

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, September 22, 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 August 25, 2017, Minutes**

Action Possible Action Information Minutes: 5

Presenter: Todd Plesko, STTC Chair

Item Summary: Approval of the August 25, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action Possible Action Information Minutes: 0

2.1. **Transportation Improvement Program Modifications and Approval of Transportation Development Credits to Close Out Older Transit Grants**

Presenter: Rylea Roderick, NCTCOG

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

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

The FTA identified a potential loss of federal funds that support transit service in the McKinney Urbanized Area, as presented to the RTC in April 2017 and noted in [Electronic Item 2.1.2](#). Staff requested TxDOT's assistance in identifying an alternate resolution. A copy of the correspondence was provided in [Electronic Item 2.1.3](#). As a result of this coordinated effort, FTA provided an opportunity to close out older grants using TDCs to prevent this loss of FTA funds. The approval of TDCs for these grants through this TIP modification cycle resolves the issue.

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

Presenter: Vickie Alexander, NCTCOG

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

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

1:35 – 1:45

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

Action Possible Action Information Minutes: 10

Presenter: Karina Maldonado, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of staff funding recommendations under the RTC Transit Call for Projects will be requested.

Background: Last month, staff presented the projects received through the 2017 Regional Transportation Council Transit Call for Projects. Staff evaluated 15 projects requesting federal funding of approximately \$6.2 million from two Federal Transit Administration (FTA) programs: the Enhanced Mobility of Seniors and Individuals with Disabilities Program (§5310) and Job Access/Reverse Commute projects through the Urbanized Area Formula Program (§5307). Approximately \$6.5 million was available for award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas for projects addressing the transportation needs of low-income persons, seniors, and individuals with disabilities. [Reference Item 3](#) provides a summary of projects evaluated and draft funding recommendations.

1:45 – 1:55

4. **2017 Infrastructure for Rebuilding America Grants**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

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

Background: In July 2017, the United States Department of Transportation (US DOT) announced the replacement of the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program with the 2017 INFRA Grant Program for surface transportation projects that have a significant impact on the nation, a region, or a metropolitan area. [Electronic Item 4.1](#) is a copy of the notice of funding opportunity that details the \$1.75 billion discretionary grant program for Fiscal Years (FY) 2017 and 2018, as well as the application requirements. Applications are due to the US DOT by November 2, 2017.

For agencies in the region submitting projects, please be aware that you must complete the www.grants.gov registration process before submitting the application, and that this process usually takes two to four weeks to complete. The Regional Transportation Council will not be issuing letters of support on non-TxDOT and non-RTC projects for this competitive call.

A review of the previous INFRA Grant Program presentation from last month can be found in [Electronic Item 4.2](#). An overview of the FY2017 INFRA Grant Program request is available in [Reference Item 4.3](#).

1:55 – 2:05

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

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee and request a recommendation for Regional Transportation Council (RTC) approval on the proposed list of projects to fund under the Local Bond Program Partnerships Program in 2017-2018 through the 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. After coordination with partnering agencies that have upcoming bond elections or recently approved bond programs, projects have been identified to fund through this program. The recommended list of projects and funding

amounts is provided in [Reference Item 5.1](#). Additional details on the Local Bond Program Partnerships Program are available in [Electronic Item 5.2](#).

2:05 – 2:10

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

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Conversations are continuing to advance big projects in Texas. Staff will highlight the process to maintain fair-share allocation by the Texas Transportation Commission, as well as assist Texas advance significant projects.

Background: Funding from the Texas Transportation Commission has come by formula, rewarding regions that use local funds to advance regional projects. The conversation is continuing. It has been requested that the region may wish to identify the next "Big Projects" in the Dallas-Fort Worth region. [Electronic Item 6](#) contains additional information.

2:10 – 2:20

7. **High-Occupancy Vehicle Subsidy/Technology Update**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will brief the Committee on the managed lane performance report and the status of the automated auto occupancy verification initiative for managed lanes.

Background: As part of the adoption of the Tolloed Managed Lane and High-Occupancy Vehicle (HOV)/Express Managed Lane policies, the Regional Transportation Council (RTC) requires regular reports provided by the Texas Department of Transportation (TxDOT) regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding customer service demands. The RTC's Tolloed Managed Lane Policy provides for a 50 percent peak period HOV discount, paid for with Regional Toll Revenue dollars. Currently, HOV users wishing to receive the discount must register their trip as an HOV trip in advance of taking that trip. Enforcement is done through a manual process where an officer verifies that a declared HOV vehicle has at least two occupants. This is a dangerous situation for the police officers, as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. The RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Recently, the North Central Texas Council of Governments contracted with a vendor, Carma Technology Corporation, to perform a pilot test on the DFW Connector corridor for a proposed technology solution. If successful, the technology solution can be implemented on all tolled managed lanes within the region with provisions that it could also be employed statewide through TxDOT. Staff will present an overview of the performance of the operational managed lanes in the region and provide an update on the automated auto occupancy verification technology.

2:20 – 2:30

8. **Travel Demand Management Program Performance Measures**

Action Possible Action Information Minutes: 10

Presenter: Fola Hammones, NCTCOG

Item Summary: Staff will provide an update on items included in the Travel Demand Management Program Performance Report for calendar year 2016 and January-June 2017.

Background: The North Central Texas Council of Governments (NCTCOG) Travel Demand Management (TDM) Program focuses on implementing alternative forms of transportation that assist in the reduction of demand for single-occupant vehicle travel on regional roadways in the North Central Texas region. The performance report highlights information from the Try Parking It Program, the Regional Vanpool Program, and other TDM-related activities in the region. The 2016-2017 NCTCOG TDM Performance Report is included as [Electronic Item 8](#).

2:30 – 2:40

9. **Cotton Belt Public Meeting: Additional Follow Up**

Action Possible Action Information Minutes: 10

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: Staff will provide additional information requested by Surface Transportation Technical Committee (STTC) members at the August 25, 2017, meeting.

Background: On August 25, staff provided an overview of the presentation from an August 17 public meeting on Cotton Belt regional passenger rail. STTC members requested additional information related to ridership projections for regional rail service from southwest Fort Worth to Plano. More details are provided in [Electronic Item 9](#). A letter of support should be available at the STTC meeting. Documentation will include commitments from private developers near Coppell, Coppell, Dallas Fort Worth International Airport, and the Regional Transportation Council.

2:40 – 2:50

10. **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 an overview of the progress to date, including special initiatives. In addition, staff will present information regarding the upcoming October 12, 2017, Regional Transportation Council (RTC) Mobility 2045 Workshop.

Background: The last update of the metropolitan transportation plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next ten months with draft recommendations expected later this year. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives.

2:50 – 3:05

11. **Fast Facts**

Action Possible Action Information Minutes: 15

Item Summary: Brief presentations will be made on the following topics:

1. *Michael Morris* – Assistance to Texas and Evacuees to the Region
2. *Jody Loza* – Ozone Season Update ([Electronic Item 11.1](#))
3. *Jenny Narvaez* – Texas Commission on Environmental Quality Updated Nonattainment Recommendation Excludes Hood County ([Electronic Item 11.2](#))
4. *Kristina Ronneberg* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 11.3](#))
5. *Kristina Ronneberg* – Air Quality Webinar: Light-Emitting Diode (LED) Street Light Retrofit, September 26 ([Electronic Item 11.4](#))
6. *Erin Lewis* – Road-to-Work Opportunity Pilot Project
7. *Carli Baylor* – October Public Meeting Notice (Handout)
8. *Carli Baylor* – August Public Meeting Minutes ([Electronic Item 11.5](#))
9. *Carli Baylor* – Public Comments Report ([Electronic Item 11.6](#))
10. Written Progress Reports:
 - Local Motion ([Electronic Item 11.7](#))
 - Transportation Partners Progress Reports ([Electronic Item 11.8](#))

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

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.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
August 25, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 25, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Katherine Beck, Keith Brooks, Dave Carter, Ceason Clemens, Robert Cohen, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Cheryl Taylor (representing Jeremy Hutt), Paul Iwuchukwu, Tom Johnson, Sholeh Karimi, Paul Knippel, Anshi Jin (representing Chiamin Korngiebel), Alonzo Liñán, Paul Luedtke, Stanford Lynch, Yang Jin (representing Srimi Mandayam), Laura Melton, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jason Brown, Ron Brown, Ken Bunkley, Derek Cheatham, Ying Cheng, Michael Copeland, Ernie Cunningham, Cody Derrich, Kevin Feldt, Brian Flood, Tommy Foster, Mike Galizio, Christie Gotti, Heather Haney, Victor Henderson, Alan Hendrix, Rebekah Hernandez, Ernest Huffman, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, Karina Maldonado, Gregory Masota, Michael Morris, Sukrit Narula, Jenny Narvaez, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Kyle Roy, Russell Schaffner, Shannon Stevenson, Neil Strassman, Marian Thompson, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of July 28, 2017, Minutes:** The minutes of the July 28, 2017, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
 - 2.1. **Extension of Funding for Transit Service in Collin County:** A recommendation of an extension of the Regional Transportation Council's (RTC) approval of New Freedom operating assistance for transit service in Collin County for up to two years was requested. In May 2016, the RTC approved operating funding for transit service in Collin County and the funding is sufficient to allow the extension without changing the total dollar amount. Additional details were provided in Reference Item 2.1.
 - 2.2. **Fiscal Year 2018 Advertising for Transportation Initiatives:** Support for a Regional Transportation Council recommendation to the North Central Texas Council of Governments Executive Board for approval of up to \$1,250,000 in new funding for Fiscal Year (FY) 2018 advertising for transportation initiatives was requested. An explanation of the benefits and cost savings for this initiative was provided in Reference Item 2.2.1. Electronic Item 2.2.2 provided more information on FY018 advertising.

- 2.3. Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: A recommendation for Regional Transportation Council approval of the eligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Project was requested. Details were provided in Electronic Item 2.3.

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

3. **Follow Up to the Cotton Belt Public Meeting:** Michael Morris provided an overview of the Cotton Belt regional passenger rail public meeting held on August 17, 2017. He noted the Regional Transportation Council has already approved revenues for the corridor, and staff will continue to work with Dallas Area Rapid Transit (DART) to develop innovative strategies to implement the corridor. Correspondence will be prepared for transmittal to DART regarding the advancement the Cotton Belt corridor. Approved funding for the corridor, extending from the Dallas Fort Worth International Airport to Plano, was highlighted. At the August 17 public meeting, staff presented six potential innovative financing options to deliver the project. The first is public-public partnerships; transportation agencies and NCTCOG working together through a strong partnership mutually supporting the implementation of transit projects. Second is private-private partnerships; private-sector working with the private sector supporting the implementation of transit projects. Third is capital cost/operating cost synergy. IH 635 East is an example in which the entity that builds the project is operating the project. If the entity that builds the project also pays for the operation of the project, the project will likely be built with a design that minimizes operational costs. The fourth extends the third option and is capital cost/operating cost/ridership synergy. The entity builds and operates the project and partnerships are then created with local governments for land use around the rail station. Mr. Morris noted this option is one on which he believes there should be more focus to reach out to the transportation authorities, look at underutilized station locations, and work with local governments on how more economic development can be placed around those stations as a strategy to tie together all three components. The fifth is capital cost/operating cost/revenue risk transfer. At this time, it is difficult to have an entity build, operate, and take on the revenue risk associated with a project. Even though this is happening on two projects on the roadway side in the Dallas-Fort Worth region, the Texas Legislature does not necessarily support this model. Lastly is capital cost economies of scale between multiple projects; putting projects together so that multiple projects are funded at one time. This could potentially produce savings in both the cost of projects and savings on the mobilization of projects as an attempt to try to scale bigger projects. Mr. Morris noted strong support for the Cotton Belt project was seen at the public meeting. It is critical that the region work to advance the more than \$100 million approved by the Regional Transportation Council to DART in support of the project. Staff will document commitments from the City of Coppell and the Dallas Fort Worth International Airport as part of NCTCOG's previous agreement. It is hoped that the DART Board will proceed with implementation of the Cotton Belt corridor. Chad Edwards asked if the 21,000 annual projected ridership noted in Electronic Item 3 was for the entire TEXRail and Cotton Belt corridor. Ms. Chadderdon noted the projected ridership was for the eastern portion of the corridor at full build out. Mr. Morris noted that staff will confirm the annual projected ridership from both the east and the west and provide an update to members. John Polster asked the percentages of Congestion Mitigation and Air Quality Improvement Program funds and Surface Transportation Block Grant Program funds. Staff noted the percentages were 50/50 at this time.

4. **Mobility 2045 Update and Survey:** Kevin Feldt highlighted staff efforts as work continues on the development of the region's next long-range transportation plan, Mobility 2045. Staff has reviewed Mobility 2040 projects to determine status, begun calculation of revenue forecasts and development of model networks, is continuing coordination with partners, held initial public meetings, and is conducting an online survey. Project submissions from partners are due August 31. Staff will be scheduling partner meetings, conducting additional public review, and a Regional Transportation Council (RTC) workshops is schedule for October 12. Mobility 2045 performance measures were also highlighted. Mr. Feldt provided additional details on a survey that is available for public input on Mobility 2045. Electronic Item 4.1 contained a copy of the survey for print and a link to the online survey was provided in Electronic Item 4.2. The survey asks questions such as the mode of travel used, difficulty in travel, improvement strategies, and others. The survey is opened until September 20, and as of the meeting over 1,500 responses had been received. Preliminary responses were reviewed. Staff will continue coordinating with project partners to finalize projects. Public meetings will be held in October and January, and the 60-day review cycle will begin in April. John Polster asked if staff expected any changes in Mobility 2045 performance measures versus Mobility 2040 performance measures. Mr. Feldt noted that changes are not anticipated, but are possible and added that members would be presented any potential changes through the Committee process.

5. **Heavy-Duty Diesel Inspection and Maintenance Pilot Phase 2:** Jason Brown presented results of the recently completed Heavy-Duty Diesel Inspection and Maintenance (I/M) Pilot Phase 2. Currently, the State's I/M program does not include the testing of diesel vehicles. However, heavy-duty diesel vehicles contribute approximately 48 percent of the region's on-road emission sources. The pilot program evaluated the feasibility of incorporating diesel vehicles into the I/M Program. In order to evaluate the feasibility of incorporating this type of program, the North Central Texas Council of Governments (NCTCOG) partnered with the Texas Department of Transportation, Texas A&M Transportation Institute, and the University of Denver. The main objectives of Phase 2 was to test refinements on the design from Phase 1, investigate other technologies that could be integrated, and deploy technology and field study locations for real-world applications. As a result of testing at TTI's research facility, a refined design was developed and deployed to a field location. Emissions were collected and tested from over 900 trucks in over a two week period in October 2016. Mr. Brown highlighted the distribution of truck model years that were tested, as well as nitrogen oxide (NOx) results by truck model year. In addition, trucks were identified as high-emitters of NOx by model year. As a result, it was determined that 7.3 percent of the high-emitting vehicles accounted for 21 percent of the total NOx emissions. If high-emitting vehicles are replaced with an average emitting vehicle, the region could potentially reduce 5.15 tons of NOx per day. Additionally, if the high-emitting vehicles are replaced with a 2017 model vehicle the region could potentially reduce almost 7 tons of NOx per day. Possible applications for I/M programs include clean screening of vehicles and identifying high-emitters from a fleet. While this study established support for the On-Road Heavy-Duty Measurement System for various applications, areas for further research include testing of heavy-duty vehicles with low exhaust pipes, considerations for light-duty vehicles, and others. In addition, in order to implement the system considerations must be given for funding, enforcement, and legislative/rulemaking. Mr. Brown noted that further discussion on this topic is necessary and that NCTCOG will be hosting a conference with other State agencies from across the country to discuss their I/M efforts, research being conducted, and other information that would help the region improve air quality. A copy of the final report is available at www.nctcog.org/dieselim. John Polster discussed the emission technology on light-duty vehicles and asked how further research on light-duty vehicles would be different

from the emission systems already used. Staff noted that those are the types of discussions planned for the upcoming conference and that additional information would be provided to members in the future. Details were provided in Electronic Item 5.

6. **Regional Transportation Council Transit Call for Projects:** Karina Maldonado presented draft recommendations for the Regional Transportation Council (RTC) Transit Call for Projects. Funding is available through two programs. The first program is the Urbanized Area Formula Program of which 2 percent of the funding is set aside to be awarded competitively to nontraditional transit providers for the implementation of Job Access/Reverse Commute (JA/RC) projects. The goal of these projects is to get low income individuals to and from employment. Any funding remaining from the competitive call will be returned to transit authorities in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. The second program is the Enhanced Mobility of Seniors and Individuals with Disabilities Program. Funding from this program should serve seniors and individuals with disabilities when public transportation is unavailable, insufficient or inappropriate. The first distribution of funding goes towards existing transit providers and their projects and the remaining funds are awarded to transit providers with new projects and nontraditional providers with new and existing projects. Funding is available to projects that serve the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Both programs are reimbursement grant programs for the eligible portions of capital, operating, or planning expenses. The federal and local funding share requirements for each type of expense was highlighted. Through this Call, applicants could also request Transportation Development Credits from the small transit provider bucket to leverage the local match on capital expenses only. Approximately \$3.1 million was available in the Dallas-Fort Worth-Arlington urbanized area and \$230,000 in the Denton-Lewisville urbanized area for JA/RC-type capital, operating, and planning projects. Approximately \$2.9 million available in the Dallas-Fort Worth-Arlington urbanized area and \$302,000 in the Denton-Lewisville urbanized area for capital and operating projects through the Enhanced Mobility program. North Central Texas Council of Governments (NCTCOG) staff conducted an initial screening of submitted proposals to ensure projects were eligible, complete, and addressed the appropriate strategies from the regional coordination plan, Access North Texas. Recommendations for funding included awarding the highest scoring projects that adequately addressed each of the evaluation factors, and prioritized funding the most critical expenses associated with providing on the ground service. Ms. Maldonado next highlighted the projects submitted and the staff recommendations for each program. Details were provided in Electronic Item 6. In the Dallas-Fort Worth-Arlington urbanized area, two JA/RC-type projects were recommended for a total of approximately \$390,000 through the Urbanized Area Formula Program. The remaining \$2.7 million in funding will be returned to the transit authorities in the Dallas-Fort Worth-Arlington urbanized area. A total of six projects were recommended for the Enhanced Mobility for Seniors and Individuals with Disabilities Program for a total of approximately \$1.2 million in funding. Ms. Maldonado noted staff recommended a utilization of the NCTCOG vehicle lease program for two projects to decrease capital costs involved in both projects. Approximately \$1.6 million was not awarded to the Dallas-Fort Worth-Arlington urbanized area for the Enhanced Mobility program and will be carried forward. In the Denton-Lewisville urbanized area, no JA/RC projects were submitted, and available JA/RC funding will be returned to the Denton County Transit Authority in the Denton-Lewisville Urbanized Area. A total of two projects were recommended for the Enhanced Mobility for Seniors and Individuals with Disabilities Program for a total of approximately \$302,000. Ms. Maldonado noted that recommendations will be presented to the public in September and staff will seek action by the Committee at the September 22, 2017, meeting.

7. **Aviation Update:** Ernest Huffman presented information regarding ongoing efforts within the Aviation Program Area. Regarding airport funding, the North Central Texas Council of Governments aviation program area's purview is general aviation airports in the region. General aviation airports receive funding through federal, State, and local sources. Subsections of these sources were highlighted. In addition, historical funding levels for Texas general aviation facilities were discussed. Aviation funding peaked in 2009, and significantly decreased in 2013, 2014, and 2015 due to the fact that none of the airports statewide received discretionary funding other than a small amount in 2015. In 2015, the Air Transportation Advisory Committee (ATAC) formed a funding subcommittee to determine why funding was not allocated and to address issues regarding project selection. As a result of that effort, improvements have been seen in how aviation is managed in the State through increased membership on the Texas Aviation Advisory Committee and more transparent, detailed funding disclosures. In addition, discretionary spending has returned to Texas and the Texas Department of Transportation and Federal Aviation Administration (FAA) have promised that the State will not see a lull in its funding bank in the future. Staff will continue to seek transparency with the project selection process and work to get additional federal and State funding for general aviation airports. In an effort to continue to track the funding issues, staff has developed a tracking dashboard that will be made available to stakeholders from ATAC. The dashboard will track the funding mechanisms for both the State and the region. Related to unmanned aircraft systems (UAS) regulations, Mr. Huffman noted efforts by ATAC over the last several years to create a model regional ordinance to ensure that the region's recreational UAS operators are not flying drones in airspace recklessly. At the end of 2016, FAA released regulations creating rules for UAS pilots across the country. However, the industry agrees the standards are low from a safety standpoint. In addition, during the 85th Legislative Session House Bill (HB) 1643 was passed including that any municipality or local government may not develop a UAS model ordinance without approval from the FAA, but the FAA does not currently have an approval process in place. Staff is encouraged by the national Drone Federalism Act of 2017 that will ask ten pilot governments to create a UAS ordinance that will have the resources of the national government behind the pilot program. North Central Texas Council of Governments staff will be drafting letters of support for the Drone Federalism Act and working to gain confirmation that the State is indeed interested in a statewide ordinance. A copy of HB 1643 was provided in Electronic Item 7.1, and a copy of the Drone Federalism Act was provided in Electronic Item 7.2. Finally, Mr. Huffman provided an update regarding the North Texas Aviation Education initiative. Staff recently conducted a survey to inventory aviation education programs in the region. Through the survey, staff learned that five new aviation programs have been added to the curriculum of high schools and colleges in the region. In addition, it was learned that Letourneau University is eliminating its air traffic control programs due to low enrollment caused by the change in hiring practices with the FAA. Staff also learned of opportunities for growth including plans for local colleges and school districts to add aviation-related programs to their curriculum. In addition, he highlighted available regional aviation-related programs and areas in need of increased program offerings such as airport design, airport management, airport planning, and others.
8. **Blue-Green-Gray Grant Opportunities:** Michael Morris outlined new grant opportunities that integrate infrastructure projects that have a water and environmental component. Electronic Item 8 summarized a new program that was generated out the Irving Summit last year. At the 2016 Irving Summit, a panel was formed to discuss removing the silos among various disciplines such as transportation (gray), water (blue), and environmental mitigation (green) and partnering to create innovative projects. The implementation of that program was presented at the 2017 Irving Summit. Mr. Morris highlighted the proposal submittal process and requirements. Individuals, private firms, or government agencies are eligible to

apply for up to \$50,000 to advance projects or programs that develop innovative outcomes. The projects must have three elements: 1) water (blue), 2) environment (green), and 3) infrastructure (gray). Applications are due by 5:00 pm on November 3, 2017. The seed money is intended to develop new ideas that could be transmitted to non-profit organizations, private-sector companies, or governmental agencies for funding of the next phase. An application for the design and construction of a bridge over a body of water that captures storm water that is then processed through environmental mitigation for drinking water is an example of a blue-green-gray application. Interested parties should send their contact information to Kim Diederich at kdiederich@nctcog.org by 5:00 pm on Friday, September 15, 2017. In addition, Mr. Morris noted his "Yogi Berra" column in the current issue of Mobility Matters. He also noted that information regarding the Texas Department of Transportation State Infrastructure Bank loan program was distributed at the meeting. Members asked when funding for blue-green-gray projects would be available. Mr. Morris noted that funding would likely be available in approximately six months, following the standard Committee and Regional Transportation Council approval process.

9. **Transportation Improvement Program Quarterly Update: East/West Equity:** Adam Beckom provided an update regarding east/west equity in the region. In February 2010, the Regional Transportation Council (RTC) approved a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations with the intention to track the east/west equity over time, allowing the RTC to take corrective actions if necessary. Staff proposed to consolidate the tracking effort of each of the transportation funding bills into one report. Previous surface transportation bills will become line items once they are replaced with a new funding bill, and staff will continue to provide updates on the east/west equity balance. Mr. Beckom noted that Electronic Item 9.1 contained the final inventories for the TxDOT non-formula commitments under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and Moving Ahead for Progress in the 21st Century. Regarding the Fixing America's Surface Transportation (FAST) Act, the transfer of \$100 million Category 2 funds from the east to the west has been included leaving the region at 31.71 percent in the west and 68.29 percent in the east. This balance is near the 68 percent east/32 percent west percentages recently approved by the RTC. Electronic Item 9.2 inventoried the TxDOT non-formula commitments under the FAST Act.
10. **2017 Infrastructure for Rebuilding America Grants:** Christie Gotti provided an overview of the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program for highway and freight projects of national and regional significance. INFRA is a replacement of what was previously known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program. The new program maintains the original freight-oriented components, but expands funding to more general highway projects. Approximately \$1.75 billion is available through the discretionary grant program for Fiscal Years (FY) 2017 and 2018, with approximately \$1.32 billion available to urban areas. Large projects must be \$100 million or more in cost and the INFRA request must be for \$25 million or more. There is no project maximum. Small projects must have a total cost of less than \$100 million and an INFRA request of \$5 million or more. Projects can have up to a 60 percent INFRA cost share and 80 percent or less federal share total. The non-federal share of a project can include State, local, private, or other non-federal funds. Projects must begin construction within 18 months after the obligation of funds. FY2017 funds will be obligated by September 30, 2020, and FY2018 funds will be obligated by September 30, 2021. Eligible projects include: highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, highway/rail grade crossing or grade separation projects, and other freight projects

that are intermodal/rail freight projects or projects within public or private freight rail or intermodal facilities. Eligible agencies include states, urbanized areas, local governments, subdivisions of State or local governments, and other transportation agencies. Each eligible applicant can submit no more than three applications. Key objective areas include supporting economic vitality, leveraging partnerships, safety innovation, project delivery innovation, performance/accountability, geographic disbursement, and project readiness. A copy of the notice of funding opportunity was provided in Electronic Item 10.1. Electronic Item 10.2 detailed the most recent discretionary grant program efforts in the region. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the Texas Department of Transportation (TxDOT) in Austin on the potential projects the State is planning to submit. TxDOT Dallas has submitted the LBJ East project and TxDOT Fort Worth has submitted the IH 35W "3C" project. Those projects are being reviewed by the State and TxDOT Austin's decision may impact the projects proposed to the Regional Transportation Council (RTC). Ms. Gotti noted that the RTC typically offers letters of support for other agencies in the region that are submitting potential projects. However, staff will seek RTC direction on whether letters of support will be provided to other agencies or if focus will be placed a larger regional effort. Coordination between NCTCOG and TxDOT will continue to identify projects for the RTC to consider. Staff anticipates one from the east and one from the west. The RTC is anticipated to take action on the proposed projects on October 12 and applications must be submitted by 7 pm central standard time on November 2. John Polster noted projects in the east that have funding gaps and asked that staff not recommend that the region not submit as many projects as possible in order to increase the chances of a project in the region being selected. He suggested that as long as agencies propose a project that is in the Regional 10-Year Plan, it was not clear why the RTC would not provide letters of support even if the support was contingent on meeting some criteria. Michael Morris noted this would be the type of question asked of the RTC, and the projects mentioned would be the projects of interest. In the past, letters of support have been provided to any project in the Metropolitan Transportation Plan. Mr. Polster requested that when staff consider options internally for proposal to the RTC that his comments be considered. Ms. Gotti noted that staff believes innovative finance/leveraging components will receive more consideration and that it may be difficult for individual agencies to be competitive. Mr. Polster also asked if an agency were to submit a project, could the RTC funding commitment be included as part of the funding for the project. Ms. Gotti noted that the RTC funding could be counted, though it is believed that projects with a higher non-federal commitment will score higher. Mr. Morris noted that staff's goal is to maximize the chances of the region having a project selected for funding.

11. **CMAQ/STBG Funding: Local Bond Program Partnerships:** Adam Beckom briefed the Committee on the proposed partnerships with local agencies under the Local Bond Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved several funding programs to select projects using CMAQ and STBG funding. The 11 programs and their status was highlighted, and the Local Bond Program was discussed. The goal of the Local Bond Program is to leverage bond funds for projects of strategic importance to local governments and the region. Staff is working with various agencies to leverage their bond funds. Mr. Beckom noted the presented information was draft as staff works to gain project specifics and funding plans from the agencies. Proposed funding includes: 1) \$46.64 million for the City of Dallas (in addition to the up to \$40 million previously approved for the Southern Gateway Pedestrian Plaza), 2) \$20 million for Hunt County, 3) \$13.65 million for Parker County, 4) \$5 million for City of Grapevine, and 5) \$280,000 for City of Cedar Hill for a total of approximately \$85.58 million. Mr. Beckom noted that additional details on the individual

projects, funding amounts, and timing will be presented at the September 22 meeting. The timeline for the effort was reviewed. Details were provided in Electronic Item 11. John Polster asked staff how CMAQ and STBG funds will be allocated. Mr. Beckom noted that as project descriptions are determined, staff will look for CMAQ-eligible expenses and determine the appropriate distribution of CMAQ/STBG funds.

12. **Fast Facts:** Jody Loza provided an ozone season update. As of the date of the meeting, the region had experience 14 exceedance days. However, she noted that no level red days had been experience by the region and that the design values was 80 parts per billion. Details were provided in Electronic Item 12.1.

Kristina Ronneberg highlighted current air quality funding opportunities for vehicles. She noted the Propane Vehicle Incentives for Texas program for private fleets, and two workshops in November regarding alternative fueling facilities and the Natural Gas Grant Program. Details were provided in Electronic Item 12.2.

Kristina Ronneberg also noted a Light-Emitting Diode (LED) Street Light Retrofit workshop on September 26. The purpose of the workshop is to discuss the benefits of LEDs and best practices. Details were provided in Electronic Item 12.3.

Kristina Ronneberg also highlighted events for National Drive Electric Week, September 9-16 at Grapevine Mills Mall. Details were available in Electronic Item 12.4.

Jenny Narvaez noted recent correspondence, provided in Electronic Item 12.5, from the Environmental Protection Agency (EPA) announcing it was reverting back to its original October 2017 schedule for 2015 ozone standard designations. Staff anticipates drafting a letter to the EPA recommending that it reevaluate county designations originally submitted by the State that was based on older ozone monitor data.

Jenny Narvaez also highlighted the upcoming Southern Transportation and Air Quality Summit schedule for August 29-30. Registration information was available through Electronic Item 12.6.

Jenny Narvaez also discussed correspondence provided in Electronic Item 12.7. The correspondence from the United States Department of Justice was in response to a letter from the RTC requesting that should any Fiat/Chrysler settlement funds be released the funds be earmarked to implement certain air quality projects and programs to help offset some of the emissions from the vehicles.

Carli Baylor noted that the Public Comments Report was provided in Electronic Item 12.8 and contained general public comments submitted by the public from June 20-July 20.

Carli Baylor also noted that the September public meeting notice announcing public meetings on September 11, 13, and 18, was distributed at the meeting in Reference Item 12.12. Staff will present information on several funding initiatives, modifications to 2018-2019 Unified Planning Work Program, and electric vehicles in north Texas.

Brian Wilson noted the latest edition of Mobility Matters was distributed to members at the meeting and is also available at www.nctcog.org/mobilitymatters.

Rebekah Hernandez discussed the new federal Executive Order on infrastructure recently signed by the President. The order specifically establishes a two-year goal to process

environmental documents for major infrastructure projects. The order includes a one Record of Decision policy, as well as requires federal agencies to track the cost of conducting environmental reviews. The environmental review and permitting process will be reviewed to improve performance across government agencies and hold every agency accountable.

Gabriel Ortiz noted that the Texas Department of Transportation (TxDOT) has recently purchased crowd source bicycle and pedestrian data from STRAVA Metro. The data is used by departments of transportation, as well as city planners to help improve infrastructure for bicycle and pedestrians. TxDOT will be hosting a live training session on the use of the data on Wednesday September 20 in North Richland Hills. The training session is opened to TxDOT staff, as well as local government staff and transit providers. Details were distributed at the meeting in Reference Item 12.13.

Kathryn Rush highlighted a new school zone safety flyer, provided in Electronic Item 12.9. This flyer complements the new Safe Routes to School brochure. She noted flyers are available for download at www.lookouttexas.org and printed versions were also available.

The current Local Motion was provided in Electronic Item 12.10 and transportation partner progress reports were provided in Electronic Item 12.11.

13. **Other Business (Old and New):** Chad Edwards noted that several presentations at the meeting were not included in the meeting mail out materials. He asked that the presentations be provided to members following the meeting and that efforts to make the presentations available in the meeting mail out material would be appreciated.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 22, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55111 **Facility:** FM 548 **Location/Limits From:** NORTH OF US 80 **Modification #:** 2017-0472
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF SH 205
County: KAUFMAN **CSJ:** 2588-01-017
City: FORNEY **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE (ULTIMATE 6) DIVIDED URBAN ROADWAY; INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2021; ADVANCE ROW PHASE TO FY2021; ADD UTILITIES PHASE IN FY2021; ADD CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON DECEMBER 8, 2016
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11237.2 **Facility:** CS **Location/Limits From:** ON CONFLANS RD FROM SH 161 **Modification #:** 2017-0490
Impementing Agency: IRVING **Location/Limits To:** VALLEY VIEW LANE
County: DALLAS, DALLAS **CSJ:** 0918-45-812
City: IRVING, IRVING **Desc:** CONSTRUCT 4-LANE DIVIDED FACILITY
Request: REMOVE ENGINEERING PHASE IN FY2016; ADD STBG FUNDING FOR ENVIRONMENTAL, ENGINEERING, ROW, UTILITIES, AND CONSTRUCTION ENGINEERING PHASES IN FY2018; CLARIFY SCOPE TO CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY
Comment: LOCAL CONTRIBUTION PAID FOR BY THE CITY OF IRVING; NEW STBG FUNDING FROM \$6,800,000 COMMITMENT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11762.1 **Facility:** CS **Location/Limits From:** ON CHEEKSPARGER **Modification #:** 2017-0494
Impementing Agency: COLLEYVILLE **Location/Limits To:** AT JACKSON ROAD; IN COLLEYVILLE
County: TARRANT **CSJ:** 0902-48-866
City: COLLEYVILLE **Desc:** ROUNDABOUT WITH NB RIGHT TURN LANE
Request: INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION PHASE BY \$714,853 DUE TO MATCH ACTUAL EXPENDITURES; CHANGES DUE TO ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54068 **Facility:** SH 170 **Location/Limits From:** TARRANT COUNTY LINE **Modification #:** 2017-0496
Impementing Agency: NTTA **Location/Limits To:** SH 114 INTERCHANGE
County: DENTON **CSJ:** 3559-01-004
City: VARIOUS **Desc:** CONSTRUCT 0 TO 6 LANE FREEWAY BETWEEN EXISTING FRONTAGE ROADS
Request: CANCEL PROJECT DUE TO PLANS TO REMOVE THE TOLL COMPONENT; CHANGE IMPLEMENTING AGENCY TO TXDOT-FORT WORTH

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 54088 **Facility:** SH 170 **Location/Limits From:** IH 35W **Modification #:** 2017-0497
Impementing Agency: NTTA **Location/Limits To:** DENTON C/L
County: TARRANT **CSJ:** 3559-02-007
City: VARIOUS **Desc:** CONSTRUCT 0 TO 6 LANE FREEWAY BETWEEN EXISTING FRONTAGE ROADS
Request: CANCEL PROJECT DUE TO PLANS TO REMOVE THE TOLL COMPONENT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54109 **Facility:** IH 35W **Location/Limits From:** IH 820 **Modification #:** 2017-0512
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 30
County: TARRANT **CSJ:** 0014-16-268
City: FORT WORTH **Desc:** WDN 4/6/8 TO 8 LN W/ COLL-DIST, INTRMIT AUX LNS, & 2 TO 2/3 DISCONTIN. FR RD CONN FROM IH 820 TO SH 183 ON EACH SIDE, 2 TO 2/3/4 FR RDS FROM SH 183 TO SH 121 ON EACH SIDE & 2 TO 2/3 DISCONTIN. FR RDS FROM SH 121 TO IH 30 ON EACH SIDE & RECONS. SH 121 INT
Request: CHANGE SCOPE TO WDN 2/4 TO 4/6 DISCONT FR RD & CST 2 CON TOLL/MNGD LNS FROM IH 820 TO SH 183, WDN 4 TO 4/8 DISCONT FR RD & CST 4 CON TOLL/MNGD LNS FROM SH 183 TO SH 121, WDN 4 TO 4/8 DISCONT FR RD & CST 4 CON TOLL/MNGD LNS FROM SH 121 TO IH 30, RCST IH 35/SH 121 INT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 11630.6 **Facility:** SH 180 **Location/Limits From:** EAST OF HENSLEY **Modification #:** 2017-0529
Impementing Agency: GRAND PRAIRIE **Location/Limits To:** GREAT SOUTHWEST PKWY
County: DALLAS **CSJ:** N/A
City: GRAND PRAIRIE **Desc:** INSTALLATION OF 4 NEW ADDITIONAL CCTV CAMERAS AND 5 DMS AT STRATEGIC LOCATIONS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDS OFFSET A DECREASE ON TIP 11630 (REGIONAL ITS FUNDING POOL)

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20282 **Facility:** MH **Location/Limits From:** ON COLLIN COUNTY OUTER LOOP FROM DNT **Modification #:** 2017-0534
Impementing Agency: COLLIN COUNTY **Location/Limits To:** SH 289 (PRESTON ROAD)
County: COLLIN **CSJ:** N/A
City: CELINA **Desc:** CONSTRUCT 0 TO 2 LANE EASTBOUND SERVICE ROAD AND 0 TO 2 LANES OF MAIN LANES OVER BNSF RR
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY

REVISION REQUESTED:

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

TIP Code: 20283 **Facility:** MH **Location/Limits From:** ON DNT FRTG RD FROM FM 428 **Modification #:** 2017-0536
Impementing Agency: COLLIN COUNTY **Location/Limits To:** US 380
County: COLLIN **CSJ:** N/A
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE SOUTHBOUND FRONTAGE ROAD
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20285 **Facility:** MH **Location/Limits From:** ON COLLIN COUNTY OUTER LOOP FROM DNT **Modification #:** 2017-0537
Impementing Agency: COLLIN COUNTY **Location/Limits To:** US 75
County: COLLIN **CSJ:** N/A
City: VARIOUS **Desc:** DEVELOP SCHEMATIC FOR ROW ACQUISITION
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11244.1 **Facility:** FM 156 **Location/Limits From:** US 81/287 **Modification #:** 2017-0550
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** WATAUGA ROAD (MCELROY)
County: TARRANT **CSJ:** 0718-02-045
City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE DIVIDED
Request: INCREASE CONSTRUCTION FUNDING IN FY2018 AS APPROVED BY THE RTC ON DECEMBER 8, 2016
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 11612.1 **Facility:** VA **Location/Limits From:** REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR) **Modification #:** 2017-0559
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0000-00-000
City: VARIOUS **Desc:** TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/TRACKING/REPORTING; DEVELOP/MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, & OUTREACH MATERIALS
Request: ADD IMPLEMENTATION FUNDING FOR EXISTING PROGRAM TO FY2019 AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 90,000 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 11663 **Facility:** VA **Location/Limits From:** MANAGED LANE SYSTEM **Modification #:** 2017-0564
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-171
City: VARIOUS **Desc:** IMPLEMENT TECHNOLOGY TO DETECT AUTO OCCUPANCY VERIFICATION
Request: DELAY IMPLEMENTATION PHASE TO FY2018 AND INCREASE FUNDING BY \$400,000 (\$320,000 FEDERAL AND \$80,000 STATE) DUE TO INTEGRATION PHASE COST

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-171	Cat 5:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0902-00-171	Cat 5:	\$1,920,000	\$480,000	\$0	\$0	\$0	\$2,400,000
Grand Total:				\$1,920,000	\$480,000	\$0	\$0	\$0	\$2,400,000

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55074 **Facility:** SH 205 **Location/Limits From:** NORTH OF SH 66 **Modification #:** 2017-0571
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF JOHN KING
County: ROCKWALL **CSJ:** 0451-04-021
City: ROCKWALL **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
Request: REVISE LIMITS SH 205 FROM JCT SH 205/JOHN KING (N GOLIAD ST) TO NORTH OF JOHN KING (COLLIN COUNTY LINE) DUE TO BREAKOUT PROJECT TIP
55086/CSJ 0451-05-901
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 11678 **Facility:** VA **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS **Modification #:** 2017-0572
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0000-00-000
City: VARIOUS **Desc:** DEVELOPMENT AND DEPLOYMENT OF LOW AND HIGH SPEED AUTOMATED VEHICLE PROGRAMS AND PROGRAMS ADVANCING AV-RELATED TECHNOLOGIES AND PARTNERSHIPS, INCLUDING DATA SHARING, SENSOR AND COMMUNICATIONS INFRASTRUCTURE, AND SHARED MOBILITY COLLABORATIONS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55086 **Facility:** SH 205 **Location/Limits From:** JCT SH 205/JOHN KING (S GOLIAD ST) **Modification #:** 2017-0573
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT SH 205/JOHN KING (N GOLIAD ST)
County: ROCKWALL **CSJ:** 0451-05-901
City: ROCKWALL **Desc:** WIDEN 4 TO 6 LANE DIVIDED URBAN ROADWAY
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); BREAKOUT PROJECT FROM TIP 55071/CSJ 0451-01-053 AND TIP 55074/CSJ 0451-04-021
Comment: 10 YEAR PLAN PROJECT

REVISION REQUESTED:

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

TIP Code: 35004 **Facility:** FM 455 **Location/Limits From:** US 75 **Modification #:** 2017-0574
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 286
County: COLLIN **CSJ:** 0816-04-101
City: ANNA **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED (6 LANE ULTIMATE)
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED; CHANGE CSJ TO 0816-04-101

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20169 **Facility:** VA **Location/Limits From:** PLANNING SUPPORT & TECHNICAL EXPERTISE FOR IMPLEMENTATION OF PASSENGER RAIL IN REGIONAL RAIL CORRIDORS **Modification #:** 2017-0577
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-45-877
City: VARIOUS **Desc:** NCTCOG-METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING SUPPORT AND TECHNICAL EXPERTISE WILL BE UTILIZED TO UPDATE AND ADVANCE PREVIOUS WORK CONDUCTED ON STREAMLINING PROJECT DELIVERY OF REGIONAL PASSENGER RAIL CORRIDORS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING OFFSET BY DECREASE TO TIP 20168/CSJ 0918-45-877

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 2998 **Facility:** SH 276 **Location/Limits From:** SH 205 **Modification #:** 2017-0582
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 549
County: ROCKWALL **CSJ:** 1290-02-017
City: ROCKWALL **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)
Request: REVISE FUNDING DUE TO PROP 1 UNFUNDED COMMITMENTS AND 10 YR PLAN SWAP AS APPROVED BY THE RTC ON AUGUST 10, 2017
Comment: CMAQ FUNDS FOR INTERSECTION IMPROVEMENTS, SIGNALS, AND PEDESTRIAN IMPROVEMENTS

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55096 **Facility:** SH 276 **Location/Limits From:** FM 549 **Modification #:** 2017-0583
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF FM 549
County: ROCKWALL **CSJ:** 1290-03-027
City: ROCKWALL **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)
Request: REVISE FUNDING DUE TO PROP 1 UNFUNDED COMMITMENTS AND 10 YR PLAN SWAP AS APPROVED BY THE RTC ON AUGUST 10, 2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	1290-03-027	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2016	ROW	1290-03-027	S102:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2018	CON	1290-03-027	Cat 2M - Prop 1:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
Grand Total:				\$800,000	\$1,200,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	1290-03-027	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2016	ROW	1290-03-027	S102:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2018	CON	1290-03-027	Cat 2M:	\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
Grand Total:				\$1,440,000	\$560,000	\$0	\$0	\$0	\$2,000,000

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11633.1 **Facility:** VA **Location/Limits From:** M&O - PROGRAM OVERSIGHT COORDINATION **Modification #:** 2017-0585
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-209, 0918-00-216, 0918-00-220
City: VARIOUS **Desc:** PROGRAM OVERSIGHT COORDINATION; PROGRAM ADMINISTRATION PRE-AWARD ACTIVITIES INCLUDING DEVELOPMENT AND IMPLEMENTATION OF RISK/COMPLIANCE POLICIES AND PROCEDURES
Request: CANCEL CSJ 0918-00-216 AND REPROGRAM FUNDS BACK TO THE REGIONAL POOL

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20231 **Facility:** VA **Location/Limits From:** OLD TOWN TRANSIT ORIENTED DEVELOPMENT; BOUNDED BY 100 N. CHARLES ST; 200 N. CHARLES ST **Modification #:** 2017-0586
Impementing Agency: LEWISVILLE **Location/Limits To:** 100 WEST TO 500 E. BLOCKS OF MAIN STREET AND THE 100 N. TO 500 S. BLOCKS OF MILL STREET
County: DENTON **CSJ:** 0918-46-261
City: LEWISVILLE **Desc:** PEDESTRIAN AMENITIES; LANDSCAPING; INTERSECTION IMPROVEMENTS; BIKE CONNECTION; BUS TRANSIT CONNECTION; TRAFFIC SIGNALIZATION; AND STREET IMPROVEMENTS ON MAIN ST AND MILL ST TO REDUCE FROM 2 LANES TO 1 LANE IN EACH DIRECTION TO ACCOMM. PEDESTRIAN IMPR.
Request: CHANGE SCOPE TO REMOVE BUS TRANSIT CONNECTION FROM SCOPE

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20240 **Facility:** VA **Location/Limits From:** COLLECTIVE MIXED USE DEVELOPMENT; FW AVE TO THE WEST INCLUDING ANNIELS DR, ODEANS DR, AND WALTER DR; COLORADO BLVD **Modification #:** 2017-0587
Impementing Agency: DALLAS **Location/Limits To:** HAMPTON ROAD AND PLYMOUTH ON THE EAST; AND THE COOMBS CREEK TRAIL TO THE NORTH
County: DALLAS **CSJ:** 0918-47-027
City: DALLAS **Desc:** BIKE LANES ON FORT WORTH AVE FROM BAHAMA TO IH 30, ON COLORADO FROM FORT WORTH AVE TO PLYMOUTH RD, AND ON BAHAMA FROM FTW AVE TO HAMPTON RD; INTERSECTION IMPROVEMENTS AT FTW AVE AND BAHAMA; AND SIDEWALK IMPROVEMENTS AND CONNECTION TO COOMBS CREEK TRAIL
Request: MOVE \$208,282 TOTAL CONSTRUCTION FUNDING IN FY2017 TO ENGINEERING PHASE IN FY2019; DELAY CONSTRUCTION PHASE TO FY2019; REVISE SCOPE TO BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, AND COLORADO BLVD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 14007 **Facility:** SH 66 **Location/Limits From:** AT DALROCK ROAD **Modification #:** 2017-0591
Impementing Agency: ROWLETT
County: VARIOUS **CSJ:** N/A
City: ROWLETT **Desc:** INTERSECTION IMPROVEMENT
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11955 **Facility:** FM 917 **Location/Limits From:** BNSF RR **Modification #:** 2017-0592
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 174
County: JOHNSON **CSJ:** 1181-02-033
City: JOSHUA **Desc:** CONSTRUCT RR GRADE SEPARATION AND REALIGN FM 917 TO NEW ALIGNMENT (2 TO 2 LANES)
Request: UPDATE LIMITS AS EDDY AVENUE TO SH 174; REVISE SCOPE AS CONSTRUCT RR GRADE SEPARATION AND REALIGN FM 917
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 15000 **Facility:** CS **Location/Limits From:** ON 7TH STREET **Modification #:** 2017-0593
Impementing Agency: FWTA
County: TARRANT **CSJ:** 0902-90-984
City: FORT WORTH **Desc:** 7TH STREET DISTRICT CIRCULATOR ELECTRIC BUSES AND CHARGING STATIONS; NEW/EXPANDED TRANSIT SERVICE
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$1,720,000 FEDERAL FROM CSJ 0902-90-022/TIP 11982

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	TRANS	0902-90-984	Cat 5:	\$4,600,000	\$0	\$0	\$1,664,000	\$0	\$6,264,000
Grand Total:				\$4,600,000	\$0	\$0	\$1,664,000	\$0	\$6,264,000

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13006 **Facility:** SH 114 **Location/Limits From:** FM 1938 **Modification #:** 2017-0594
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DOVE RD
County: TARRANT **CSJ:** 0353-03-100
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE SB FRONTAGE ROAD FROM FM 1938 TO SOLANA/KIRKWOOD AND CONSTRUCT 0 TO 2 LANE NB AND 0 TO 2 LANE SB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE
Request: ADVANCE ENGINEERING PHASE FROM FY2035 TO FY2018; ADD ENGINEERING PHASE TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION PROGRAM (STIP)
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11745 **Facility:** CS **Location/Limits From:** ON COCKRELL HILL RD FROM NORTH OF MOLER STREET **Modification #:** 2017-0595
Impementing Agency: DALLAS COUNTY **Location/Limits To:** DAVIS STREET
County: DALLAS **CSJ:** 0918-47-035
City: COCKRELL HILL **Desc:** RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES
Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2018; CHANGE CITY FROM COCKRELL HILL TO VARIOUS

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 51060 **Facility:** SH 114 **Location/Limits From:** AT UP RAILROAD UNDERPASS **Modification #:** 2017-0596
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IN ROANOKE DOT NO 795 342V
County: DENTON **CSJ:** 0353-02-053, 0353-02-077
City: ROANOKE **Desc:** REPLACE RAILROAD UNDERPASS
Request: REVISE FUNDING DUE TO PROP 1 UNFUNDED COMMITMENTS AND 10 YR PLAN SWAP AS APPROVED BY THE RTC ON AUGUST 10, 2017; INCREASE ROW FUNDING IN FY2017; CHANGE FACILITY TO BS 114K; CHANGE SCOPE TO REPLACE RAILROAD UNDERPASS AND IMPROVE BS 114K DRAINAGE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-02-053	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2017	ROW	0353-02-077	S102:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2018	CON	0353-02-053	Cat 2M - Prop 1:	\$5,652,640	\$1,413,160	\$0	\$0	\$0	\$7,065,800
2018	CON	0353-02-053	Cat 6:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$7,252,640	\$1,813,160	\$0	\$0	\$0	\$9,065,800
Grand Total:				\$7,332,640	\$2,233,160	\$0	\$0	\$0	\$9,565,800

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-02-053	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2017	ROW	0353-02-077	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2018	CON	0353-02-053	Cat 2M:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2018	CON	0353-02-053	Cat 5:	\$442,337	\$110,584	\$0	\$0	\$0	\$552,921
2018	CON	0353-02-053	Cat 6:	\$6,000,000	\$1,500,000	\$0	\$0	\$0	\$7,500,000
Phase Subtotal:				\$8,842,337	\$2,210,584	\$0	\$0	\$0	\$11,052,921
Grand Total:				\$10,442,337	\$2,810,584	\$0	\$200,000	\$0	\$13,452,921

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 19008 **Facility:** TRAFFIC MGMT **Location/Limits From:** DALLAS COUNTY LIMITED ACCESS FACILITIES. **Modification #:** 2017-0610
Impementing Agency: NCTCOG
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** IMPLEMENT TRAFFIC INCIDENT MANAGEMENT AND OPERATIONS ON DALLAS COUNTY LIMITED ACCESS FACILITIES.
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: PART OF COLLIN COUNTY FUNDING PARTNERSHIP (LIRAP/LIP); THE FUNDING FOR THE DALLAS COUNTY SHERIFF'S OFFICE TRAFFIC PATROL PROGRAM ENDS AT THE END OF FY2017 - THIS FUNDING REQUEST IS A PLACEHOLDER FOR FY2018

REVISION REQUESTED:

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

How to Read the Project Modification Listings – Transit Section

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

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

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

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

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

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0611

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0614

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0615

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

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

Revision Requested:

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0616

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0617

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: WORKFORCE SOLUTIONS OF GREATER DALLAS

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0621

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0622

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

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

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0623

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF DALLAS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0624

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

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

Implementing Agency: CITY OF DESOTO

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0625

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0626

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0627

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12649.16	PURCHASE OF SERVICE	2016	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000
TOTAL:				\$200,000	\$0	\$0	\$0	40,000	\$200,000

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0628

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$205,426	\$0	\$0	\$137,781	13,529	\$343,207
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
TOTAL:				\$527,311	\$0	\$0	\$137,781	13,529	\$665,092

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
TOTAL:				\$321,885	\$0	\$0	\$0	0	\$321,885	

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0630

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

Implementing Agency: SPAN, INC

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0631

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0634

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12471.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$12,113,841	\$0	\$0	\$3,028,461	0	\$15,142,302	
TOTAL:				\$12,113,841	\$0	\$0	\$3,028,461	0	\$15,142,302	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12471.17	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$21,473,953	\$0	\$0	\$5,368,489	0	\$26,842,442	INCREASE FUNDING
TOTAL:				\$21,473,953	\$0	\$0	\$5,368,489	0	\$26,842,442	

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0635

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0636

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0637

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

UZA: DENTON-LEWISVILLE

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

Funding Source: TRANSIT SECTION 5339 FUNDS

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0638

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5339 FUNDS

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0639

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5339 FUNDS

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: TEXOMA AREA PARATRANSIT SYSTEM

Apportionment Year: FY2013 PROGRAM OF PROJECTS

Modification #: 2017-0640

Request: REFINE FY2013 PROGRAM OF PROJECTS

UZA: MCKINNEY

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: TEXOMA AREA PARATRANSIT SYSTEM

Apportionment Year: FY2014 PROGRAM OF PROJECTS **Modification #:** 2017-0641

Request: REFINE FY2014 PROGRAM OF PROJECTS

UZA: MCKINNEY

Comment: NOTE: 1,613,620 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved:

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

Revision Requested:

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

PROPOSED NOVEMBER 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year: FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0642

Request: REFINE 2015 PROGRAM OF PROJECTS

UZA: MCKINNEY

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

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

Revision Requested:

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

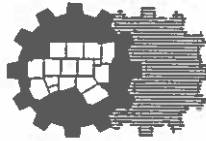
McKinney Urban Area Funding Recap

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

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

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

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



North Central Texas Council Of Governments

April 12, 2017

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

Dear Mr. Bass:

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

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

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

Sincerely,

Michael Morris, P.E.
 Director of Transportation

SJC:tmb

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

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North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: September 15, 2017

FROM: Vickie Alexander
Program Manager

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

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

Listed below, and in the following attachment, is the first set of proposed modifications to the FY2018 and FY2019 UPWP. Included in these amendments are project updates and funding adjustments. The proposed modifications were presented at the September 11 and 13, 2017, public meetings and will be presented at the September 18 public meeting. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Transportation Planning Fund (TPF) Modifications

- 3.02 Regional Air Quality Planning – Air Quality Planning (add \$217,600 TPF to support staff work activities in the areas of general air quality planning and conformity)

- 5.11 Automated Vehicle Technology – Automated Vehicles: Planning (update text to reflect the addition of planning and coordination of pilot programs that advance the deployment of automated vehicles)

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

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

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

Other Funding Source Text Modification

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

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

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

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

va
Attachment

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

3.03 Air Quality Management and Operations

Partnerships and Collaborations

Other Funding Sources

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

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

5.03 Land-use/Transportation Initiatives

Sustainable Development Initiatives

Other Funding Sources

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

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

5.05 Congestion Management Planning and Operations

Transportation System Management and Operations

Other Funding Sources

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

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

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

5.06 Regional Freight Planning

Other Funding Sources

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

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

5.08 Roadway and Railroad Safety

Railroad Crossing Coordination

Other Funding Sources

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

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

5.11 Automated Vehicle Technology

Automated Vehicles: Planning

Transportation Planning Funds

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

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

Automated Vehicles: Development and Deployment

Other Funding Sources

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

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

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

VIII. Overview of Work Program Funding

Proposed Budget

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

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

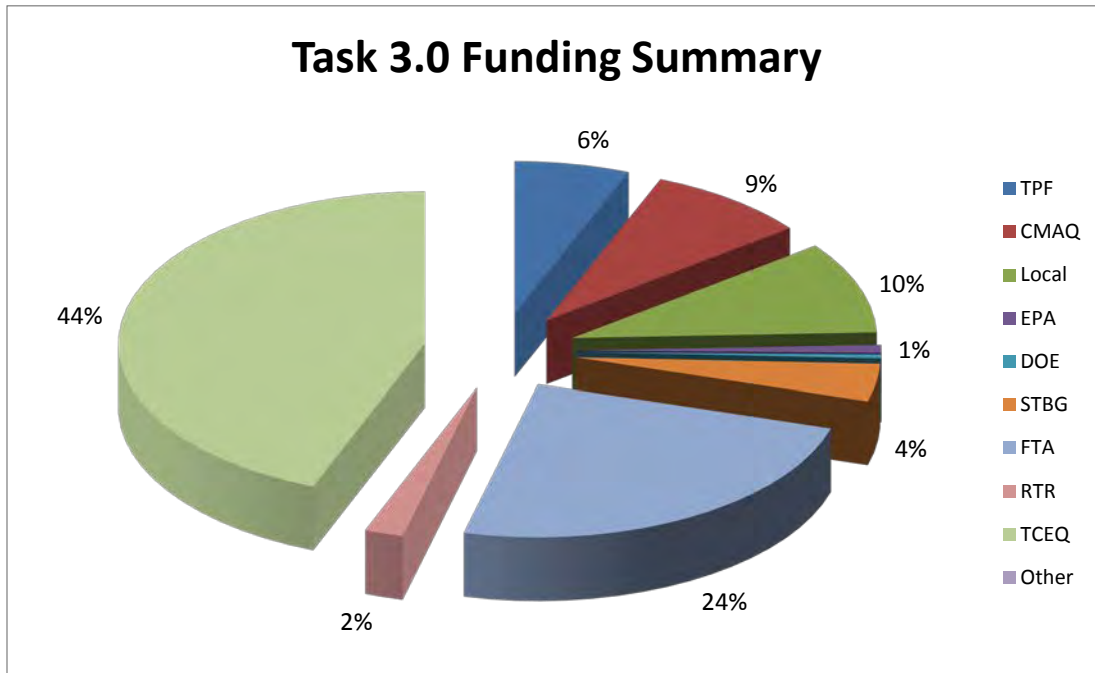
for all metropolitan planning organizations. The FY2018 and FY2019 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$7,455,075 in FY2018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

E. Funding Summary

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

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

E. Funding Summary



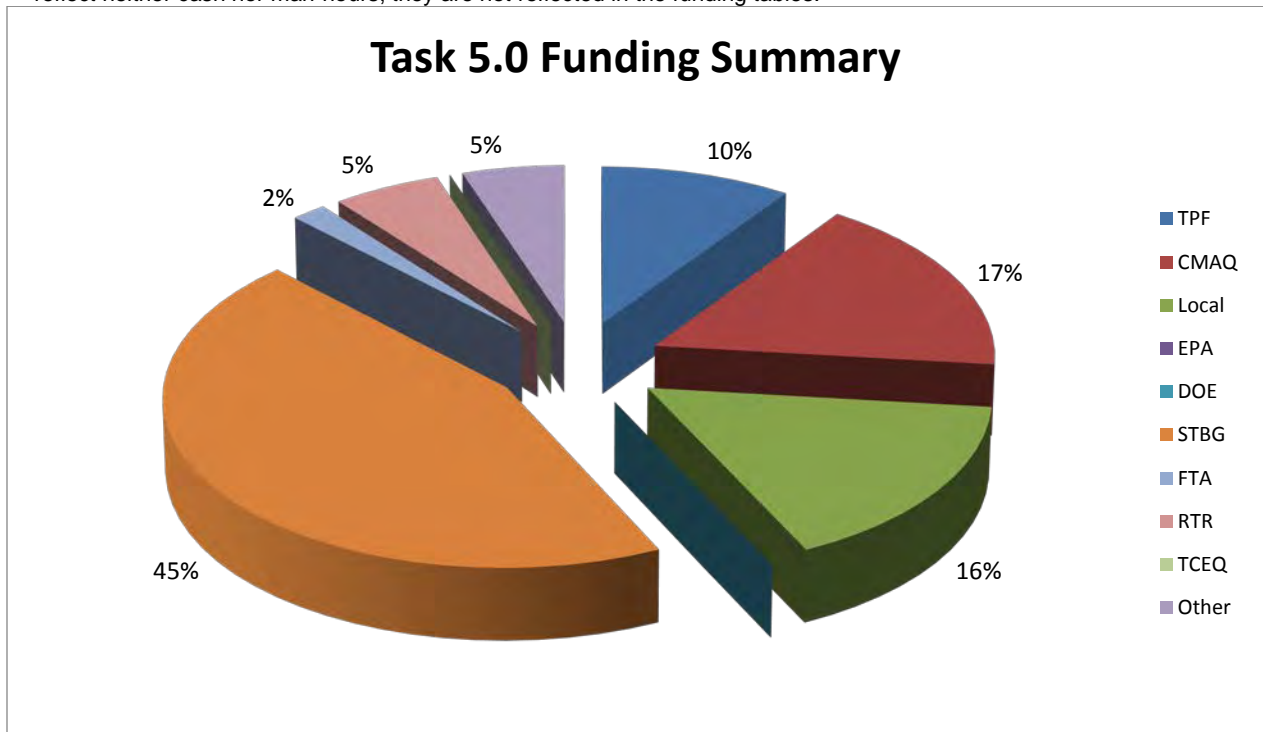
E. Funding Summary

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

E. Funding Summary

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

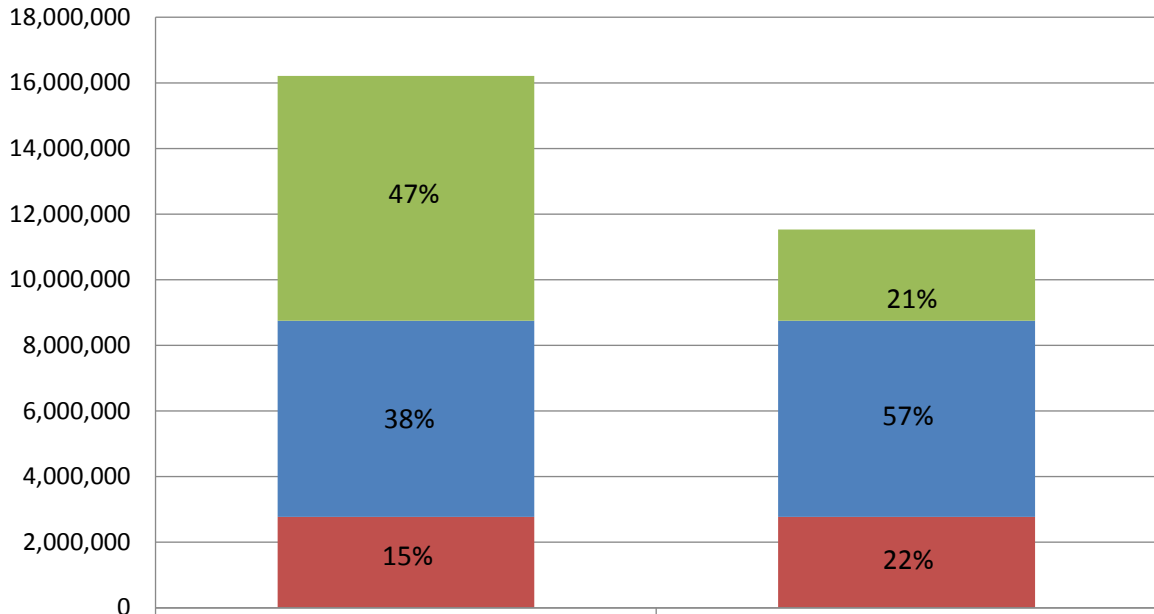
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding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



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

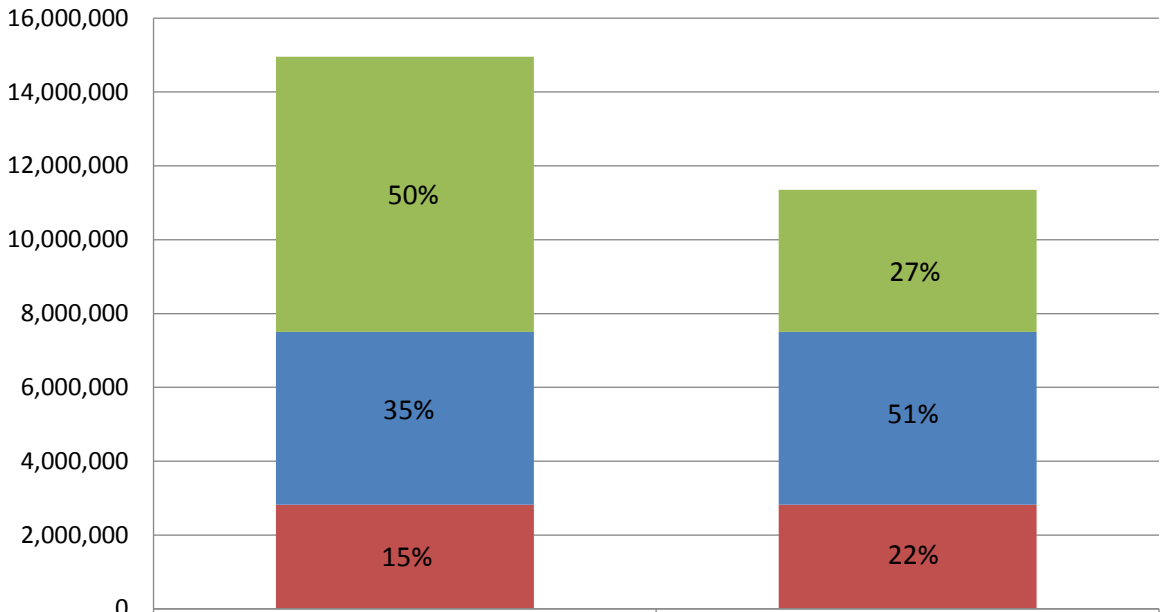
	FY2018		FY2019	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,770,459	2,770,459	2,825,868	2,825,868
FHWA (PL-112)				
Carryover	5,981,498	5,981,498	4,676,332	4,676,332
New Allocation	7,455,075	2,778,743	7,455,075	3,848,700
Total TPF	16,207,032	11,530,700	14,957,275	11,350,900
Carryover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

Summary of TPF 2018 Funding Levels



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

Summary of TPF 2019 Funding Levels



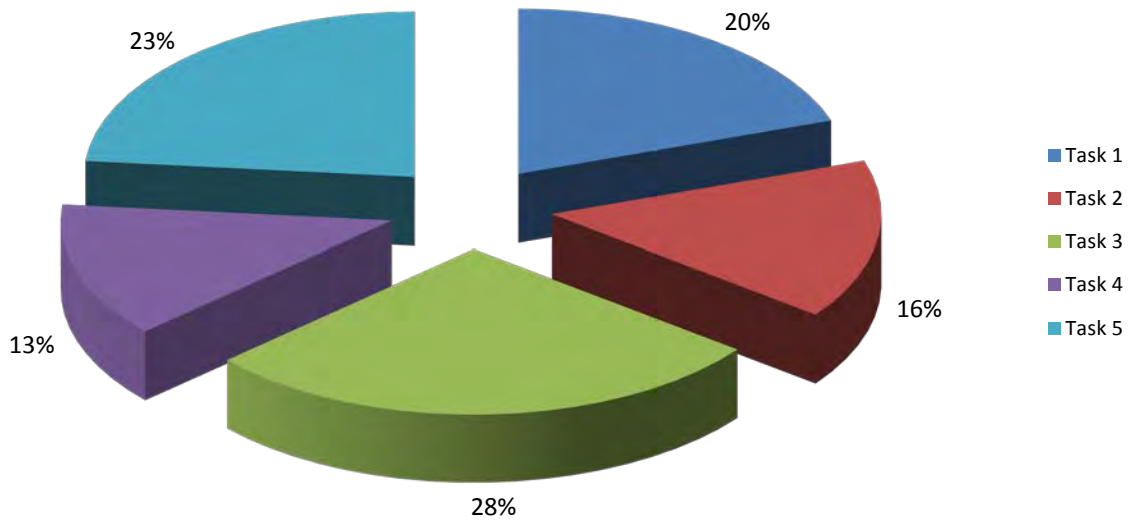
	Allocation	Programmed
■ FHWA (PL-112)	7,455,075	3,848,700
■ Carryover	4,676,332	4,676,332
■ FTA (5303)	2,825,868	2,825,868

EXHIBIT VIII-2

FY2018 AND FY2019 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

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

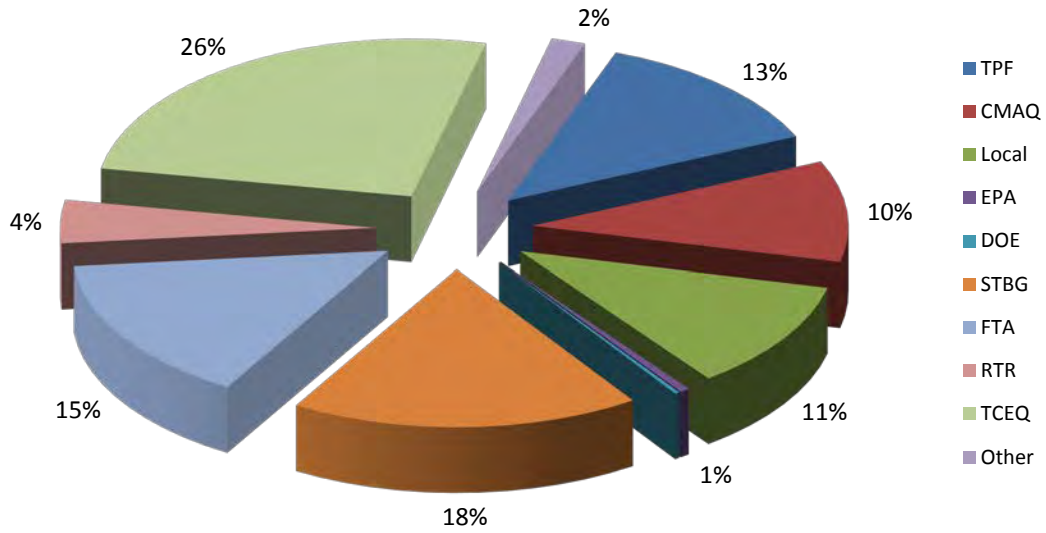
TRANSPORTATION PLANNING FUNDS (TPF) SUMMARY BY TASK



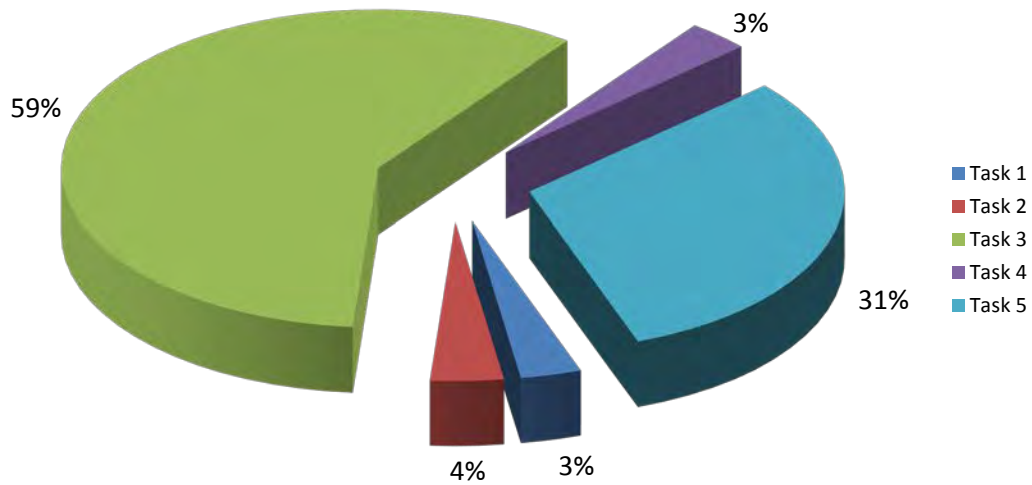
**EXHIBIT VIII-3
FY2018 AND FY2019 UPWP FUNDING SUMMARY**

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

Summary of Total Funding



Summary of Funding by Task





Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Surface Transportation Technical Committee
September 22, 2017**

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

Transportation Planning Fund Modifications

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

Non-TPF FY2018 Budget Increases in Coordination with TIP Modifications

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

Non-TPF FY2019 Budget Increases in Coordination with TIP Modifications

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

Other Funding Source Text Modifications

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

Transportation Planning Funds Two-Year Summary

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

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

Modification Schedule

September 11, 13, 18 **Public Meetings**

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

October 12 **Action by Regional Transportation
Council**

October 26 **Action by NCTCOG Executive
Board**

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

Requested STTC Action

Recommend RTC approval of the proposed UPWP modifications

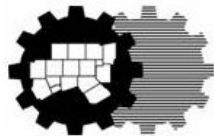
and

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

Contact Information

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

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

DALLAS - FORT WORTH - ARLINGTON URBANIZED AREA
2017 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD					NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	OTHER NCTCOG FUNDING PROGRAMS	
88.75	Dallas Area Rapid Transit (DART)	Carrollton/Rowlett Taxi Subsidy Program	Capital funds to purchase taxi vouchers for eligible residents of the cities and operating funds to administer the program	\$ 226,323	\$ 168,868	\$ 57,455	-	\$ 226,323	\$ 168,868	\$ 57,456	-		
82.30	City of Dallas	City of Dallas Senior Medical Transportation Program (SMTP)	Operating funds to expand current transportation services for the city's seniors with low to moderate incomes to include wellness trips, increase the number of trips provided per day, and make medical trips outside city limits possible.	\$ 836,368	\$ 418,184	\$ 418,184	-	\$ 836,368	\$ 418,184	\$ 418,184	-		Performance measures data must be shared with DART.
74.20	Dallas County HHS Older Adult Services Program	Dallas County HHS Older Adult Services Program	Capital funds to purchase 2 light-duty vehicles to replace aging vehicles for continued services to seniors in Dallas County.	\$ 130,000	\$ 130,000	\$ -	19,500	\$ -	\$ -	\$ -	-	2 vehicles	Recommend vehicles be provided through NCTCOG's Vehicle Lease Program.
72.80	City of DeSoto	DeSoto Elderly/Disabled Transportation Program	Capital and operating funds to launch a pilot taxi voucher card program for the city's senior and disabled citizens.	\$ 150,300	\$ 96,300	\$ 54,000	8,460	\$ 388,800	\$ 334,800	\$ 54,000	33,480		Service must be provided in partnership with an existing transit agency. Recommend increasing request to triple the number of participants served leveraging TDC for project expansion.
70.60	Fort Worth Transportation Authority (FWTA)	Access to Community - FWTA/Tarrant County Partnership	Capital and operating funds to expand service on behalf of Tarrant County Transportation Services (TCTS). The expansion adds a day of service for each member city and adds Transit 101 classes and mobility management services to the existing partnership.	\$ 597,000	\$ 327,000	\$ 270,000	11,400	\$ 597,000	\$ 327,000	\$ 270,000	11,400		
65.95	City of Lancaster	Life Center Mobility Project	Capital funds to purchase 1 light-duty vehicle to expand existing services provided to the city's seniors and individuals with disabilities.	\$ 65,000	\$ 65,000	\$ -	9,750	\$ -	\$ -	\$ -	-	1 vehicle	Recommend vehicle be provided through NCTCOG's Vehicle Lease Program.
64.10	Mid-Cities Care Corps	Expanding Transportation Services for Seniors in the Mid-Cities	Capitals funds to support expansion of work space, purchase of hardware and IT support, and provide mobility management services; and operating funds for the purpose of expanding current volunteer and staff services provided.	\$ 112,493	\$ 72,393	\$ 40,100	6,459	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability; and Coordination, Collaboration, Partnership
63.30	Fort Worth Transportation Authority	West Quadrant Fixed Route Service	Capital funds for the purchase of vehicles, mobility management services, and Transit 101 workshops.	\$ 2,495,200	\$ 2,178,700	\$ 316,500	280,080	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability
60.80	Senior Connect	KC-5310	Capital (purchase of service) funds to continue an existing service that provides in- and out-of-county medical transportation to seniors and individuals with disabilities in Kaufman, Rockwall, and Ellis counties.	\$ 252,000	\$ 233,100	\$ 18,900	42,840	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability
46.55	Happy to Help	No One Left Behind	Capital (vehicles, mobility management, preventive maintenance) and operating funds to expand existing service provided to portions of Tarrant County not served by FWTA.	\$ 1,392,920	\$ 1,149,460	\$ 243,460	156,200	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Implementation, Operations, Sustainability; and Coordination, Collaboration, Partnership
				\$ 4,839,005				\$ 1,248,852					

Total Federal Funding Available	\$2,890,233
Recommended for Award	\$1,248,852
Balance to be carried forward **	\$1,641,381

URBANIZED AREA FORMULA PROGRAM - JOB ACCESS/ REVERSE COMMUTE (JA/RC) PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD					NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	OTHER NCTCOG FUNDING PROGRAMS	
85.20	Workforce Solutions of Greater Dallas	Southern Dallas - Inland Port Job Access Transportation Study	Capital funds to hire a consultant to conduct a study that identifies employee transportation needs and routes in DART's non-rail areas with the goal of solving "last mile" gaps between existing public transit routes and area employers.	\$ 210,000	\$ 210,000	\$ -	42,000	\$ 210,000	\$ 210,000	\$ -	42,000		
71.00	Workforce Solutions of Greater Dallas	Southern Dallas - Inland Port Job Access Vanpool Service	Capital funds to initiate a no cost to the employee vanpool service to transport South Dallas County citizens to/from the Inland Port employment center as part of a partnership with DART	\$ 360,090	\$ 180,045	\$ 180,045	-	\$ 360,090	\$ 180,045	\$ 180,045	-		Coordination with DART required to ensure that these vehicles are not also counted as part of the Regional Vanpool Program. DART will report service to the National Transit Database (NTD).
62.00	On the Road Lending	Mobility Alliance: Bridging Transit Gaps for Alliance Texas	Operating funds to support a pilot project that would provide "last mile" service from the existing Alliance area bus stop to employers in the area and administer a low cost vehicle financing program for low-income workers employed in the Alliance area	\$ 1,286,130	\$ 643,065	\$ 643,065	-	\$ -	\$ -	\$ -	-		Not recommended. Review criteria concern: Coordination, Collaboration, Partnership
				\$ 1,033,110				\$ 390,045					

Total Federal Funding Available	\$3,075,109
Recommended for Award	\$390,045
Balance to be returned to DART and FWTA***	\$2,685,064

* Transportation Development Credits (TDCs) are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** Funds will be available in a future Call for Projects.

*** The balance will be returned to Dallas Area Rapid Transit and the Fort Worth Transportation Authority .

****Project were evaluated using the following evaluation criteria:

- 1) Needs Assessment - 25 points
- 2) Implementation, Operations, Sustainability - 40 points
- 3) Coordination, Collaboration, Partnership - 20 points
- 4) Overall Strategic Value - 15 points

**DENTON - LEWISVILLE URBANIZED AREA
2017 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS**

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
92.00	Span, Inc.	Flower Mound Service for Seniors and People with Disabilities	Capital funds to support expanded demand response service.	\$ 154,883	\$ 154,883	\$ -	30,977	\$ 159,398	\$ 159,398	\$ -	31,880	Award (\$4,515) above the requested amount is the remainder of available funds after fully funding all awarded projects.
85.90	Span, Inc.	Lake Cities Transportation Services	Capital funds to support a collaborative effort between the cities of Hickory Creek, Shady Shores, Lake Dallas, and Corinth to provide demand response services to the cities' senior and mobility impaired populations.	\$ 143,100	\$ 143,100	\$ -	28,620	\$ 143,100	\$ 143,100	\$ -	28,620	
				<u>\$ 297,983</u>				<u>\$ 302,498</u>				

Total Federal Funding Available	\$302,498
Recommended for Award	\$302,498
Balance to be carried forward	\$0

URBANIZED AREA FORMULA PROGRAM - JOB ACCESS/ REVERSE COMMUTE (JA/RC) PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
n/a	No Projects Submitted			\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
				<u>\$ -</u>				<u>\$ -</u>				

Total Federal Funding Available	\$230,312
Recommended for Award	\$0
Balance to be returned to DCTA**	\$230,312

* Transportation Development Credits (TDCs) are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** The balance will be returned to Denton County Transportation Authority.

***Projects were evaluated using the following evaluation criteria:

- 1) Needs Assessment - 25 points
- 2) Implementation, Operations, Sustainability - 40 points
- 3) Coordination, Collaboration, Partnership - 20 points
- 4) Overall Strategic Value - 15 points

up to 0.999 mgd (peak day) (Docket No. 20130905).

3. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Sugar Creek), Burlington Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 0.499 mgd (peak day) (Docket No. 20130906).

4. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Susquehanna River), Terry Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 1.440 mgd (peak day) (Docket No. 20130907).

5. *Project Sponsor and Facility:* Chief Oil & Gas LLC (Towanda Creek), Leroy Township, Bradford County, Pa. Application for surface water withdrawal of up to 1.500 mgd (peak day).

6. *Project Sponsor and Facility:* Downs Racing, L.P. d/b/a Mohegan Sun Pocono, Plains Township, Luzerne County, Pa. Application for consumptive use of up to 0.350 mgd (peak day).

7. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for renewal of groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 6 (Docket No. 19861103).

8. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 7.

9. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Elizabethtown Borough and Mount Joy Township, Lancaster County, Pa. Modification to correct total system limit to remove inclusion of water discharged to the Conewago watershed to offset passby and transfer of water from Conewago Creek to Back Run (Docket No. 20160903).

10. *Project Sponsor and Facility:* Houtzdale Municipal Authority, Gulich Township, Clearfield County, Pa. Application for groundwater withdrawal of up to 1.008 mgd (30-day average) from Well 14R.

11. *Project Sponsor and Facility:* Moxie Freedom LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 0.408 mgd (peak day), for a total consumptive use of up to 0.500 mgd (peak day) (Docket No. 20150907).

12. *Project Sponsor and Facility:* Susquehanna Gas Field Services, LLC (Meshoppen Creek), Meshoppen Borough, Wyoming County, Pa. Application for renewal of surface water

withdrawal of up to 0.145 mgd (peak day) (Docket No. 20130913).

13. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 5.000 mgd (peak day), for a total consumptive use of up to 53.000 mgd (peak day) (Docket No. 19950301).

14. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC (Susquehanna River), Salem Township, Luzerne County, Pa. Modification to increase surface water withdrawal by an additional 10.000 mgd (peak day), for a total surface water withdrawal increase of up to 76.000 mgd (peak day) (Docket No. 19950301).

15. *Project Sponsor and Facility:* SWEPI LP (Elk Run), Sullivan Township, Tioga County, Pa. Application for surface water withdrawal of up to 0.646 mgd (peak day).

16. *Project Sponsor and Facility:* SWN Production Company, LLC (Wyalusing Creek), Wyalusing Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 2.000 mgd (peak day) (Docket No. 20130911).

17. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to add consumptive use of up to 0.200 mgd (peak day) to existing docket approval (Docket No. 20160913).

18. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to change authorized use of source to existing docket approval (Docket No. 20160913).

19. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.320 mgd (30-day average) from Well 1.

20. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.480 mgd (30-day average) from Well 2.

21. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.470 mgd (30-day average) from Well 3.

Opportunity To Appear and Comment

Interested parties may appear at the hearing to offer comments to the Commission on any project, request or proposal listed above. The presiding officer reserves the right to limit oral

statements in the interest of time and to otherwise control the course of the hearing. Guidelines for the public hearing will be posted on the Commission's Web site, www.srb.net, prior to the hearing for review. The presiding officer reserves the right to modify or supplement such guidelines at the hearing. Written comments on any project, request or proposal listed above may also be mailed to Mr. Jason Oyler, General Counsel, Susquehanna River Basin Commission, 4423 North Front Street, Harrisburg, Pa. 17110-1788, or submitted electronically through www.srb.net/pubinfo/publicparticipation.htm. Comments mailed or electronically submitted must be received by the Commission on or before August 14, 2017, to be considered.

Authority: Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: June 29, 2017.

Stephanie L. Richardson,
Secretary to the Commission.

[FR Doc. 2017-14076 Filed 7-3-17; 8:45 am]

BILLING CODE 7040-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. DOT-OST-2017-0090]

Notice of Funding Opportunity for the Department of Transportation's Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Years 2017 and 2018

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

ACTION: Notice of funding opportunity.

SUMMARY: The Nationally Significant Freight and Highway Projects (INFRA) program provides Federal financial assistance to highway and freight projects of national or regional significance. This notice solicits applications for awards under the program's FY 2017 and FY 2018 funding, subject to future appropriations.

DATES: Applications must be submitted by 8:00 p.m. EST November 2, 2017. The Grants.gov "Apply" function will open by August 1, 2017.

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

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact the Office of the Secretary via email at INFRAgrants@dot.gov. For more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other questions, please contact Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's Web site at <https://www.transportation.gov/buildamerica/INFRAgrants>.

SUPPLEMENTARY INFORMATION:

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A. Program Description

1. Overview

The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. To maximize the value of FY 2017-2018 INFRA funds for all Americans, the Department is focusing

the competition on transportation infrastructure projects that support four key objectives, each of which is discussed in greater detail in section A.2:

- (1) Supporting economic vitality at the national and regional level;
- (2) Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment, as well as accounting for the life-cycle costs of the project;
- (3) Using innovative approaches to improve safety and expedite project delivery; and
- (4) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

This notice's focus on the four key objectives does not compromise the Department's position that safety is our top priority. The Department is committed to reducing traffic fatalities and serious injuries on the surface transportation system. To reinforce the Department's safety priority, the USDOT will require projects that receive INFRA awards to consider and effectively respond to data-driven transportation safety concerns. Section F.2.a describes related requirements that the Department will impose on each INFRA project. These requirements focus on performing detailed, data-driven safety analyses and the incorporating project elements that respond to State-specific safety priority areas.

2. Key Program Objectives

This section of the notice describes the four key program objectives that the Department intends to advance with FY 2017-2018 INFRA funds. These four objectives are reflected in later portions of the notice, including section E.1, which describes how the Department will evaluate applications to advance these objectives, and section D.2.b, which describes how applicants should address the four objectives in their applications.

a. Key Program Objective #1: Supporting Economic Vitality

A strong transportation network is absolutely critical to the functioning and growth of the American economy. The nation's industry depends on the transportation network not only to move the goods that it produces, but also to facilitate the movements of the workers who are responsible for that production. When the nation's highways, railways, and ports function well, that infrastructure connects people to jobs, increases the efficiency of delivering goods and thereby cuts the costs of

doing business, reduces the burden of commuting, and improves overall well-being. When the transportation network fails—whether due to increasing bottlenecks, growing connectivity gaps, or unsafe, crumbling conditions—our economy suffers. Projects that address congestion in our major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in our rural areas, and projects that attract private economic development, all support national or regional economic vitality. Therefore, the INFRA program seeks these types of infrastructure projects.

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

The Department is committed to supporting the President's call for more infrastructure investment. That goal will not be achieved through Federal investment alone, but rather requires States, local governments, and the private sector to share responsibility and accountability, and to maximize their own contributions. The Federal government provided about 25%, or about \$100 billion of the estimated \$416 billion of public investment in transportation and water infrastructure in 2014,¹ but more infrastructure investment is possible if the significant Federal contribution is a smaller portion of a larger total.

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

By emphasizing leveraging of Federal funding, the Department expects to expand the total resources being used to build and restore infrastructure, rather than have Federal dollars merely

¹ <https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/49910-Infrastructure.pdf>.

displace or substitute for State, local, and private funds.

c. Key Program Objective #3: Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. The Department anticipates making awards that advance each innovation area, but it does not necessarily expect each INFRA project to address all three innovation areas. Instead, the Department expects applicants to identify the innovation areas that provide benefit to their project and propose activities in those areas.

Innovation Area #1: Environmental Review and Permitting

Some project sponsors indicate that Federal law and regulations impose requirements on transportation projects that delay the timely delivery of infrastructure. Some claim that the current approach to environmental review and permitting can lead to costly delays that are not justified by environmental benefits. Others note that excessive spending for permitting and studies diverts resources from environmental mitigation. Fortunately, recent transportation authorizations, including the FAST Act, have introduced a number of reforms intended to reduce project timelines and costs without compromising the integrity of crucial environmental protections. The Department is eager to use the INFRA program to expand and improve upon these reforms.

Under the INFRA program the Department seeks to test new approaches to the environmental review and permitting process for infrastructure projects. This approach has four objectives: (1) Accelerating the environmental permitting and review process; (2) improving outcomes for communities and the environment; (3) facilitating concurrent and consistent environmental permitting and review, analysis and decision making across Federal agencies and geographic regions; and (4) establishing a shared vision of permitting success among all Federal agencies.

In the current practice, the resource agencies that are responsible for environmental review and permitting, including U.S. Army Corps of Engineers, the Fish and Wildlife Service, and the Environmental Protection Agency, operate independently and collaborate as necessary. This independent and distributed operation can frustrate

efficient project delivery. Under the approach, the Department will aim to identify “liaisons” within each relevant resource agency. These liaisons will work closely and collaboratively with each other, project sponsors, and local field offices to steward projects participating in the effort through the environmental review process in a timely manner. The liaisons will be responsible for making consistent and timely permit determinations, while ensuring compliance with the purposes and procedures of the environmental permitting and review statutes. They will also have easy access to their counterparts throughout the Department, including in the Department’s operating administrations, the Infrastructure Permitting Improvement Center, and the Build America Bureau.

The Department’s aim is for liaisons to have active and defined roles early in the project development process to define potential permitting risks as early as the project scoping and the development of alternatives stages. They will coordinate activity to reduce risks, and will have specific responsibilities (e.g., dispute resolution) that are triggered when a project is at risk for missing a permit deadline. Additionally, to ensure consistency across Federal agency jurisdictions, liaisons will coordinate permitting activities between Agency-specific districts for projects that cross jurisdictional boundaries.

The Department’s aim is to achieve timely and consistent environmental review and permit decisions. Liaisons’ work will be tracked on the Federal Infrastructure Project Permitting Dashboard, an online tool for tracking the environmental review and authorization process for large or complex infrastructure projects.

Participation in this new approach will not remove any statutory requirements affecting project delivery, and INFRA award recipients are not required to participate. However, the Department seeks INFRA applications for projects that could benefit from this approach, which are likely larger, more complex projects, and encourages those applicants to indicate whether they are interested in participating. Because the Department views this as a potential model for future environmental review and permitting, it seeks projects that will allow it to evaluate that model.

Innovation Area #2: Special Experimental Authorities

By statute, all INFRA awards are subject to Federal requirements associated with the Federal-aid Highways program under title 23 of the

United States Code. However, the Department is interested in ensuring that those requirements do not unnecessarily impede project delivery. The Federal Highway Administration (FHWA) has long encouraged increasing private sector participation in the project development, finance, design, construction, maintenance, and operations. Since 1990, FHWA has experimented with innovative contracting practices under its Special Experimental Project No. 14 (SEP-14). In 2004, FHWA established Special Experimental Project No. 15 (SEP-15), which encouraged tests and experimentation throughout the entire project development process. SEP-15 was specifically aimed at attracting private investment, leading to increased project management flexibility, more innovation, improved efficiency, timely project implementation, and new revenue streams. Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

The Department encourages applicants for INFRA funding to consider whether their project is eligible for and would benefit from an experimental authority or waiver under SEP-14, SEP-15, or some other experimental authority program. For appropriate projects, applicants should propose to use experimental authority and describe their expected benefits. In particular, the Department is interested in proposals that will substantially accelerate the pace of project deployment.

The Department is not replacing the application processes for SEP-14, SEP-15, or other experimental programs, with this notice or the INFRA program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an INFRA award, the applicant would need to satisfy the relevant programs’ requirements and complete the appropriate application processes. Selection for an INFRA award does not mean a project’s SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs’ processes on the appropriateness of a waiver.

Innovation Area #3: Safety and Technology

In addition to these cross-cutting safety-related requirements previously mentioned (and detailed in section F.2.a of this Notice), USDOT seeks opportunities under the INFRA program to experiment with innovative approaches to transportation safety, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Illustrative examples include:

- Innovative designs that inherently reduce safety risk;
- Conflict detection and mitigation technologies for freight and non-freight interaction (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Connected vehicle technology, including systems for vehicle-to-vehicle and vehicle-to-infrastructure communications;
- Signage and design features that facilitate autonomous technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

d. Key Program Objective #4: Performance and Accountability

To maximize public benefits from INFRA funds and promote local activity that will provide benefits beyond the INFRA-funded projects, the Department seeks projects that allow it to condition funding on specific, measurable outcomes. For appropriate projects, the Department may use one or more of the following types of events to trigger availability of some or all INFRA funds: (1) Reaching project delivery milestones in a timely manner; (2) making specific State or local policy changes that advance desirable transportation outcomes; and (3) achieving transportation performance objectives that support economic vitality or improve safety.

Each of these three types of events encourages accountability from project sponsors. First, project milestones can make a project sponsor accountable for timely project delivery. For example, to ensure that planning activities will not delay construction, the Department may condition construction funds on the sponsor completing those planning activities by a specific date. Second, INFRA funds can provide an additional

incentive to make specific policy changes. For example, in some jurisdictions, administrative barriers to public-private partnerships prevent project sponsors from using an effective and proven method of project delivery. In such jurisdictions, the Department can help dismantle those barriers by conditioning INFRA funds on local policy changes. Finally, the Department can improve overall performance of the transportation system by tying funding to specific performance targets. For example, if an INFRA project is awarded to improve freight movement through a corridor, the Department may condition some of the INFRA funds to be used to improve one interchange in the corridor on the project sponsor's ability to demonstrate satisfactory levels of service at other points in the corridor. Improvements at those other points on the corridor to reach the target level of service could be made with other, non-conditioned INFRA funds or with non-Federal funds.

These examples are illustrative, but the Department encourages applicants to identify other, creative ways to condition funding to advance INFRA program goals. The Department does not intend to impose these conditions on unwilling or uninterested INFRA recipients, nor does it intend to limit the types of projects that should consider accountability mechanisms. Instead, the Department encourages applicants to voluntarily identify measures through which the Department may hold them accountable, describe, in their application, how the Department could structure any conditions on funding, and detail how the structure advances INFRA program goals. As described in section E.1, an applicant-directed approach to accountability will allow the Department to differentiate among INFRA applications.

3. Program Name

The INFRA grant program is authorized as the Nationally Significant Freight and Highway Projects program at 23 U.S.C. 117. The Department formerly referred to INFRA grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The Department has renamed the program Infrastructure For Rebuilding America (INFRA), to call attention to new priorities: Rebuilding and revitalizing our economy through infrastructure investment.

B. Federal Award Information

1. Amount Available

The FAST Act authorizes the INFRA program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$850 million² for FY 2017 and \$900 million for FY 2018, to be awarded by USDOT on a competitive basis to projects of national or regional significance that meet statutory requirements. This notice solicits applications for up to \$1.56 billion in FY 2017–2018 INFRA funds. Approximately \$710 million of FY 2017 funds are available for INFRA awards.³ The Department anticipates that approximately \$810–855 million of FY 2018 funds will be available for awards, but that total is uncertain because the Department is issuing this notice before appropriations legislation has been enacted for FY 2018. The estimate may be higher or lower than the final amount, which is dependent on future appropriations legislation. Any award under this notice will be subject to the availability of funds.

2. Restrictions on Award Portfolio

The Department will make awards under the INFRA program to both large and small projects. (Refer to section C.3.ii for a definition of large and small projects.) For a large project, the FAST Act specifies that an INFRA grant must be at least \$25 million. For a small project, including both construction awards and project development awards, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects. The Department intends to use 10 percent of the available FY 2017 funding to make small project selections under the Notice of Funding Opportunity published in November of 2016. The FY 2017 funds made available under this notice are for large projects. The anticipated FY 2018 funds will be for both large and small projects.⁴ In summary, the estimated funding available for FY 2017 and FY 2018 under this notice is approximately

² Funds are subject to the overall Federal-aid highway obligation limitation, and funds in excess of the obligation limitation provided to the program are distributed to the States. While \$850 million is authorized for FY 2017, \$788.8 million is available for award. For additional information see FAST Act § 1102(f) and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, Pub. L. 114–113, div. L § 120.

³ The Department intends to award the 10 percent of the FY 2017 funding reserved for small projects to applications received under the Notice published in November, 2016. \$709.92 million of FY 2017 funds is available under the terms of this Notice.

⁴ Subject to availability of FY 2018 funding.

\$81 million–\$85.5 million for small projects and \$1.44 billion–\$1.48 billion for large projects.

The FAST Act specifies that not more than \$500 million in aggregate of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 may be used for grants to freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. After accounting for FY 2016 and previous FY 2017 INFRA selections, approximately \$326 million within this constraint remains available. Only the non-highway portion(s) of multimodal projects count toward the \$500 million maximum. Grade crossing and grade separation projects do not count toward the \$500 million maximum for freight rail, port, and intermodal projects.

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

3. Repeat Applications

The selection criteria described in Section E. of this Notice changed substantially from previous INFRA solicitations. Applicants who elect to resubmit an application from a previous solicitation should include a supplementary appendix which describes how their project aligns with the new selection criteria.

C. Eligibility Information

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

1. Eligible Applicants

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

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

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

2. Cost Sharing or Matching

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

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

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

3. Other

a. Eligible Project

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

b. Eligible Project Costs

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

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

c. Minimum Project Size Requirement

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for an INFRA grant. Previously-incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.3.b. and were expended as

part of the project for which the applicant seeks funds. Although those previously-incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with INFRA grant funds, nor will they count toward the project's required non-Federal share.

i. Large Projects

The minimum project size for large projects is the lesser of \$100 million; 30

percent of a State's FY 2016 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State's FY 2016 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2017 for both single and multi-State projects.

State	FY17 NSFHP (30% of FY16 apportionment) One-State minimum (millions)	FY17 NSFHP (50% of FY16 apportionment) Multi-State minimum* (millions)	FY18 NSFHP (30% of FY17 apportionment) One-State minimum (millions)	FY18 NSFHP (50% of FY17 apportionment) Multi-State minimum* (millions)
Alabama	\$100	\$100	\$100	\$100
Alaska	100	100	100	100
Arizona	100	100	100	100
Arkansas	100	100	100	100
California	100	100	100	100
Colorado	100	100	100	100
Connecticut	100	100	100	100
Delaware	51	86	52	87
Dist. of Col.	49	81	49	82
Florida	100	100	100	100
Georgia	100	100	100	100
Hawaii	51	86	52	87
Idaho	87	100	88	100
Illinois	100	100	100	100
Indiana	100	100	100	100
Iowa	100	100	100	100
Kansas	100	100	100	100
Kentucky	100	100	100	100
Louisiana	100	100	100	100
Maine	56	94	57	95
Maryland	100	100	100	100
Massachusetts	100	100	100	100
Michigan	100	100	100	100
Minnesota	100	100	100	100
Mississippi	100	100	100	100
Missouri	100	100	100	100
Montana	100	100	100	100
Nebraska	88	100	89	100
Nevada	100	100	100	100
New Hampshire	50	84	51	85
New Jersey	100	100	100	100
New Mexico	100	100	100	100
New York	100	100	100	100
North Carolina	100	100	100	100
North Dakota	76	100	77	100
Ohio	100	100	100	100
Oklahoma	100	100	100	100
Oregon	100	100	100	100
Pennsylvania	100	100	100	100
Puerto Rico	44	74	44	74
Rhode Island	67	100	67	100
South Carolina	100	100	100	100
South Dakota	86	100	87	100
Tennessee	100	100	100	100
Texas	100	100	100	100
Utah	100	100	100	100
Vermont	62	100	63	100
Virginia	100	100	100	100
Washington	100	100	100	100
West Virginia	100	100	100	100
Wisconsin	100	100	100	100
Wyoming	78	100	79	100

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

ii. Small Projects

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

d. Large/Small Project Requirements

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

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

e. Rural/Urban Area

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

The INFRA statute defines a rural area as an area outside an Urbanized Area⁵ with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more.⁶ Rural and urban definitions differ in some other USDOT programs, including TIFIA and the FY 2016 TIGER Discretionary Grants program. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The

⁵ For Census 2010, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau Web site at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

⁶ See www.transportation.gov/buildamerica/InfRAgrants for a list of Urbanized Areas with a population of 200,000 or more.

Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under section C.3.f or C.3.g., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, including networks of projects under section C.3.g that cover wide geographic regions, this component-by-component determination may result in INFRA awards that include urban and rural funds.

f. Project Components

An application may describe a project that contains more than one component. The USDOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C, including the requirements for large projects described in sections C.3.d and D.2.b.vii; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of USDOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. If an application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the INFRA program. An applicant should not add multiple components to a single application merely to aggregate costs or avoid submitting multiple applications.

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

The Department strongly encourages applicants to identify in their applications the project components that meet independent utility standards

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

g. Network of Projects

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

The USDOT will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in section C.3.f is applicable to networks of projects, and applicants should follow that guidance on how to present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section F.2.

h. Application Limit

To encourage applicants to prioritize their INFRA submissions, each eligible applicant may submit no more than three applications. The three-application limit applies only to applications where the applicant is the lead applicant. There is no limit on applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address

Applications must be submitted through www.Grants.gov. Instructions

for submitting applications can be found at <https://www.transportation.gov/buildamerica/InFRAGrants>.

2. Content and Form of Application

The application must include the Standard Form 424 (Application for

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

a. Cover Page

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

Project name	
Was an INFRA application for this project submitted previously?	Yes/no.
If yes, what was the name of the project in the previous application?	
Previously Incurred Project Cost	\$.
Future Eligible Project Cost	\$.
Total Project Cost (This should be the sum of the previous two rows)	\$.
INFRA Request	\$.
Total Federal Funding (including INFRA)	\$.
Are matching funds restricted to a specific project component? If so, which one?	Yes/no.
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes/no.
Is the project or a portion of the project located on the NHS?	Yes/no (for each question).
• Does the project add capacity to the Interstate system?	
• Is the project in a national scenic area?	
Do the project components include a railway-highway grade crossing or grade separation project?	Yes/no.
• If so, please include the grade crossing ID.	
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	Yes/no.
If answered yes to either of the two component questions above, how much of requested INFRA funds will be spent on each of these projects components?	
State(s) in which project is located.	
Small or large project	Small/Large.
Urbanized Area in which project is located, if applicable.	
Population of Urbanized Area.	
Is the project currently programmed in the:	Yes/no (please specify in which plans the project is currently programmed).
• TIP	
• STIP	
• MPO Long Range Transportation Plan	
• State Long Range Transportation Plan	
• State Freight Plan?	
If selected, would you be interested in participating in a new environmental review and permitting approach?	Yes/No.

b. Project Narrative for Construction Projects

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

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

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

to supplement data in its application, but expects applications to be complete upon submission.

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

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

i. Project Summary

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a

description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

ii. Project Location

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

iii. Project Parties

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

iv. Grant Funds, Sources and Uses of Project Funds

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

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

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

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

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

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

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

project satisfies the statutory cost-sharing requirements described in Section C.2.

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

(H) The amount of the requested INFRA funds that would be subject to the \$500 million maximum described in Section B.2.

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

v. Merit Criteria

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

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

Criterion #1: Support for National or Regional Economic Vitality

This section of the application should describe the anticipated outcomes of the project that support the Economic Vitality criterion (described in Section E.1.a of this notice). The applicant

should summarize the conclusions of the project's benefit-cost analysis, including estimates of the project's benefit-cost ratio and net benefits. The applicant should also describe economic impacts and other data-supported benefits that are not included in the benefit-cost analysis.

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

Criterion #2: Leveraging of Federal Funding

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate how the project addresses the Leverage criterion, including:

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

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

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

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

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

Criterion #3: Potential for Innovation

This section of the application should contain sufficient information to evaluate how the project includes or enables innovation in: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. If the project does not address a particular innovation area, the application should state this fact.

If an applicant is proposing to participate in the environmental review and permitting approach described in section A.2.c, the application should describe how the project would benefit from participation, identify significant anticipated permitting challenges, and identify coordination that might be necessary to complete the environmental and permitting review process.

If an applicant is proposing to use SEP-14, SEP-15, or some other experimental authority program, the applicant should describe that proposal and their expected benefits. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.⁷

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

Criterion #4: Performance and Accountability

This section of the application should include sufficient information to evaluate how the applicant will advance the Performance and Accountability program objective. In general, the applicant should describe mechanisms that will allow the Department to hold it accountable for advancing INFRA program goals. Additional details for three approaches are provided in the following paragraphs, but these examples are not exhaustive. As described in greater detail in section A.2.d, the Department encourages applicants to identify other creative ways to condition funding to advance INFRA program goals and describe those mechanisms in this section of the application.

If the applicant is proposing to condition funding availability on timely completion of project milestones, the applicant should identify specific milestone events, provide target dates for those milestones, and propose a relationship between some or all of the requested INFRA funding and the milestones.

If the applicant is proposing to adopt a specific policy change, the applicant should provide sufficient information for evaluators to understand the existing policy, how changing the policy would advance the Department's goals, and how feasible the change will be for the applicant to complete within the project's delivery timeframe. The applicant should propose a relationship between some or all of the requested

INFRA funding and its completion of the change.

If the applicant is proposing to condition funding availability on reaching specific performance targets, the applicant should detail those performance targets in detail, describe the feasibility of tracking and achieving the target within the project's delivery timeframe, and propose a relationship between some or all of the requested INFRA funding and the performance objective.

vi. Project Readiness

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

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

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

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

(1) All necessary activities will be complete to allow INFRA funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2017 funds, September 30, 2021 for FY 2018 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

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

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

(C) Required Approvals.

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

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a Web site link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all

⁷ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/ip3/tools_programs/sep15_procedures.aspx.

milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,⁸ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Web site link or other reference to copies of any reviews, approvals, and permits prepared.

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

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

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

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

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all INFRA projects, but for port, freight, and rail projects planning requirements of the operating

administration that will administer the INFRA project will also apply,⁹ including intermodal projects located at airport facilities.¹⁰ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

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

⁹In accordance with 23 U.S.C. 134 and 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive an INFRA grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive an INFRA grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

¹⁰Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: Must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

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

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

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

vii. Large/Small Project Requirements

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

⁸Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Large project determination	Guidance
1. Does the project generate national or regional economic, mobility, safety benefits?	Summarize the economic, mobility, and safety benefits described in Section V of the application, and describe the scale of their impact in national or regional terms.
2. Is the project cost effective?	Highlight the results of the benefit cost analysis described in Section V of the application.
3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150 (and shown below)?	Specify the Goal(s) and summarize how the project contributes to that goal(s). This information may also be found in Section I or Section V.
(b) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:	
(1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	
(2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.	
(3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.	
(4) System reliability.—To improve the efficiency of the surface transportation system.	
(5) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	
(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.	
(7) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	
4. Is the project based on the results of preliminary engineering?	Yes/No. Please provide evidence of preliminary engineering. For more information on preliminary engineering activities, please see: https://www.fhwa.dot.gov/federalaid/150311.cfm .
5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?	Please indicate funding source(s) and amounts. Historical trends, current policy, or future feasibility analyses can be used as evidence to substantiate the stable and dependable nature of the non-Federal funding or financing.
5b. Are contingency amounts available to cover unanticipated cost increases?	Contingency amounts are often, but not always, expressly shown in project budgets or the SF-424C. If your project cost estimates include an implicit contingency calculation, please say so directly.
6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?	Discussion of the impact that not having any Federal funding, including an INFRA grant, would have on project's schedule, cost, or likelihood of completion, can help convey whether a project can be completed as easily or efficiently without Federal funding available to the project sponsor.
7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?	Please reference project budget and schedule when providing evidence.

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

c. Guidance for Benefit-Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the

analysis should be summarized in the Project Narrative directly, as described in Section D.2.b.v.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to consider cost-effectiveness (small projects), determine whether the project will be cost effective (large projects), estimate a benefit-cost ratio and calculate the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-

discounted present values of these benefits to the project's estimated costs.

The primary economic benefits from projects eligible for INFRA grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public

health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

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

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by USDOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the INFRA program (see <https://www.transportation.gov/buildamerica/infragrants>).

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

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

Each applicant must: (1) Be registered in SAM before submitting its application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at

all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make an INFRA grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make an INFRA grant, the Department may determine that the applicant is not qualified to receive an INFRA grant and use that determination as a basis for making an INFRA grant to another applicant.

4. Submission Dates and Timelines

a. Deadline

Applications must be submitted by 8:00 p.m. EST November 2, 2017. The *Grants.gov* "Apply" function will open by August 1, 2017.

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

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

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

b. Consideration of Application

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

c. Late Applications

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

d. Late Application Policy

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

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

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

E. Application Review Information

1. Criteria

a. Merit Criteria for Construction Projects

To differentiate among applications for construction projects under this notice, the Department will consider the extent to which the project addresses the follow criteria, which are explained in greater detail below and reflect the key program objectives described in section A.2: (1) Support for national or regional economic vitality; (2)

leveraging of Federal funding; (3) potential for innovation; and (4) performance and accountability. The Department is neither weighting these criteria nor requiring that each application address every criterion, but the Department expects that competitive applications will substantively address all four criteria.

Criterion #1: Support for National or Regional Economic Vitality

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

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

- Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
- Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
- Eliminate bottlenecks in the freight supply chain;
- Ensure or restore the good condition of infrastructure that supports commerce and economic growth;
- Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people; and
- Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.

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

Criterion #2: Leveraging of Federal Funding

To maximize the impact of INFRA awards, the Department seeks to

leverage INFRA funding with non-Federal contributions. Therefore, the Department will consider the extent to which an applicant proposes to use non-Federal funding. For example, an application that proposes a 20 percent Federal share will be more competitive than an otherwise identical application proposing 50 percent Federal share. For the purposes of this criterion, funds from Federal credit programs, including TIFIA and RRIF, will be considered non-Federal funding.

There are three additional types of information that the Department will consider when evaluating an applicant's non-Federal contributions. First, DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions. If an applicant describes broader fiscal constraints that affect its ability to generate or draw on non-Federal contributions, the Department will consider those constraints. Relevant constraints may include the size of the population taxed to supply the matching funds, the wealth of that population, or other constraints on the raising of funds. In practice, the Department expects that projects that come from rural or less-wealthy applicants will have to meet a lower standard for leverage than projects coming from urban or more wealthy applicants; however, the Department still expects all applicants' projects to maximize leverage to the extent they are able. Second, the Department recognizes that some applicants consolidate Federal funding into a minimum number of projects to simplify their burden complying with Federal administrative requirements. For those applicants, the Federal share on specific projects may be much higher than the overall Federal share of their overall transportation program. If an applicant follows that practice, explains their practice in their application, and provides evidence establishing the Federal share of their overall transportation program, the Department will consider that information. Third, the Department will consider how well the applicant has prepared for future operations and maintenance costs associated with their project's life-cycle. Applicants should demonstrate a credible plan to maintain their asset without having to rely on future federal funding. This plan should include a description of the applicant's approach to ensuring operations and maintenance will not be underfunded in future years.

In addition, the Department seeks to increase the sources of infrastructure funding by encouraging private infrastructure investment. Therefore,

projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding. Likewise, applicants who have pursued private funds for appropriate projects are likely to be more competitive under this program than applicants who have not. If an applicant omits information on the applicability and pursuit of private funds, the Department may conclude that the applicant has not considered viable non-Federal funding alternatives and an INFRA award would be premature.

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

Criterion #3: Potential for Innovation

The Department seeks to use INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. Under this criterion, the Department will consider the extent to which a project includes or enables innovation in each of those areas.

In Innovation Area #1, as described in section A.2.c, the Department seeks to establish a new approach to the process of Federal environmental review and permitting. When making INFRA award decisions, the Department will consider an applicant's interest in the participating in this new approach and the extent to which the project could benefit from that participation. The Department will also consider the degree to which the results of a project's participation might be representative and reproducible to other departmental or government-wide projects or programs.

In Innovation Area #2, as described in section A.2.c, the Department seeks innovative approaches to project delivery under the auspices of the FHWA SEP-14 and SEP-15 programs and any other applicable experimental programs. When making INFRA award decisions, the Department will consider the applicant's proposals to use those programs, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results.

Finally, in Innovation Area #3, as described in section A.2.c, the Department seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making INFRA award decisions, the Department will consider any innovative safety approaches proposed by the applicant, the safety benefits that those approaches could produce, and the broader applicability of the potential results. As described in section F.2.a, the Department expects all projects to implement baseline safety improvements consistent with FHWA's list of "Proven Countermeasures" and will not consider those improvements under this criterion.

Criterion #4: Performance and Accountability

The Department intends to award INFRA funding to projects that will be delivered on agreed-upon schedules, that will generate clear, quantifiable, results, and that will advance the Department's transportation policy goals. The Department expects all applicants to provide accurate estimates of benefits of their project, its delivery schedule, and total costs. However, the Department will consider the extent to which the applicant proposes specific measures and conditions allowing the Department to ensure accountability, as described in section A.2.d. Instead of rewarding unrealistic promises, the Department intends to reward thoughtful planning, efficient delivery, and effective policy.

b. Additional Considerations

i. Geographic Diversity

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

ii. Project Readiness

During application evaluation, the Department considers project readiness in two ways: To assess the likelihood of successful project delivery and to

confirm that a project will satisfy statutory readiness requirements.

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

Second, by statute, the Department cannot award a large project unless that project is reasonably expected to begin construction within 18 months of obligation of funds for the project. Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Depending on the nature of pre-construction activities included in the awarded project, the Department may obligate funds in phases. Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects. By statute, INFRA funds must be obligated within three years of the end of the fiscal year for which they are authorized. Therefore, for awards with FY 2017 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2020 are not reasonably expected to begin construction within 18 months of obligation. For awards with FY 2018 funds, that deadline is one year later: September 30, 2021.

Therefore, for awards with FY 2017 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2020 are not reasonably expected to begin construction within 18 months of obligation. For awards with FY 2018 funds, that deadline is one year later: September 30, 2021.

2. Review and Selection Process

The USDOT will review all eligible applications received before the application deadline. The INFRA process consists of a Technical Evaluation phase and Senior Review. In the Technical Evaluation phase, teams will, for each project, determine whether the project satisfies statutory requirements and rate how well it addresses the selection criteria. The Senior Review Team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately select the projects for award.

A Quality Control and Oversight Team will ensure consistency across project evaluations and appropriate documentation throughout the review and selection process.

3. Additional Information

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

F. Federal Award Administration Information

1. Federal Award Notices

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

2. Administrative and National Policy Requirements

a. Safety Requirements

The Department will require INFRA projects to meet two general requirements related to safety. First, INFRA projects must be part of a thoughtful, data-driven approach to safety. Each State maintains a strategic highway safety plan.¹¹ INFRA projects will be required to incorporate appropriate elements that respond to priority areas identified in that plan and are likely to yield safety benefits. Second, INFRA projects will incorporate two categories of safety-related activities. The first category encompasses activities that the Federal Highway Administration (FHWA) has identified as "proven safety countermeasures" due to their history of

¹¹ Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

demonstrated effectiveness.¹² The second category encompasses safety-related tools, technologies, and practices from FHWA's Every Day Counts initiative.¹³

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

b. Other Administrative and Policy Requirements

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

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

3. Reporting

a. Progress Reporting on Grant Activity

Each applicant selected for an INFRA grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project's

progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the INFRA program.

b. Reporting of Matters Related to Integrity and Performance

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

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at INFRAgrants@dot.gov. For more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other questions, please contact Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's Web site at <https://www.transportation.gov/buildamerica/INFRAgrants>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact USDOT directly, rather than through intermediaries or third parties, with questions.

H. Other Information

1. Invitation for Public Comment on the FY 2017-2018 Notice

The FAST Act authorized the INFRA program through FY 2020. This notice solicits applications for FY 2017 and FY 2018 only. The Department invites interested parties to submit comments about this notice's contents, and the Department's implementation choices, as well as suggestions for clarification in future INFRA rounds. The Department may consider the submitted comments and suggestions when developing subsequent INFRA solicitations and guidance, but submitted comments will not affect the selection criteria for the FY 2017-FY 2018 round. Applications or comments about specific projects should not be submitted to the docket. Any application submitted to the docket will not be reviewed. Comments should be sent to DOT-OST-0090 by November 2, 2017, but, to the extent practicable, the Department will consider late filed comments.

2. Protection of Confidential Business Information

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

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

3. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested.

¹² Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

¹³ Information of the FHWA Everyday Counts Initiative is available at <https://www.fhwa.dot.gov/innovation/everydaycounts/>.

Issued in Washington, DC, on June 28, 2017.

Elaine L. Chao,

Secretary of Transportation.

[FR Doc. 2017-14042 Filed 7-3-17; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Comment Request; OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning its information collection titled, "OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches."

DATES: Comments must be submitted on or before September 5, 2017.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0321, 400 7th Street SW., Suite 3E-218, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to prainfo@occ.treas.gov. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling

(202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, OCC Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501-3520), federal agencies must obtain approval from OMB for each collection of information that they conduct or sponsor.

"Collection of information" is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) to include agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. Section 3506(c)(2)(A) of title 44 requires federal agencies to provide a 60-day notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information, before submitting the collection to OMB for approval. To comply with this requirement, the OCC is publishing notice of the proposed collection of information set forth in this document.

Title: OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches.

OMB Control No.: 1557-0321.

Description: The OCC's guidelines codified in 12 CFR part 30, appendix D establish minimum standards for the design and implementation of a risk governance framework for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank (bank). The guidelines apply to a bank with average total consolidated assets:

(i) Equal to or greater than \$50 billion; (ii) less than \$50 billion if that bank's parent company controls at least one insured national bank or insured federal savings association that has average total consolidated assets of \$50 billion

or greater; or (iii) less than \$50 billion, if the OCC determines such bank's operations are highly complex or otherwise present a heightened risk as to warrant the application of the guidelines (covered banks). The guidelines also establish minimum standards for a board of directors in overseeing the framework's design and implementation. These guidelines were finalized on September 11, 2014.¹ The OCC is now seeking to renew the information collection associated with these guidelines.

The standards contained in the guidelines are enforceable under section 39 of the Federal Deposit Insurance Act (FDIA),² which authorizes the OCC to prescribe operational and managerial standards for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank.

The guidelines formalize the OCC's heightened expectations program. The guidelines also further the goal of the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 to strengthen the financial system by focusing management and boards of directors on improving and strengthening risk management practices and governance, thereby minimizing the probability and impact of future financial crises.

The standards for the design and implementation of the risk governance framework, which contain collections of information, are as follows:

Standards for Risk Governance Framework

Covered banks should establish and adhere to a formal, written risk governance framework designed by independent risk management. The framework should include delegations of authority from the board of directors to management committees and executive officers as well as risk limits established for material activities. The framework should be approved by the board of directors or the board's risk committee, and it should be reviewed and updated, at least annually, by independent risk management.

Front Line Units

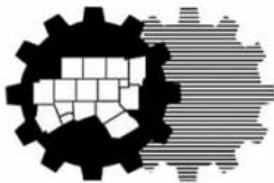
Front line units should take responsibility and be held accountable by the chief executive officer (CEO) and the board of directors for appropriately assessing and effectively managing all of

¹ 79 FR 51518.

² 12 U.S.C. 1831p-1. Section 39 was enacted as part of the Federal Deposit Insurance Corporation Improvement Act of 1991, Public Law 102-242, section 132(a), 105 Stat. 2236, 2267-70 (Dec. 19, 1991).



INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS NOTICE OF FUNDING AVAILABILITY



North Central Texas
Council of Governments

Surface Transportation Technical Committee

Presented on: August 25, 2017

AVAILABLE FUNDING AND PROJECT SIZE

- Approximately \$1.75 billion discretionary grant program available in Fiscal Years (FY) 2017 and 2018
 - \$.44 billion available to rural areas
 - \$ 1.32 billion available to urban areas
 - \$.17 billion set aside for small projects (in rural or urban areas)
- Large Projects (\$100 million or more)
 - Must be \$100 million or more in cost
 - INFRA request must be \$25 million or more
 - No maximum identified, but largest award amount given is \$165 million in prior discretionary programs
 - Target amount to submit is \$165-200 million
- Small Projects (Less than \$100 million)
 - Less than \$100 million in cost
 - INFRA request must be \$5 million or more

FUNDING SHARES

- Up to a 60 percent INFRA cost share
- 80 percent federal share total (if other federal funds are involved)
- Non-federal share can include State, local, private or other non-federal funds
 - Previously incurred costs cannot count towards non-federal share
 - TIFIA¹ and RRIF² loans are considered federal funds

1 TIFIA: Transportation Infrastructure Finance and Innovation Act

2 RRIF: Railroad Rehabilitation and Improvement Financing

FUNDING TIMEFRAME

- Projects must begin construction within 18 months after the obligation of funds
- FY 2017 funds must be obligated by September 30, 2020
- FY 2018 funds must be obligated by September 30, 2021

ELIGIBLE PROJECTS

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Highway/Rail grade crossing or grade separation projects
- Other freight projects that are:
 - Intermodal/rail freight projects
 - Within public or private freight rail, maritime, or intermodal facilities

ELIGIBLE AGENCIES

- States
- MPOs with an urbanized area population of more than 200,000 individuals
- Local governments
- Subdivision of State or local government
- Special purpose district or public authority with a transportation function
- Each eligible applicant can submit no more than three applications

KEY OBJECTIVE AREAS

- Supporting Economic Vitality
- Leveraging Partnerships and Non-Federal Funding
- Innovation in Safety Improvements
 - e.g., Applications to automatically capture and report safety-related issues
- Project Delivery Methods
 - New approaches to environmental review and permitting
 - Special experimental project delivery authorities
- Performance and Accountability
- Additional Considerations
 - Geographic Considerations
 - Project Readiness

POTENTIAL TXDOT INFRA GRANT SUBMITTAL

- Texas Department of Transportation (TxDOT) Austin is evaluating six projects statewide to determine which three the State will submit for the INFRA grant.
- TxDOT Dallas District has submitted the LBJ East project - \$100M
- TxDOT Fort Worth District has submitted the IH 35W “3C” project - \$83M
- Both projects have been short-listed and are awaiting a final determination

TIMELINE

July 5	INFRA Grant Notice of Opportunity Announced
August 25	STTC Information
September 14	RTC Information on projects; Action on Letters of Support and partnership with TxDOT/RTC
September 22	STTC Action
October 12	RTC Action
November 2	Applications must be submitted by 7:00pm CST through www.grants.gov

CONTACT INFORMATION

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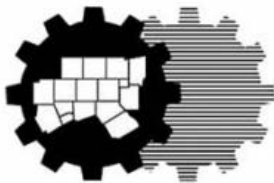
Principal Transportation Planner

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INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS NOTICE OF FUNDING AVAILABILITY



North Central Texas
Council of Governments

Surface Transportation Technical Committee

September 22, 2017

NCTCOG AND TXDOT COORDINATION

DRAFT

- Staff proposes the following projects for submittal pending the results of the Texas Department of Transportation (TxDOT) selection process (the following projects are in order of preference):

Project	Proposed INFRA Request Amount
IH 635 LBJ East	\$100-\$165 Million
IH 35 West “3C”	\$83 Million
DFW Connector at IH 635 /SH 114 or SH 121	\$65 million
IH 20 Y-Connection ¹	\$100 Million

1 Proposed project if TxDOT selects IH 35 West “3C”

CONSIDERATIONS FOR PROPOSING PROJECTS

- Select projects in both the East and West
- Put all our “eggs” in one basket (so to speak) to focus on large scale, mega-projects
- Is there an opportunity for “Mega-Leveraging?”
- Is the project large enough?
- Partnership opportunity with TxDOT (we submit our priority projects that they do not choose to submit)

LETTERS OF SUPPORT

- Staff sought Regional Transportation Council (RTC) direction on whether letters of support should be provided to non-RTC and non-TxDOT projects
- RTC decided that staff should not provide letters of support to non-RTC and non-TxDOT projects

ACTION REQUESTED

- Recommend RTC approval of projects proposed for submittal by NCTCOG/RTC for INFRA Funding
- Direct staff to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP and other planning/administrative documents to include INFRA projects if selected

TIMELINE

- | | |
|--------------|--|
| July 5 | INFRA Grant Notice of Opportunity Announced |
| August 25 | Surface Transportation Technical Committee (STTC) Information |
| September 14 | Regional Transportation Council (RTC) Information on projects; Action on Letters of Support and partnership with TxDOT/RTC |
| September 22 | STTC Action |
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| November 2 | Applications must be submitted by 7:00pm CST through www.grants.gov |

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2017-2018 CMAQ/STBG Funding Program
Local Bond Program

Implementing Agency	Project	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding						Total Proposed Funding	Project Cost	Notes
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local*	TDCs	Private/Other			
Hunt County	FM 1570 (Phase 2)	From IH 30 to SH 34	Widen 2 lane roadway to 4 lane divided	2019	ENG	\$0	\$0	\$1,472,000	\$0	0	\$0	\$1,472,000	\$22,886,140	Funding amount is contingent upon final discussions with Hunt County; Project priority may change as well
				2020	ROW/UTIL	\$0	\$0	\$0	\$1,284,140	0	\$0	\$1,284,140		
				2022	CON	\$0	\$16,104,000	\$4,026,000	\$0	0	\$0	\$20,130,000		
Subtotal - Hunt County						\$0	\$16,104,000	\$5,498,000	\$1,284,140	0	\$0	\$22,886,140	\$22,886,140	
City of Dallas	Circuit Trail Connector/Katy Trail Extension	From Katy Trail to Trinity Strand Trail	Extend Katy Trail over IH 35E to the Trinity Strand Trail	2018	ENG	\$0	\$0	\$0	\$4,000,000	0	\$0	\$4,000,000	\$21,000,000	RTC contribution to be used on the Katy Trail to Trinity Strand Trail segment as it will likely be federalized as a result of the work on IH 35E; City and private sector will build the other 3 connections; RTC contribution contingent upon receipt of 2017 bond and private sector commitments; Private sector committing additional \$13M for architectural upgrade and ongoing maintenance and operations
				2021	CON	\$8,000,000	\$0	\$0	\$9,000,000	0	\$0	\$17,000,000		
	Dallas Circuit Trail	Various segments along the Dallas Circuit Trail	3 Veloweb gap closures: Trinity Forest Spine Trail (8.7 miles), Trinity Skyline Trail Link (0.5 miles), Link to Trinity Skyline Trail at Baker Pump Station (0.5 miles)	TBD	ENG, CON	\$0	\$0	\$0	\$12,000,000	0	\$10,000,000	\$22,000,000		
City of Dallas	Uptown McKinney/Cole Couplet	On Allen St. from Carlisle St. to McKinney Ave.; On Carlisle St. from Cole Ave to Allen St.; On Cole Ave from Harvard Ave to Carlisle St; On McKinney Ave from Harvard Ave to Allen St	Conversion of one-way couplet to two-way; On Allen: Conversion of 4 lane one-way roadway to 4 lane, two-way roadway; On Carlisle: Conversion of 4 lane, one-way roadway to 4 lane two-way roadway; On Cole: Conversion of 4 lane, one-way roadway to two-way roadway; On McKinney: Conversion of 3 lane, one-way roadway to two-way roadway and intersection, signal, and pedestrian improvements	2018	ENG	\$0	\$0	\$0	\$2,010,000	0	\$0	\$2,010,000	\$16,760,000	NCTCOG costs include: signalization, pedestrian improvements, trolley relocation; Contingent on keeping historic street car operational at least on the weekend; Contingent upon \$1M for state of the art signal timing/pedestrian timing
				2020	CON	\$6,700,000	\$5,100,000	\$0	\$2,950,000	0	\$0	\$14,750,000		
				TBD	ENG, CON	\$0	\$0	\$0	\$2,340,000	0	\$1,000,000	\$3,340,000		
City of Dallas	N. Prairie Creek/Sam Houston/Mesquite Yard Grade Separation	At UP RR	Grade separation of N. Prairie Creek over UP RR to avoid long vehicle wait times at intersection, and close crossing of Sam Houston at UP RR	2018	ENG	\$0	\$0	\$0	\$1,600,000	0	\$0	\$1,600,000	\$19,113,653	Private/Other Funding: Union Pacific; \$3,241,000 of local funding is committed from Dallas County; \$9.2M of local funding is from the City of Dallas
				2019	ROW	\$0	\$0	\$0	\$200,000	0	\$0	\$200,000		
				2019	UTIL	\$0	\$0	\$0	\$4,000,000	0	\$0	\$4,000,000		
				2020	CON	\$5,172,653	\$0	\$0	\$6,641,000	0	\$1,500,000	\$13,313,653		
City of Dallas	US 75 at Mockingbird Pedestrian Safety Enhancements	US 75 at Mockingbird	Pedestrian and bicycle enhancements including traffic signals, sidewalks, crosswalks, and lighting	2018	ENG	\$166,754	\$0	\$0	\$41,689	0	\$0	\$208,443	\$5,693,148	Project Costs: Dallas [\$4.4M], Highland Park [\$141.1K], University Park [\$72.9K], TxDOT [\$2.04M]; Cost Specifics: Signal retiming [\$94.1K], Bike/Ped [\$3.7M], Miscellaneous Roadway [\$2.9M]; Signal work to be funded with existing funding; NCTCOG will help get TxDOT funding commitment; Some work (\$969,621) has already been completed
				2020	ROW	\$1,809,967	\$0	\$1,125,000	\$911,283	0	\$0	\$3,846,250		
				2019, 2020	CON	\$588,113	\$0	\$903,314	\$147,028	0	\$0	\$1,638,455		
City of Dallas	Northwest Highway/Preston Parking/Transportation Interface	Northwest Highway at Preston Road	Parking garage with "Smart Garage" technology, Transportation Access improvements, and Texas U-turn	2019	ENG	\$0	\$0	\$0	\$3,840,000	0	\$0	\$3,840,000	\$48,000,000	NCTCOG funding commitment contingent upon \$10M from City and funding from additional partners; State match for NW Highway portion; Costs of each improvement type to be determined
				2021	CON	\$0	\$10,000,000	\$0	\$6,160,000	0	\$28,000,000	\$44,160,000		
City of Dallas	Harry Hines Improvements	Harry Hines near Southwest Medical District	Scope of work to be determined, but will involve implementation of context sensitive design elements	2018	ENG	\$0	\$0	\$0	\$3,145,120	0	\$0	\$3,145,120	\$31,556,322	RTC already approved \$1M for feasibility/preliminary engineering work; Portions of the project may qualify for a State match
				2020	CON	\$3,000,000	\$3,000,000	\$0	\$4,354,880	0	\$18,056,322	\$28,411,202		
Subtotal - City of Dallas						\$25,437,487	\$18,100,000	\$2,028,314	\$63,341,000	0	\$58,556,322	\$167,463,123	\$167,463,123	

*Local funding includes match to federal funds as well as any local funds in excess of the required match

**2017-2018 CMAQ/STBG Funding Program
Local Bond Program**

DRAFT

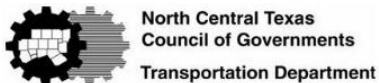
Implementing Agency	Project	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding						Total Proposed Funding	Project Cost	Notes
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local*	TDCs	Private/Other			
City of Cedar Hill	Signal Installation	New Clark Road and Wintergreen	New signal improvements	2018	ENG	\$28,000	\$0	\$0	\$7,000	0	\$0	\$35,000	\$350,000	
				2019	CON	\$252,000	\$0	\$0	\$63,000	0	\$0	\$315,000		
Subtotal - City of Cedar Hill						\$280,000	\$0	\$0	\$70,000	0	\$0	\$350,000	\$350,000	
Parker County	US 180 - East Loop (Intersection)	US 180 at East Loop	Intersection improvements, including turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$250,000	0	\$0	\$250,000	\$1,630,000	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$980,000	\$0	\$245,000	\$155,000	0	\$0	\$1,380,000		
Parker County	FM 730 - East Loop (Intersection)	FM 730 at East Loop	Intersection improvements, including additional left turn lanes and dedicated right turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$250,000	0	\$0	\$250,000	\$1,630,000	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$980,000	\$0	\$245,000	\$155,000	0	\$0	\$1,380,000		
Parker County	FM 51 (Phase 2) Springtown Project	From Pojo Road to 5th Street	Widen 2 lane roadway to 3 lanes urban; Intersection improvements including turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$1,218,000	0	\$0	\$1,218,000	\$8,268,000	Part of a larger project (Pojo to Roberson) in the 10-Year Plan; \$16.55M is the entire construction cost (\$12M is already in the 10-Year Plan); TxDOT committed to paying a state match; Right-of-way to be paid for by TxDOT as this is part of a 10-Year Plan project
				2018	ROW	\$0	\$0	\$1,000,000	\$0	0	\$0	\$1,000,000		
				2018	UTIL	\$0	\$0	\$0	\$1,500,000	0	\$0	\$1,500,000		
				2019	CON	\$2,920,000	\$720,000	\$910,000	\$0	0	\$0	\$4,550,000		
Parker County	FM 730/SH 199	FM 730 at SH 199	Signal improvements including corridor retiming	2017	ENG	\$0	\$0	\$0	\$56,900	0	\$0	\$56,900	\$1,116,900	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$848,000	\$0	\$212,000	\$0	0	\$0	\$1,060,000		
Parker County	FM 113 (Downtown Millsap)	From Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	2017	ENG	\$0	\$0	\$0	\$128,225	0	\$0	\$128,225	\$1,873,225	TxDOT committed to paying a state match; County is paying for engineering and utilities
				2018	ROW	\$0	\$0	\$500,000	\$0	0	\$0	\$500,000		
				2018	UTIL	\$0	\$0	\$0	\$145,000	0	\$0	\$145,000		
				2019	CON	\$0	\$480,000	\$120,000	\$500,000	0	\$0	\$1,100,000		
Parker County	FM 5/E. Bankhead Highway	FM 5 at E. Bankhead Drive	Realign the intersection, pavement resurfacing, drainage improvements	2018	ENG	\$0	\$0	\$0	\$105,900	0	\$0	\$105,900	\$696,900	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$0	\$448,000	\$112,000	\$31,000	0	\$0	\$591,000		
Parker County	FM 1187	From Maverick Street to FM 5	Widen from a 2/3 lane to a 5 lane urban section; Intersection improvements including a roundabout	2018	ENG	\$0	\$0	\$0	\$519,060	0	\$0	\$519,060	\$7,362,070	TxDOT committed to paying a state match; County is paying for engineering, right-of-way, and utilities
				2019	ROW	\$0	\$0	\$0	\$153,010	0	\$0	\$153,010		
				2019	UTIL	\$0	\$0	\$0	\$250,000	0	\$0	\$250,000		
				2020	CON	\$1,032,000	\$4,120,000	\$1,288,000	\$0	0	\$0	\$6,440,000		
Subtotal - Parker County						\$6,760,000	\$5,768,000	\$4,632,000	\$5,417,095	0	\$0	\$22,577,095	\$22,577,095	
City of Grapevine	Heritage Avenue	From Mustang Road to SH 26	Construct 0 to 4 lane divided roadway	2019	CON	\$0	\$5,000,000	\$0	\$1,400,000	1,000,000	\$0	\$6,400,000	\$6,400,000	NCTCOG staff is working with the City of Grapevine to determine the status of its Bond Program; Project may be removed from the list due to Bond Program issues
Subtotal - City of Grapevine						\$0	\$5,000,000	\$0	\$1,400,000	1,000,000	\$0	\$6,400,000	\$6,400,000	
Total						\$32,477,487	\$44,972,000	\$12,158,314	\$71,512,235	1,000,000	\$58,556,322	\$219,676,358	\$219,676,358	

*Local funding includes match to federal funds as well as any local funds in excess of the required match

2017-2018 CMAQ/STBG* FUNDING: LOCAL BOND PROGRAM PARTNERSHIPS

Surface Transportation Technical Committee
September 22, 2017

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



CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

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

= Project Selection Completed

= Pending STTC/RTC Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: LOCAL BOND PROGRAM

Description/ Purpose	To leverage bond funds for projects of strategic importance to local governments and the region.
Current Requests	<ul style="list-style-type: none">• City of Dallas Bond Program (pending bond election decision by City Council)• Parker County Bond Program• Others?
Next Steps	Finalize projects with Parker County and City of Dallas. Possible Action in late 2017/early 2018.

PROPOSED FUNDING BY AGENCY

DRAFT

AGENCY	PROPOSED FEDERAL FUNDING^{1,2}
City of Dallas	\$43,537,487 ³
Hunt County	\$16,104,000
Parker County	\$12,528,000
City of Grapevine	\$5,000,000
City of Cedar Hill	\$280,000
Total	\$77,449,487

1: All Regional Transportation Council (RTC) funds would be contingent upon bond program/private sector contributions materializing. Individual projects will not be added to the Transportation Improvement Program (TIP) until the overall agreement about each partnership is executed if needed.

2: Additional details on the individual projects, funding amounts, and timing can be found in Reference Item 5.1.

3: In addition to this funding, up to \$40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action.

TIMELINE

MEETING/TASK	DATE
STTC Information	August 25, 2017
RTC Information	September 14, 2017
Public Meetings	September 11, 13, and 18, 2017
STTC Action	September 22, 2017
RTC Action	October 12, 2017

ACTION REQUESTED

- Recommend RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Local Bond Program Partnerships Program (Reference Item 5.1)
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

Adam Beckom, AICP

Principal Transportation Planner

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abeckom@nctcog.org

Christie J. Gotti

Senior Program Manager

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Brian Dell

Transportation Planner II

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BIG PROJECTS IN TEXAS AND THE DALLAS-FORT WORTH REGION:

SUPPORT FOR THE TEXAS TRANSPORTATION COMMISSION

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

SEPTEMBER 22, 2017

Michael Morris, P.E., Director of Transportation



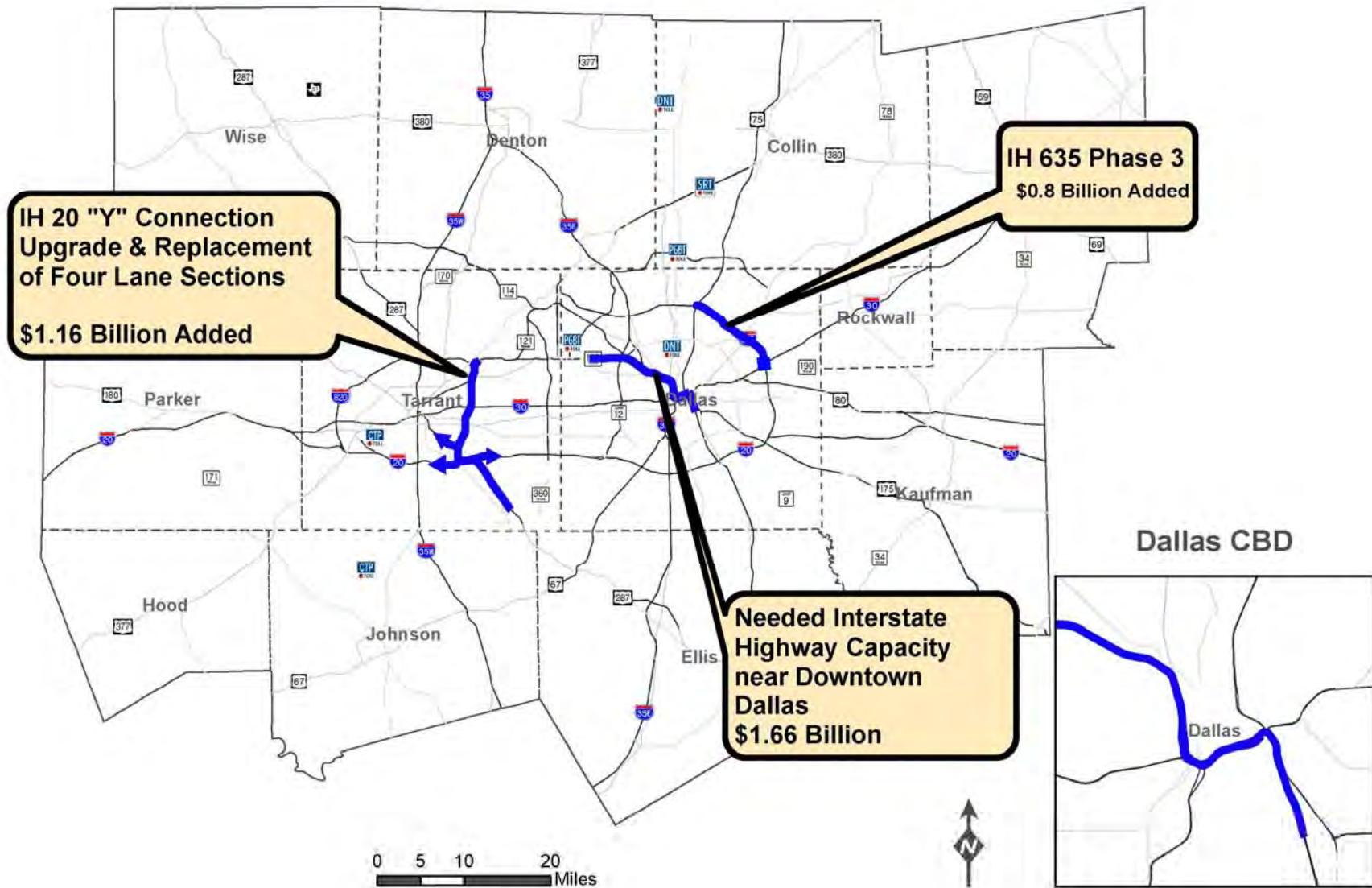
North Central Texas
Council of Governments

TXDOT/RTC PARTNERSHIP ON DELIVERING BIG PROJECTS

Time is Now – Need for Momentum

Required RTC Action Steps will be Scheduled
Beginning in October 2017

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



IMPLICATIONS FOR CURRENT PROJECTS

No Change: On their Own Schedule

No Loss of Revenue for Current Projects

All RTC Contingencies Remain As Is

“Y” CONNECTION AND ELIMINATION OF FOUR LANE SECTIONS

TxDOT Leads with RTC Assistance

NCTCOG Focuses on Travel Forecast, Lane Balance,
and Public Outreach

Northeast Mall to Downtown Mansfield

Next Big Project in the West

IH 635 EAST: PHASE 3

Whole Project Advances with Skillman/Audelia

Tolled Managed Lane Entire Way: Includes Interchange

TxDOT Initiates Traffic and Revenue

NCTCOG Focuses on Traffic Forecast and Public
Outreach

NCTCOG Expedites Air Quality Conformity

Federal Highway Administration Responsive to Schedule

Next Big Project in the East

DALLAS CBD INTERSTATE HIGHWAYS

NTTA Waives Primacy

TxDOT/City of Dallas Initiates Consensus Building

NCTCOG Prepares for Detailed Simulation and Lane
Balance

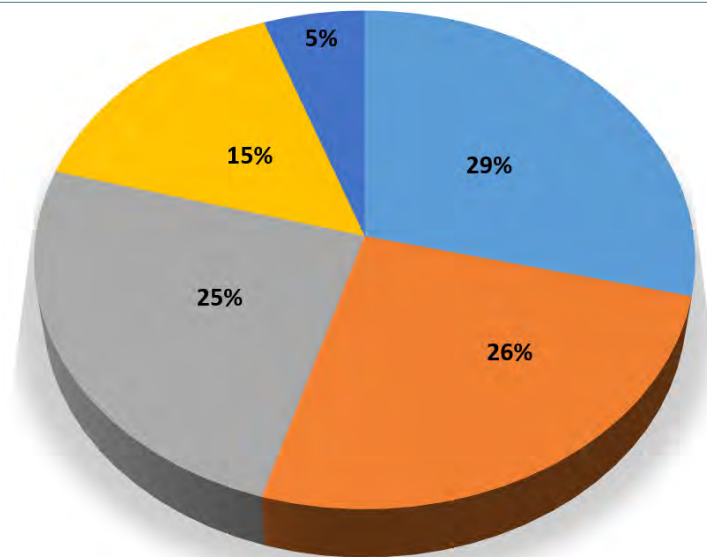
SH 183 and US 175 Tails Continue

Information as Reported through TryParkingIt.com

Commute Modes January 2016 – June 2017

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

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



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

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

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

Regional Vanpool Program January 2016 – December 2016

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

Regional Vanpool Program January 2017 – June 2017

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

Private Vanpool Programs * January 2016 – June 2017

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

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

Try Parking It News

Try Parking It Commuter Challenges

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

2016 DART Bike to Work Challenge

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

WIN PRIZES
Bike and Ride

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

- REGISTER
- RIDE YOUR BIKE
- LOG YOUR TRIPS

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

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

DART *let's go.*

Try Parking It

RICHARDSON
Bike Mart
EST. 1962

I-30 Insider Commuter Challenge



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

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

www.i30insider.com

Try Parking It News

Try Parking It Commuter Challenges

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

2017 DCTA Bike Everywhere Challenge



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

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

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



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

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

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

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

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

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

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

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

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

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

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



Try Parking It News

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

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

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

NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

JANUARY 2016 – JUNE 2017 TDM PERFORMANCE REPORT

Try Parking It News

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



NORTH CENTRAL TEXAS
COUNCIL OF
GOVERNMENTS
TDM PROGRAM

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slandrum@nctcog.org



www.nctcog.org



www.TryParkingIt.com



www.dart.org



www.fwta.org



www.dcta.net

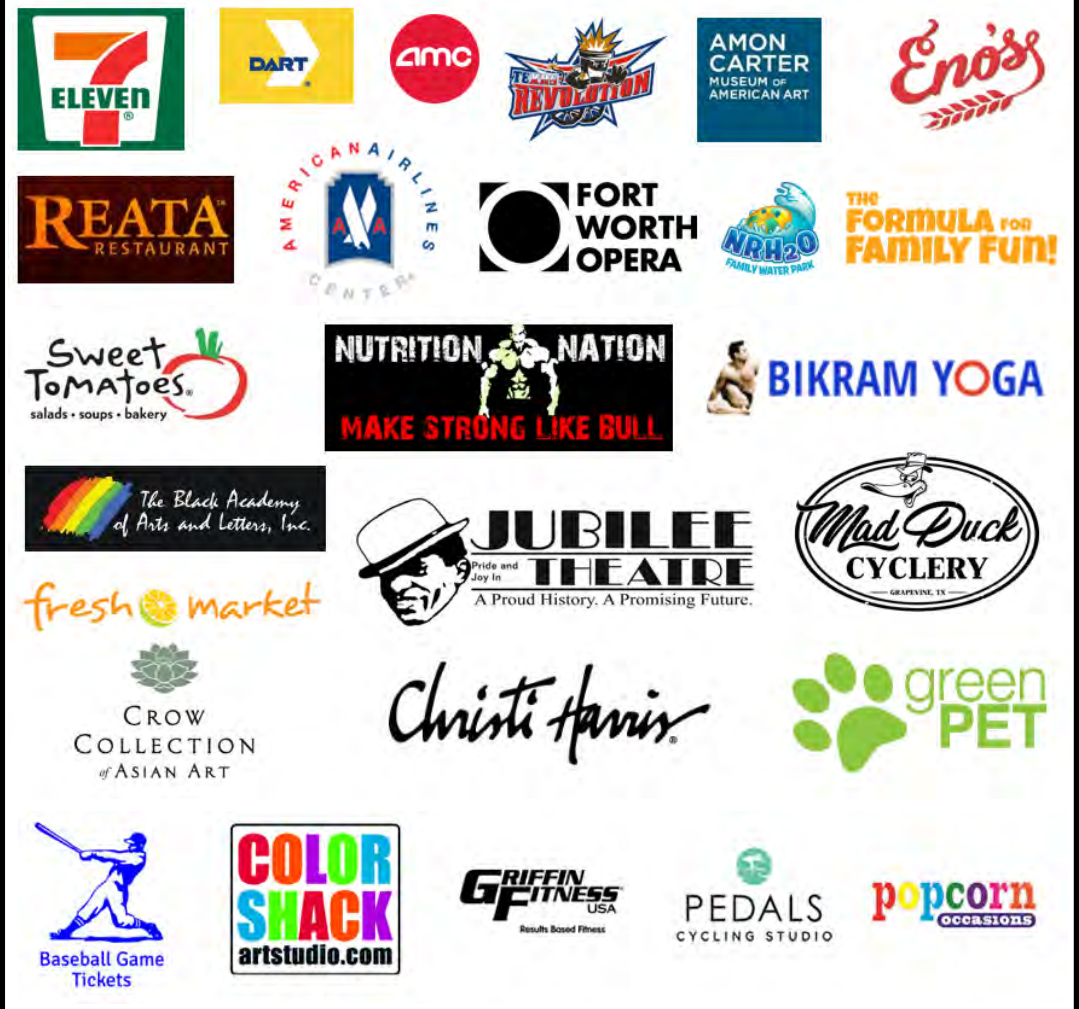
JANUARY 2016 — JUNE 2017 TDM PERFORMANCE REPORT

Try Parking It News

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



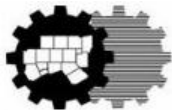
Historical G.R.E.E.N. Reward Partners



COTTON BELT PUBLIC MEETING: ADDITIONAL FOLLOW UP

Surface Transportation Technical Committee

September 22, 2017



North Central Texas
Council of Governments
Transportation Department

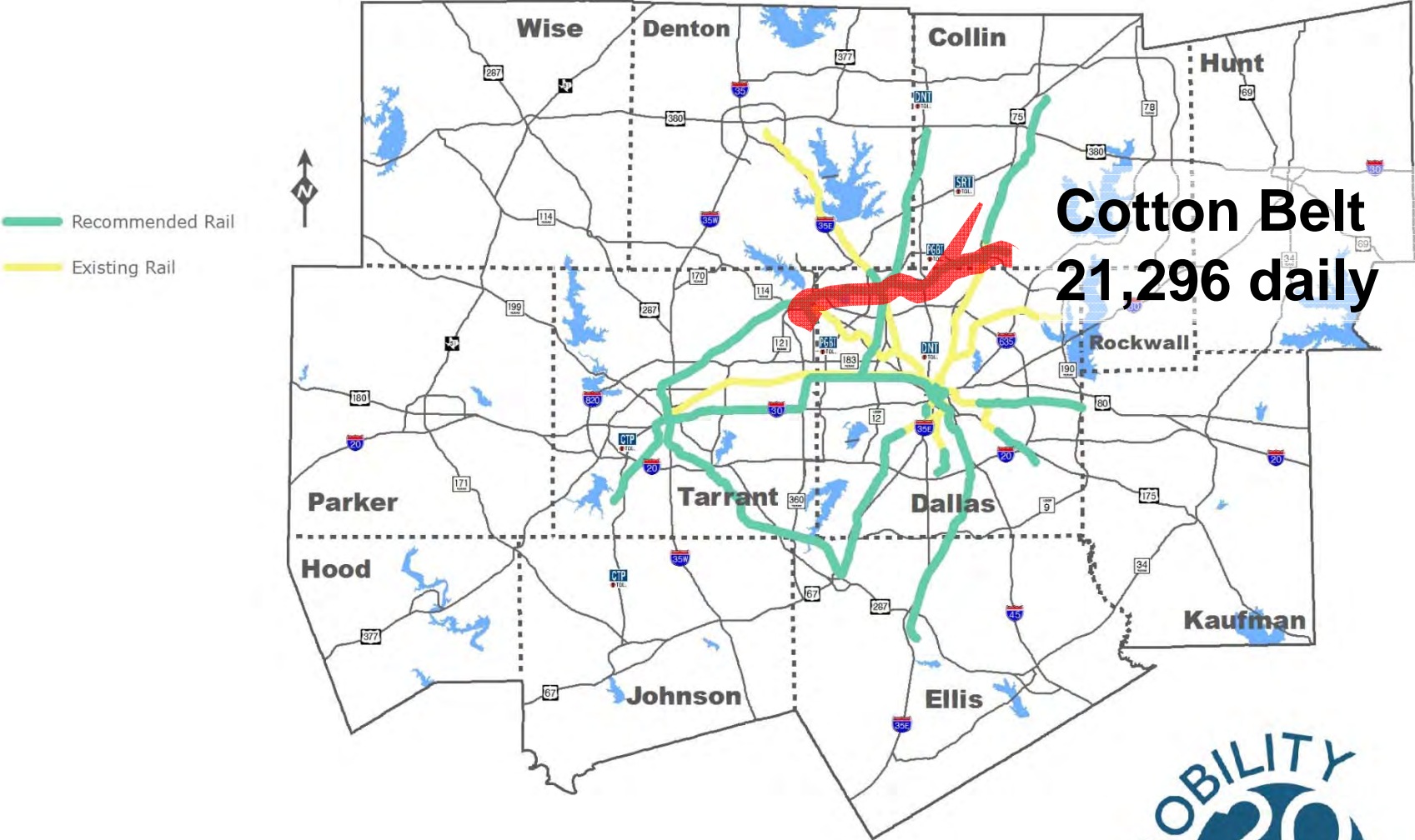
IMPACT TOMORROW

- Projected 2040 ridership over 5.5 million annually (21,296 daily)
 - Busiest commuter rail in the region
- Fourth busiest rail line overall (behind DART's Red, Green, and Blue light rail lines)

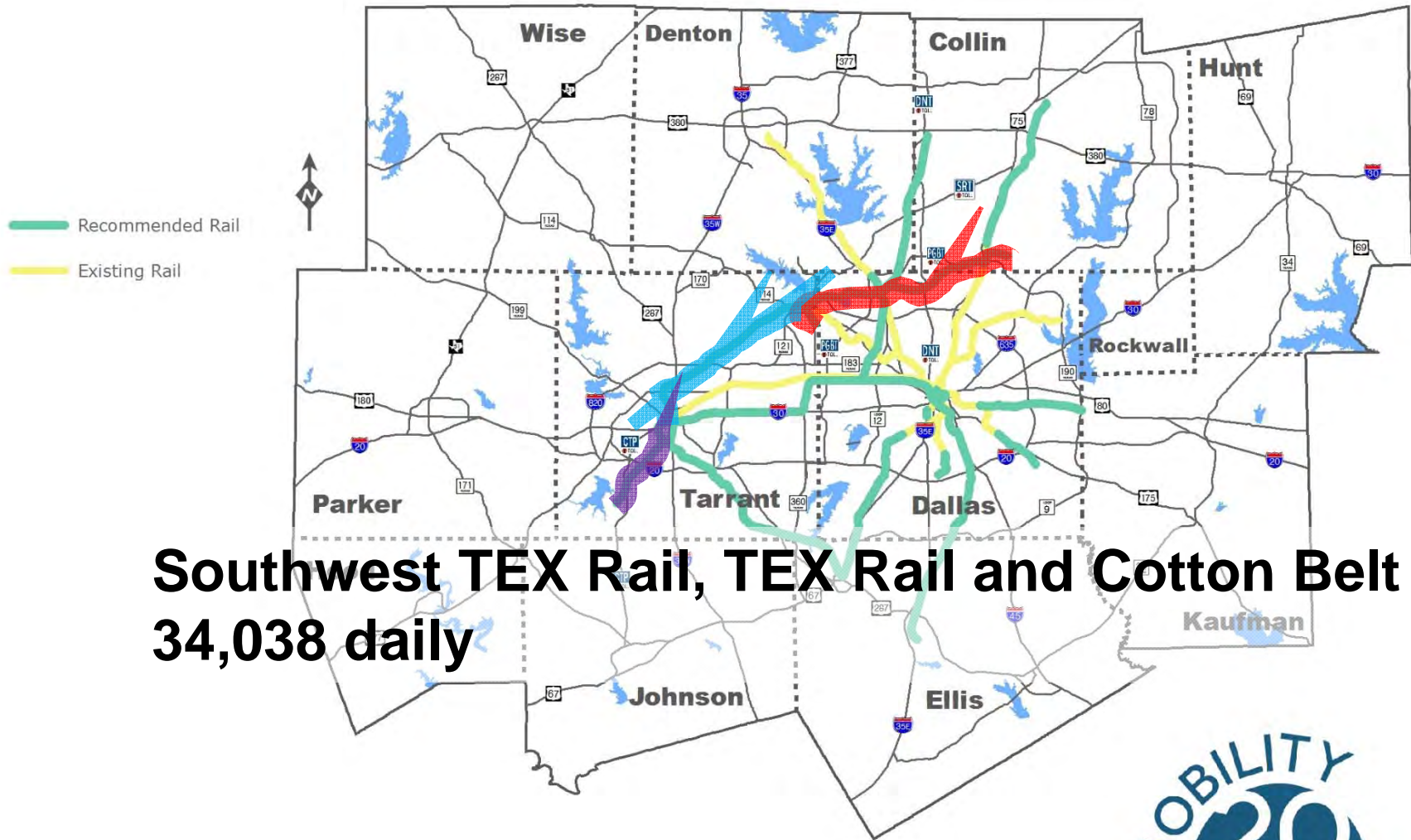


Slide 10, Electronic Item 3 from STTC's August 25, 2017 agenda

2040 Transit Recommendations



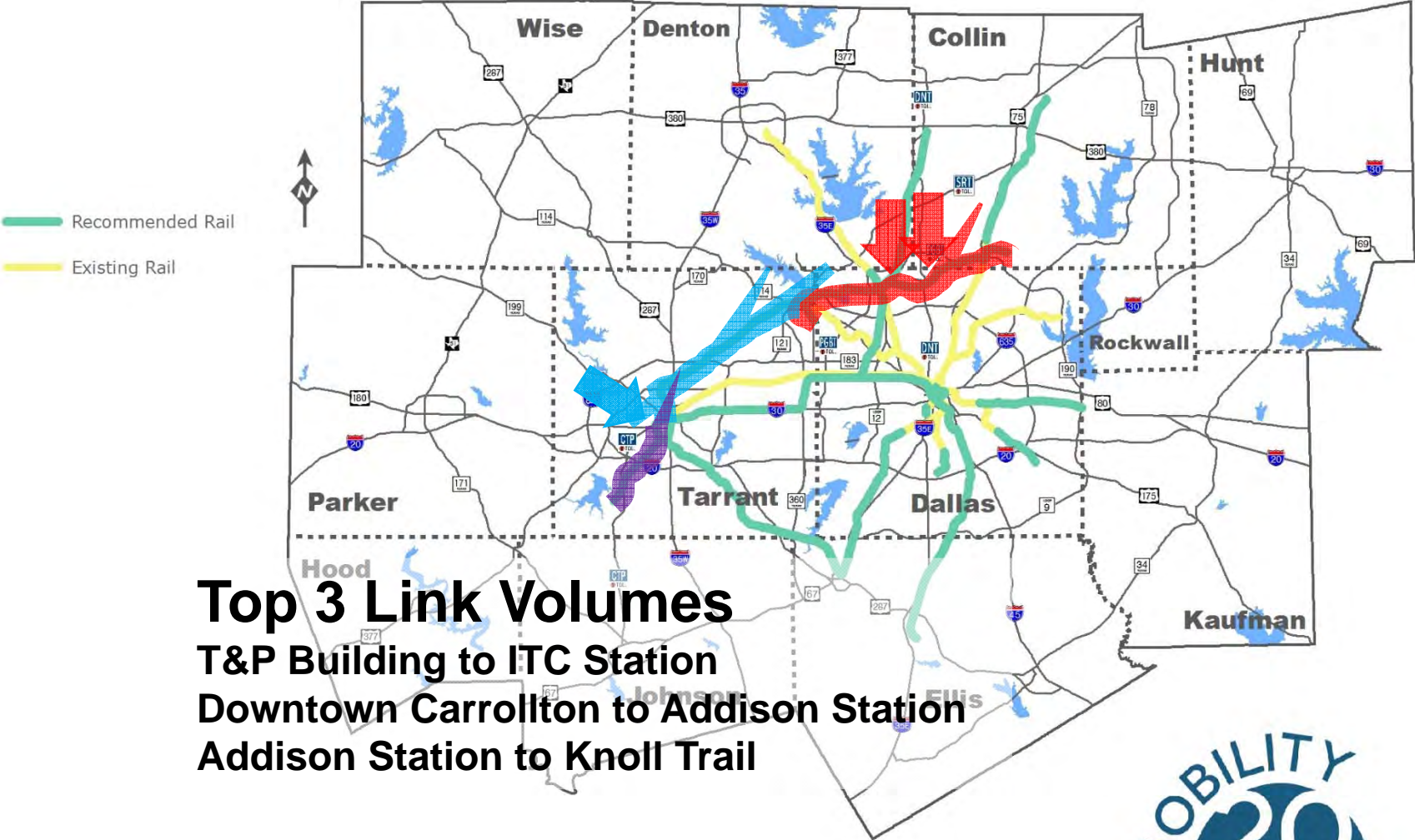
2040 Transit Recommendations



**Southwest TEX Rail, TEX Rail and Cotton Belt
34,038 daily**



2040 Transit Recommendations



Top 3 Link Volumes
T&P Building to ITC Station
Downtown Carrollton to Addison Station
Addison Station to Knoll Trail



CONTACT

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Ying Cheng

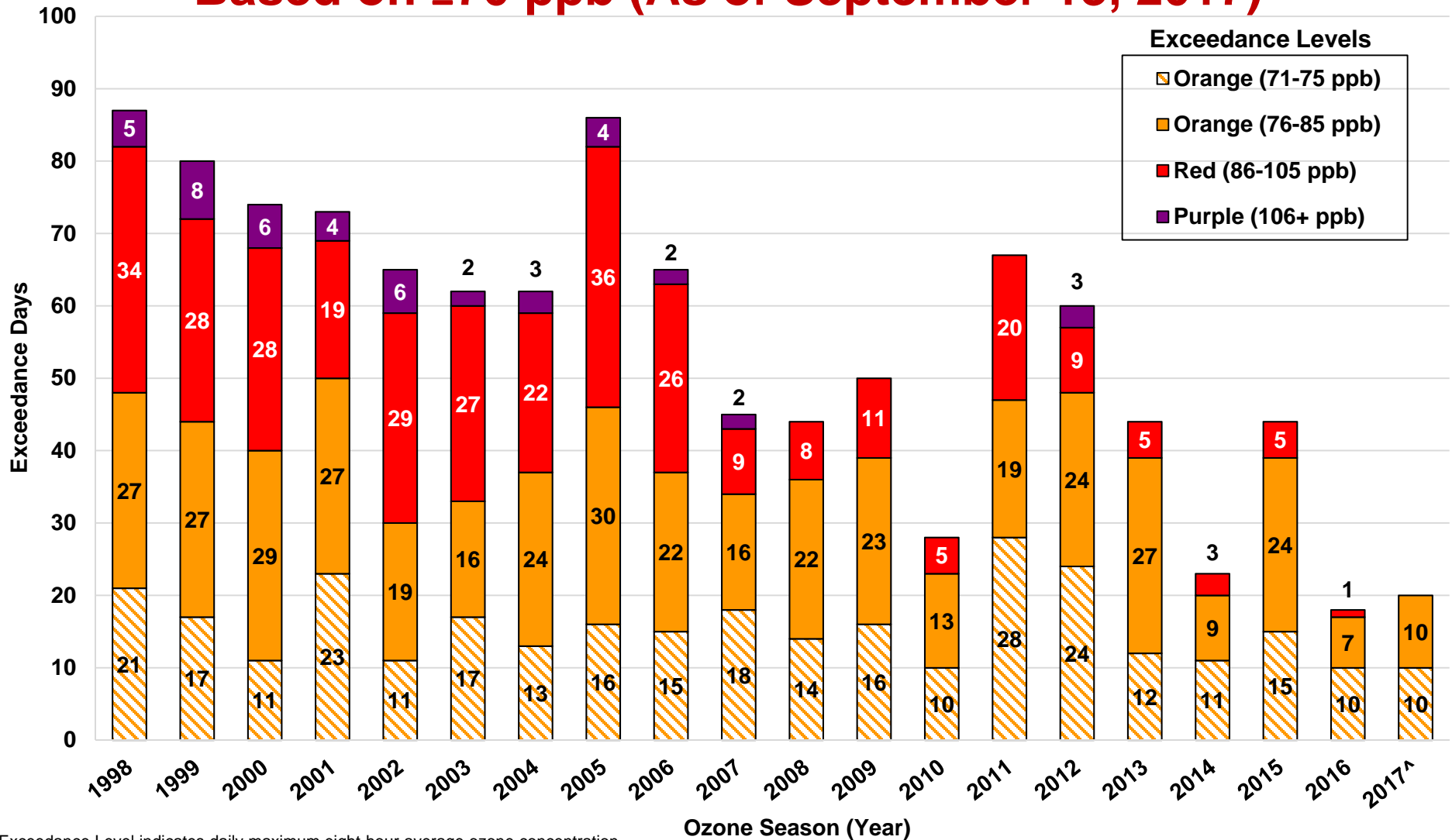
Senior Transportation Planner

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ycheng@nctcog.org

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of September 13, 2017)



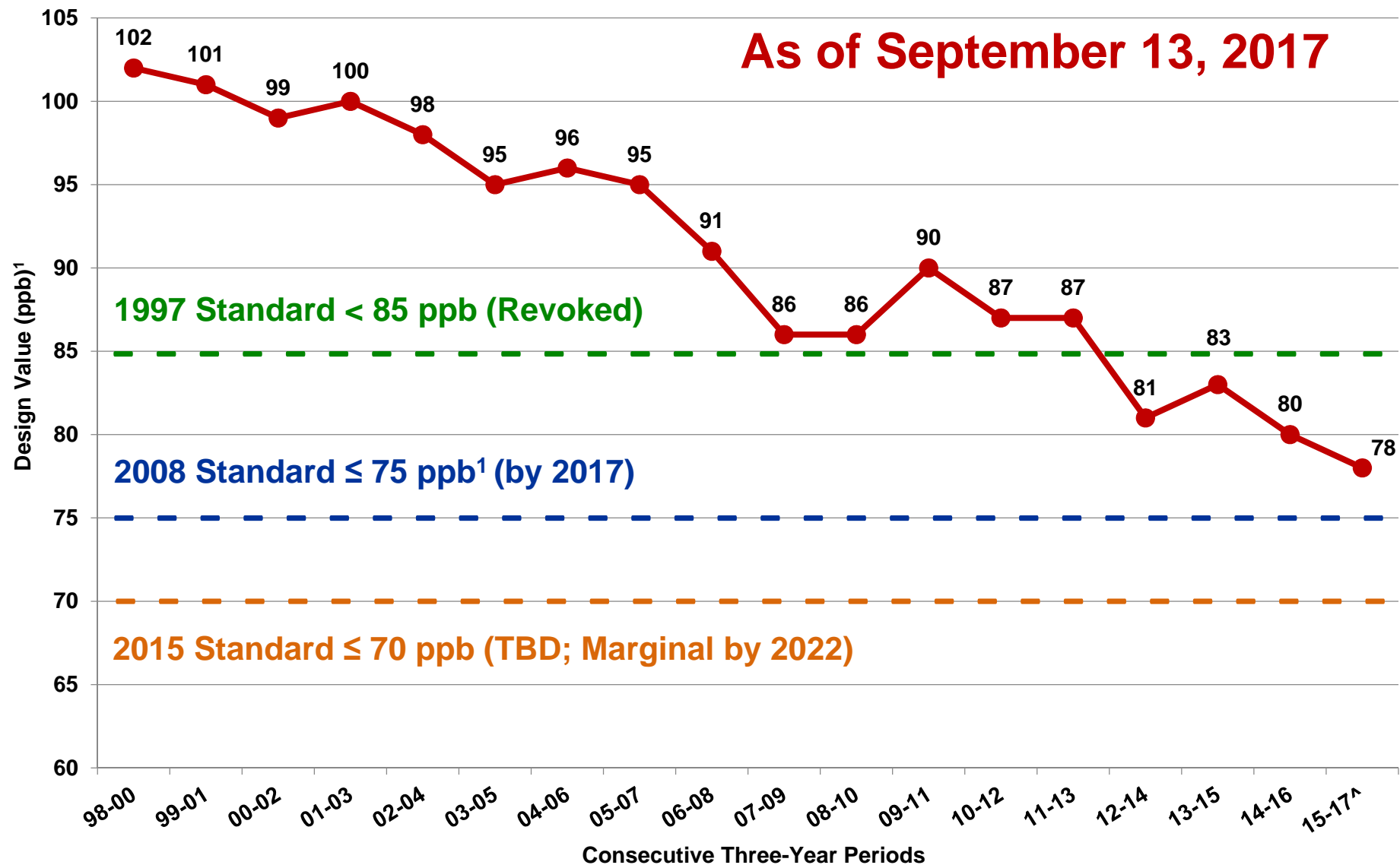
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = 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.

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 23, 2017

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

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

Dear Administrator Coleman:

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

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

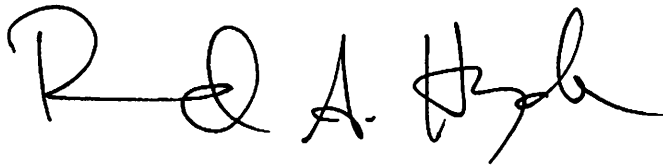
The TCEQ has also identified at least one additional exceptional event day that affected the El Paso UTEP monitor in 2016 that further supports an attainment designation for El Paso County. Submittal of additional exceptional event demonstration packages for 2016 is not necessary to demonstrate attainment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

Acting Regional Administrator Sam Coleman
Page 2
August 23, 2017

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

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

Sincerely,

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

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

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

	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	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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

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

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

Lighting Up Cities:

Benefits and Strategies for Transitioning Municipal Lighting to LEDs

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

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

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

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

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



MINUTES

Regional Transportation Council PUBLIC MEETINGS

Cotton Belt Regional Passenger Rail Update

Meeting Dates and Locations

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

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

Public Meeting Purpose and Topics

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

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

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

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

Summary of Presentation

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

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

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

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

ORAL COMMENTS RECEIVED AT MEETING

Cotton Belt Regional Passenger Rail Update

Karl Ziebrath, Ziebarth & Associates/Texas Rail Advocates

- A. Funding method for Cotton Belt corridor

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

Mark Hilderbrand, Kiewit Infrastructure South Co.

- A. Innovative funding discussion during procurement process

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

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

Steve Medina, Kiewit Infrastructure South Co.

- A. Promoting innovative financing during procurement process

Comment: This meeting has disrupted the DART procurement process.

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

Ron Natinsky, Tirgo LLC

- A. Expediting the Cotton Belt project

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

Jim Wilson, Benbrook City Council

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

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

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

Lee Lowrie, Citizen

A. Financing the Cotton Belt with gasoline tax

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

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

Paul Carden, Citizen

A. Land-use issues

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

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

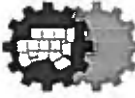
David Leininger, Executive Vice President & Chief Financial Officer of DART

A. Appreciation for innovative ideas

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

WRITTEN COMMENTS FROM PUBLIC MEETINGS

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



Public Meeting Comment Form

Instructions:

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

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

Name MARY REYNOLDS

Organization _____

Date 8-17-17

Meeting Location _____

Please provide written comments below:

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



Public Meeting Comment Form

Instructions:

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

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

Please provide written comments below:

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

⇒ Higher Incentive Value to
⇒ PPP real estate developer



Public Meeting Comment Form

Instructions:

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

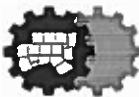
- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

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

Please provide written comments below:

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

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



Public Meeting Comment Form

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2. Please fill in your name and affiliation as well as the date and location of meeting.
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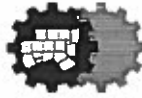
Name Jim Wilson
 Organization BENBROOK City Council
 Date _____
 Meeting Location NCTCOG

Please provide written comments below: do not

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

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

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



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
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- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

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

Please provide written comments below:

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

Just a thought!!



RESOLUTION

Whereas,

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

Whereas,

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

Whereas,

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

Whereas,

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

Therefore,

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

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

Texas Rail Advocates
800 Jaguar Lane
Dallas, Texas 75226

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Robert A. Parmelee, August 15, 2017

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

Response by Christi Gotti, NCTCOG

Mr. Parmelee,

Thank you for contacting the NCTCOG Transportation Department.

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

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

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

Let us know if you have additional questions.

JT Samford, August 21, 2017

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

Response by Carli Baylor, NCTCOG

Hi, Mr. Samford

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

COMMENTS SUBMITTED VIA SOCIAL MEDIA

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



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



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



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



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



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

1:57

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

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

Transit Comments

Website & Email

1. Rose Bolden

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

2. Connor W. Endicott

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


Response letters from NCTCOG are Attachment 1

Twitter

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

NCTCOGTransportation @NCTCOGtrans

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



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

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

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

NCTCOGTransportation @NCTCOGtrans

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



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



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

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

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

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

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



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

Project Planning Comments

Website & Email

1. Terry Millican

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

Response by Natalie Bettger, NCTCOG

Terry,

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

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

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

Please do not hesitate to contact us with further questions.

Response by Terry Millican

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

Response by Rebekah Hernandez, NCTCOG

Hi, Terry

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

2. Ron Whitley

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

Response by Berrien Barks, NCTCOG

Mr. Whitley,

Thank you for contacting the NCTCOG Transportation Department.

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

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

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

3. Elaine Laisure

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

Twitter

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



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



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

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

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

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



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

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

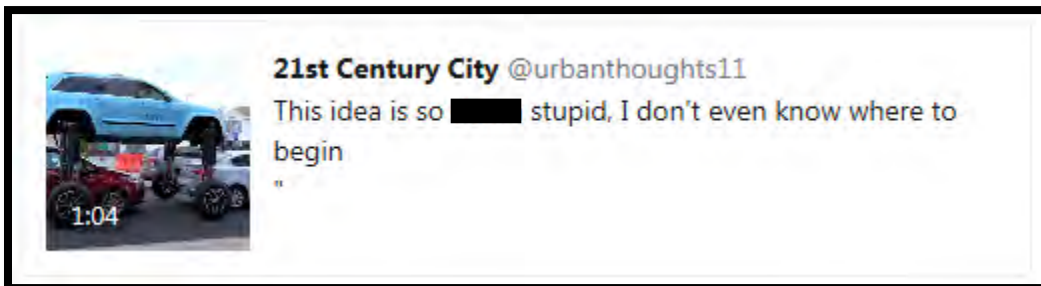
City staff: @NCTCOGtrans and @txdot spent \$40 million designing the road w/ assumption that whoever built it would pay that back – Brandon Formby (@brandomformby)

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

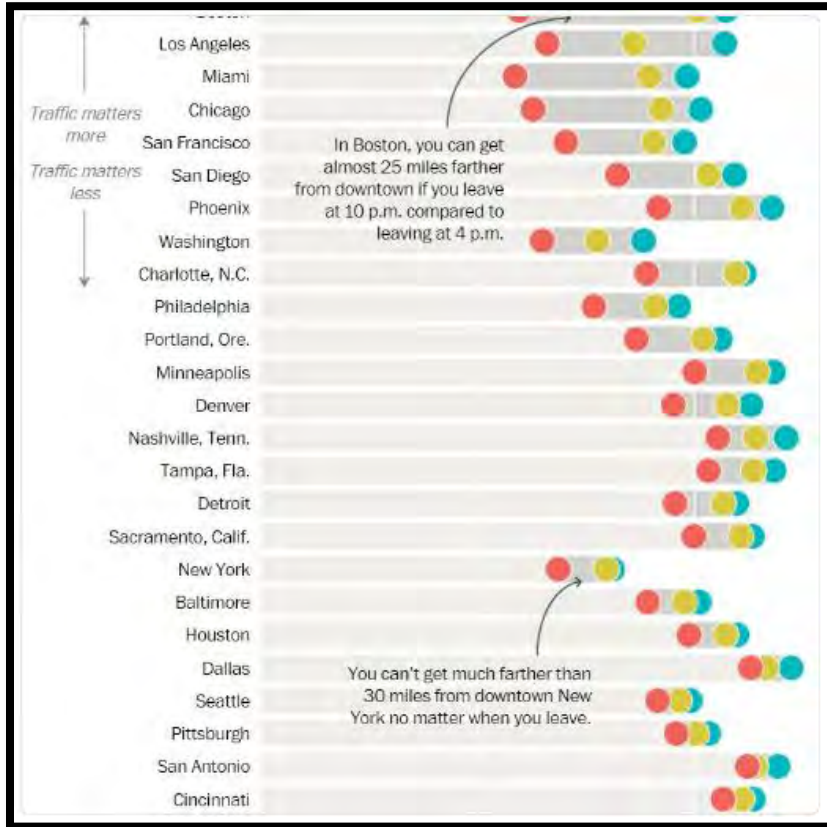
@Wylie_H_Dallas @NCTCOGtrans backed up those lies. – Wylie H Dallas (@Wylie_H_Dallas)

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

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



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



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



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

Facebook

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

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



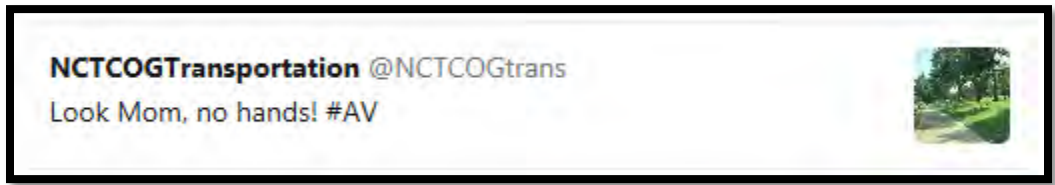
Innovative Vehicle & Technology Comments

Twitter

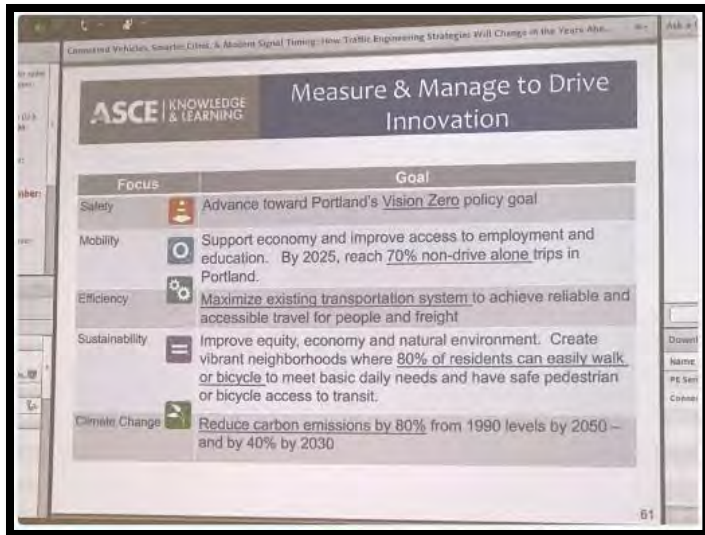
1. Exciting to see #automated shuttle testing hitting road with hopefully a multimodal AV world in mind! – Greg Rodriguez (@smartertranspo)



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



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



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

Facebook

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



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

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



Bicycle & Pedestrian Comments

Twitter

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

Table 1: Crash Data Summary

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

¹ FY ROW = Failed to Yield Right of Way

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

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

Air Quality Comments

Twitter

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



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



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



Alternative Fuels Comments

Twitter

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

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

Mobility 2045 Comments

Website & Email

1. Cary Fitzgerald

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

2. Mary Hogan

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

3. Lou Ragan

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

Response by Kyle Roy, NCTCOG

Mr. Ragan,

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

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

Twitter

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



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



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



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



Facebook

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

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

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

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

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

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

Would love more light rail – Blake Ward

Raise the gasoline tax! – Jim Duncan

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

interurban trains! – Gina Raye

I avoid dallas – Stephen Neumann

Dispose of the foreign owned toll roads. – Dan Rowell

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




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



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



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




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

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

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

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



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

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

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

 **NCTCOG Transportation Department**
July 21 · 🌐

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

[See More](#)



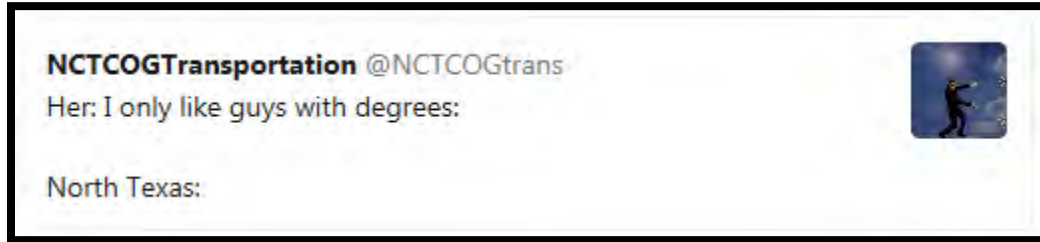
We need your input!
How can we improve travel in North Texas? Help us plan.

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

Other Comment

Twitter

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



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



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

@SWELGL Yes! – NCTCOGTransportation (@NCTCOGtrans)



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

NCTCOGTransportation @NCTCOGtrans 

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

Photo: UTA Special Collections

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

NCTCOGTransportation @NCTCOGtrans 

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

Photo: UTA Special Collections

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

NCTCOGTransportation @NCTCOGtrans

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



Photo: UTA Special Collections

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

NCTCOGTransportation @NCTCOGtrans

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



Photo: UTA Special Collections

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

NCTCOGTransportation @NCTCOGtrans

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



Photo: UTA Special Collections

Facebook

1. #StayCoolMyFriends – NCTCOG Transportation Department



NCTCOGTransportation @NCTCOGtrans

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

Weather Forecast
TODAY 100°
TOMORROW 102°

Johan Petterson COG's got jokes! – Maegan Nunley



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

September 2017

Calendar

**September 6, 8:30 am
TRTC**

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

**September 8, 11 am
DRMC**

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

**September 14, 1 pm
Regional Transportation Council
Transportation Council Room**

616 Six Flags Drive
Arlington, TX 76011

**September 20, 10 am
35W Coalition Quarterly Meeting**

Courtyard Fort Worth
at Alliance Town Center
3001 Amador Drive
Fort Worth, TX 76244

**September 22, 1:30 pm
Surface Transportation
Technical Committee**

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Driverless vehicles introduced in Arlington

Next time you are in the Entertainment District for a Rangers or Cowboys game, there may be an alternative to enduring high summer temperatures as you make your way to the game. On August 26, the City of Arlington debuted two air-conditioned driverless vehicles that will take fans to Globe Life Park or AT&T

Stadium via trails in the Richard Greene Linear Park and Robert Cluck Linear Park. The bright red Milo shuttles, provided by Easy Mile, are free to ride and handicap accessible. This is

part of a pilot project to test the concept of low-speed driverless

vehicles in Arlington. During the test, the vehicles will follow a predetermined route, using a laser on the roof to detect obstacles.

Each vehicle will have an operator on board who can override the automated setting in the case of an emergency. The vehicles, which can travel fast as 20 mph, are not permitted on the streets. For now, they will travel on the trails in the Entertainment District, comfortably providing the final connection for people trying to get from their cars to the ballgame or other nearby event. For more information, visit www.arlington-tx.gov/news and search "autonomous vehicle."



NCTCOG photo

Driverless vehicles are a new transportation option in Arlington's Entertainment District.



RTC awards transportation data-sharing grants to TxDOT, area cities



The Regional Transportation Council has awarded grants to area cities and the Texas Department of Transportation that will help make highways and streets safer and more efficient.

Along with TxDOT, the cities of Arlington, Flower Mound, Frisco, Garland, Grapevine, Grand Prairie and Plano, will receive \$25,000 apiece to help them share traffic signal data with connected-vehicle and other app developers.

This move makes 27 percent of the region's signals accessible to developers hoping to improve the way vehicles communicate with the infrastructure around them to enhance traffic flow and safety.

The RTC also approved grants totaling \$131,500 to cities as part of a separate project with Waze, a travel navigation app that employs a combination of city- and user-provided data to help keep transportation systems moving.

With Arlington, Crowley, Frisco, Garland, Grand Prairie and Plano sharing data on road closures with Waze, it will later become easier to build out 511DFW as a portal for transportation information. Fort Worth has been sharing information on road closures as part of its involvement with the Waze Connected Citizens Program since last year.

Planners are working to upgrade 511DFW to serve as a central repository for cities to share and receive information with a variety of travel navigation services and each other. Data provided by cities and counties could have a significant impact on the freight and other industries relying on roads in off-peak periods, when many significant construction projects take place.

Advance notice of road closures will help these companies plan their routes so they can deliver goods more efficiently.

Breathe cleaner with Idle Free School Zones

As school gets underway, NCTCOG asks parents and districts alike to keep their eyes open for long lines of idling vehicles at campuses.

NCTCOG will be looking for school districts and specific campuses to team up with for an Idle Free School Zones project, which will focus on implementing idle reduction strategies in parent pick-up/drop-off zones. Student educational components will also be developed.

The goal is to ultimately reduce harmful air pollutants around each campus. Respond to AQfunding@nctcog.org by September 30 to recommend school districts or campuses that would benefit from this unique and educational opportunity.

NDEW celebrates success of electric cars

Exciting progress is being made that could lead to less expensive, more plentiful electric vehicles. But how much do you know about them? Learn more about the technology from current EV owners and local representatives during North Texas' National Drive Electric Week celebration September 9 at Grapevine Mills Mall. Additionally, a series of five daily webinars beginning Monday, September 11 will help you understand the basics about EVs.

Electric vehicle owners and enthusiasts will show off their rides, discuss the ownership experience and demonstrate this clean technology beginning at 10 am September 9 at the mall. Sponsored by NCTCOG and the Dallas-Fort Worth Clean Cities Coalition, the North Texas NDEW celebration is an opportunity for residents to learn more about electrification without feeling pressured to buy an EV. Attendees will even be able to test drive these vehicles.

Mike Taylor, a member of the Colleyville City Council and the Regional Transportation Council, will speak during the event, highlighting the importance of electric vehicles in North Texas. Organizers are again hoping to establish a State record for the number of EVs in one location. For more information, visit www.driveelectricdfw.org.

Corinth becomes 5th North Texas SolSmart city

Corinth has signed on as the fifth SolSmart city in the North Texas region. SolSmart is a national program through which technical advisors work with municipalities to reduce solar soft costs and adopt solar-friendly policies. Soft costs can include permitting, financing, installation and other non-hardware costs related to adopting solar power.

Through participation, cities are sending the solar market a signal that they are "open for business" and can receive national recognition for their efforts.

To join the cities of Plano, Kennedale, Cedar Hill, Denton and Corinth as the region's solar leaders, visit www.GoSolarTexas.org/solsmart.

Fleet discounts on alternative fuel vehicles

North Texas public fleets have an opportunity to get substantial discounts on alternative fuel vehicles.



NCTCOG issued a request for proposals (RFP) for Fleets for the Future, a regional cooperative to assist with the procurement of alternative fuel vehicles.

The RFP focuses on the following AFV platforms:

- Propane half-ton pickup trucks
- Plug-in hybrid electric half-ton pickup trucks
- PHEV compact sedans
- Electric subcompact sedans

Proposals must be submitted to NCTCOG by 5 pm September 15. The NCTCOG Executive Board is scheduled to consider the RFP at the end of October. Vehicle orders could be placed soon after Executive Board approval. Learn how your fleet can participate and benefit from this unique regional procurement process by visiting www.nctcog.org/f4f.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
FWTA.org

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

5th

Texas' rank in electric vehicles sold. NCTCOG and the Dallas-Fort Worth Clean Cities Coalition will celebrate the success of EVs during National Drive Electric Week, starting September 9.

PUBLIC *Involvement*

NCTCOG requests input on funding initiatives

NCTCOG staff will present several transportation funding initiatives, an electric vehicle update and work program modifications during public meetings in September.

Residents can provide input on local bond program partnerships, two Federal Transit Administration funding programs and the Unified Planning Work Program at meetings on September 11 (White Settlement), September 13 (Arlington) and September 18 (Lewisville).

The UPWP is a required summary of activities to be undertaken by NCTCOG as the metropolitan planning organization. The bond program partnerships aim to leverage funds for projects important to local governments and the region. In addition to local funding efforts, NCTCOG issued a call for projects to competitively award FTA funding through two programs that support transportation services for seniors, persons with disabilities and low-income individuals. Staff will present recommendations to award 10 projects the available funding. Finally, an update will be provided on the 2017 National Drive Electric Week celebration.

Information on Mobility 2045, modifications to the list of funded projects, the Public Transportation Agency Programs of Projects and the AirCheckTexas Drive a Clean Machine program will also be highlighted. Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Mobility plan survey open until September 20

The first survey for Mobility 2045 will remain open until Thursday, September 20. Planners are seeking input on transportation behavior and challenges, as well as long-term priorities. Take the survey at www.surveymonkey.com/r/m2045. Print copies will be mailed upon request. Mobility 2045 is the next long-term transportation plan for the region. For more about the mobility plan and its development, visit www.nctcog.org/mobility2045.

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

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 DALLAS HELPS WITH HARVEY RESPONSE

DALLAS — Days before Hurricane Harvey slammed into the coast near Corpus Christi, officials from the Dallas District were already planning a rapid response to help their colleagues to the south.



About 30 TxDOT Dallas employees from maintenance, safety and signs traveled to the Bryan District and other nearby districts prior to Harvey's landfall. That allowed them to respond quickly as the storm's fury began to fade.

Dallas District Operations Director John Hudspeth led the effort from district headquarters, sending four supervisors—James Pate, Tony Russell, Danny Murphy and William Fisher—to oversee the Dallas crews in the disaster area.

"The first couple of days, our guys were chomping at the bit to get down there and help and a day or so after the storm moved through was when all of our crews were engaged in the response effort in the Yoakum and Bryan District," Hudspeth said in the initial response. "The days ahead will be long and tough and our guys can handle the challenge."

Signal crews made repairs in Port Lavaca. Dallas sign crews were busy setting up barricades where flood waters swallowed highways in La Grange and Columbus. Maintenance crews on loan from Dallas help repair pavements, slopes and



TxDOT photo

TxDOT crews from across the state gather in Houston to help in Harvey response.

culverts in Washington County.

Other TxDOT Dallas employees were embedded with workers from other districts to conduct high water rescues with the Texas National Guard and the DPS in Houston. At least 25 water rescues were made on the first day.

"Our crews definitely made a difference down there," Hudspeth said.

TxDOT crews spent many few days removing debris, repairing sinkholes, inspecting bridges, and repairing or replac-

ing traffic signals, signs and guardrails. They finally were able to return home recently, almost two weeks after first being deployed.

"We've had over 500 of our state roads closed due to flooding at one time or another," TxDOT Executive Director James Bass told the American-Statesman. "We're out there and we're going to get it done."

The massive response from TxDOT Dallas—and other districts across the state—is a good start. ■

AUGUST 2017 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
1	0197-03-073	US 175	East of FM 148 to east of CR 4106	Base repair, level up, overlay	\$2.86	\$2.39	-16.45	\$2.73	IOC Company LLC
2	0197-05-054	US 175	FM 1895 to 0.5 miles east of SH 198	Flexible pavement repair, level up, sealcoat & pavement markings	\$1.25	\$1.42	13.55	\$1.62	O. Trevino Construction, LLC
3	0387-01-014	FM 75	Main Street to CR 461	Widen, overlay, base repair	\$1.32	\$1.44	9.48	\$1.65	Jagoe-Public Company
4	0918-45-757	CS	2nd Avenue SB at trib. of White Rock Creek	Replace bridge and approaches	\$2.64	\$2.88	9.31	\$4.16	SEMA Construction, Inc.
	0091-04-062*	SH 289	Various locations in Frisco, Plano, and Dallas	Improve traffic signals	\$2.20	\$1.75	-20.61	\$2.20	Durable Specialties, Inc.
	0918-47-114*	VA	Various locations on state highways in Dallas County	Construct curb ramps	\$2.55	\$2.65	3.82	\$3.09	Highway 19 Construction LLC
ESTIMATED SEPTEMBER 2017 TOTALS					\$12.82	\$12.53	-2.24	\$15.45	
DISTRICT FY ACCUMULATIVE LETTINGS					\$547.67	\$521.44	-4.79		
DALLAS DISTRICT FY LETTING VOLUME CAP					\$594.42				

*Project is an A+B bidding project. **Not mapped.

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

SEPTEMBER 2017 PROJECTED LETTING PROJECTS* (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
N/A	N/A	N/A	N/A	N/A
ESTIMATED TOTAL				N/A

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM AUGUST 1 – 31, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
1	0442-02-158	I-35E	At SL 12(E. Ledbetter Rd.) 0.200 MI.	Improve traffic signals	08/16/2017	\$1.29
2	0918-45-731	CS	On Pleasant Rd. at Bee Ranch in the city of Desoto	Replace bridge and approaches	08/16/2017	\$3.18
3	0918-45-791	CS	Red Oak Rd. at Ten Mile Creek in the city of Lancaster	Rehabilitation of existing bridge and approaches	09/11/2017	\$1.31
4	2374-04-077	I-20	East of Kirnwood Dr. to Wheatland Rd.	Intersection improvements	08/16/2017	\$1.24
5	0918-22-141	CR	Forest Brook Dr. at Red Oak Creek	Replace bridge & approaches	09/11/2017	\$1.04
ESTIMATED TOTAL					\$8.06	

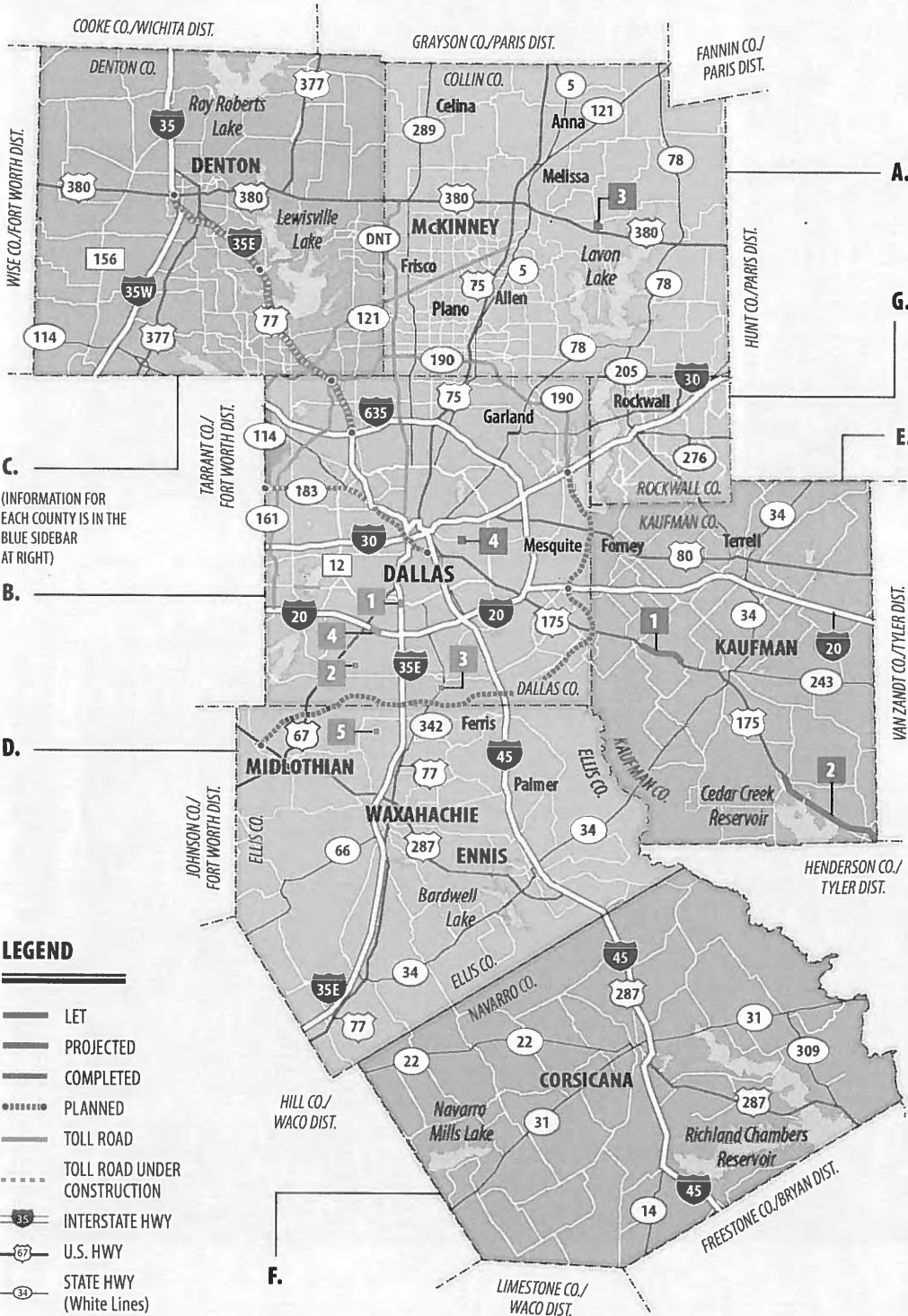
*Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

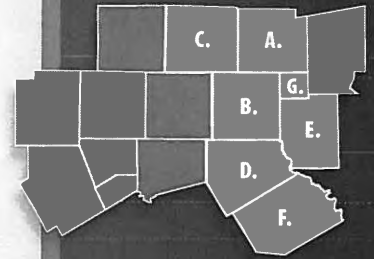
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in August, are projected to let in September, or have recently been completed.



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

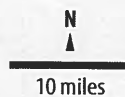
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201.810

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 ★

MORE IMAGES OF THE TXDOT RESPONSE EFFORTS IN THE WAKE OF HARVEY:



TxDOT photo

Dallas crews help clear debris and close flood highways.



TxDOT photo

Dallas crews assist with Aqua Dam installation on I-10 in Houston after Harvey.



SOURCE: Texas Department of Transportation

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>