TIGER program, TIGER Discretionary Grants awards have supported projects that have a significant impact on the Nation, a metropolitan area, or a region. This includes, but is not limited to, capital projects in areas which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and

job growth in communities, and specifically those that help bring manufacturing and other jobs. The TIGER program also supports projects that demonstrate significant non-Federal contributions from State, local, and private sector funding sources. The Department recognizes the benefits of shared responsibility and accountability of infrastructure investment, as it facilitates increased rigor in decision making, provides evidence of support for the project, and leverages Federal investment. Over eight rounds, on average, projects attracted more than 3.6 matching dollars for every TIGER grant dollar, representing the shared responsibility for funding infrastructure.

Rural America is home to many of the nation’s most critical infrastructure assets, including 444,000 bridges, 2.98 million miles of roadway, and 30,500 miles of Interstate Highway. More than 55 percent of all public roads are locally-owned rural roads. While only 19 percent of the nation’s population lives in rural areas, 51 percent of all traffic fatalities occurred on rural roads (2014). In addition, public transportation serving rural areas has more than 160 million annual boardings (2015).

B. Federal Award Information

1. Amount Available

The FY 2017 Appropriations Act appropriated \$500 million to be awarded by DOT for the TIGER Discretionary Grants program. The FY 2017 TIGER Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The FY 2017 Appropriations Act also allows DOT to retain up to \$20 million of the \$500 million for oversight and administration of grants and credit assistance made under the TIGER Discretionary Grants program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2017 Appropriations Act allows up to 20 percent of available funds (or \$100 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) program, if that use of the FY 2017 TIGER funds would further the purposes of the TIGER Discretionary Grants program.

2. Award Size

The FY 2017 Appropriations Act specifies that TIGER Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum TIGER Discretionary Grant size is \$1 million.

3. Restrictions on Funding

Pursuant to the FY 2017 Appropriations Act, no more than 10 percent of the funds made available for TIGER Discretionary Grants (or \$50 million) may be awarded to projects in a single State. The Act also directs that not less than 20 percent of the funds provided for TIGER Discretionary Grants (or \$100 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2017 Appropriations Act requires that FY 2017 TIGER funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. No FY 2017 TIGER funds may be expended (actually paid out) after September 30, 2025. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

5. Previous TIGER Awards

Recipients of prior TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in earlier rounds of this program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

C. Eligibility Information

To be selected for a TIGER Discretionary Grant, an applicant must

be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

2. Cost Sharing or Matching

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

Per the FY 2017 Appropriations Act, TIGER Discretionary Grants may be used for up to 80 percent of a project located in an urban area¹ and up to 100 percent of the costs of a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

For a project located in an urban area, the Federal share of the costs for which an expenditure is made under a TIGER grant may not exceed 80 percent. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a non-Federal source. Unless otherwise authorized by statute, local cost-share may not be counted as the non-Federal share for both the TIGER and another Federal grant program. The Department will not consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. Given the TIFIA statute, the Department may not be able to consider funds from

¹ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

TIFIA towards the matching requirement. While RRIF credit assistance will be counted towards match requirements, the Department will give greater preference to state, local, and private sources of matching funds.

3. Other

i. Eligible Projects

Eligible projects for TIGER Discretionary Grants are capital projects that include, but are not limited to: (1) Highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects. This description of eligible projects is identical to the description of eligible projects under earlier rounds of the TIGER Discretionary Grants program.² Research, demonstration, or pilot projects are eligible only if they result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

For purposes of this Notice, DOT defines "rural area" as an area outside an Urbanized Area³ (UA) as designated by the U.S. Census Bureau. In this Notice, an "urban area" is defined as an area inside a UA as a designated by the U.S. Census Bureau.⁴

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.iii., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, this component-by-component determination may result in

² Please note that the Department may use a TIGER Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for TIGER Discretionary Grants to pay for the surface transportation components of these projects.

³ Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau Web site at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/.

⁴ See www.transportation.gov/TIGER for a list of UAs.

TIGER awards that include urban and rural funds. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (§ 1105; 23 U.S.C. 117).

This definition affects three aspects of the program. The FY 2017 Appropriations Act directs that (1) not less than \$100 million of the funds provided for TIGER Discretionary Grants are to be used for projects in rural areas; (2) for a project in a rural area the minimum award is \$1 million; and (3) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2.v. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

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

independent component is a part addresses selection criteria.

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in an application for the purpose of adhering to the limit. Please note that the three-application limit applies only to applications where the applicant is the lead applicant. There is no limit on the number of applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered. The FY 2017 and 2018 Infrastructure for Rebuilding American (INFRA) Grants solicitation (82 FR 14042) and the 2017 TIGER Discretionary Grant program have independent application limits. Applicants applying to both INFRA grants and the 2017 TIGER Discretionary Grants program may apply for funding for the same project under both programs (noted in each application), but must timely submit separate applications that independently address how the project satisfies applicable selection criteria for the relevant grant program. To the extent that an application for the same project submitted to both programs contains few or no changes to a benefit-cost analysis or project readiness information, DOT may review and incorporate the previously completed analysis by Department staff into the application's evaluation when considering the project for a FY 2017 TIGER award.

D. Application and Submission Information

1. Address

Applications must be submitted to *Grants.gov*. Instructions for submitting applications can be found at www.transportation.gov/TIGER along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

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. Applicants should also complete and attach to their application the "TIGER 2017 Project

Information" form available at www.transportation.gov/TIGER.

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

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 (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, Web site links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to an operating administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive file names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and

Letters of Support," etc.) for all attachments. DOT recommends applications include the following sections:

i. Project Description

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 completed components. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.

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 UA, the application should identify the UA.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

(A) Project costs;

(B) For all funds to be used for eligible project costs, the source and amount of those funds;

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

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

(E) 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; TIGER; and other Federal. If the project contains individual 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 detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.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.

iv. 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 either 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 outline suggested below, 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 in this section 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.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i. of this Notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and

consequences of transportation-related accidents, serious injuries, and fatalities among transportation users, or how the project will eliminate unsafe grade crossings or contribute to preventing unintended releases of hazardous materials.

(b) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and system (described in Section E.1.i. of this Notice), including the project's current condition and how the proposed project will improve it, and any estimation of impacts on long-term cost structures or impacts on overall life-cycle costs.

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i. of this Notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, reduces burdens of commuting, and improves overall well-being. The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion, bridges service gaps in rural areas, or attracts private economic development.

(d) Environmental Sustainability

This section of the application should describe how the project addressed the environmental sustainability criterion. Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment such as brownfield redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for individuals to provide more freedom on transportation decisions and improves access to essential services for people in communities across the United States, particularly for rural communities.

(2) Secondary Selection Criteria

(a) Innovation

This section of the application should describe innovative strategies used to pursue primary selection criteria and the anticipated benefits of using those strategies. If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline. If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(b) Partnership

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. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

v. 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 when 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 TIGER 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; 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 TIGER funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2017 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 TIGER funds, and that the grant funds will be spent expeditiously once construction starts; and

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

(C) Required Approvals.

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the

timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a Web site link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all 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,⁵ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Web site link or other reference to copies of any reviews, approvals, and permits prepared.

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

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

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

⁵ 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.

(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 Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) 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 TIGER projects, but for port, freight, and rail projects planning requirements of the operating administration that will administer the TIGER project will also apply,⁶ including intermodal projects located at airport facilities.⁷ 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

⁶ Under 23 U.S.C. 134 and 135, all projects requiring an action by 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 a TIGER grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive a TIGER 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, or in a State Freight Plan as described in the FAST Act. 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.

⁷ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, 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.

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), if these exist. Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the construction start date for each TIGER grant must be specified in the project-specific agreements signed by relevant operating 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 the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/TIGERgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vi. 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.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to evaluate the project's cost-effectiveness by estimating a

benefit-cost ratio and calculating the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-discounted present values of these benefits to the project's estimated costs.

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

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

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT 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 TIGER program (see <https://www.transportation.gov/buildamerica/TIGERgrants>).

vii. Cost Share

The applicant should describe the extent to which the project cannot be readily and efficiently completed without a TIGER Discretionary Grant, and describe the extent to which other sources of funds, including Federal, State, or local funding, may or may not be readily available for the project. This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate how the project addresses the Cost Share criterion, including:

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

(B) a description of any fiscal constraints that affect the applicant's ability to use non-Federal contributions;

(C) a description of the non-Federal share across the applicant's transportation program, if the applicant is a regular recipient of federal transportation funding; and

(D) a description of the applicant's plan to address the full life-cycle costs associated with the project, including a description of operations and maintenance funding commitments made by the applicant.

viii. Federal Wage Rate Certification (a Certification, Signed by the Applicant(s), Stating That It Will Comply With the Requirements of Subchapter IV of Chapter 31 of Title 40, United States Code [Federal Wage Rate Requirements], as Required by the FY 2017 Appropriations Act)

The purpose of this recommended format is to ensure that applications clearly address the program requirements and make critical information readily apparent.

DOT recommends that the project narrative be prepared with standard formatting preferences (*i.e.*, a single-spaced document, using a standard 12-point font, such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length. Documentation supporting the assertions made in the narrative portion

may also be provided, but should be limited to relevant information. Cover pages, tables of contents, and the federal wage rate certification do not count towards the 30-page limit for the narrative portion of the application. The only substantive portions of the application that may exceed the 30-page limit are any supporting documents (including a more detailed discussion of the benefit-cost analysis) provided to support assertions or conclusions made in the 30-page narrative section. If possible, Web site links to supporting documentation (including a more detailed discussion of the benefit-cost analysis) should be provided rather than copies of these materials. Otherwise, supporting documents should be included as appendices to the application. Applicants' references to supporting documentation should clearly identify the relevant portion of the supporting material. At the applicant's discretion, relevant materials provided previously to a relevant modal administration in support of a different DOT discretionary financial assistance program (for example, New Starts or TIFIA) may be referenced and described as unchanged. This information need not be resubmitted for the TIGER Discretionary Grant application but may be referenced as described above; Web site links to the materials are highly recommended. DOT recommends using appropriately descriptive file names (*e.g.*, "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments.

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

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 a TIGER 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 a TIGER grant, the Department may determine that the applicant is not qualified to receive a TIGER grant and use that determination as a basis for making a TIGER grant to another applicant.

4. *Submission Dates and Times*

i. *Deadline*

Applications must be submitted by 8:00 p.m. EDT on October 16, 2017. The *Grants.gov* "Apply" function will open by September 7, 2017. The Department has determined that an application deadline fewer than 60 days after this notice is published is appropriate because this notice is substantially similar to previous years.

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

(1) Obtain a Data Universal Numbering System (DUNS) number;

(2) Register with the System for Award Management (SAM) at www.SAM.gov;

(3) Create a *Grants.gov* username and password; and

(4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from *Grants.gov* and login at *Grants.gov* to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

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 applicants 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.

ii. *Consideration of Applications*

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

iii. *Late Applications*

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

(1) Details of the technical issue experienced;

(2) Screen capture(s) of the technical issues experienced along with corresponding *Grants.gov* “Grant tracking number”;

(3) The “Legal Business Name” for the applicant that was provided in the SF-424;

(4) The AOR name submitted in the SF-424;

(5) The DUNS number associated with the application; and

(6) The *Grants.gov* Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its Web site; (3) failure to follow all instructions in this Notice of funding opportunity; and (4) technical issues experienced with the applicant’s computer or information technology environment. After the Department reviews all information submitted and contact the *Grants.gov* Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through *Grants.gov*. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

This section specifies the criteria that DOT will use to evaluate and award applications for TIGER Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. There are two categories of selection criteria, “Primary Selection Criteria” and “Secondary Selection Criteria.” Projects will also be evaluated for demonstrated project readiness, benefits and costs, and cost share.

i. Primary Selection Criteria

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider any primary selection criterion more important than the others. The primary selection criteria, which will receive equal consideration, are:

a. Safety

The Department will assess the project’s ability to foster a safe transportation system for the movement

of goods and people. The Department will consider the projected impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the project’s contribution to the elimination of highway/rail grade crossings, or the project’s contribution to preventing unintended releases of hazardous materials.

b. State of Good Repair

The Department will assess whether and to what extent: (1) The project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; and (5) the project includes a plan to maintain the infrastructure in a state of good repair. The Department will prioritize projects that ensure the good condition of infrastructure, including rural infrastructure, that support commerce and economic growth.

c. Economic Competitiveness

The Department will assess whether the project will (1) decrease transportation costs and improve access, especially for rural communities, through reliable and timely access to employment centers and job opportunities; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement.

Projects that address congestion in 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 rural areas, and projects that attract private economic development, all support national or regional economic competitiveness. Projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be

more competitive than those that rely solely on public non-Federal funding.

d. Environmental Sustainability

The Department will consider the extent to which the project improves energy efficiency, reduces dependence on oil, reduces congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment, including through alternative right of way uses demonstrating innovative ways to improve or streamline environmental reviews while maintaining the same outcomes. The Department will assess the project’s ability to: (i) Reduce energy use and air or water pollution through congestion mitigation strategies; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii) provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation.

e. Quality of Life

The Department will consider the extent to which the project increases transportation choices for individuals to provide more freedom on transportation decisions and improves access to essential services for people in communities across the United States, particularly for rural communities. The Department will consider the extent to which the project improves connectivity for citizens to jobs, health care, and other critical destinations.

ii. Secondary Selection Criteria

a. Innovation

The Department will assess the use of innovative strategies to address the primary selection criteria. The Department particularly seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making TIGER award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative safety approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);

- 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); and
- Cybersecurity elements to protect safety-critical systems.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results.

DOT will also assess the extent to which the project uses innovative technology to significantly enhance the operational performance of the transportation system. Further, DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance. DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or to improve project delivery, including by using FHWA's Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15).

DOT will also assess the extent to which the project incorporates innovations in transportation funding and finance and leverages both existing and new sources of funding or financing through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

b. Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and/or private or nonprofit entities. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve national, regional, or metropolitan benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that

bring together diverse transportation agencies and/or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, housing, water infrastructure, and land use plans and policies or other public service efforts.

iii. Demonstrated Project Readiness

During application evaluation, the Department considers project readiness to assess the likelihood of successful project 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 or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

The Department will consider the project's costs and benefits. 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 project's estimated benefit-cost ratio and net quantifiable benefits based on the applicant-supplied BCA described in Section D.2.vi.

v. Cost Sharing or Matching

The Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described in Section C.2. Additionally, the FY 2017 Appropriations Act directs the Department to prioritize projects that require a contribution of Federal funds to complete an overall financing package, and all projects can increase their competitiveness for purposes of the TIGER program by demonstrating significant non-Federal financial contributions. TIGER applications that include INFRA Grants program funding as part of a proposed financing package will be less competitive than those that do not.

DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions, especially those communities that are not routinely receiving and matching Federal funds. DOT recognizes certain communities with fewer financial

resources may struggle to provide cost-share that exceeds the minimum requirements and will, therefore, consider an applicant's broader fiscal constraints when evaluating non-Federal contributions.

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

vi. Additional Considerations

The FY 2017 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting TIGER projects.

2. Review and Selection Process

DOT reviews all eligible applications received before the deadline. The TIGER review and selection process consists of three phases: Technical Review, Tier Two Analysis consisting of project readiness and economic analysis, and Senior Review. A Control and Calibration Team ensures consistency across projects and appropriate documentation throughout the review and selection process. In the Technical Evaluation phase, teams comprising staff from the Office of the Secretary (OST) and modal administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Not Recommended based on how well the projects align with the selection criteria.

Tier 2 Analysis consists of (1) an Economic Analysis and (2) a Project Readiness Analysis. The Economic Analysis Team, comprising OST and modal administration economic staff, assess the potential benefits and costs of the proposed projects. The Project Readiness Team, comprising Office of the Secretary Office of Policy (OST-P) and modal administration staff, evaluates the proposed project's technical and financial feasibility, potential risks and mitigation strategies, and project schedule, including the status of environmental approvals and readiness to proceed.

In the third review phase, the Senior Review Team, which includes senior leadership from OST and the modal administrations, considers all projects that were rated Acceptable, Recommended, or Highly Recommended and determines which projects to advance to the Secretary as Highly Rated. The Secretary selects from

the Highly Rated projects for final awards.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment 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 (FAPIS)). An applicant may review information in FAPIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/TIGER. Notice of selection is not authorization to begin performance. Following that announcement, the relevant modal administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by DOT at 2 CFR part 1201. Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive TIGER Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 CFR apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as

they relate to a TIGER project administered by the FHWA, please see http://www.ops.fhwa.dot.gov/freight/infrastructure/infrastructure/tiger/fy2015_gr_exhbt/index.htm. For TIGER projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with TIGER Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 CFR apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, part C apply.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with TIGER Discretionary Grant funds, other Federal funds, or non-Federal funds.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for TIGER Discretionary Grants funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the TIGER program.

ii. System Performance Reporting

Each applicant selected for TIGER Discretionary Grant funding must collect information and report on the project's observed performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes for an agreed-upon timeline, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the TIGER Discretionary Grants program are achieved. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the primary selection criteria defined in Section E. Performance reporting continues for several years after project construction is completed, and DOT does not provide TIGER Discretionary Grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient Integrity and Performance

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

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the TIGER Discretionary Grants program staff via email at TIGERGrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's Web site at www.transportation.gov/TIGER. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the TIGER Discretionary Grants selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

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

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

Elaine L. Chao,
Secretary.

[FR Doc. 2017-19009 Filed 9-6-17; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

United States Mint

Notification of Citizens Coinage Advisory Committee September 19, 2017, Public Meeting

ACTION: Notification of Citizens Coinage Advisory Committee September 19, 2017, public meeting.

SUMMARY: Pursuant to United States Code, Title 31, section 5135(b)(8)(C), the United States Mint announces the Citizens Coinage Advisory Committee (CCAC) public meeting scheduled for September 19, 2017.

Date: September 19, 2017.

Time: 10:00 a.m. to 3:00 p.m.

Location: Second Floor Conference Room, United States Mint, 801 9th Street NW., Washington, DC 20220.

Subject: Review and discussion of candidate designs for the 2019 America the Beautiful Quarters Program, review and discussion of new and revised candidate designs for the Office of Strategic Services Congressional Gold Medal, and review and approval of annual reports.

Interested members of the public may either attend the meeting in person or dial in to listen to the meeting at (866) 564-9287/Access Code: 62956028.

Interested persons should call the CCAC HOTLINE at (202) 354-7502 for the latest update on meeting time and room location.

Any member of the public interested in submitting matters for the CCAC's consideration is invited to submit them by fax to the following number: 202-756-6525.

In accordance with 31 U.S.C. 5135, the CCAC:

- Advises the Secretary of the Treasury on any theme or design proposals relating to circulating coinage, bullion coinage, Congressional Gold Medals, and national and other medals.

- Advises the Secretary of the Treasury with regard to the events, persons, or places to be commemorated by the issuance of commemorative coins in each of the five calendar years succeeding the year in which a commemorative coin designation is made.

- Makes recommendations with respect to the mintage level for any commemorative coin recommended.

Members of the public interested in attending the meeting in person will be

admitted into the meeting room on a first-come, first-serve basis as space is limited. Conference Room A&B can accommodate up to 50 members of the public at any one time. In addition, all persons entering a United States Mint facility must adhere to building security protocol. This means they must consent to the search of their persons and objects in their possession while on government grounds and when they enter and leave the facility, and are prohibited from bringing into the facility weapons of any type, illegal drugs, drug paraphernalia, or contraband.

The United States Mint Police Officer conducting the screening will evaluate whether an item may enter into or exit from a facility based upon federal law, Treasury policy, United States Mint Policy, and local operating procedure; and all prohibited and unauthorized items will be subject to confiscation and disposal.

FOR FURTHER INFORMATION CONTACT:

Betty Birdsong, Acting United States Mint Liaison to the CCAC; 801 9th Street NW., Washington, DC 20220; or call 202-354-7200.

Authority: 31 U.S.C. 5135(b)(8)(C).

Dated: August 29, 2017.

David Motl,

Acting Deputy Director, United States Mint.

[FR Doc. 2017-19005 Filed 9-6-17; 8:45 am]

BILLING CODE P

PROPOSED TIGER IX (2017) NCTCOG/RTC SUBMISSIONS

Project	Amount to be Requested (\$ in Millions)	Proposed Local Match Source (\$ in Millions)
Regional Connections through Technology and System Integration	10.0	2.5 (State Match and Future RTC Funds)
E. Lancaster/SH 180 from US 287 to IH 820 – Reconstruction, pedestrian, context sensitive redesign	25.0*	35.0 (State Match, Local Match, and RTC Funds)
Park Lane/Vickery Meadow Complete Streets Project	13.0	7.6 (City of Dallas, Dallas County, DART, Future RTC Funds)

*RTC and TxDOT have funded this project with 10 Year Plan funds. TIGER funds would be in addition to current funding.

STTC Information
October 27, 2017

MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Unified Planning Work Program (UPWP) Modifications******Local Bond Program Partnerships******Call for Projects Recommendations: Federal Transit Administration Funding Programs******Electric Vehicles in North Texas Update*****Meeting Dates and Locations**

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

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

Public Meeting Purpose and Topics

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

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

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

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

Summary of Presentations

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

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

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

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

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

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

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

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

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

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

ORAL COMMENTS RECEIVED AT MEETING

Call for Projects Recommendations: Federal Transit Administration Funding Programs

Liz Holland, Citizen

A. Expansion of Span, Inc. bus service

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

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

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

Paula Woolworth, Mayor Pro Tem of Shady Shores

A. Funding allocations

Comment: Are all the recommended projects awarded full funding?

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

Electric Vehicles in North Texas Update

Lauren Simeic, City of Mesquite

A. Use of fossil fuels

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

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

Barbra

A. Fueling infrastructure incentives

Question: Are there any fueling infrastructure incentives available?

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

WRITTEN COMMENTS FROM PUBLIC MEETINGS

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



Public Meeting Comment Form

Instructions:

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

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

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

Please provide written comments below:

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



Public Meeting Comment Form

Instructions:

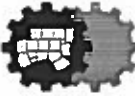
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this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

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

Name Tom Newell
 Organization Town of Shady Shores - Alderman Place 3
 Date 9/18/17
 Meeting Location Louisville Library

Please provide written comments below:

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



Public Meeting Comment Form

Instructions:

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

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

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

Please provide written comments below:

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

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

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

Poss. expansion for IA/RC in future?

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Local Bond Program Partnerships Comments

Website & Email

1. Kevin Hefley, Sept. 20, 2017

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

Electric Vehicle Comments

Facebook

1. Great event – Dallas 2030 District



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



Tell Dan I said hello! – Becki Boal Begley

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

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

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



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

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

And don't forget:

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

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

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



PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Thursday, July 20, 2017 through Sunday, August 19, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Transit Comments

Website & Email

1. Amy Burks

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

Response by Sarah Chadderdon, NCTCOG

Hi Amy,

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

Twitter

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



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

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

DCTA @RideDCTA

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

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

The New York Times @nytimes

We ran the numbers. Here's where we think Amazon should put its second headquarters. nyti.ms/2gZCkhh

Project Planning Comments

Website & Email

1. Alden E. Wagner Jr.

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

Response by Carli Baylor, NCTCOG

Mr. Wagner,

Thank you for your comment.

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

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

2. Trish Donaghey

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

Response by Jeff Neal, NCTCOG

Ms. Donaghey,

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

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

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

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

Response by Trish Donaghey

Mr. Neal,

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

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

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

Response by Jeff Neal, NCTCOG

Mrs. Donaghey,

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

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

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

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

3. Matt Holton

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

Response by Dan Lamers, NCTCOG

Mr. Holton,

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

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

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

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

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

Response by Matt Holton

Dan,

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

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

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

Bicycle and Pedestrian Comments

Website & Email

1. Dan Novak

Curves in the trail:

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

Long bicycles

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

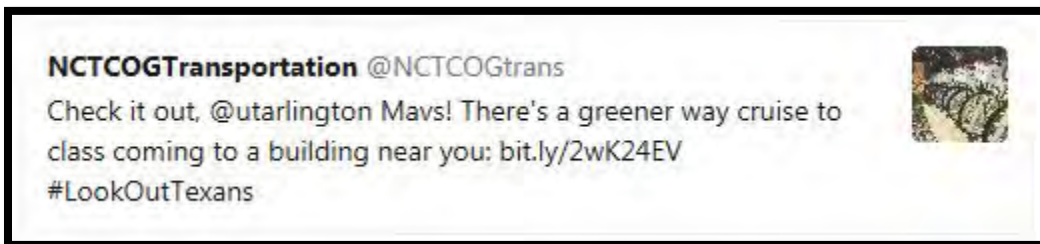
Ramps from the river bottom to the tops of the levees need to be considered. They are steep uphill climbs and you often intersect the oncoming traffic on the trail. For example, the connection behind Westworth Village City Hall. Ramp is right to left as you face the river, which means you connect into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

See pictures.



Twitter

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

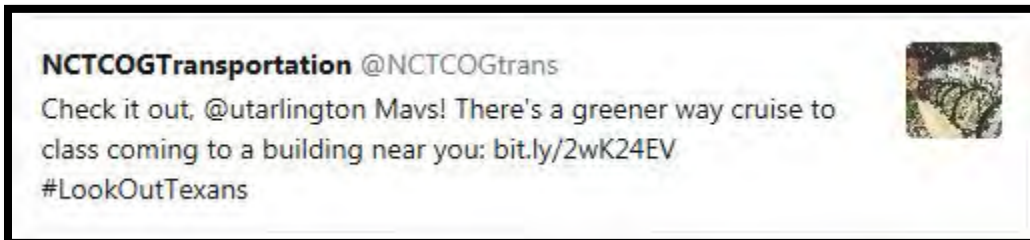


2. Check it out, @utarlington Mavs! There's a greener way cruise to class coming to a building near you: <http://bit.ly/2wK24EV> #LookOutTexans – NCTCOG Transportation (@NCTCOGtrans)



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

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



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

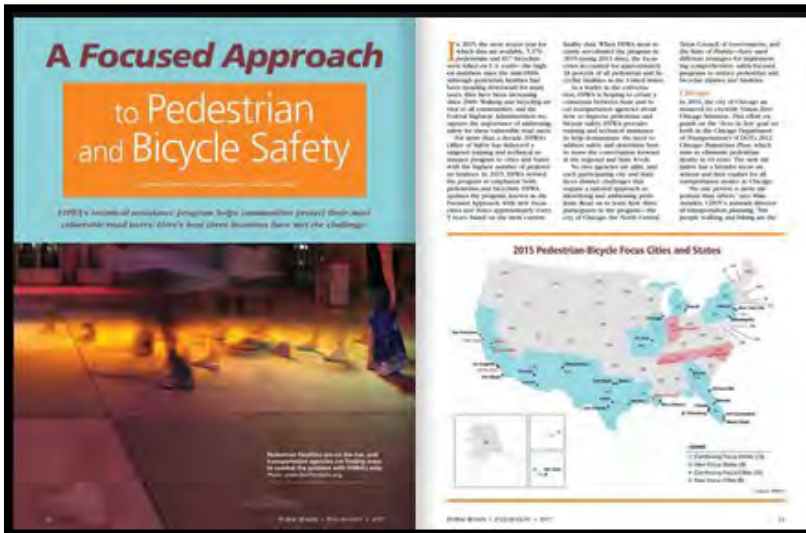


5. Another step forward 4 @utarlington Inauguration of Bike Share program Big thank you to Green Mountain Energy Sun Club @NCTCOGtrans & M Tare – Vistasp Karbhari (@VistaspKarbhari)



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

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



Mobility 2045 Comments

Twitter

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



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

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

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



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

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

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

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



Facebook

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



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

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

The train would be nice like the TRE – Nancy Williams

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

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

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

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

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

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

Get rid of toll roads – Christie Hughes

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

Less roundabouts! – Colton Lee Good

I agree – Chad Collingsworth

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

Bring back bartlet park pond! – William Wallace

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

Lol yeah yeah. – William Wallace

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

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



We need proper bike lanes. – Marie Crosby

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

Done, thank you – Christopher Costa

This exactly! – Greg B. McCarter

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

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

RTC Comments

Twitter

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

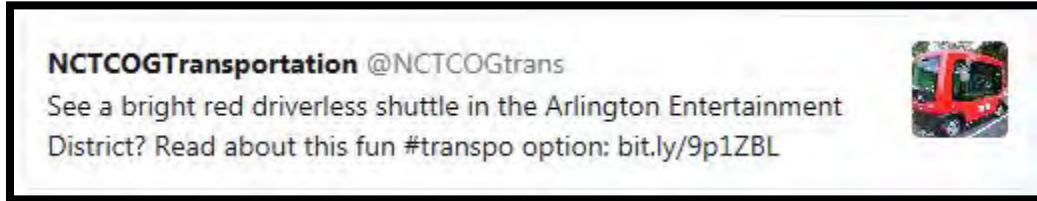


So many highways to build, so much sprawl to generate, so little time! – Wylie H Dallas (@Wylie_H_Dallas)

Innovative Vehicle & Technology Comments

Twitter

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



Sustainability Comments

Twitter

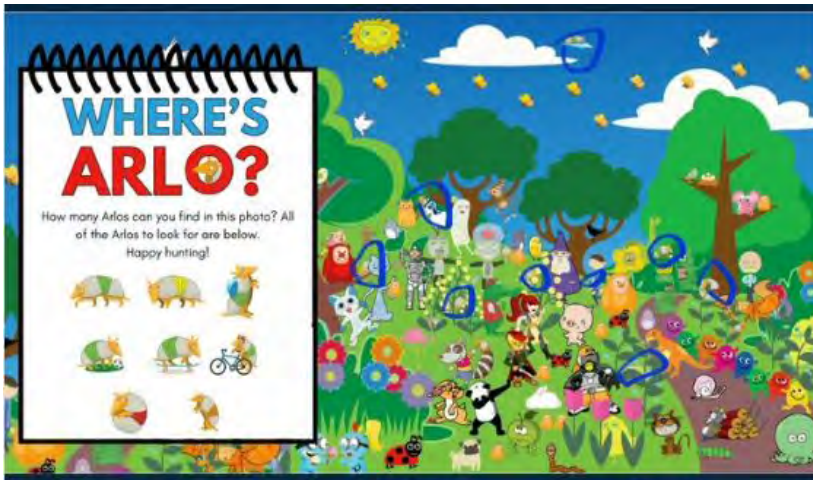
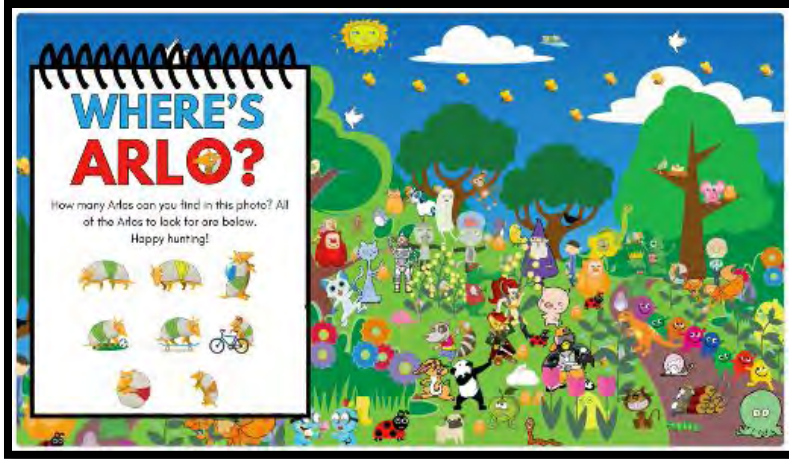
1. Sustainability Tips. <http://www.nadallas.com/DAL/September-2017/Back-to-School-Sustainability-Tips/> @NCTCOGtrans #backtoschool2017 #Sustainability #school2017 – Natural Awakenings (@NaturalDallas)



Other Comments

Twitter

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



– Doug Klein

(@fresh0288)

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

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

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



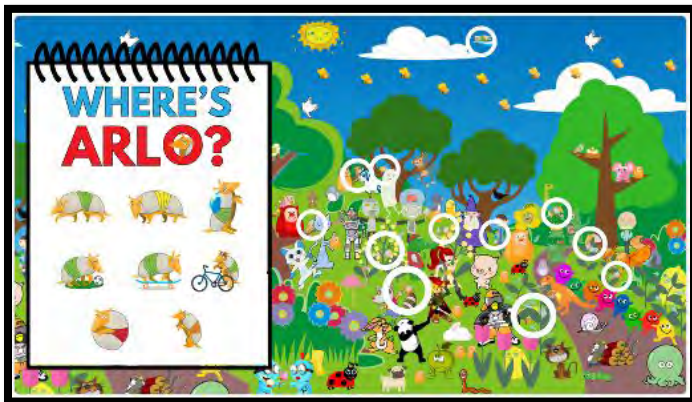
yaaaaaaaaaaaaaaaaaasss!!!!!!!!!!!!!! CTR Library 1616 Guadalupe St.
Suite 4.202 Austin, TX 78701 – CTR Library (@ctrlibrary)



– NCTCOG

Transportation (@NCTCOGtrans)

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



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

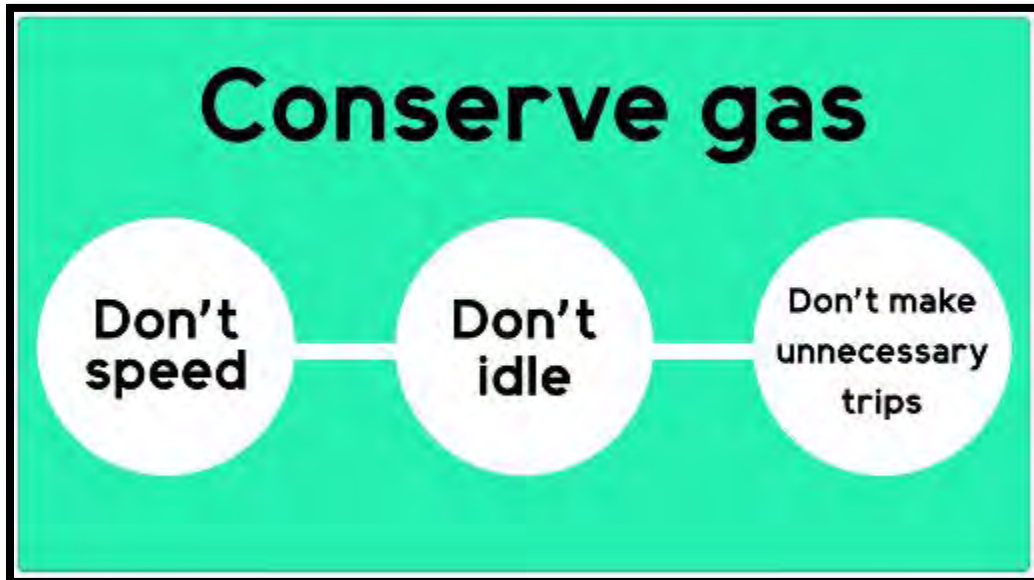


Awesome, can you follow me so that I can message you. – Doug Klein (@fresh0288)

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



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

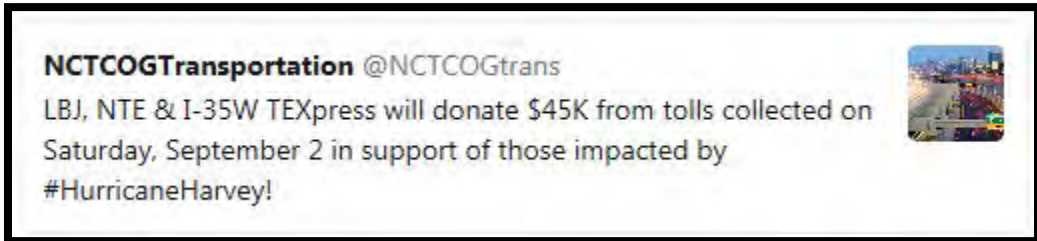


Landscaping companies are mowing today. Because important. – Landscaping companies are mowing today. Because important. – Chris (@dchrisbart)

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



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



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

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



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



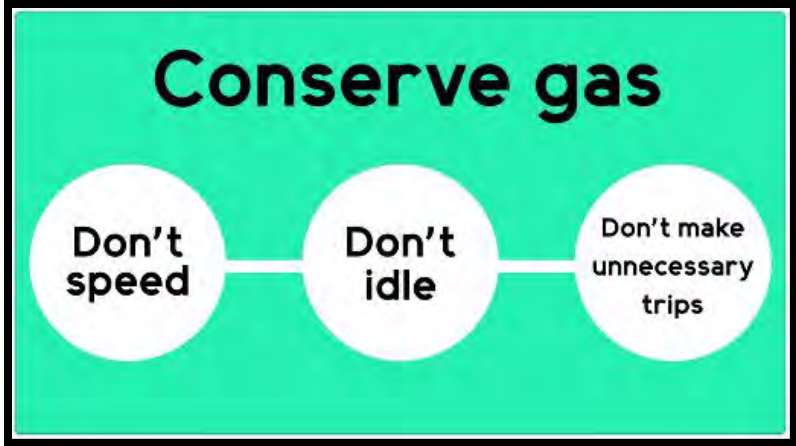
10. Our Michael Morris reminisces about Yogi Berra. You didn't think Yogi-isms could be applied to #transpo, did you? <http://bit.ly/2wdqRNe> – NCTCOG Transportation (@NCTCOGtrans)



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

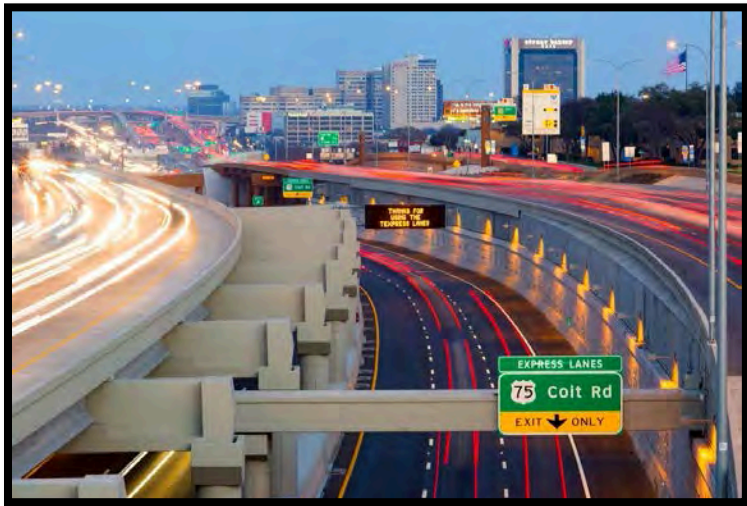
Facebook

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



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

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



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



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

October 2017

Plano to host Texas Energy Summit

The Texas Energy Summit is scheduled for November 13-15 in Plano. The summit is an opportunity to learn about strategies for cleaner air, a better built environment, sustainability and a new energy economy. Local governments stand to benefit by hearing presentations from their peers on a variety of successful initiatives. Register by October 31. For more information, visit <https://catee.tamu.edu>.

Calendar

October 4, 8:30 am TRTC

Fort Worth Intermodal Transportation Center
1001 Jones St.
Fort Worth, TX 76102

October 6, 11 am DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

October 12, 1 pm Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 27, 1:30 pm Surface Transportation Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Texas among 10 winners of Hyperloop competition

Hyperloop One has named a Texas proposal to transport passengers and freight via high-speed pods a winner of its international competition.

Selected as one of 10 winners from a list of 35 finalists, the Texas route would serve Dallas-Fort Worth, Austin, San Antonio, Houston and Laredo. There were about 2,600 original entries into the Hyperloop One Global Challenge.

Efforts to develop the Hyperloop, which would operate vehicles with magnetic levitation in giant tubes, are underway, and the Dallas-Fort Worth area could provide an effective test corridor. Earlier this year, the Regional Transportation Council approved a resolution supporting the Texas Triangle proposal.

The competition sought applicants able to effectively make the case for how the technology would revolutionize travel in their regions. Hyperloop One will assist the winning teams with further analysis of their proposals, including preliminary ridership forecasts, according to the Hyperloop One website.

Hyperloop One's experts will also help with the business cases and conduct workshops with each winning team. Additionally, they will provide preliminary technical analysis of the route and corridor, tailored to the needs of the individual route.

In addition to Texas, the other US winners were Chicago-Columbus-Pittsburgh, Miami-Orlando and Cheyenne-Denver-Pueblo. There were six international winners: two each in the United Kingdom and India, one in Canada and one in Mexico.

For more information on the Hyperloop One Global Challenge and the winners, visit www.hyperloop-one.com.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department

DART announced more options to take you to the State Fair of Texas

North Texans can ride Dallas Area Rapid Transit to a wide variety of entertainment, art, agriculture, history and cuisine at the 2017 State Fair of Texas through October 22.

The Fair Park and MLK Jr. stations allow riders to access the fair with DART's Green Line. Extra Green Line trains will be available approximately every 15 minutes between Victory and Lawnview stations at select times during the fair.

All DART rail and Trinity Railway Express passengers can transfer to the Green Line. Look for the trains marked

"Fair Park," "Buckner" or "Lawnview." Orange Line passengers from Irving transfer to the Green Line at Bachman Station. Southbound Orange, Red and Blue Line passengers transfer at Pearl/Arts District Station or St. Paul Station. Northbound Red and Blue Line passengers transfer at Akard Station. TRE passengers transfer to the Green Line at Victory Station. Details are at www.trinityrailwayexpress.org.

Customers using the Denton County Transportation Authority should check www.dcta.net for departure and arrival times and to ensure smooth connections at Trinity Mills Station to DART's Green Line. DCTA will be adjusting its schedules during the fair.

More than 2.8 million rode DART light rail to the fair in 2016. Expecting similar ridership numbers DART has scheduled several changes, including:

- The addition of more Green Line trains between the Victory and Lawnview stations from 9:30 am to 3:30 pm weekdays and 9:30 am to 7 pm weekends
- The extension of the Orange Line to Parker Road for all trips
- The addition of Green and Blue line service after 7 pm Saturdays and Sundays
- Extra buses on Routes 60 and 409 Friday through Monday
- TRE trains operating each Sunday during the fair

For more information, including ticketing, visit www.dart.org/statefair.



DART photo

Dallas Area Rapid Transit has adjusted its schedule to accommodate the anticipated crowds during the State Fair of Texas, which continues through October 22.

North Texas Facilities

Expo set for Oct. 11-12

North Texans can learn the latest in integrating green building techniques with their facilities at the North Texas Facilities Expo on October 11-12 at Dallas Market Hall.

The expo offers opportunities to network with other professionals and learn how to make the efficiency and operating improvements facilities need to remain competitive.

It is cosponsored by DFW Clean Cities, which will host a panel on workplace electric vehicle charging. Attendees will have the opportunity to learn about new products and technologies, and attend valuable educational seminars for free. Among the scheduled sessions are:

- Examining Your Building to Find Low-Cost Operational Improvement Opportunities
- AT&T Stadium: Challenges of Efficient Operation
- University of Texas at Dallas – Campus Transformation in Sustainability

For questions, please contact Joyce Lortz at jlortz@facilitiesexpo.com or 800-827-8009. To register for the expo, visit www.fent.facilitiesexpo.com.

REGIONAL News

State EV record shattered at local NDEW event

The Dallas-Fort Worth area's National Drive Electric Week celebration set another record this year, when owners of 155 electric vehicles gathered at Grapevine Mills Mall in September.

This represented a State record for the number of EVs in one location, improving upon last year's mark of 128. This year's Grapevine gathering was also the largest NDEW celebration outside California and kicked off a week of educational opportunities for people interested in electric vehicles.

DFW Clean Cities and NCTCOG offered a series of lunchtime webinars during the week to discuss public and private uses for EVs.

There are approximately 8,000 EVs in the region, a 43 percent increase over 2016. This trend will likely continue as more vehicle manufacturers are committing to electrified transportation.

For more information on NDEW, visit www.driveelectricdfw.org.

Fleet discounts on alternative fuel vehicles

Public fleets have an opportunity to receive substantial discounts on alternative fuel vehicles and infrastructure through Fleets for the Future.

With a unique cooperative procurement process, fleets will benefit from exclusive offers for some of the most popular AFVs on the market. Vehicles include plug-in hybrid sedans; propane, natural gas, and plug-in hybrid pickup trucks; and full electric shuttle buses and cargo vans.

Learn how you can transition your fleet to alternative fuels, while saving thousands of dollars in the process, by visiting www.fleetsforthefuture.org.



Transportation Resources

Facebook

Facebook.com/nctcogtrans

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Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

Denton County Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

The Fort Worth Transportation Authority
FWTA.org

Texas Department of Transportation
TxDOT.gov

By the Numbers

155

The number of electric vehicles at Grapevine Mills Mall September 9. This represented a State record.

PUBLIC Involvement

NCTCOG to give residents Mobility Plan update

NCTCOG staff will present an overview and timeline for the region's long-range transportation plan and process AirCheckTexas vehicle repair and replacement applications during public meetings in October. Residents can provide input on Mobility 2045 at public meetings on October 10 (Fort Worth), October 11 (Arlington) and October 16 (Garland).

Mobility 2045 will define a long-term vision for the region's multimodal transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, as well as other programs aimed at reducing congestion and improving air quality and quality of life.

Staff will also be available to process applications for people interested in applying for vehicle repair or replacement assistance through AirCheckTexas. North Texans whose vehicles have failed the emissions portion of the State inspection in the past 30 days or are at least 10 years old may be eligible to receive up to \$3,500 for their vehicle. Applicants attending a public meeting must provide proof of current registration, failed inspection report and annual household income. For more information about AirCheckTexas, visit www.airchecktexas.org or call 800-898-9103. Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details

October 10, 2017 6 p.m.	October 11, 2017 2:30 p.m.	October 16, 2017 6 p.m.
Ella Mae Shamblee Library 1062 Evans Ave. Fort Worth, TX 76104	NCTCOG 616 Six Flags Drive Arlington, TX 76011	Garland Central Library 625 Austin St. Garland, TX 75040

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.

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.

TxDOT BEGINS WORK ON TWO MAJOR PROJECTS

DALLAS — The stretch of highway just north of downtown Dallas where Woodall Rodgers Freeway and the Dallas North Tollway flow into Interstate 35E is getting much needed relief.



As part of TxDOT's Texas Clear Lanes initiative, the Lowest Stemmons project will build two direct connector lanes along either side of I-35, dramatically easing

congestion on that 2-mile stretch of highway.

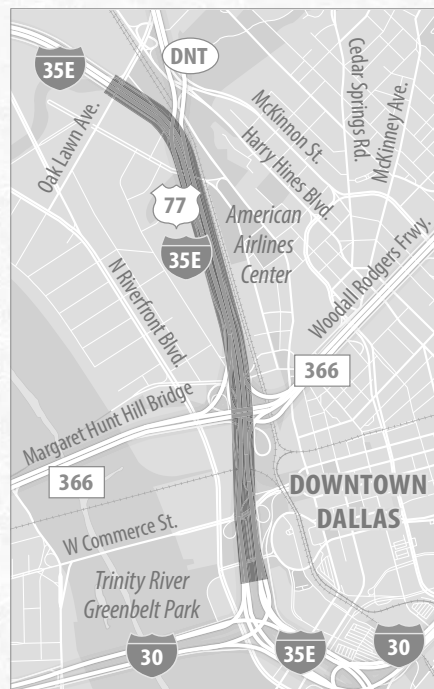
"The Texas Clear Lanes initiative is intended to ease congestion on roads across the state," said Kelly Selman, chief engineer of the Dallas District. "The Lowest Stemmons project is vital to North Texas, because this stretch of I-35 is one of the state's most congested."

About 240,000 cars use Lowest Stemmons daily. The stretch of I-35E ranked as the eighth most congested highway in Texas this year. The \$79 million project runs from I-30 to just north of Oak Lawn Avenue and will be substantially complete in early 2019.

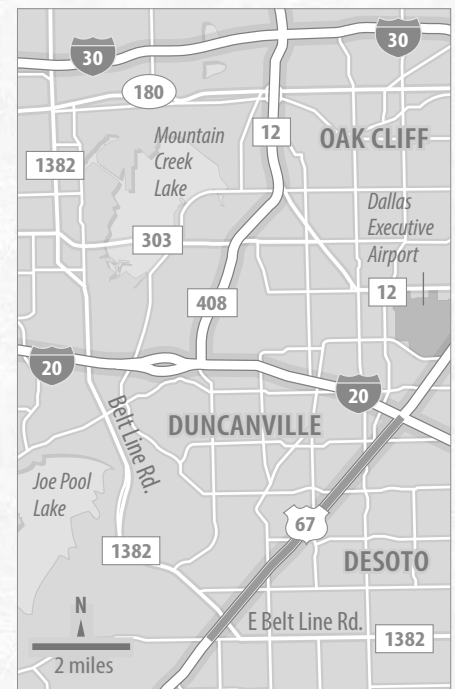
Also in Dallas County, TxDOT recently started the US 67 widening project—a breakout project from the Southern Gateway. It also began last month through coordination between TxDOT and the cities of Duncanville and Cedar Hill.

The goal of the \$59 million US 67

LOWEST STEMMONS PROJECT



US 67 WIDENING PROJECT



TxDOT graphics

The Lowest Stemmons project on I-35E and the US 67 widening project begin construction, each promising to ease congestion and travel times, as well as commuter frustrations.

widening project is to increase capacity, manage traffic congestion, and improve operations and local access. The project will widen US 67 from two lanes to three in each direction.

Various intersection improvements are also part of the project. In addition, some entrance and exit ramp locations will be swapped and frontage road sections will be widened to provide auxiliary lanes for smoother merging near intersections.

Part of the project is the construction of two U-turn lanes, one at Belt Line Road and one at FM 1382, and a new traffic signal at Wintergreen Road.

Construction began with the establishment of the work zone in September and the project is expected to be substantially complete in mid-2019.

Funding includes contributions from the cities as well as funds from Proposition 1 and the state. ■

SEPTEMBER 2017 LET PROJECTS* (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR
ESTIMATED SEPTEMBER 2017 TOTALS				\$0.00	\$0.00	0.00	\$0.00	
DISTRICT FY ACCUMULATIVE LETTINGS				\$0.00	\$0.00	0.00		
DALLAS DISTRICT FY LETTING VOLUME CAP				\$287.84**				

*Not mapped.

**District FY 2018 Letting Volume Cap does not include the following:

- 1) Southern Gateway (\$565M)
- 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2M)

***Estimated Total Project Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

OCTOBER 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
0048-01-064*	SH 342	Various roadways in dallas district	Seal coat and pavement markings	\$10.64
0918-46-291*	CS	Various locations in the city of dallas	Improve traffic signals	\$1.46
ESTIMATED TOTAL				\$12.10

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1 – 30, 2017)

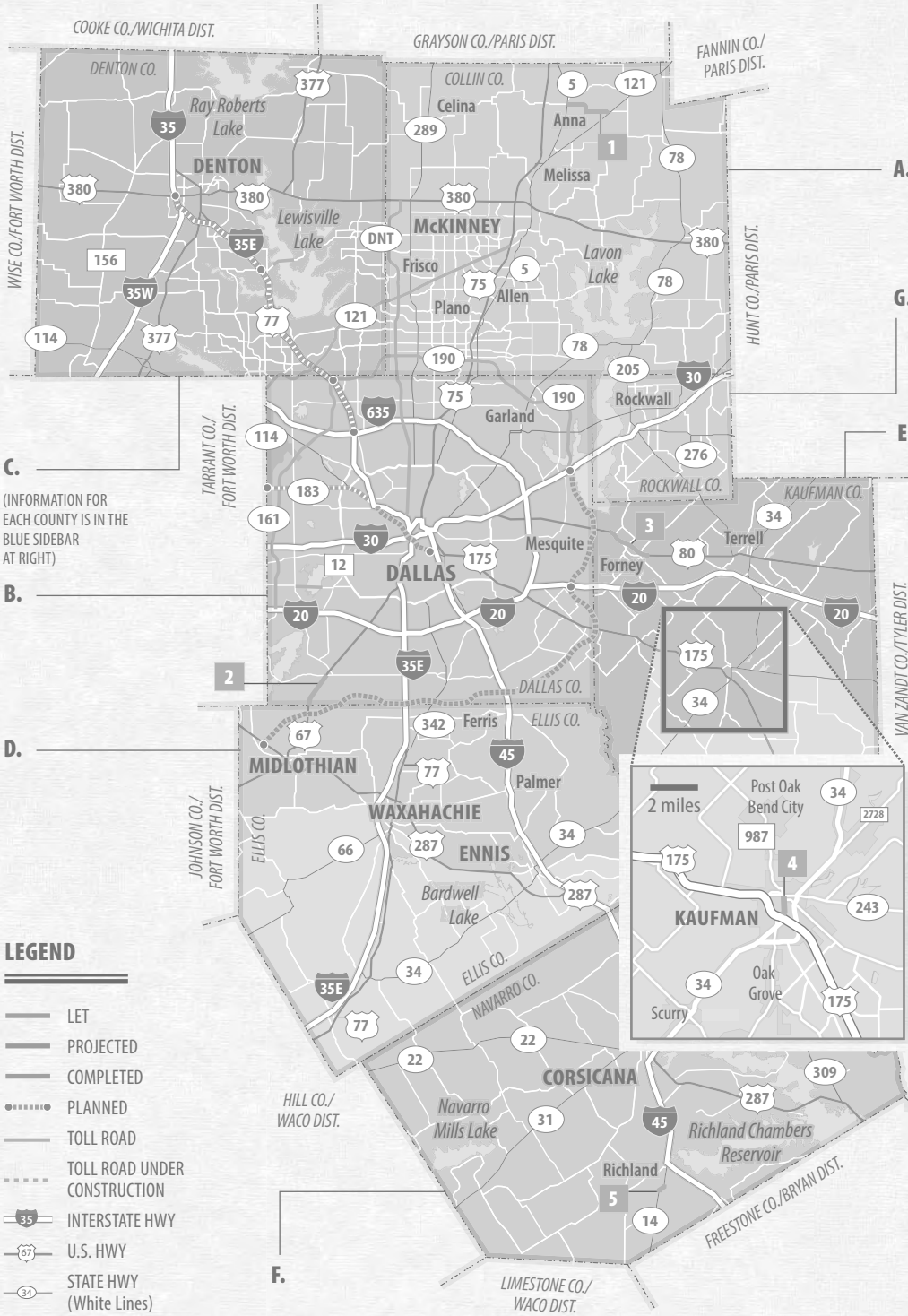
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)
1	2845-01-019	FM 455	SH 5 to SH 121	09/08/2017	\$0.61
2	0261-02-076	US 67	Ellis County Line to FM 1382 Beltline Rd. (3.430 miles)	09/22/2017	\$1.08
3	0095-03-088	US 80	West of FM 460 to east of FM 548 (3.844 miles)	09/28/2017	\$9.63
4	0173-03-015	SH 34	US 175 Interchange to SH 243(Mulberry St.) in City of Kaufman	09/22/2017	\$23.01
5	0093-02-015	SH 14	At UP RR south of Richland	09/18/2017	\$6.57
ESTIMATED TOTAL					\$40.90

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in September, are projected to let in October, or have recently been completed.

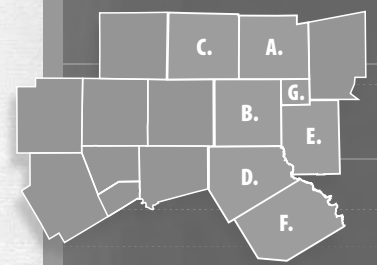


(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY (White Lines)

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493.628

A. | COLLIN COUNTY
VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 932,530
LANE MILES: 1,373.829

B. | DALLAS COUNTY
VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,502,270
LANE MILES: 3,366.158

C. | DENTON COUNTY
VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 814,560
LANE MILES: 1,488.733

D. | ELLIS COUNTY
VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 173,410
LANE MILES: 1,523.910

E. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201.810

F. | NAVARRO COUNTY
VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 49,170
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346.368

★ MAINTENANCE MINUTE ★

2017 TRUCK ROADEO HAS ITS WINNERS; OTHER EVENTS GET HELP FROM ELLIS COUNTY



William Laird (Kauf/Rockwall Maint.) finished second at the Roadeo with a score of 340.



Congratulations to this year's District Roadeo winner Anthony Skellen (District sign crew) with a score of 345.



Ellis County maintenance personnel help out at the county's Emergency Preparedness Fair

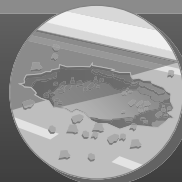
TxDOT photos

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



REPORT A POTHOLE:

Visit 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>

FORT WORTH DISTRICT PARTNERS



TxDOT Responds to Hurricane Harvey

FOCUS

on the customer

As one of its goals, TxDOT works to keep the highways passable during inclement weather.

At the height of TxDOT's response to Hurricane Harvey:

Over 2,500 employees

Over 2,000 pieces of equipment

Over 2.4 million cubic feet of debris removed (equal to 45 football fields covered 1 foot deep in garbage)

as of Sept. 2017

Hurricane Harvey

TxDOT employees from across the state were prepared prior to the arrival of Hurricane Harvey and quickly moved into the affected areas to begin the arduous task of cleanup, repair and restoration of impacted roadways throughout Southeast Texas. At the storm's peak, 539 highways were closed or flooded. A week later, TxDOT had inspected over 700 bridges and reopened over 90 percent of the highways, but over \$50 million in infrastructure repairs will be needed. During the catastrophic flooding, TxDOT crews also conducted high water rescues saving nine people. During Hurricane Harvey, the toll-free TxDOT Travel Information Line (800-452-9292) received 163,000 calls with 5 million hits to TxDOT's DriveTexas.org website. All 25 TxDOT districts have participated with the hurricane response. TxDOT will continue to assist with the cleanup effort as long as it takes.

I-820 East Loop

A public hearing will be held for the I-820 East Loop Oct. 5 at 7 p.m. at The Link in Richland Hills. The proposed improvements would reconstruct I-820 from SH 121/183 to Randol Mill Road, and SH 121 from Handley Ederville Road to the south interchange with I-820. The first phase is scheduled to begin in 2018. The

\$200 million Congestion Relief project will add one mainlane each direction on I-820 and provide new bridges and direct connections.

 texasclearlanes.com

PAVED

On Oct. 13, TxDOT will host an event at its district office in Fort Worth highlighting upcoming subcontracting opportunities for construction and maintenance projects in the Fort Worth area. Projects Adding Value by Expanding Diversity (PAVED) is an initiative to increase disadvantaged business enterprise (DBE) participation in heavy highway construction projects. The TxDOT projects will include the I-820 East Loop.

 txdot.gov • [paved](#)

I-35W

An open house for I-35W will be held Oct. 3 in Fort Worth at the Alliance Town Center. The public will learn about upcoming milestones on current construction and plans for extending the project north. The next phase from U.S. 81/287 to Eagle Parkway is estimated to be underway in 2018. The project from north of I-30 to U.S. 81/287 is on track for completion in fall 2018.

PROJECTED PROJECTS

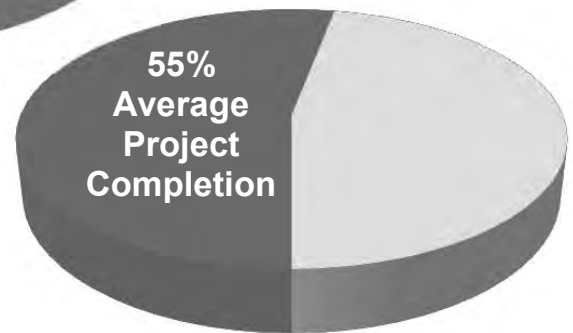
	Hwy	Limits	Type of Work	Estimate (millions)
OCT	FM 4	FM 1189 to FM 1543 Hood County	Add shoulders	\$2.7
	US 287	At Sublett Rd, Arlington	Relocate exit ramp	\$2.2
	I-20	At Bowen Rd, Arlington	Construct turnaround	\$1.0
DEC	Various roadways	Districtwide	Seal coat	\$9.6
	Town Creek Trail	Weatherford	Hike & bike trail	\$1.1
	I-820 East Loop	North of SH 121 to Randol Mill Rd	Rebuild & widen	\$200.0
	FM 156	Haslet	Hike & bike trail	\$1.2
	FM 157	At Snooty Fox Circle, Arlington	Traffic signal	\$0.3
JAN	I-820	Westpoint Blvd to Quebec St	Texture on mainlanes; pavement overlay on bridges	\$4.8
	SH 360	Abram St to I-20, Arlington	Widen from 6 to 8 lanes	\$56.3
	Arlington Trail	Abram St to Fielder Rd	Hike & bike trail	\$0.7
	Various roadways	Districtwide	Traffic signal installation	\$1.7



\$479 M PROPOSED LETTING



FY 2018 CONSTRUCTION*



TOTAL CONTRACTS \$3.6 B

**includes CDAs*



HARVEY *response*

Hurricane Harvey made landfall on Aug. 24 as a Category 4 hurricane, flattening structures along our Texas coast and flooding some cities with an unprecedented 50 inches of rain. TxDOT assisted in 24-hour recovery operations to remove debris, inspect bridges, repair traffic signals, and repair and reopen damaged roads.



PARTNERS

October 2017



Tarrant . Johnson
Parker . Wise . Hood
Erath . Palo Pinto
Jack . Somervell

TxDOT uses new technology to be more efficient

The Fort Worth District has been at the forefront of several new research methods that have resulted in a better infrastructure and environment. Working closely with researchers at the University of Texas, the district is using engineered materials such as geocells and geofoam to bolster the earth, and slow down the settling of roadways and bridges.

The district is currently working with industry partners to evaluate Intelligent Compaction as a safer alternative to nuclear density gauges for measuring soil and aggregate density. Tests show that this method provides better quality and quicker, more accurate results.

Using these new technologies is making TxDOT more efficient and will have positive

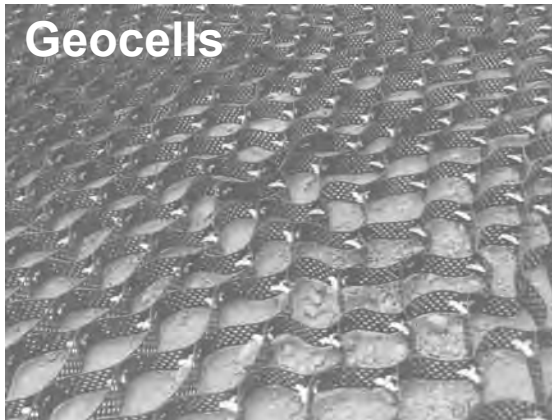
impacts on the industry for years to come. Research has been the foundation for the department and will continue to take us into the future.



On a statewide effort, TxDOT will join research teams from Fort Worth, Dallas, Arlington and other Texas cities at the Texas Mobility Summit 2.0 in Houston on Oct. 15-17. Hosted by the Texas Innovation Alliance, the summit

is an effort to generate collaborative solutions to the state's mobility challenges and to discuss the role emerging technologies will play in improving safety and enhancing mobility. For more information, go to www.ctr.utexas.edu.

 txdot.gov • RTI



Geocells



Geofoam



Intelligent Compaction

TxDOT is implementing new research methods. **UPPER LEFT:** Shaped like honeycomb and filled with granular material, geocells create a stiff layer below the pavement. **UPPER RIGHT:** TxDOT uses geofoam under bridge approach slabs on U.S. 67 in Cleburne to prevent soil settlement. Similar to Styrofoam coffee cups, the engineered material helps keep bridge approaches smoother. **LOWER LEFT:** Intelligent Compaction occurs when a computer is used on a compaction roller to measure vibrations for more uniform and longer-lasting pavements.



Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth





"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 it 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 SH 121 interchanges at I-635 and FM 2499.

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.

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in 2019 on the SH 121 interchanges at I-635 and FM 2499.



SH 121/360 interchange construction

NorthGate Constructors photo archives

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to North Gate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **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 (TCL) congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.
- **March 2017** – SH 121 interchanges at I-635 and FM 2499 approved for TCL congestion relief funding.

FM 2499 PROGRESS

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Ave. to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

SH 121/360 INTERCHANGE PROGRESS

- The old northbound SH 360 bridge over Stone Myers Parkway was recently demolished, and all the new bridge decks have been poured on the project.

- Crews continue to work on the deck for the new eastbound SH 114 flyover to southbound SH 121 in order to open the new bridge to traffic this fall.
- Crews continue to work on the new northbound SH 121/360 connectors to westbound SH 114 with bridge, dirt and paving work. These bridges are also scheduled to open in the fall.

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 M (FUNDED ENTIRELY BY TXDOT)

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

SH 121/360 RAMPS FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 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

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

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. Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

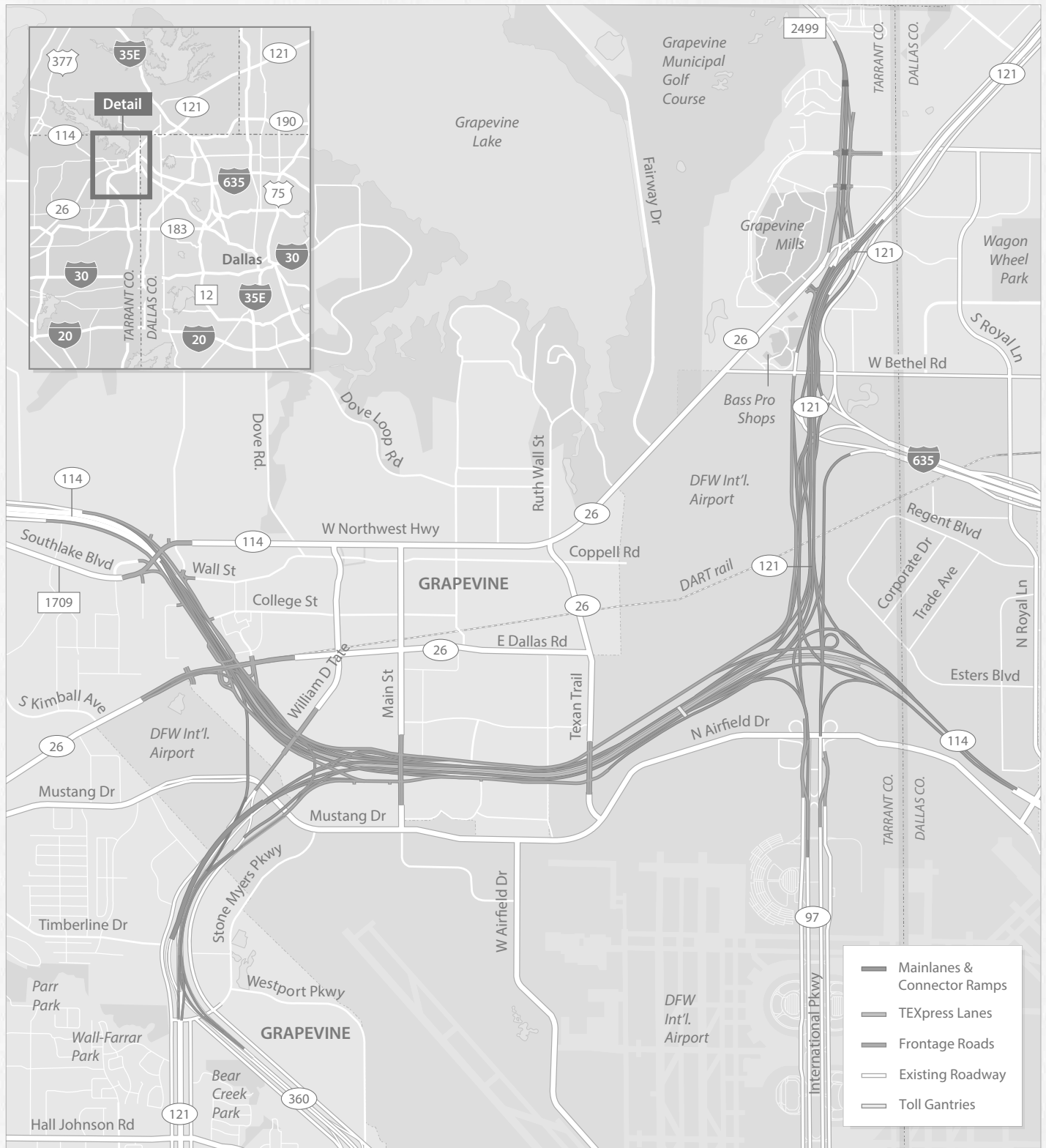
- Four miles, two in each dir. on SH 114

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) 370-6846



Project website:
www.dfwconnector.com
www.texasclearlanes.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4212

Selma Santin
 Public Information Manager
 NorthGate Constructors
 7651 Esters Blvd.
 Irving, TX 75063
 972-536-8620

Jodi Hodges
 TxDOT Fort Worth District
 Public Information Supervisor
 2501 SW Loop 820
 Fort Worth, TX 76133
 817-370-6737



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

OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Credit: AGL photo

Pictured above: An aerial view of the new 35Express direct connector ramps from the Sam Rayburn Tollway to northbound I-35E.

PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; Sept. 2013 – NTP 2 for construction
- **Late October 2013** – Construction began

ENVIRONMENTAL REVIEW STATUS

- **Environmental Assessment Public Meetings:** 2008
- **Environmental Assessment Process:** 2003-2012 (complete)
- **Finding of No Significant Impact by FHWA:**
 - **12/28/11** – South segment; **1/28/11** – Middle segment; **1/31/12** – North segment
- **All Public Hearings** have been completed
- **Phase 1 FHWA environmental concurrence:**
 - **2/15/13** – South segment; **4/18/13** – Middle segment; **3/11/13** – North segment

PROJECT FACTS

- **South seg. (I-635 to PGBT):** 7.5 miles
- **Middle seg. (PGBT to FM 2181):** 12.1 miles
- **North seg. (FM 2181 to US 380):** 10.5 miles
- **Additional general purpose lane in each direction:** North of SH 121 to US 380
- **Two reversible TEXpress Lanes** (toll lanes) from I-635 to Turbeville/Hundley

- **New SB bridge** over Lewisville Lake
- **Belt Line Road** intersection reconstruction
- **Intersection/bridge improvements** at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- **Substantial completion:** Fall 2017

PROJECT PROGRESS

- **I-35E TEXpress Lanes** opened to the public May 20, 2017.
- **Mainlanes, frontage roads and entry/exit ramps are in their final configuration.**
- Park improvements continue at Copperas Branch Park in Highland Village.
- **Final paving and striping will be completed by the end of Fall 2017.**

FUNDING

- **Federal** – \$460 million
- **State** – \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds),
- **Local** – \$14 million



"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 23 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 TEXpress Lanes in each direction.

The project will be 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. Segment 3C, from US 81/287 to Eagle Parkway, is estimated to begin construction in 2018. I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 141,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



I-35W/820 interchange

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

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- 82% complete
- Over 5.6 million man hours worked
- Finished sound wall installation just south of the Trinity River
- In the upcoming months:
 - Traffic switch on northbound I-35W south of the Trinity River
 - Reopening on-ramp to northbound I-35W from Northside Drive

THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location. The contractor is currently completing finish work on corridor aesthetics.
- 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) This project is estimated to begin construction in 2018.

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 SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016
- Segment 3C: Estimated construction start - 2018



NOTE: Highlighted areas are not to scale.

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.

SEG* Roadway and Limits

3C	I-35W from US 81/287 to Eagle Parkway
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

3B	I-35W from north of I-820 to US 81/287
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

3A	I-35W from north of I-30 to north of I-820
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

3A II	SH 121 Interchange ^^^^
--------------	-------------------------

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

OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day ranking it the 20 most congested roadways in Texas. There is rapid deterioration of bridges built in the 1930s and 1950s which has led to increasing maintenance and repair costs in recent years. Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns.



Pictured above: An aerial view of the Horseshoe Project looking east toward downtown Dallas of the new I-30/I-35E interchange.

PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/ Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

PROJECT PROGRESS

- **Construction continues** on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews have started placing the deck.
- **The I-35E and I-30** mainlanes are substantially complete.
- **The eastbound I-30** and northbound I-35E direct connector to Woodall Rodgers opened in June 2017.

PROJECT FACTS

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-

build" authorization as well as additional Proposition 12 funding.

The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be substantially complete as early as summer 2017.

PROJECT DETAILS

- **Length:** 5 miles
- **Limits:**
 - I-30 from Hotel Street west to Sylvan Avenue
 - I-35E from Eighth Street north to Commerce Street
- **Right Of Way:**
 - All parcels are acquired and are held in the name of the State of Texas
- **Construction Dates:**
 - Construction began in October 2013 and is scheduled for completion in summer 2017

FUNDING

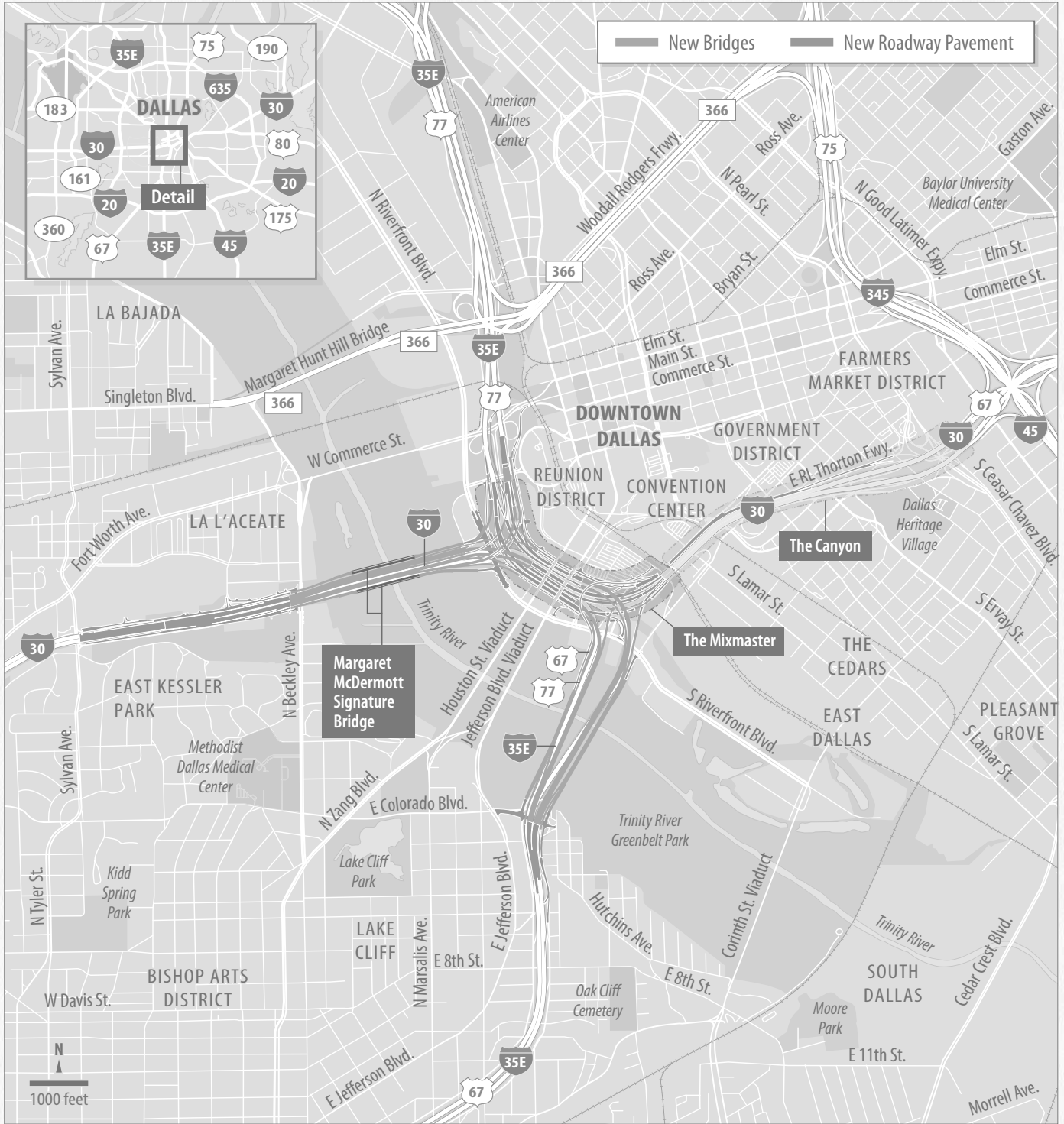
Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge: P1 Anticipated)	\$604.7 M
Prop 14	\$7.0 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75.0 M
Cat 7 STP-MM	\$4.5 M

SOURCE: TxDOT

TxDOT graphic



PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)



SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase 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. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing 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 managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



September 2017: Looking west on SH 183 at the Loop 12 direct connections TxDOT photo archive

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** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- **SH 114**
 - Construction is scheduled to complete and the TEXpress Lanes are scheduled to open in late 2017.
 - Final paving is 50% complete.
- **SH 183 – Recent milestones include:**
 - Traffic on westbound SH 183 in Euless switched into its permanent alignment from Ector Dr. to SH 121.

- All bridge beams are set on Esters Rd. bridge over SH 183.
- Construction is 70% complete.
- **SH 183 - Current construction:**
 - Constructing bridges and walls at all major intersections along SH 183 in Dallas, Irving and Euless.
 - Switching traffic onto the new Trinity River bridge this fall.
- **Loop 12**
 - Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183 to accommodate bridge work.

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 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

Right Of Way

- Acquisition is 99% complete

Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct one TEXpress Lane 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

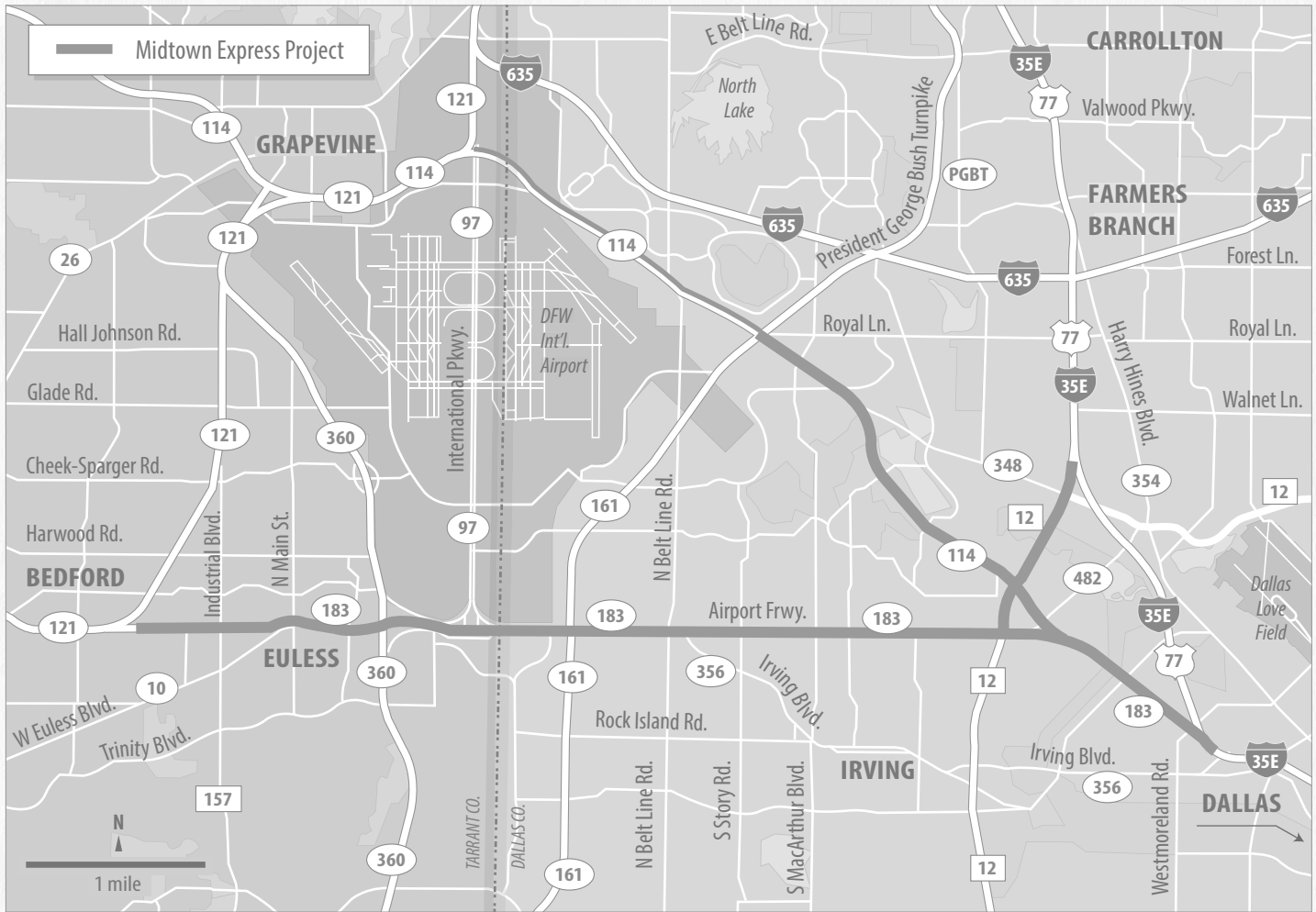
- \$2.5 billion (funding not identified)

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 completion

SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale.

TxDOT graphic

**SH 183:
(BETWEEN SH 121 AND I-35E)**

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1	3	2 - 3
Ultimate Project Config.	2 - 3	4	2 - 4

SH 114: (BETWEEN INT'L. PARKWAY AND ROCHELLE BOULEVARD)

	Managed 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)**

	Managed 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 International Pkwy. to SH 161.

TxDOT graphic

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SH 360 SOUTH

TxDOT PROJECT TRACKER

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OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project is being built using the design-build construction method, which typically cuts construction time in half.



Future SH 360 bridge at Camp Wisdom Road

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Boulevard including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 15, 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

PROGRESS

BRIDGE OPENINGS

- Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
- Broad Street: Opened June 2017
- Heritage Parkway: Opened July 2017
- Debbie Lane/Ragland Road: Opened Sept. 2017
- Sublett Road/Camp Wisdom Road: est. early 2018
- Holland Road: est. early 2018
- US 287 over SH 360: Spring 2018
- Lone Star Road: Spring 2018
- New York Avenue: Spring 2018

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

- Initial project cost: \$340 million with the partnerships

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

ULTIMATE PHASE

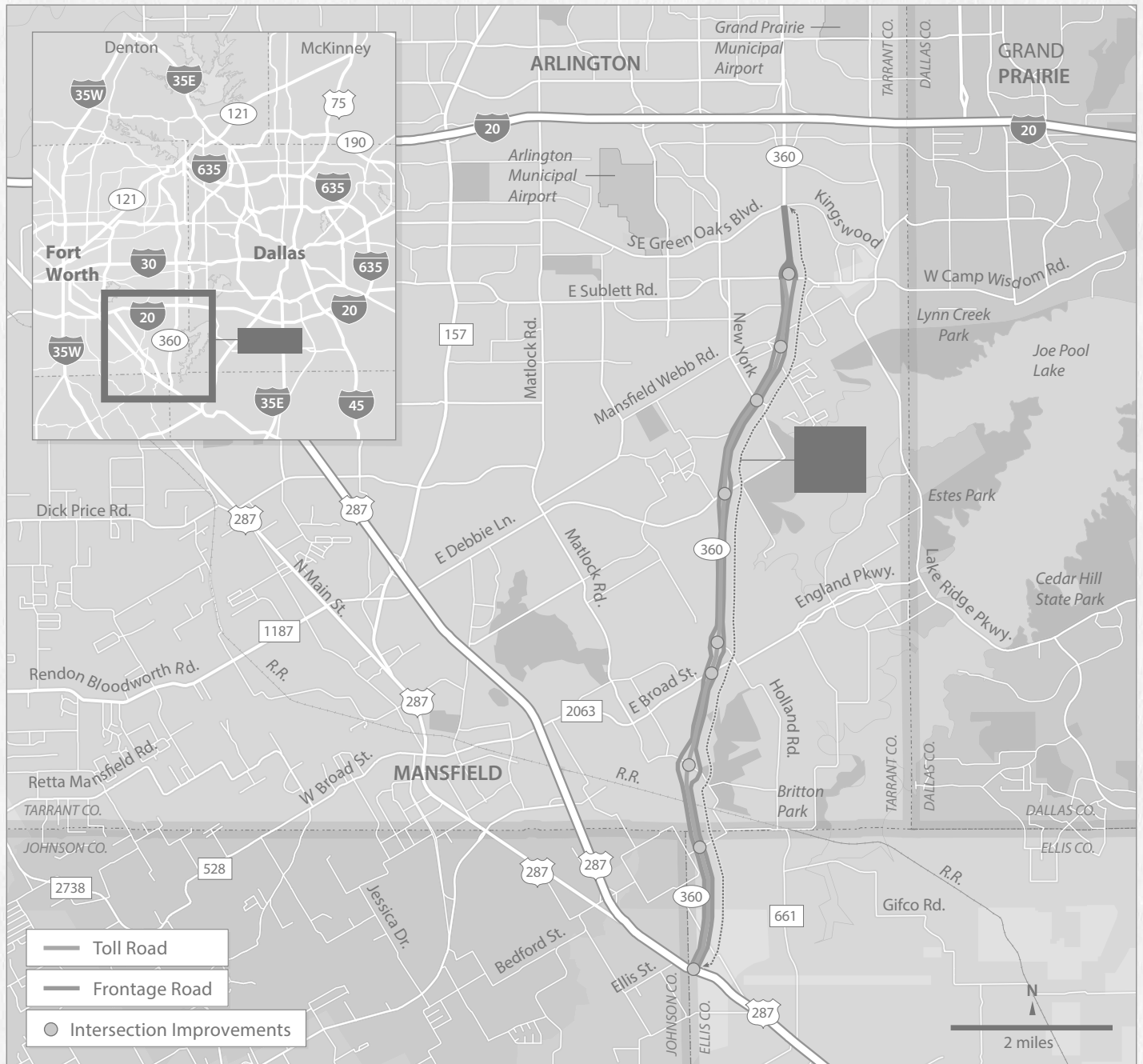
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been identified.

TRAFFIC COUNTS (VEHICLES PER DAY, 2016)

- At Bardin Road: 94,000
- At Southeast Parkway: 56,000
- At Holland Road: 32,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, spring 2018)	Initial toll lanes (Each direction, spring 2018)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road	2	2	2	4
SH 360 from Debbie Lane/Ragland Road to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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