

AGENDA

**Regional Transportation Council
Thursday, October 13, 2016
North Central Texas Council of Governments**

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

1:00 – 1:05 1. Approval of September 8, 2016, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Ron Jensen, RTC Chair
Item Summary: Approval of the September 8, 2016, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

1:05 – 1:05 2. Consent Agenda
 Action Possible Action Information Minutes: 0

2.1. Transportation Improvement Program Modifications

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested.

Background: November 2016 revisions to the 2017-2020 TIP are provided as [Reference Item 2.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

2.2. Unified Planning Work Program Modifications

Presenter: Dan Kessler, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.

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 FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Amendments to this document are being proposed to reflect new projects, project modifications, and funding adjustments. The proposed amendments have been presented to the public during the September 12, 14, and 20, 2016, public meetings and are posted on the North Central Texas Council of Governments' Website. The proposed modifications are also included as [Reference Item 2.2.1](#). A presentation

summarizing the modifications is provided in [Electronic Item 2.2.2](#). The Surface Transportation Technical Committee has recommended RTC approval.

1:05 – 1:20

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

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

1. Regional Transportation Council (RTC) Member Representation at Events
 - Councilmember Mike Taylor-Participation in National Drive Electric Week ([Electronic Item 3.1](#))
 - Councilmember Lee M. Kleinman, David Laney, Gary Thomas, and Michael Morris-Kansas City Transportation Forum in Dallas
 - Councilmember Lee M. Kleinman-Dallas Streetcar
 - RTC Chair Mayor Ron Jensen-Texas Department of Transportation IH 35E Lowest Stemmons Event on October 18
2. North Central Texas Council of Governments 50th Anniversary Chocolates
3. AirCheckTexas Communication Materials
4. National Association of Metropolitan Planning Organizations Conference in Fort Worth, October 25-28, 2016, Reception on October 27 from 6-8 pm (See Amanda Wilson)
5. Federal Highway Administration Inactive Project List ([Electronic Item 3.2](#)) and 10-Year Preliminary Engineering Audit ([Electronic Item 3.3](#))
6. Transportation Department Testimony at Texas Legislative Subcommittee Meeting ([Electronic Item 3.4](#))
7. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.5](#))
8. North Central Texas Energy Forum, October 26 ([Electronic Item 3.6](#))
9. Ozone Season Update ([Electronic Item 3.7](#))
10. September Public Meeting Minutes ([Electronic Item 3.8](#))
11. Automated Vehicles Fact Sheet ([Electronic Item 3.9](#))
12. Traffic Incident Management Executive Level Course Announcement ([Electronic Item 3.10](#))
13. Hemphill/Lamar Funding Swap with Tarrant County: Proposed Action in November
14. Recent Correspondence ([Electronic Item 3.11](#))
15. Recent News Articles ([Electronic Item 3.12](#))
16. Recent Press Releases ([Electronic Item 3.13](#))
17. Transportation Partners Progress Reports

1:20 – 1:30

4. **BigX Events**

Action Possible Action Information Minutes: 10
Presenters: Molly McFadden, NCTCOG and Lissa Smith, NCTCOG
Executive Board President, and Mayor Pro Tem, City of Plano
Item Summary: Molly McFadden, Director, North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department, will present information about the upcoming BigX events.
Background: BigX 2016 is a 16-county regional training exercise sponsored by the NCTCOG. The multi-day, full-scale training exercise will take place November 11-13, 2016, at more than 40 different

venues and emergency operations centers throughout the region with the goal of helping the region's first responders, emergency managers, public health personnel, hospitals, and volunteer organizations better prepare for, respond to, and recover from the effects of natural and man-made emergencies and disasters. Transportation for elected officials will be provided to events on Friday, November 11 and Saturday, November 12. The event on Friday, November 11 will be in Fort Worth. The events on Saturday, November 12 will be in Dallas, Grand Prairie, Fort Worth, and Plano. NCTCOG Executive Board President Lissa Smith, Mayor Pro Tem, City of Plano is raising private funds. Regional Transportation Council funding will be used as a contingency.

1:30 – 1:40

5. **Traffic Signal Data Sharing Agreements**

Action Possible Action Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will request approval to work with partner agencies that operate traffic signals on agreements to share traffic signal information with third-party technology companies.

Background: Traffic signal data (e.g., signal phase and timing) is being used for emerging vehicle-to-infrastructure (V2I) applications such as Audi's Traffic Light program, [Electronic Item 5.1](#). Such programs tell drivers and vehicles when and for how long stoplights will be green. This allows for smoother travel, improved roadway efficiency, and air quality benefits. Partner agencies that want to offer such V2I applications to residents and travelers in their communities will enter into agreements with third-party technology companies. Partner agencies will keep control of their traffic signal data and can share such data with other parties. Via a Master Agreement with technology companies, the North Central Texas Council of Governments will have access to traffic signal performance reports generated by third-party entities for the partner agencies at no cost. If approved, a Master Agreement and participation by partner agencies in the region via their traffic signal data sharing agreements will position North Texas as one of the early adopters of V2I technology. This will aid in the region attracting the interest of developers, auto companies, and research institutions as a place to test and deploy new transportation technologies. [Reference Item 5.2](#) provides additional information.

1:40 – 1:50

6. **Collin County Funding Partnership and Roadway Action Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval to continue a funding partnership with Collin County and provide an update on the Roadway Action Plan.

Background: Collin County took measures to opt out of the Low-Income Repair and Replacement Assistance Program/Local Initiative Projects (LIRAP/LIP) when program funding was severely

restricted. The County suspended those efforts when full funding was restored and the Council entered into a funding partnership with the County last year to exchange LIRAP/LIP funds for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds so the nonattainment area was able to fully utilize all available revenue to the region. Collin County used the CMAQ funds for various air quality projects and the LIRAP/LIP funds was shared among other participating counties for eligible air quality initiatives. Staff will brief the Council on the progress of that partnership and recommend a continuation of the funding partnership. In addition to the funding partnership, staff will also brief the Council on recent updates to the Roadway Action Plan for Collin County. [Reference Item 6.1](#) is a copy of recent correspondence related to the action being requested. [Electronic Item 6.2](#) provides an insight into upcoming work activities in Collin County.

1:50 – 2:00

7. Development of Regional 10-Year Plan Project Map

Action Possible Action Information Minutes: 10

Presenters: Adam Beckom and Dan Lamers, NCTCOG

Item Summary: Staff will update the Council regarding regional priorities covering FY2017-FY2026, as the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement.

Background: In August 2016, the Texas Transportation Commission (TTC) approved the allocation of Category 2 (MPO selection), Category 4 (TxDOT district selection), and Category 12 (Commission selection) funding for FY2017 to FY2026. In order to allocate the new funding to projects, North Central Texas Council of Governments (NCTCOG) staff is coordinating with the Dallas, Hunt, and Fort Worth Texas Department of Transportation districts in assessing the region's priorities over the next 10 years. NCTCOG staff is using performance measures consistent with those used to develop Mobility 2040 along with a review of project timing, environmental status, and estimated construction costs. This effort will also fulfill the legislative HB 20 10-year planning requirement.

With the availability of new Category 2 funding, staff proposes to take this opportunity to address the east/west equity within the region. Additional details regarding the performance measures, overall process, and timeline will be presented and are also provided in [Electronic Item 7](#).

2:00 – 2:10

8. Draft Legislative Program

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will receive a federal and State legislative update.

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Congress

recently approved a continuing resolution to keep the federal government open through December 9, 2016, and stands adjourned until after the November elections. The Texas Legislature continues to hold interim committee hearings as it prepares for the legislative session beginning January 10, 2017. Efforts to develop the RTC Legislative Program for the 85th Texas Legislature are underway. The RTC Legislative and Funding Subcommittee met in May 2016 and discussed topics and draft language to include on the RTC Legislative Program for the 85th Texas Legislature. A draft RTC Legislative Program can be found in [Electronic Item 8](#).

2:10 – 2:20

9. High-Speed Rail Update

- Action Possible Action Information Minutes: 10
- Presenters: Michael Morris, NCTCOG, and Rob Franke, RTC
Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee
Chair, and Mayor, City of Cedar Hill
- Item Summary: Staff will provide an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region, including staff efforts to advance the initiatives. Staff will discuss the recently issued Requests for Proposals and the Request for Information regarding the Dallas-Fort Worth Core Express Service project.
- Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are ongoing. North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC high-speed rail policies and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. [Electronic Item 9](#) contains an inventory of high-speed rail tasks led by NCTCOG this fall. The status of discussions with Irving will be also be presented.

2:20 – 2:30

10. Metropolitan Transportation Plan Policy Bundle Voluntary Measures

- Action Possible Action Information Minutes: 10
- Presenter: Dan Lamers, NCTCOG
- Item Summary: Staff will brief the Regional Transportation Council (RTC) on the Metropolitan Transportation Plan (MTP) Policy Bundle voluntary measures survey and schedule.
- Background: Mobility 2040, the region's current Metropolitan Transportation Plan, recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. However, the construction of infrastructure projects alone cannot achieve the goals of Mobility 2040. To encourage the development of alternative, strategic solutions, Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues that affect transportation in the region and

cover a wide range of topics. By voluntarily adopting 50 percent of these policies, participating agencies will receive an offset of local funds for federal transportation projects in the form of Transportation Development Credits. Additional information is provided in [Electronic Item 10](#).

11. **Progress Reports**

Action Possible Action Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Reference Item 11.1](#))
- STTC Minutes and Attendance ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

13. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.

14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, November 10, 2016, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
September 8, 2016**

The Regional Transportation Council (RTC) met on Thursday, September 8, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Mike Cantrell, David L. Cook, Charlotte Wilcox (representing Rudy Durham), Andy Eads, Charles Emery, Gary Fickes, Sandy Greyson, Moji Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Maher Maso, Cary Moon, Greg Noschese (representing Stan Pickett), Mark Riley, Sara Bagheri (representing Kevin Roden), Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Joey Herald (representing Stephen Terrell), T. Oscar Trevino Jr., Oscar Ward, Bernice J. Washington, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and W.B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Melissa Baker, Tom Bamonte, Berrien Barks, Bryan Beck, Adam Beckom, Natalie Bettger, Brandi Bird, Jesse Brown, Ron Brown, John Brunk, Ken Bunkley, Mo Bur, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dave Carter, Dixie Cawthorne, Sarah Chadderdon, Ying Cheng, Michael Copeland, John Crew, Mike Curtis, Gordon Dickson, Kim Diederich, Jory Dille, Jerry Dittman, Nathan Drozd, Chris Dyser, Mike Eastland, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Keineth Fuller, Bob Golden, Rick Grady, Christine Graygor, Clifton Hall, Laura Hanna, Tony Hartzel, Jeff Hathcock, Rebekah Hernandez, Jesse Herrera, Axel Herrmann, Jodi Hodges, Dan Kessler, Karen Khan, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, Michael Leavitt, Tom LeBeau, April Leger, Eron Linn, Sonny Loper, Stanford Lynch, Barbara Maley, Chad McKeown, Keith Melton, Michael Morris, Jenny Narvaez, Jeff Neal, Mark Nelson, Than Nguyen, Brinton Payne, John Polster, James Powell, Jeff Price, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Bill Riley, Tito Rodriguez, Kyle Roy, Moosa Saghian, Steve Sanders, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, Rick Stopfer, Jahnae Stout, Dean Stuller, Gerald Sturdivant, Vic Suhm, Gary Thomas, Christopher Tolar, Mitzi Ward, Sandy Wesch, Elizabeth Whitaker, Gregory White, Amanda Wilson, Brian Wilson, Bruce Wood, Mykol Woodruff, Ed Wueste, Scott Young, and Ann Zadeh.

During the meeting, Michael Morris introduced Gary Thomas, President/Executive Director, Dallas Area Rapid Transit. Gary Slagel noted that Mr. Thomas was named Outstanding Public Transportation Manager of the Year by the American Public Transportation Association (APTA). Mr. Thomas will be honored by APTA at a September 13 award ceremony and luncheon in Los Angeles.

1. **Approval of August 11, 2016, Minutes:** The minutes of the August 11, 2016, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Advertising for Transportation Initiatives:** A motion was made to approve up to \$1,400,000 in new funding for Fiscal Year 2017 advertising for transportation initiatives, detailed in Reference Item 2.1.2. Electronic Item 2.1.1 provided additional information.

- 2.2. \$50,000 Smart State Grant: A motion was made to approve the expenditure of up to \$50,000 in Regional Transportation Council Local funds to support Smart State transportation technology initiatives.

Douglas Athas (M); Charles Emery (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report**: Chris Klaus noted since Regional Transportation Council (RTC) approval of Mobility 2040 and subsequent air quality conformity in March 2016, staff has been working with interagency consultation partners to secure a United States Department of Transportation (US DOT) conformity determination. On September 7, the US DOT provided correspondence approving the 2016 Transportation Conformity. A copy of the correspondence was distributed at the meeting in Reference Item 3.13. Mr. Morris noted Molly McFadden, Director of Emergency Preparedness, will present information about the upcoming BigX events at the October 13, 2016, RTC meeting. He also noted that the City of McKinney has decided to move ahead with efforts to become the direct recipient to receive Federal Transit Administration funds for the McKinney Urbanized Area. Brian Loughmiller added that once direct recipient status is received, the City will begin negotiating with providers to determine what types of services can be provided and who would provide those services. Mr. Morris also discussed the potential lapse of Transportation Alternative Program (TAP) funding. The Federal Highway Administration has extended the deadline for projects to be obligated to December 2016. Staff is working with the Texas Department of Transportation to advance the projects to letting by December. A list of the impacted TAP projects was available in Electronic Item 3.1. The National Association of Metropolitan Planning Organizations conference will be held in Fort Worth October 25-28. Details were provided in Electronic Item 3.2. Members interested in presenting at the conference were asked to contact staff. Information regarding Clean Air Action Day results and the current ozone season was available in Electronic Item 3.3, and details about the upcoming Compressed Natural Gas Fuel System Inspector Training on October 4-5 was provided in Electronic Item 3.4. Air quality funding opportunities for vehicles was provided in Electronic Item 3.5. An electronic survey on regional idling efforts was provided in Electronic Item 3.6, and Fleets for the Future Cooperative Procurement Grant information was provided in Electronic Item 3.7. National Drive Electric Week begins September 17 and additional information was provided in Electronic Item 3.8. A September public meeting notice was provided in Electronic Item 3.9, recent correspondence in Electronic Item 3.10, recent new articles in Electronic Item 3.11, and recent press releases in Electronic Item 3.12. Transportation partners progress reports were distributed at the meeting.
4. **Hemphill/Lamar Connector Project and Partnership with the Texas Department of Transportation and Tarrant County**: Michael Morris presented a partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), and Tarrant County regarding the Hemphill/Lamar Connector project in Downtown Fort Worth. The project is a thoroughfare street in the western side of the region from IH 20 north, and currently terminates just before downtown. The proposed partnership will allow the City of Fort Worth to move forward to connect Hemphill to Lamar in downtown. Electronic Item 4.3 contained a photo of the future connection, reviewed at the meeting. He discussed the history of the project, including the reconstruction of IH 30 through Downtown Fort Worth. As part of the reconstruction, Hemphill was intended to have a direct connection to Lamar under the IH 30 project in Downtown near the historic warehouse west of the post office. The connection was restricted due to the Union Pacific Railroad, so the roadway makes a fishhook-type turn. TxDOT built three bridges over Hemphill/Lamar to enable the future Hemphill/Lamar Connector to be built. At the time, the Regional Transportation Council

(RTC) funded the connection and the railroad built a temporary "shoo fly" so the thoroughfare street could be built over to Lancaster and connect at Lamar. Reference Item 4.2 included a funding table outlining each agency's commitment to the Hemphill/Lamar Connector project. The project cost has risen to a total of \$50 million, but staff believes this cost estimate may be high. The Union Pacific Railroad has been asked to review its related portion of the project cost to see if it can be lowered, and utility costs are also being reviewed. The proposed partnership includes \$3 million from Tarrant County, approximately \$16.6 million in Surface Transportation Block Grant Program (formerly known as Surface Transportation Program-Metropolitan Mobility) funding from the RTC, approximately \$4 million in State match, and approximately \$26 million in Fort Worth local funds. The partnership also includes discussions with Tarrant County to participate in a local/federal funding exchange with the RTC. In addition, Tarrant County has requested improvements at the intersection of SH 199 and IH 280, shown in Electronic Item 4.1. Staff is supportive, but believes that a series of intersection improvements may be needed. This effort will be discussed as part of a future agenda item. Jungus Jordan asked about the transit funding for a pilot transit project in Everman, Crowley, and Forest Hill and whether action at the meeting included approval of this pilot project. Mr. Morris noted this partnership will be brought back as part of a separate proposal. A motion was made to approve the funding partnership with the City of Fort Worth, the Texas Department of Transportation, and Tarrant County regarding the Hemphill/Lamar Connector project as outlined in Reference Item 4.2. Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.

5. **Section 214/United States Army Corps of Engineers Update:** Sandy Wesch provided an update on efforts to expedite environmental permitting for regionally significant transportation projects through the Section 214 program with the United States Army Corps of Engineers (USACE). The Section 214 program allows the USACE to receive funds from nonfederal public entities to give priority to the evaluation of Section 404 and Section 408 permits. A Section 404 permit is required for projects impacting the waters of the United States, and a Section 408 permit is required for projects that alter flood control structures. The timeframe to obtain these permits varies by type, magnitude of impacts, and complexity of the project. In 2008, the North Central Texas Council of Governments (NCTCOG) signed a Memorandum of Agreement (MOA) with the USACE for a three-year pilot program using approximately \$500,000 in Regional Transportation Council (RTC) Local funds to help expedite projects. Due to its success, another MOA was signed in 2011 to extend the program until December 2016 and the RTC allocated another \$1.2 million. Additionally, in August 2015 another \$500,000 was allocated by the RTC for the program. Allocated funds pay a USACE staff person dedicated to reviewing permits for regionally significant transportation projects. Ms. Wesch highlighted the success of the program. Site visits and coordination with external agencies has greatly increased due to the additional time a dedicated USACE staff person has to review projects. One of the most notable successes is completion timeframes for processing project permits, which takes about 36.8 days for the branch but only 2.3 days through the USACE dedicated staff person who can be brought into the process early and who is familiar with large and complex projects. A map was highlighted showing projects that have benefited from the program. Program successes have occurred in several areas. Partner agencies have expressed a high level of satisfaction with the program and performance measures under the MOA have exceeded expectations. From a permitting perspective, unnecessary permits have been withdrawn and there has been a reduction in permitting type and processing time for permitting decisions. In addition, a Regional General Permit has been developed that merges the Section 404 and Section 408 permit process so they are not occurring independently. Related to mitigation, there has been a reduction in mitigation requirements which leads to cost savings and

reduces impacts to the natural environment. Based on the remaining \$500,000 allocated for the program, staff is moving forward with an extension of the existing MOA into FY2018, and hope to include an option to extend to FY2021 if funding becomes available.

6. **High-Occupancy Vehicle/Managed Lane Report:** Dan Lamers presented the latest managed lane high-occupancy vehicle (HOV) subsidy and performance status. A map of the near-term managed lane system was highlighted showing currently opened facilities, as well as those expected to open in the next five years. The current Regional Transportation Council (RTC) Managed Lane Policy allows for HOV users to travel on tolled managed lanes at a 50 percent discount during the peak periods. As part of the policy, staff reports to the RTC on a quarterly basis regarding the subsidy. The RTC originally allocated \$17 million dollars to cover the subsidy for approximately 15 years. As of June 2016, the HOV subsidy is approximately \$700,000. In addition, the policy also allows for RTC-sponsored vanpool users to receive a 50 percent discount during the peak periods through a reimbursement request. Approximately \$1,600 in requests for reimbursement have been received since June 2016. As a result, staff believes there is no need to make occupancy adjustments at this time. The North Texas Tollway Authority continues to be the billing agent for all tolled managed lanes in the region and has not reported any customer service impacts or concerns to date. Lastly, the RTC policy indicates rebates may be issued to users when average minimum corridor speeds drop below 35 miles per hour (mph). To date, there have been no qualifying instances in which the speeds dropped below 35 mph due to the fault of the operator. A slide showing the subsidy cost by corridor was shown. Mr. Lamers noted that last month a workshop was held to discuss an initiative to increase TollTag penetration rates in the DFW Connector corridor. Staff continues to work with the North Texas Tollway Authority and Texas Department of Transportation on the marketing efforts for this initiative. In addition, efforts continue regarding occupancy verification technology procurement that will prevent users from being required to pre-declare when they wish to use a facility and take advantage of the occupancy subsidy. Staff will continue to provide updates on a quarterly basis.

7. **Unified Transportation Program Action by the Texas Transportation Commission:** Michael Morris highlighted recent action taken by the Texas Transportation Commission (TTC) on the 2017 Unified Transportation Program. Regional Transportation Council (RTC) Chair Ron Jensen, Secretary Gary Fickes, Michael Morris, and others attended the TTC meeting on August 25, 2016, where the Chair presented the RTC position to the Commission. The Texas Transportation Commission approved \$21.2 billion over the next 10 years for mobility improvements. Staff will be working with the State to remind everyone that not all of this money will go to additional mobility because when a major corridor is built the pavements are rehabilitated as well, so some funds are actually used for maintenance. Commissioner Victor Vandergriff has included in the TxDOT minute order that allocations will be tested through performance measures to determine if the allocations are correct. He believes the urban mobility portion should be higher and other allocations lower. As a result, \$21.2 billion may be the minimum as evaluation of allocations continue. The allocation for Metropolitan Planning Organization Partnerships (Category 2) is formula allocated and selected by the RTC in partnership with TxDOT district engineers. The TTC agrees that the region should not be penalized for its use of toll projects, and has decided to formula allocate Connectivity Corridor Congestion (Category 4) funds, and TxDOT districts engineers will select projects. Strategic Congestion Initiative (Category 12) funds will be selected by the Texas Transportation Commission. Staff and the TxDOT district engineers will be busy over the next three months determining the best method to assign a project to either Category 2 or Category 4. Mr. Morris also highlighted the structure of future project selection which was the source of the 10 questions asked of the Commission during the

public comment period. Category 2, Category 4, and Category 12 funding options were discussed for both statewide connectivity and urban congestion, as well as options for selecting tolled or non-tolled projects for each type of funding. Coordination with the TxDOT districts, who will coordinate with TxDOT Austin, will occur to develop a system of projects. Some refinement may be necessary regarding which category to use for which project. Staff has begun reviewing data for the selection of projects, and Mr. Morris highlighted a map showing RTC priorities from 2004, 2008, 2010, and 2012. Staff will review where RTC commitments have been in the past and the next set of projects for selection. He noted that a letter will be prepared thanking the Texas Transportation Commission for its action on the 2017 Unified Transportation Program.

8. **Performance Measures Related to HB 20: Regional 10-Year Plan Process for Informing the Unified Transportation Program:** Michael Morris discussed the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. A map showing unrestrained traffic patterns for the Dallas-Fort Worth region in the year 2040 was reviewed and provided in Electronic Item 8. He noted this map is an example of the type of performance measures proposed in project identification. Data shows what is referred to as "all or nothing" and is helpful in ensuring that project efforts are not being placed on corridors that are the user's second, third, or fourth choices because their first choice is not an option. An example is increased usage of Matlock in the city of Arlington because SH 360 has not been fully constructed. Mr. Morris discussed the magnitude of traffic on various roadways, noting this type of tool will be instrumental in meetings with the Texas Department of Transportation (TxDOT) and is one of four or five performance measures staff will review to determine demand. Others include observed traffic today, volume-to-capacity ratio in the future, and safety and bridge conditions. Many of these performance measures are included in Mobility 2040. Staff will begin with what entities have requested in the last 10 years and work with TxDOT district engineers to develop a system of projects. Performance data will guide the process for the selection of projects over the next 60 days. Mr. Morris noted Representative Ron Simmons of Carrollton authored HB 20. His hope is that TxDOT Austin and metropolitan planning organizations across the State have a transparent process and can explain why they are building the system of transportation projects they have chosen.
9. **High-Speed Rail Status: Executive Summary:** Kevin Feldt discussed recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. He noted coordination efforts with local governments regarding a governance entity and project planning efforts, as well as coordination with the Texas Department of Transportation (TxDOT) as it works through the environmental process for the DFW Core Express Service and the Texas-Oklahoma Passenger Rail Study. In addition, staff is coordinating with Texas Central Partners on its project from Dallas to Houston and working with consultants to refine ridership estimates. Mr. Feldt also noted the development of a Request for Information and Requests for Proposals, and recent meetings with prospective implementers. He highlighted the two potential alignments of the DFW Core Express Service. Staff is focused on the hybrid alignment that goes from Fort Worth through Arlington, Grand Prairie, and Irving to Downtown Dallas. TxDOT staff and its consultants are revising their alternative analysis report, completing ridership estimates, and developing cost estimates. Mr. Feldt provided additional details regarding the Request for Proposals for alignment refinement and station-area planning. There will be three distinct projects, one for each segment. Multidisciplinary teams are desired that can focus on planning, architecture, and engineering. Project components include alignment refinement, station design, and station-area planning. The Fort Worth segment extends from downtown Fort Worth to IH 820, the Arlington segment from IH 820 to Loop 12, and the Dallas segment east of Loop 12. The Dallas segment poses

a different strategy because of the station location and land uses that are in the control of Texas Central Partners and the City of Dallas. The issue for the Dallas segment is related to exiting the proposed station and going westward due to topography and other transportation infrastructure that must be navigated. Members discussed stations in both Dallas and Fort Worth, the potential requirements if another high-speed rail train provider comes to the station, proprietary equipment and the ability for other providers to work with their equipment, and the impact to costs for the connection. Kevin Feldt discussed the Memorandum of Understanding (MOU) with Texas Central Partners in which Texas Central Partners agreed to provide access to the Dallas station so other trains could extend to the western side of the region. Mr. Morris added the MOU discusses full coordination of activities. This is necessary to ensure the ability of high-speed rail to the west, as well as from the Fort Worth station south. Glen Whitley discussed the operation of the high-speed rail line in the Trinity Railway Express (TRE) corridor. Mr. Morris noted since high-speed rail is grade separated, it is proposed to be operated above the TRE corridor in order to remain in public sector right-of-way. In the west, it is proposed to operate in the IH 30 corridor which must already be reconstructed west of the proposed Arlington station. The local high-speed rail initiative is based on a public sector right-of-way which is why the region's project is different from others in the State, and it is a critical component. Oscar Ward noted that the City of Irving will likely pass a resolution at its upcoming Council meeting in opposition of the 40 ft elevated track going through a historical area in the city above the TRE corridor. Mr. Whitley stated the Regional Transportation Council (RTC) should insist upon the ability for other types of trains to come into the station, and if it does not he believes the RTC should be opposed to anything not allowing the flexibility to occur. Mr. Morris noted staff remains hopeful the RTC's vision of a one-seat ride can be implemented and will review the applications to see what has been submitted to the federal government. In the agreement, if a one-seat ride is not possible, a train would come into the same station on a parallel platform. He added that staff was unaware the City of Irving planned to pass a resolution, which would have significant implications since high-speed rail must be grade separated, and staff will need to discuss such a position with Irving so there is full understanding. Jeff Williams noted it is important that the region move forward with the engineering on the section between Dallas and Fort Worth to ensure there are no physical impediments that would make it financially impossible for high-speed rail. Mr. Morris added the region is potentially within months of having the first environmental clearance of high-speed rail in the United States and discussed the economic benefits if high-speed rail is implemented in the region. The region must remain focused and positive, and many questions remain to be answered.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee meeting attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** Andy Eads, on behalf of members representing entities in Denton County, thanked the Regional Transportation Council (RTC) for support of the IH 35E project. He noted the bridge over Lake Lewisville has been completed and that this effort would not have been possible without the regionalism promoted by the RTC.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, October 13, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 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 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11899.1 **Facility:** VA **Location/Limits From:** MIDLOTHIAN PARKWAY AT HAWKINS SPRING PARK **Modification #:** 2017-0002
Impementing Agency: NCTCOG **Location/Limits To:** EXISTING WAXAHACHIE CITY TRAIL IN GETZENDANER PARK EAST OF IH 35E
County: ELLIS **CSJ:** 0918-22-924
City: VARIOUS **Desc:** PRELIMINARY ENGINEERING FOR MIDLOTHIAN – WAXAHACHIE SHARED-USE PATH
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	N/A	Cat 5:	\$200,000	\$0	\$0	\$50,000	\$0	\$250,000
Grand Total:				\$200,000	\$0	\$0	\$50,000	\$0	\$250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-22-924	Cat 5:	\$200,000	\$0	\$0	\$50,000	\$0	\$250,000
Grand Total:				\$200,000	\$0	\$0	\$50,000	\$0	\$250,000

Revisions since STTC Meeting: **UPDATED CSJ TO 0918-22-924**

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Impementing 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 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 AND DELAY TO FY2018

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
2017	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2018	CON	0091-05-053	Cat 5:	\$2,056,000	\$257,000	\$0	\$257,000	\$0	\$2,570,000
2018	CON	0091-05-053	Cat 7:	\$1,944,000	\$243,000	\$0	\$243,000	\$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

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20113 **Facility:** CS **Location/Limits From:** ON CORPORATE DRIVE; FM 544 **Modification #:** 2017-0009
Impementing Agency: LEWISVILLE **Location/Limits To:** JOSEY LANE
County: DENTON **CSJ:** 0918-46-240
City: LEWISVILLE **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 6
Request: DECREASE ROW FUNDING; ADD UTILITIES FUNDING IN FY2016; INCREASE CONSTRUCTION FUNDING; INCREASE IN RTR 121-DE1 FUNDING OFFSET BY A DECREASE IN FUNDING ON TIP 20110/CSJ 0918-46-241
Comment: LOCAL MATCH TO REGIONAL RTR FUNDS WILL BE FULFILLED THROUGH RELATED PROJECT TIP 20110/CSJ 0918-46-270

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$855,762	\$213,940	\$0	\$1,069,702
2015	ROW	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,273,125	\$568,281	\$0	\$2,841,406
2017	CON	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$11,137,989	\$2,784,497	\$0	\$13,922,486
Grand Total:				\$0	\$0	\$14,266,876	\$3,566,718	\$0	\$17,833,594

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$855,762	\$213,940	\$0	\$1,069,702
2015	ROW	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2016	UTIL	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000
2017	CON	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$14,475,798	\$3,352,778	\$0	\$17,828,576
Grand Total:				\$0	\$0	\$17,331,560	\$3,566,718	\$0	\$20,898,278

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20239 **Facility:** CS **Location/Limits From:** BECKLEY & COLORADO SIDEWALK ENHANCEMENT PROJECT; BOUNDED BY COLORADO BLVD, GREENBRIAR ST, OAKENWALD ST TO THE NORTH, **Modification #:** 2017-0011
Impementing Agency: DALLAS **Location/Limits To:** ZANG BLVD TO THE SOUTHEAST, BALLARD AVE AND BECKLEY AVE TO THE WEST
County: DALLAS **CSJ:** 0918-47-026
City: DALLAS **Desc:** PEDESTRIAN AMENITIES, LANDSCAPING, AND TRANSIT CONNECTION
Request: REVISE LIMITS TO BECKLEY & COLORADO SIDEWALK ENHANCEMENT PROJECT BOUNDED BY COLORADO BLVD TO THE NORTH, ZANG BLVD TO THE SOUTHEAST, BALLARD AVE AND BECKLEY AVE TO THE WEST; ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0918-47-026	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,750,000	\$437,500	\$0	\$2,187,500
Grand Total:				\$0	\$0	\$1,750,000	\$437,500	\$0	\$2,187,500

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0918-47-026	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,750,000	\$437,500	\$0	\$2,187,500
Grand Total:				\$0	\$0	\$1,750,000	\$437,500	\$0	\$2,187,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-026	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,750,000	\$437,500	\$0	\$2,187,500
Grand Total:				\$0	\$0	\$1,750,000	\$437,500	\$0	\$2,187,500

Revisions since STTC Meeting: DELAYED CONSTRUCTION FROM FY2016 TO FY2017; REVISED REQUEST TO INCLUDE "ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)"

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54005 **Facility:** FM 2478 **Location/Limits From:** US 380 **Modification #:** 2017-0012
Impementing Agency: MCKINNEY **Location/Limits To:** NORTH OF FM 1461
County: COLLIN **CSJ:** 2351-01-017
City: MCKINNEY **Desc:** WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED; REALIGN INTERSECTION AT FM 1461; SIX LANE ULTIMATE
Request: CHANGE LIMITS TO FM 2478 FROM US 380 TO FM 1461; ADD ROW FUNDING IN FY2017; INCREASE ENGINEERING FUNDING IN FY2015

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2351-01-017	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,725,748	\$2,725,748
Grand Total:				\$0	\$0	\$0	\$0	\$2,725,748	\$2,725,748

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2351-01-017	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2017	ROW	2351-01-017	S102:	\$10,400,000	\$1,300,000	\$0	\$1,300,000	\$0	\$13,000,000
Grand Total:				\$10,400,000	\$1,300,000	\$0	\$1,300,000	\$3,750,000	\$16,750,000

Revisions since STTC Meeting: **REVISED REQUEST FROM "ADD ROW FUNDING IN FY2017; INCREASE ENGINEERING IN FY2015" TO "CHANGE LIMITS TO FM 2478 FROM US 380 TO FM 1461; ADD ROW FUNDING IN FY2017; INCREASE ENGINEERING FUNDING IN FY2015"**

TIP Code: 55171 **Facility:** SH 121 **Location/Limits From:** WEST OF HANDLEY-EDERVILLE ROAD **Modification #:** 2017-0015
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 0363-03-054
City: RICHLAND HILLS **Desc:** CONSTRUCT DIRECT CONNECT RAMPS FROM EASTBOUND SH 121 TO SOUTHBOUND IH 820 AND FROM NORTHBOUND IH 820 TO WESTBOUND SH 121, RECONSTRUCT AND WIDEN FROM 5/6 GP LANES TO 6 GP LANES ON SH 121 FROM HANDLEY-EDERVILLE TO IH 820
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
2021	CON	0363-03-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$43,364,835	\$43,364,835
Grand Total:				\$0	\$0	\$0	\$0	\$43,364,835	\$43,364,835

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55172 **Facility:** SH 121 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2017-0016
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 114
County: TARRANT **CSJ:** 0364-01-147
City: GRAPEVINE **Desc:** RECONSTRUCT IH 635 & FM 2499 INTERCHANGES
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0364-01-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$320,000,000	\$320,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$320,000,000	\$320,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0364-01-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$480,000,000	\$480,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$480,000,000	\$480,000,000

Revisions since STTC Meeting: INCREASED LOCAL CONTRIBUTION FOR CONSTRUCTION FUNDING FROM \$320,000,000 TOTAL TO \$480,000,000 TOTAL IN FY2021

TIP Code: 55173 **Facility:** SH 199 **Location/Limits From:** SOUTH END OF LAKE WORTH BRIDGE **Modification #:** 2017-0017
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** AZLE AVE
County: TARRANT **CSJ:** 0171-05-097
City: LAKE WORTH **Desc:** WIDEN ROADWAY FROM 4 LANES TO 6 LANES, AND RECONSTRUCT 4 LANE TO 6 LANE FRONTAGE ROADS
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0171-05-097	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0171-05-097	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$29,700,000	\$29,700,000
Grand Total:				\$0	\$0	\$0	\$0	\$29,700,000	\$29,700,000

Revisions since STTC Meeting: REVISED DESCRIPTION FROM "WIDEN ROADWAY FROM 4 LANES TO 8 LANES, AND RECONSTRUCT 4 LANE TO 4 LANE FRONTAGE ROADS" TO "WIDEN ROADWAY FROM 4 LANES TO 6 LANES, AND RECONSTRUCT 4 LANE TO 6 LANE FRONTAGE ROADS"; INCREASE FUNDING TO \$29,700,000 LOCAL CONTRIBUTION

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11754.2 **Facility:** IH 20 **Location/Limits From:** ON IH 20 FRONTAGE ROADS FROM CENTERPOINT ROAD **Modification #:** 2017-0024
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** LAKESHORE DRIVE
County: PARKER **CSJ:** 0314-07-046
City: HUDSON OAKS **Desc:** CONSTRUCT NEW EASTBOUND 2/3 LANE FRONTAGE ROAD AND RECONSTRUCT EXISTING 2 LANE PORTION OF EASTBOUND FRONTAGE ROAD TO 2/3 LANE FRONTAGE ROAD WEST OF LAKESHORE DRIVE (PHASE 1B OF 3)
Request: DELAY CONSTRUCTION FUNDING TO FY2017 AND INCREASE FUNDING; ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$720,000	\$720,000
2015	ROW	0314-07-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$190,000	\$190,000
2015	UTIL	0314-07-046	S102:	\$90,000	\$10,000	\$0	\$0	\$0	\$100,000
2017	CON	0314-07-046	Cat 1 - Prop 1:	\$0	\$3,280,498	\$0	\$0	\$0	\$3,280,498
2017	CON	0314-07-046	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0314-07-046	Cat 11 - Prop 1:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
2017	CON	0314-07-046	Cat 2M - Prop 1:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2017	CON	0314-07-046	Cat 4 - Prop 1:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$800,000	\$11,850,498	\$0	\$0	\$0	\$12,650,498
Grand Total:				\$890,000	\$11,860,498	\$0	\$0	\$910,000	\$13,660,498

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55114 **Facility:** BU 287P **Location/Limits From:** AT W. BAILEY BOSWELL RD. **Modification #:** 2017-0025
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0013-10-082
City: SAGINAW **Desc:** CONSTRUCT NEW 0 TO 4 LANE OVERPASS BRIDGE
Request: CANCEL PROJECT-DUPLICATE PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000	\$11,000
2017	ENG	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$548,000	\$548,000
2018	CON	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$11,559,000	\$11,559,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2017	ENG	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

Revisions since STTC Meeting:

TIP Code: 55175 **Facility:** SH 360 **Location/Limits From:** NORTH OF E RANDOL MILL RD **Modification #:** 2017-0026
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF E RANDOL MILL RD
County: TARRANT **CSJ:** 2266-02-148
City: ARLINGTON **Desc:** WIDEN 6 TO 8 LANES AND RECONSTRUCT RAILROAD THROUGH GIRDER BRIDGE
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
2021	CON	2266-02-148	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$43,572,000	\$43,572,000
Grand Total:				\$0	\$0	\$0	\$0	\$43,572,000	\$43,572,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20230 **Facility:** VA **Location/Limits From:** HISTORIC FLOUR MILL CATALYST TOD PROJECT, ON LOUISIANA FROM SH 5 (MCDONALD) APP. 520 FT E. OF MURRAY **Modification #:** 2017-0029
Impementing Agency: MCKINNEY **Location/Limits To:** ON THROCKMORTON FROM LOUISIANA TO VIRGINIA, ON VIRGINIA FROM THROCKMORTON TO MAIN, & ON GREENVILLE FROM DUNGAN TO MURRAY
County: COLLIN **CSJ:** 0918-24-181
City: MCKINNEY **Desc:** PEDESTRIAN AMENITIES, INTERSECTION IMPROVEMENTS, BIKE CONNECTION, AND STREET IMPROVEMENTS ON LOUISIANA ST FROM SH 5 TO THROCKMORTON ST TO RETROFIT TWO-WAY TRAVEL LANES AND PARKING LANES
Request: CANCEL PROJECT PER CORRESPONDENCE FROM CITY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-24-181	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$174,400	\$43,600	\$0	\$218,000
2013	ROW	0918-24-181	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$24,000	\$6,000	\$0	\$30,000
2017	CON	0918-24-181	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,561,600	\$390,400	\$0	\$1,952,000
Grand Total:				\$0	\$0	\$1,760,000	\$440,000	\$0	\$2,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-24-181	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$0	\$0	\$0	\$0
2013	ROW	0918-24-181	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$0	\$0	\$0	\$0
2017	CON	0918-24-181	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 84144 **Facility:** TRE **Location/Limits From:** DALWORTH JUNCTION EAST OF IH 35W **Modification #:** 2017-0034
Impementing Agency: FWTA **Location/Limits To:** EAST OF SYLVANIA AVENUE SOUTH OF EXISTING TRACK
County: TARRANT **CSJ:** 0902-90-943
City: FORT WORTH **Desc:** CONSTRUCT A SECOND TRACK AND REHABILITATE EXISTING TRACK AND BRIDGES; INCLUDES 4 BRIDGES
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
2016	ENV	0902-90-943	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$820,000	\$820,000
2017	ENG	0902-90-943	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
2018	CON	0902-90-943	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,000,000	\$28,000,000
2018	CONENG	0902-90-943	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,300,000	\$2,300,000
Grand Total:				\$0	\$0	\$0	\$0	\$33,320,000	\$33,320,000

TIP Code: 55176 **Facility:** SH 199 **Location/Limits From:** SOUTH OF FM 1886 **Modification #:** 2017-0037
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH END OF LAKE WORTH BRIDGE
County: TARRANT **CSJ:** 0171-04-050
City: LAKE WORTH **Desc:** WIDEN 4 LANE TO 6 LANE FREEWAY, RECONSTRUCT 4 LANE TO 6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0171-04-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$40,000,000	\$40,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$40,000,000	\$40,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0171-04-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$85,300,000	\$85,300,000
Grand Total:				\$0	\$0	\$0	\$0	\$85,300,000	\$85,300,000

Revisions since STTC Meeting: REVISIED DESCRIPTION FROM "WIDEN 4 LANE TO 8 LANE FREEWAY, RECONSTRUCT 4 LANE TO 4 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM" TO "WIDEN 4 LANE TO 6 LANE FREEWAY, RECONSTRUCT 4 LANE TO 6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM"; INCREASED FUNDING TO \$85,300,000 LOCAL CONTRIBUTION

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25027 **Facility:** VARIOUS **Location/Limits From:** SIGNAL COMMUNICATION **Modification #:** 2017-0039
Impementing Agency: FORT WORTH **Location/Limits To:** AT 33 LOCATIONS CITYWIDE
County: TARRANT **CSJ:** 0902-90-945
City: FORT WORTH **Desc:** INSTALL COMMUNICATION EQUIPMENT AT 33 LOCATIONS
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
2017	ENV	0902-90-945	Cat 5:	\$800	\$0	\$0	\$200	\$0	\$1,000
2017	ENG	0902-90-945	Cat 5:	\$9,600	\$0	\$0	\$2,400	\$0	\$12,000
2017	IMP	0902-90-945	Cat 5:	\$106,400	\$0	\$0	\$26,600	\$0	\$133,000
Grand Total:				\$116,800	\$0	\$0	\$29,200	\$0	\$146,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11979.6 **Facility:** VA **Location/Limits From:** ALTERNATIVE FUEL VEHICLE (AFV) DEPLOYMENT INITIATIVES **Modification #:** 2017-0041
Impementing Agency: NCTCOG **Location/Limits To:** INCLUDING INCENTIVES TO INCREASE THE USE OF ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY VEHICLES

County: VARIOUS **CSJ:** 0918-00-256
City: VARIOUS **Desc:** BY ENGAGING RENTAL CAR AGENCIES, HOTELS, DEALERSHIP-BASED COLLISION CENTERS THAT PROVIDE LOANER VEHICLES, LEASING COMPANIES AND OTHER INDUSTRY PARTNERS TO MAKE AFV AVAILABLE FOR RENT/SHARE OR LOAN

Request: REVISE PROJECT LIMITS TO AND SCOPE INCREASED ADOPTION OF ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY VEHICLES, AND CORRESPONDING EMISSIONS REDUCTIONS, RESULTING FROM BEHIND-THE-WHEEL EXPERIENCES FOR BOTH FLEETS AND CONSUMERS, INCLUDING A VEHICLE LOANER PROGRAM AND RIDE/DRIVE EVENTS; WILL INCLUDE BEFORE AND AFTER ANALYSES

Comment: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; EMISSION REDUCTIONS WILL BE CALCULATED BASED ON EMISSION RATES OF AFVS IN OPERATION VS CONVENTIONAL FUEL VEHICLES

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-256	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2016	IMP	0918-00-256	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
Grand Total:				\$500,000	\$0	\$0	\$0	\$0	\$500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-256	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2016	IMP	0918-00-256	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
Grand Total:				\$500,000	\$0	\$0	\$0	\$0	\$500,000

Revisions since STTC Meeting: **CLARIFIED REQUEST TO INCLUDE "LIMITS TO"**

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11979.5 **Facility:** VA **Location/Limits From:** HDDV WEIGH IN-MOTION PILOT **Modification #:** 2017-0043

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0918-00-255

City: VARIOUS **Desc:** TO REDUCE EMISSIONS BY USING TECHNOLOGY TO DETERMINE HDDV COMPLIANCE GIVING TRUCKS ABILITY TO BYPASS WEIGH STATIONS; WILL COORDINATE WITH OTHER AREAS AS APPROPRIATE AND INCLUDE BEFORE/AFTER STUDIES

Request: REVISE SCOPE TO HDDV WEIGH IN-MOTION PILOT TO REDUCE EMISSIONS BY USING TECHNOLOGY TO DETERMINE OVERSIZE/OVERWEIGHT HDDV COMPLIANCE BY IDENTIFYING AND ASSESSING ASSOCIATED EMISSIONS, WHICH MAY IMPACT FUTURE MODEL DEVELOPMENT; WILL COORDINATE WITH OTHER AREAS AND STATE AGENCIES AS APPROPRIATE AND INCLUDE BEFORE/AFTER STUDIES; DELAY IMPLEMENTATION PHASE TO F2017

Comment: 100,000 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
2016	IMP	0918-00-255	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2016	IMP	0918-00-255	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
Grand Total:				\$500,000	\$0	\$0	\$0	\$0	\$500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-255	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2017	IMP	0918-00-255	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
Grand Total:				\$500,000	\$0	\$0	\$0	\$0	\$500,000

TIP Code: 11667 **Facility:** VARIOUS **Location/Limits From:** TECHNICAL ASSISTANCE & PROFESSIONAL SERVICES FOR TRANSIT PROGRAMS **Modification #:** 2017-0044

Impementing Agency: NCTCOG

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

City: OTHER **Desc:** ASSIST WITH TRIENNIAL REVIEW, IMPLEMENTATION OF FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT, TRANSIT FUNDING, OPERATIONS, AND TECHNICAL ASSISTANCE FOR TRANSIT PROGRAMS

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
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$60,000	\$0	\$0	\$60,000
Grand Total:				\$0	\$0	\$60,000	\$0	\$0	\$60,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54062 **Facility:** IH 820 **Location/Limits From:** NORTH OF SH 121 **Modification #:** 2017-0045
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** RANDOL MILL ROAD
County: TARRANT **CSJ:** 0008-13-221
City: FORT WORTH **Desc:** WIDEN 4 TO 6 MAIN LANES, REPLACE TRINITY RIVER BRIDGES, RE-BEAM IH 820 BRIDGES, ADD EASTBOUND SH 121 TO SOUTHBOUND IH 820 DIRECT CONNECTORS, AND ADD NORTHBOUND IH 820 TO WESTBOUND SH 121 DIRECT CONNECTORS
Request: REVISE LIMITS TO IH 820 FROM SH 121/SH 183 INTERCHANGE TO RANDOL MILL ROAD; REVISE SCOPE TO RECONSTRUCT TO 4 TO 6 LANE PLUS AUXILIARY FROM RANDOL MILL RD TO TRINITY BLVD, REPLACE TRINITY RIVER RELIEF STRUCTURE, & CONSTRUCT IH 820/SH 121 DIRECT CONNECTORS FROM TRINITY BLVD TO N INTERCHANGE WITH SH 121/SH 183, WIDEN TO 9 TO 11 LANES & 4/6 LANE DISC TO 2/6 CONT FRONTAGE RDS; REVISE CONSTRUCTION FUNDING IN FY2017
Comment: CAT 11 AND CAT 12 ARE CONGESTION RELIEF PROGRAM FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENV	0008-13-221	SBPE:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	ENG	0008-13-221	SBPE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2017	CON	0008-13-221	Cat 11:	\$41,670,000	\$4,630,000	\$0	\$0	\$0	\$46,300,000
2017	CON	0008-13-221	Cat 12:	\$72,000,000	\$18,000,000	\$0	\$0	\$0	\$90,000,000
2017	CON	0008-13-221	Cat 6:	\$0	\$11,500,000	\$0	\$0	\$0	\$11,500,000
Phase Subtotal:				\$113,670,000	\$34,130,000	\$0	\$0	\$0	\$147,800,000
Grand Total:				\$114,150,000	\$34,250,000	\$0	\$0	\$0	\$148,400,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENV	0008-13-221	SBPE:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	ENG	0008-13-221	SBPE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2017	CON	0008-13-221	Cat 11:	\$41,670,000	\$4,630,000	\$0	\$0	\$0	\$46,300,000
2017	CON	0008-13-221	Cat 12:	\$97,760,000	\$24,440,000	\$0	\$0	\$0	\$122,200,000
2017	CON	0008-13-221	Cat 6:	\$9,200,000	\$2,300,000	\$0	\$0	\$0	\$11,500,000
Phase Subtotal:				\$148,630,000	\$31,370,000	\$0	\$0	\$0	\$180,000,000
Grand Total:				\$149,110,000	\$31,490,000	\$0	\$0	\$0	\$180,600,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENV	0008-13-221	SBPE:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	ENG	0008-13-221	SBPE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2017	CON	0008-13-221	Cat 11:	\$37,170,000	\$4,130,000	\$0	\$0	\$0	\$41,300,000
2017	CON	0008-13-221	Cat 12:	\$97,760,000	\$24,440,000	\$0	\$0	\$0	\$122,200,000
2017	CON	0008-13-221	Cat 6:	\$9,200,000	\$2,300,000	\$0	\$0	\$0	\$11,500,000
Phase Subtotal:				\$144,130,000	\$30,870,000	\$0	\$0	\$0	\$175,000,000
2017	CONENG	0008-13-221	Cat 11:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$149,110,000	\$31,490,000	\$0	\$0	\$0	\$180,600,000

Revisions since STTC Meeting: DECREASED CAT 11 CONSTRUCTION FUNDING TO \$41,300,000 TOTAL IN FY2017; ADDED \$5,000,000 TOTAL OF CAT 11 CONSTRUCTION ENGINEERING FUNDING IN FY2017; REVISED REQUESTED SCOPE CHANGE FROM "RECONSTRUCT TO 4 TO 6 LANE PLUS AUXILIARY FROM RANDOL MILL RD TO TRINITY BLVD, REPLACE TRINITY RIVER RELIEF STRUCTURE, & CONSTRUCT IH 820/SH 121 DIRECT CONNECTORS FROM TRINITY BLVD TO N INTERCHANGE WITH SH 121/SH 183, WIDEN TO 9 TO 11 LANES & 2/3 LANE DISCONTINUOUS FRONTAGE RD TO 1/3 LANES NB CONTINUOUS FRONTAGE RD" TO "RECONST FROM 4 TO 6 LN PLUS AUX FROM RANDOL MILL RD TO TRINITY BLVD, REPLACE TRINITY RIVER RELIEF STRUCTURE, & CONST IH 820/SH 121 DIRECT CONNECTORS FROM TRINITY BLVD TO N INTER WITH SH 121/SH 183, WIDEN FROM 9 TO 11 LN & 4/6 DISC TO 2/6 CONT FRONTAGE RDS"

TIP Code: 55169 **Facility:** IH 30 **Location/Limits From:** BASS PRO DRIVE **Modification #:** 2017-0047
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DALROCK RD
County: DALLAS **CSJ:** 0009-11-241
City: ROCKWALL **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, BAYSIDE INTERCHANGE, AND RAMP MODIFICATIONS; RECONSTRUCT DALROCK INTERCHANGE
Request: ADD PROJECT TO APPENDIX D 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	0009-11-241	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2040	ROW	0009-11-241	S102:	\$2,520,000	\$280,000	\$0	\$0	\$0	\$2,800,000
Grand Total:				\$2,520,000	\$1,280,000	\$0	\$0	\$0	\$3,800,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11996.4 **Facility:** US 75 **Location/Limits From:** US 380 **Modification #:** 2017-0048
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** GRAYSON COUNTY LINE
County: COLLIN **CSJ:** 0047-14-080
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: REVISE LIMITS TO US 75 FROM SOUTH OF US 380 TO NORTH OF FM 455; INCREASE CONSTRUCTION FUNDING AND ADVANCE TO FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0047-14-080	Cat 5:	\$972,400	\$243,100	\$0	\$0	\$0	\$1,215,500
Grand Total:				\$972,400	\$243,100	\$0	\$0	\$0	\$1,215,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0047-14-080	Cat 5:	\$1,016,516	\$254,129	\$0	\$0	\$0	\$1,270,645
Grand Total:				\$1,016,516	\$254,129	\$0	\$0	\$0	\$1,270,645

TIP Code: 11996.8 **Facility:** US 80 **Location/Limits From:** EAST OF FM 548 **Modification #:** 2017-0052
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF FM 148
County: KAUFMAN **CSJ:** 0095-04-068
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: REVISE LIMITS TO US 80 FROM EAST OF FM 548 TO WEST OF SS 557; ADVANCE CONSTRUCTION PHASE TO FY2017
Comment: ASSOCIATED WITH TIP 25029/CSJ 0495-01-075

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0095-04-068	SBPE:	\$0	\$31,950	\$0	\$0	\$0	\$31,950
2018	CON	0095-04-068	Cat 5:	\$521,634	\$130,409	\$0	\$0	\$0	\$652,043
Grand Total:				\$521,634	\$162,359	\$0	\$0	\$0	\$683,993

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0095-04-068	SBPE:	\$0	\$31,950	\$0	\$0	\$0	\$31,950
2017	CON	0095-04-068	Cat 5:	\$521,634	\$130,409	\$0	\$0	\$0	\$652,043
Grand Total:				\$521,634	\$162,359	\$0	\$0	\$0	\$683,993

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55090 **Facility:** IH 35E **Location/Limits From:** IH 30 **Modification #:** 2017-0055
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF OAK LAWN AVE
County: DALLAS **CSJ:** 0196-03-268
City: DALLAS **Desc:** CONSTRUCT 3/4 LANE COLLECTOR DISTRIBUTOR ROADS, RECONSTRUCT 2 LANE FRONTAGE ROADS, AND INTERCHANGE AT UPRR/SP 366/DNT
Request: REVISE LIMITS TO IH 35E FROM IH 30 TO OAK LAWN AVE; REVISE SCOPE TO CONSTRUCT 0 TO 3/4 COLLECTOR DISTRIBUTOR, RECONSTRUCT 1/3 LN SB FRONTAGE ROADS AND RAMP MODIFICATIONS FOR OPERATIONAL IMPROVEMENTS
Comment: CAT 11 AND CAT 12 ARE CONGESTION RELIEF PROGRAM FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0196-03-268	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2017	UTIL	0196-03-268	S102:	\$18,000,000	\$2,000,000	\$0	\$0	\$0	\$20,000,000
2017	CON	0196-03-268	Cat 1:	\$5,117,301	\$568,589	\$0	\$0	\$0	\$5,685,890
2017	CON	0196-03-268	Cat 11:	\$18,000,000	\$2,000,000	\$0	\$0	\$0	\$20,000,000
2017	CON	0196-03-268	Cat 12:	\$72,000,000	\$8,000,000	\$0	\$0	\$0	\$80,000,000
Phase Subtotal:				\$95,117,301	\$10,568,589	\$0	\$0	\$0	\$105,685,890
Grand Total:				\$113,117,301	\$22,568,589	\$0	\$0	\$0	\$135,685,890

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0196-03-268	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2017	UTIL	0196-03-268	S102:	\$18,000,000	\$2,000,000	\$0	\$0	\$0	\$20,000,000
2017	CON	0196-03-268	Cat 1:	\$5,117,301	\$568,589	\$0	\$0	\$0	\$5,685,890
2017	CON	0196-03-268	Cat 11:	\$18,000,000	\$2,000,000	\$0	\$0	\$0	\$20,000,000
2017	CON	0196-03-268	Cat 12:	\$72,000,000	\$8,000,000	\$0	\$0	\$0	\$80,000,000
Phase Subtotal:				\$95,117,301	\$10,568,589	\$0	\$0	\$0	\$105,685,890
Grand Total:				\$113,117,301	\$22,568,589	\$0	\$0	\$0	\$135,685,890

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55177 **Facility:** SH 114 **Location/Limits From:** WEST OF US 377 **Modification #:** 2017-0058
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF US 377
County: DENTON **CSJ:** 0353-09-002
City: ROANOKE **Desc:** CONSTRUCT 0 TO 6 LANE GRADE SEPARATION OVER US 377
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	0353-09-002	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000

TIP Code: 54008 **Facility:** IH 35E **Location/Limits From:** US 67 **Modification #:** 2017-0059
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 0442-02-088
City: DALLAS **Desc:** RECONSTRUCT & WIDEN 8 TO 10 GP LN FROM US 67 TO COLORADO; RECONSTRUCT 4/6 TO 2/6 LN DISCONTINUOUS FR RD FROM US 67 TO MARSALIS & 4/6 TO 4/6 LN CONT FR RD FROM MARSALIS TO COLORADO; WIDEN & RECONSTRUCT 1 REV HOV TO 2 REVS EXPRESS LN FROM US 67 TO IH 30
Request: REVISE SCOPE TO CONV 2 REV HOV TO 2 REV EXP LN FROM IH 30 TO COLORADO; RECONST & WDN 8 TO 10 GP LN & RECONST 1 REV HOV TO 2 REV EXP LN FROM COLORADO TO US 67; RECONST 4/6 LN CONT FRTG RD FROM COLORADO TO MARSALIS; RECONST 4/6 TO 2/6 LN DIS FRTG RD FROM MARSALIS TO US 67
Comment: CAT 11 AND CAT 12 ARE CONGESTION RELIEF PROGRAM FUNDING; \$133,330,000 OF CAT 12 FUNDS FROM IH 345 COST SAVINGS, \$4,000,000 FROM METRO CONGESTION RELIEF PROGRAM, AND \$3,408,000 FROM TDC REVOLVER SWAP FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0442-02-088	Cat 12:	\$52,569,170	\$13,142,292	\$0	\$0	\$0	\$65,711,462
2017	ROW	0442-02-088	S102:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
2017	UTIL	0442-02-088	Cat 12:	\$7,853,180	\$1,963,295	\$0	\$0	\$0	\$9,816,475
2017	CON	0442-02-088	Cat 11:	\$208,000,000	\$52,000,000	\$0	\$0	\$0	\$260,000,000
2017	CON	0442-02-088	Cat 12:	\$2,726,400	\$681,600	\$0	\$0	\$0	\$3,408,000
2017	CON	0442-02-088	Cat 12:	\$49,441,650	\$12,360,413	\$0	\$0	\$0	\$61,802,063
2017	CON	0442-02-088	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2017	CON	0442-02-088	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000
2017	CON	0442-02-088	Cat 5:	\$38,647,738	\$9,661,935	\$0	\$0	\$0	\$48,309,673
2017	CON	0442-02-088	Cat 7:	\$10,551,818	\$2,637,955	\$0	\$0	\$0	\$13,189,773
Phase Subtotal:				\$341,367,606	\$85,341,903	\$20,000,000	\$0	\$0	\$446,709,509
Grand Total:				\$433,789,956	\$104,447,490	\$20,000,000	\$4,000,000	\$0	\$562,237,446

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0442-02-088	Cat 12:	\$52,569,170	\$13,142,292	\$0	\$0	\$0	\$65,711,462
2017	ROW	0442-02-088	S102:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
2017	UTIL	0442-02-088	Cat 12:	\$7,853,180	\$1,963,295	\$0	\$0	\$0	\$9,816,475
2017	CON	0442-02-088	Cat 11:	\$208,000,000	\$52,000,000	\$0	\$0	\$0	\$260,000,000
2017	CON	0442-02-088	Cat 12:	\$114,200,000	\$28,550,000	\$0	\$0	\$0	\$142,750,000
2017	CON	0442-02-088	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000
2017	CON	0442-02-088	Cat 5:	\$38,647,738	\$9,661,935	\$0	\$0	\$0	\$48,309,673
2017	CON	0442-02-088	Cat 7:	\$10,551,818	\$2,637,955	\$0	\$0	\$0	\$13,189,773
Phase Subtotal:				\$371,399,556	\$92,849,890	\$20,000,000	\$0	\$0	\$484,249,446
2020	CON	0442-02-088	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
Grand Total:				\$495,821,906	\$119,955,477	\$20,000,000	\$4,000,000	\$0	\$639,777,383

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0442-02-088	Cat 12:	\$52,569,170	\$13,142,292	\$0	\$0	\$0	\$65,711,462
2017	ROW	0442-02-088	S102:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
2017	UTIL	0442-02-088	Cat 12:	\$7,853,180	\$1,963,295	\$0	\$0	\$0	\$9,816,475
2017	CON	0442-02-088	Cat 11:	\$208,000,000	\$52,000,000	\$0	\$0	\$0	\$260,000,000
2017	CON	0442-02-088	Cat 12:	\$53,777,650	\$13,444,413	\$0	\$0	\$0	\$67,222,063
2017	CON	0442-02-088	Cat 2M:	\$3,600,000	\$900,000	\$0	\$0	\$0	\$4,500,000
2017	CON	0442-02-088	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000
2017	CON	0442-02-088	Cat 5:	\$38,647,738	\$9,661,935	\$0	\$0	\$0	\$48,309,673
2017	CON	0442-02-088	Cat 7:	\$10,551,818	\$2,637,955	\$0	\$0	\$0	\$13,189,773
Phase Subtotal:				\$314,577,206	\$78,644,303	\$20,000,000	\$0	\$0	\$413,221,509
2018	CON	0442-02-088	Cat 2M:	\$14,816,000	\$3,704,000	\$0	\$0	\$0	\$18,520,000
2020	CON	0442-02-088	Cat 2M:	\$13,584,000	\$3,396,000	\$0	\$0	\$0	\$16,980,000
Grand Total:				\$435,399,556	\$104,849,890	\$20,000,000	\$4,000,000	\$0	\$564,249,446

Revisions since STTC Meeting: DECREASED CONSTRUCTION CAT 12 FUNDING TO \$67,222,063 IN FY2017; ADDED CONSTRUCTION CAT 2M FUNDING AMOUNT OF \$4,500,000 IN FY2017; ADDED CONSTRUCTION CAT 2M FUNDING AMOUNT OF \$18,520,000 IN FY2018; DECREASED CONSTRUCTION CAT 2M FUNDING TO \$16,980,000 IN FY2020; REVISED COMMENT TO CLARIFY SOURCES OF CAT 12 FUNDING

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25029	Facility: SS 557	Location/Limits From: WEST OF US 80	Modification #: 2017-0060
Impementing Agency: TXDOT-DALLAS		Location/Limits To: IH 20	
County: KAUFMAN	CSJ: 0495-01-075		
City: TERRELL	Desc: INSTALLATION OF WIRELESS ITS		
	Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION INFORMATION PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: ASSOCIATED WITH TIP 11996.8/CSJ 0095-04-068		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0495-01-075	SBPE:	\$0	\$10,000	\$0	\$0	\$0	\$10,000
2017	CON	0495-01-075	Cat 5:	\$141,978	\$35,495	\$0	\$0	\$0	\$177,473
Grand Total:				\$141,978	\$45,495	\$0	\$0	\$0	\$187,473

TIP Code: 20076	Facility: SH 121	Location/Limits From: NORTH OF FM 455	Modification #: 2017-0061
Impementing Agency: TXDOT-DALLAS		Location/Limits To: CR 635 (FANNIN COUNTY LINE)	
County: COLLIN	CSJ: 0549-03-021		
City: MELISSA	Desc: RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED; CONSTRUCT 0 TO 2 LANE DISCONTINUOUS FRONTAGE ROADS AND INTERCHANGES AT FM 455, FM 2862 AND SH 160		
	Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED; CONSTRUCT 0 TO 2 LANE DISCONTINUOUS FRONTAGE ROADS AND FM 2862 INTERCHANGE		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0549-03-021	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
2019	ROW	0549-03-021	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$1,000,000	\$5,000,000	\$2,250,000	\$0	\$16,250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0549-03-021	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
2019	ROW	0549-03-021	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$1,000,000	\$5,000,000	\$2,250,000	\$0	\$16,250,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54005.1 **Facility:** FM 2478 **Location/Limits From:** FM 1461 **Modification #:** 2017-0063
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF FM 1461
County: COLLIN **CSJ:** 2351-02-014
City: MCKINNEY **Desc:** WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED; SIX LANE ULTIMATE; REALIGN INTERSECTION OF FM 1461
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); RELATED TO PROJECT TIP 54005/CSJ 2351-01-017

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2351-02-014	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
Grand Total:				\$0	\$50,000	\$0	\$0	\$0	\$50,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54119 **Facility:** SL 9 **Location/Limits From:** SL 9 (SOUTHEAST CORRIDOR) FROM IH 35E **Modification #:** 2017-0066
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 45
County: DALLAS **CSJ:** 2964-10-005
City: VARIOUS **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS
Request: REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE FRONTAGE ROAD; RAMP AND FRONTAGE ROAD CONNECTIONS AT IH 35E AND IH 45, GRADE SEPARATION AT IH 35E; INCREASE ENGINEERING PHASE AND DELAY TO FY2021; DECREASE ROW PHASE AND DELAY TO FY2021; DELAY CONSTRUCTION PHASE TO FY2021

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2964-10-005	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2015	ROW	2964-10-005	S102:	\$0	\$45,000,000	\$0	\$0	\$0	\$45,000,000
2020	CON	2964-10-005	Cat 2M:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
2020	CON	2964-10-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$18,940,000	\$0	\$0	\$18,940,000
2020	CON	2964-10-005	Cat 5:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Phase Subtotal:				\$24,800,000	\$6,200,000	\$18,940,000	\$0	\$0	\$49,940,000
Grand Total:				\$24,800,000	\$56,200,000	\$18,940,000	\$0	\$0	\$99,940,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2964-10-005	SBPE:	\$0	\$8,500,000	\$0	\$0	\$0	\$8,500,000
2021	ROW	2964-10-005	S102:	\$24,000,000	\$3,000,000	\$0	\$3,000,000	\$0	\$30,000,000
2021	CON	2964-10-005	Cat 2M:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
2021	CON	2964-10-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$18,940,000	\$0	\$0	\$18,940,000
2021	CON	2964-10-005	Cat 5:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Phase Subtotal:				\$24,800,000	\$6,200,000	\$18,940,000	\$0	\$0	\$49,940,000
Grand Total:				\$48,800,000	\$17,700,000	\$18,940,000	\$3,000,000	\$0	\$88,440,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53086 **Facility:** US 80 **Location/Limits From:** LAWSON ROAD (DALLAS/KAUFMAN C/L) **Modification #:** 2017-0067
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 460
County: KAUFMAN **CSJ:** 0095-03-080
City: DALLAS **Desc:** WIDEN 4 TO 6 LANE FREEWAY WITH 0 TO 6 LANE FRONTAGE ROADS ON EACH SIDE
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND FROM 4 LANE DISCONTINUOUS TO 6 LANE CONTINUOUS FRONTAGE RDS; ADD ROW FUNDING IN FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0095-03-080	SBPE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
Grand Total:				\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0095-03-080	SBPE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2040	ROW	0095-03-080	S102:	\$24,000,000	\$3,000,000	\$0	\$3,000,000	\$0	\$30,000,000
Grand Total:				\$24,000,000	\$10,000,000	\$0	\$3,000,000	\$0	\$37,000,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20062 **Facility:** US 175 **Location/Limits From:** ON SM WRIGHT PHASE 2 (EXISTING SM WRIGHT RECONSTRUCTION) FROM US 175/SH 310 **Modification #:** 2017-0068
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 45
County: DALLAS **CSJ:** 0092-01-052
City: DALLAS **Desc:** RECONSTRUCT FREEWAY TO 6 LANE ARTERIAL WITH TRANSITIONS TO SH 310 (NORTH OF BUDD ST.)
Request: REVISE LIMITS TO US 175/SH 310 ON SM WRIGHT PHASE 2A SOUTH OF BUDD ST TO IH 45; REVISE SCOPE TO RECONSTRUCT FREEWAY TO 6 LANE DIVIDED ARTERIAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0092-01-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2009	ENG	0092-01-052	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Phase Subtotal:				\$0	\$750,000	\$0	\$0	\$250,000	\$1,000,000
2017	ENG	0092-01-052	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2017	UTIL	0092-01-052	Cat 3 - Prop 12 V2:	\$0	\$5,900,000	\$0	\$0	\$0	\$5,900,000
2019	CON	0092-01-052	Cat 2M:	\$33,350,400	\$8,337,600	\$0	\$0	\$0	\$41,688,000
Grand Total:				\$33,350,400	\$16,987,600	\$0	\$0	\$250,000	\$50,588,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0092-01-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2009	ENG	0092-01-052	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Phase Subtotal:				\$0	\$750,000	\$0	\$0	\$250,000	\$1,000,000
2017	ENG	0092-01-052	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2017	UTIL	0092-01-052	Cat 3 - Prop 12 V2:	\$0	\$5,900,000	\$0	\$0	\$0	\$5,900,000
2019	CON	0092-01-052	Cat 2M:	\$33,350,400	\$8,337,600	\$0	\$0	\$0	\$41,688,000
Grand Total:				\$33,350,400	\$16,987,600	\$0	\$0	\$250,000	\$50,588,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53110 **Facility:** US 80 **Location/Limits From:** BELT LINE RD **Modification #:** 2017-0069
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** LAWSON RD
County: DALLAS **CSJ:** 0095-02-096
City: SUNNYVALE **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES, RECONSTRUCT AND WIDEN 2/4 CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 4 TO 6 LANE CONTINUOUS FRONTAGE ROADS; INCREASE ENGINEERING FUNDING DELAY TO FY2040; INCREASE ROW FUNDING AND DELAY TO FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0095-02-096	SBPE:	\$0	\$9,500,000	\$0	\$0	\$0	\$9,500,000
2027	ROW	0095-02-096	SBPE:	\$24,800,000	\$3,100,000	\$0	\$3,100,000	\$0	\$31,000,000
Grand Total:				\$24,800,000	\$12,600,000	\$0	\$3,100,000	\$0	\$40,500,000

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53081 **Facility:** SH 66 **Location/Limits From:** SH 205 (ROCKWALL SQUARE) **Modification #:** 2017-0070
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 3549
County: ROCKWALL **CSJ:** 0009-04-060
City: ROCKWALL **Desc:** WIDEN FROM 2 LANE RURAL UNDIVIDED TO 4/6 LANE URBAN DIVIDED WITH 2/2 COUPLET
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT FROM 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH 2/2 COUPLET FROM EXISTING SH 205 TO JOHN KING BLVD; ADD ROW PHASE IN FY2019
Comment: LOCAL CONTRIBUTION PAID BY ROCKWALL COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-04-060	Cat 10 - Cong Earmark:	\$245,000	\$0	\$0	\$0	\$0	\$245,000
2017	ENG	0009-04-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Phase Subtotal:				\$245,000	\$0	\$0	\$0	\$500,000	\$745,000
Grand Total:				\$245,000	\$0	\$0	\$0	\$500,000	\$745,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-04-060	Cat 10 - Cong Earmark:	\$245,000	\$0	\$0	\$0	\$0	\$245,000
2017	ENG	0009-04-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Phase Subtotal:				\$245,000	\$0	\$0	\$0	\$500,000	\$745,000
2019	ROW	0009-04-060	S102:	\$5,600,000	\$700,000	\$0	\$700,000	\$0	\$7,000,000
Grand Total:				\$5,845,000	\$700,000	\$0	\$700,000	\$500,000	\$7,745,000

Revisions since STTC Meeting: INCLUDED LOCAL CONTRIBUTION COMMENT

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54131 **Facility:** SH 66 **Location/Limits From:** FM 3549 **Modification #:** 2017-0071
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF ERBY CAMPBELL
County: ROCKWALL **CSJ:** 0009-04-064
City: VARIOUS **Desc:** WIDEN FROM 2 LANE RURAL UNDIVIDED TO 4/6 LANE URBAN DIVIDED
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT FROM 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED; DELAY ENGINEERING PHASE TO FY2019;
 ADD ROW PHASE IN FY2019

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-04-064	SBPE:	\$0	\$3,281,530	\$0	\$0	\$0	\$3,281,530
Grand Total:				\$0	\$3,281,530	\$0	\$0	\$0	\$3,281,530

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-04-064	SBPE:	\$0	\$3,281,530	\$0	\$0	\$0	\$3,281,530
2019	ROW	0009-04-064	S102:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$4,681,530	\$0	\$1,400,000	\$0	\$17,281,530

TIP Code: 54132 **Facility:** SH 66 **Location/Limits From:** EAST OF ERBY CAMPBELL **Modification #:** 2017-0072
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1777
County: ROCKWALL **CSJ:** 0009-05-012
City: VARIOUS **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANES RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT FROM 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH 2/2 COUPLET FROM W OF HOUSTON
 ST TO JOSEPHINE ST; DELAY ENGINEERING PHASE TO FY2019; ADD ROW PHASE IN FY2019

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-05-012	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Grand Total:				\$0	\$500,000	\$0	\$0	\$0	\$500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-05-012	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0009-05-012	S102:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
Grand Total:				\$400,000	\$550,000	\$0	\$50,000	\$0	\$1,000,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55170 **Facility:** IH 30 **Location/Limits From:** HORIZON DRIVE **Modification #:** 2017-0073
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 740
County: ROCKWALL **CSJ:** 0009-12-217
City: ROCKWALL **Desc:** CONSTRUCT NEW WESTBOUND ENTRANCE RAMP
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
2018	ENG	0009-12-217	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Grand Total:				\$0	\$100,000	\$0	\$0	\$0	\$100,000

TIP Code: 20085 **Facility:** SH 5 **Location/Limits From:** SH 121 **Modification #:** 2017-0074
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 375
County: COLLIN **CSJ:** 0047-04-022
City: MELISSA **Desc:** ENGINEERING TO RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE URBAN
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE URBAN HIGHWAY (6 ULTIMATE); ADD ROW PHASE IN FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0047-04-022	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
2040	ENG	0047-04-022	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$240,000	\$60,000	\$0	\$300,000
Phase Subtotal:				\$0	\$0	\$2,240,000	\$560,000	\$0	\$2,800,000
Grand Total:				\$0	\$0	\$2,240,000	\$560,000	\$0	\$2,800,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0047-04-022	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
2040	ENG	0047-04-022	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$240,000	\$60,000	\$0	\$300,000
Phase Subtotal:				\$0	\$0	\$2,240,000	\$560,000	\$0	\$2,800,000
2040	ROW	0047-04-022	S102:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$1,400,000	\$2,240,000	\$1,960,000	\$0	\$16,800,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55035 **Facility:** SH 183 **Location/Limits From:** SH 10 **Modification #:** 2017-0075
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** WEST OF SH 161
County: TARRANT **CSJ:** 0094-02-977
City: VARIOUS **Desc:** WIDEN 6 TO 6/8 GP LANES, 2 TO 6 CONCURRENT MANAGED LANES; CONSTRUCT 4/6/8 LANE DISCONTINUOUS TO 4/6/8 LANE CONTINUOUS FRONTAGE ROADS AND 4 LANE COLLECTOR-DISTRIBUTOR FROM SH 360 TO INTERNATIONAL PKWY (ULTIMATE)
Request: CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS; REVISE SCOPE TO SH 183 FROM WEST OF SH 360 TO DALLAS COUNTY LINE; REVISE SCOPE TO WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 TO 6 HOV/MANAGED-C, RECONSTRUCT 2/6 DISC TO 2/6 CONTINUOUS FRONTAGE ROADS & EXISTING 4 LANE COLLECTOR DISTRIBUTOR FROM SH 360 TO INTL PKWY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0094-02-977	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,812,683	\$6,812,683
2035	ROW	0094-02-977	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$227,089	\$227,089
2035	CON	0094-02-977	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$215,734,948	\$215,734,948
2035	CONENG	0094-02-977	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,314,699	\$4,314,699
Grand Total:				\$0	\$0	\$0	\$0	\$227,089,419	\$227,089,419

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-02-977	SBPE:	\$0	\$13,100,000	\$0	\$0	\$0	\$13,100,000
2040	ROW	0094-02-977	S102:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$18,100,000	\$0	\$5,000,000	\$0	\$63,100,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53198 **Facility:** SH 183 **Location/Limits From:** 1.0 MILE EAST OF SL 12 **Modification #:** 2017-0076
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST END OF ELM FORK TRINITY RIVER BRIDGE
County: DALLAS **CSJ:** 0094-07-938
City: IRVING **Desc:** WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 TO 6 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
Request: REVISE SCOPE TO RECONSTRUCT EXISTING 8 GP LANES, 2 TO 6 CONCURRENT HOV/MANAGED LANES, AND 4/6 DISCONTINUOUS TO 6/8 CONTINUOUS FRONTAGE ROADS (ULTIMATE); INCREASE ENGINEERING FUNDING IN FY2040; INCREASE ROW FUNDING IN FY2040; UPDATE CSJ TO 0094-07-044

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-07-938	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2040	ROW	0094-07-938	S102:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$800,000	\$1,200,000	\$0	\$0	\$0	\$2,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-07-938	SBPE:	\$0	\$4,175,000	\$0	\$0	\$0	\$4,175,000
2040	ROW	0094-07-938	S102:	\$14,000,000	\$1,750,000	\$0	\$1,750,000	\$0	\$17,500,000
Grand Total:				\$14,000,000	\$5,925,000	\$0	\$1,750,000	\$0	\$21,675,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-07-044	SBPE:	\$0	\$4,175,000	\$0	\$0	\$0	\$4,175,000
2040	ROW	0094-07-044	S102:	\$14,000,000	\$1,750,000	\$0	\$1,750,000	\$0	\$17,500,000
Grand Total:				\$14,000,000	\$5,925,000	\$0	\$1,750,000	\$0	\$21,675,000

Revisions since STTC Meeting: REVISED REQUEST FROM "REVISE SCOPE TO WIDEN 6 TO 8 GP LANES, 2 TO 6 CONCURRENT HOV/MANAGED LANES, AND 4/6 DISCONTINUOUS TO 6/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE); INCREASE ENGINEERING FUNDING IN FY2014; INCREASE ROW FUNDING IN FY2040" TO "REVISE SCOPE TO RECONSTRUCT EXISTING 8 GP LANES, 2 TO 6 CONCURRENT HOV/MANAGED LANES, AND 4/6 DISCONTINUOUS TO 6/8 CONTINUOUS FRONTAGE ROADS (ULTIMATE); INCREASE ENGINEERING FUNDING IN FY2040; INCREASE ROW FUNDING IN FY2040; UPDATE CSJ TO 0094-07-044"

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54072	Facility: SH 183	Location/Limits From: WEST END OF ELM FORK TRINITY RIVER BRIDGE	Modification #: 2017-0077
Impementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35E WITH A 1600' OPERATIONAL TRANSITION	
County: DALLAS	CSJ: 0094-07-939		
City: IRVING	Desc:	WIDEN 6 TO 6/8 MAINLANES, 2 TO 4/6 HOV/MANAGED LANES, RECONSTRUCT 4/6 DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS (ULTIMATE)	
	Request:	REVISE SCOPE TO WIDEN 6 TO 6/8 GP LANES, 2 TO 4/6 HOV/MANAGED LANES & RECONSTRUCT 4/6 DISCONTINUOUS TO 6/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE); REVISE LIMITS TO SH 183 FROM WEST END OF ELM FORK TRINITY RIVER BRIDGE TO IH 35; INCREASE ENGINEERING FUNDING IN FY2040; INCREASE ROW FUNDING IN FY2040; UPDATE CSJ TO 0094-07-045	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-07-939	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2040	ROW	0094-07-939	S102:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$800,000	\$1,200,000	\$0	\$0	\$0	\$2,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-07-939	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2040	ROW	0094-07-939	S102:	\$25,600,000	\$3,200,000	\$0	\$3,200,000	\$0	\$32,000,000
Grand Total:				\$25,600,000	\$11,200,000	\$0	\$3,200,000	\$0	\$40,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-07-045	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2040	ROW	0094-07-045	S102:	\$25,600,000	\$3,200,000	\$0	\$3,200,000	\$0	\$32,000,000
Grand Total:				\$25,600,000	\$11,200,000	\$0	\$3,200,000	\$0	\$40,000,000

Revisions since STTC Meeting: REVISED REQUEST TO INCLUDE "REVISE LIMITS TO SH 183 FROM WEST END OF ELM FORK TRINITY RIVER BRIDGE TO IH 35"; UPDATED CSJ TO 0094-07-045

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20096 **Facility:** US 380 **Location/Limits From:** US 377 **Modification #:** 2017-0078
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 26 (COLLIN COUNTY LINE)
County: DENTON **CSJ:** 0135-10-050
City: VARIOUS **Desc:** WIDEN 4 TO 6 LANE DIVIDED URBAN WITH INTERSECTION IMPROVEMENTS AT FM 423, FM 720, AND FM 1385
Request: REVISE LIMITS TO US 380 FROM US 377 TO WEST OF CR 26 (COLLIN COUNTY LINE); REVISE SCOPE TO WIDEN 4 TO 6 LANES DIVIDED URBAN WITH INTERSECTION IMPROVEMENTS AT FM 423, FM 720, NAVO RD, TEEL PKWY, AND LEGACY DR; REVISE FUNDING AND MOVE TO APPENDIX D

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0135-10-050	SBPE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2017	ROW	0135-10-050	S102:	\$12,800,000	\$3,200,000	\$0	\$0	\$0	\$16,000,000
2019	CON	0135-10-050	Cat 7:	\$11,421,696	\$2,855,424	\$0	\$0	\$0	\$14,277,120
Grand Total:				\$24,221,696	\$10,555,424	\$0	\$0	\$0	\$34,777,120

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0135-10-050	SBPE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2021	ROW	0135-10-050	S102:	\$12,800,000	\$1,600,000	\$0	\$1,600,000	\$0	\$16,000,000
2021	CON	0135-10-050	Cat 7:	\$11,421,696	\$2,855,424	\$0	\$0	\$0	\$14,277,120
Grand Total:				\$24,221,696	\$8,955,424	\$0	\$1,600,000	\$0	\$34,777,120

TIP Code: 54085 **Facility:** US 67 **Location/Limits From:** SOUTH OF IH 20 **Modification #:** 2017-0079
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 35E
County: DALLAS **CSJ:** 0261-03-030
City: DALLAS **Desc:** WIDEN 4 TO 6 MAINLANES, RECONSTRUCT EXISTING 2 LANE CONCURRENT TO 1 REVERSIBLE EXPRESS LANE
Request: REVISE LIMITS TO US 67 FROM IH 20 TO IH 35E; CLARIFY SCOPE TO WIDEN 4 TO 6 MAINLANES, RECONSTRUCT EXISTING 2 LANE CONCURRENT HOV TO 1 REVERSIBLE EXPRESS LANES
Comment: LOCAL CONTRIBUTION REPRESENTS AND ADVANCE CONSTRUCTION AMOUNT OF FUTURE STP-MM FUNDS, THE LOCAL CONTRIBUTION WILL BE CONVERTED TO STP-MM FUNDS IN FY2018 AND FY2019

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0261-03-030	Cat 7:	\$10,329,161	\$2,582,290	\$0	\$0	\$0	\$12,911,451
2017	UTIL	0261-03-030	Cat 7:	\$5,203,040	\$1,300,760	\$0	\$0	\$0	\$6,503,800
2017	CON	0261-03-030	Cat 12:	\$20,200,000	\$5,050,000	\$0	\$0	\$0	\$25,250,000
2017	CON	0261-03-030	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2017	CON	0261-03-030	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,580,000	\$0	\$0	\$19,580,000
2017	CON	0261-03-030	Cat 5:	\$4,550,662	\$1,137,665	\$0	\$0	\$0	\$5,688,327
2017	CON	0261-03-030	Cat 7:	\$15,243,373	\$3,810,843	\$0	\$0	\$0	\$19,054,216
Phase Subtotal:				\$47,994,035	\$11,998,508	\$19,580,000	\$0	\$0	\$79,572,543
Grand Total:				\$63,526,236	\$15,881,558	\$19,580,000	\$0	\$0	\$98,987,794

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0261-03-030	Cat 7:	\$8,287,574	\$2,071,893	\$0	\$0	\$0	\$10,359,467
2017	CON	0261-03-030	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,110,000	\$28,110,000
2017	CON	0261-03-030	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,580,000	\$0	\$0	\$19,580,000
2017	CON	0261-03-030	Cat 5:	\$4,550,662	\$1,137,665	\$0	\$0	\$0	\$5,688,327
2017	CON	0261-03-030	Cat 7:	\$8,287,574	\$2,071,893	\$0	\$0	\$0	\$10,359,467
Phase Subtotal:				\$12,838,236	\$3,209,558	\$19,580,000	\$0	\$28,110,000	\$63,737,794
2018	ENG	0261-03-030	Cat 7:	\$2,041,587	\$510,397	\$0	\$0	\$0	\$2,551,984
2018	UTIL	0261-03-030	Cat 7:	\$5,203,040	\$1,300,760	\$0	\$0	\$0	\$6,503,800
2018	CON	0261-03-030	Cat 7:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
2019	CON	0261-03-030	Cat 7:	\$10,488,000	\$2,622,000	\$0	\$0	\$0	\$13,110,000
2020	CON	0261-03-030	Cat 12:	\$20,200,000	\$5,050,000	\$0	\$0	\$0	\$25,250,000
2020	CON	0261-03-030	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Phase Subtotal:				\$28,200,000	\$7,050,000	\$0	\$0	\$0	\$35,250,000
Grand Total:				\$79,058,437	\$19,764,608	\$19,580,000	\$0	\$28,110,000	\$146,513,045

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0261-03-030	Cat 7:	\$8,287,574	\$2,071,893	\$0	\$0	\$0	\$10,359,467
2017	CON	0261-03-030	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,580,000	\$0	\$0	\$19,580,000
2017	CON	0261-03-030	Cat 5:	\$4,550,662	\$1,137,665	\$0	\$0	\$0	\$5,688,327
Phase Subtotal:				\$4,550,662	\$1,137,665	\$19,580,000	\$0	\$0	\$25,268,327
2018	ENG	0261-03-030	Cat 7:	\$2,041,587	\$510,397	\$0	\$0	\$0	\$2,551,984
2018	UTIL	0261-03-030	Cat 7:	\$5,203,040	\$1,300,760	\$0	\$0	\$0	\$6,503,800
2018	CON	0261-03-030	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2018	CON	0261-03-030	Cat 7:	\$4,755,373	\$1,188,843	\$0	\$0	\$0	\$5,944,216
Phase Subtotal:				\$12,755,373	\$3,188,843	\$0	\$0	\$0	\$15,944,216
2019	CON	0261-03-030	Cat 7:	\$10,488,000	\$2,622,000	\$0	\$0	\$0	\$13,110,000
2020	CON	0261-03-030	Cat 12:	\$20,200,000	\$5,050,000	\$0	\$0	\$0	\$25,250,000
Grand Total:				\$63,526,236	\$15,881,558	\$19,580,000	\$0	\$0	\$98,987,794

Revisions since STTC Meeting: REMOVED LOCAL CONTRIBUTION AND STP-MM FUNDING FOR CONSTRUCTION IN FY2017; ADVANCED \$10,000,000 CAT 2M FUNDING FOR CONSTRUCTION FROM FY2020 TO FY2018; DECREASED STP-MM FUNDING FOR CONSTRUCTION TO \$5,944,216 TOTAL IN FY2018

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55034 **Facility:** SH 183 **Location/Limits From:** SH 121 **Modification #:** 2017-0080
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 10
County: TARRANT **CSJ:** 0364-05-925
City: EULESS **Desc:** WIDEN 2 TO 6 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN 2/6 DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
Request: CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS; REVISE LIMITS TO SH 183 FROM FM 157 TO SH 10; REVISE SCOPE TO WIDEN 2/3 TO 6 HOV/CONCURRENT MANAGED LANES AND RECONSTRUCT EXISTING 2/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE); REVISE FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0364-05-925	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8,670,687	\$8,670,687
2035	ROW	0364-05-925	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$289,023	\$289,023
2035	CON	0364-05-925	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$274,571,751	\$274,571,751
2035	CONENG	0364-05-925	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,491,435	\$5,491,435
Grand Total:				\$0	\$0	\$0	\$0	\$289,022,896	\$289,022,896

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0364-05-925	SBPE:	\$0	\$16,500,000	\$0	\$0	\$0	\$16,500,000
2040	ROW	0364-05-925	S102:	\$54,000,000	\$6,750,000	\$0	\$6,750,000	\$0	\$67,500,000
Grand Total:				\$54,000,000	\$23,250,000	\$0	\$6,750,000	\$0	\$84,000,000

Revisions since STTC Meeting: **REVISED REQUEST FROM "CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS; REVISE LIMITS TO SH 183 FROM FM 157 TO SH 10; REVISE SCOPE TO WIDEN 2/3 TO 6 HOV/CONCURRENT MANAGED LANES AND RECONSTRUCT EXISTING 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE); REVISE FUNDING" TO "CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS; REVISE LIMITS TO SH 183 FROM FM 157 TO SH 10; REVISE SCOPE TO WIDEN 2/3 TO 6 HOV/CONCURRENT MANAGED LANES AND RECONSTRUCT EXISTING 2/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE); REVISE FUNDING"**

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55167 **Facility:** SH 121 **Location/Limits From:** NORTH OF FM 455 **Modification #:** 2017-0082
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 635 (FANNIN COUNTY LINE)
County: COLLIN **CSJ:** 0549-02-028
City: MELISSA **Desc:** RECONSTRUCT AND WIDEN TWO LANE RURAL TO FOUR LANE RURAL DIVIDED
Request: REVISE LIMITS TO SH 121 FROM CR 635 (FANNIN COUNTY LINE) TO NORTH OF CR 635; REVISE SCOPE TO RECONSTRUCT AND WIDEN THREE LANE UNDIVIDED TO FOUR LANE DIVIDED RURAL ROADWAY; ADD ROW PHASE IN FY2021

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0549-02-028	SBPE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Grand Total:				\$0	\$250,000	\$0	\$0	\$0	\$250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0549-02-028	SBPE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2021	ROW	0549-02-028	S102:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
Grand Total:				\$400,000	\$300,000	\$0	\$50,000	\$0	\$750,000

Revisions since STTC Meeting: **REVISED REQUEST FROM "REVISE LIMITS TO SH 121 FROM CR 635 (FANNIN COUNTY LINE) TO NORTH OF CR 635 (FANNIN COUNTY LINE); REVISE SCOPE TO RECONSTRUCT AND WIDEN THREE LANE RURAL TO FOUR LANE RURAL DIVIDED; ADD ROW PHASE IN FY 2021" TO "REVISE LIMITS TO SH 121 FROM CR 635 (FANNIN COUNTY LINE) TO NORTH OF CR 635; REVISE SCOPE TO RECONSTRUCT AND WIDEN THREE LANE UNDIVIDED TO FOUR LANE DIVIDED RURAL ROADWAY; ADD ROW PHASE IN FY2021"**

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55166	Facility: US 67	Location/Limits From: EWING AVENUE	Modification #: 2017-0083
Impementing Agency: TXDOT-DALLAS		Location/Limits To: 400 FEET NORTH OF EWING AVENUE	
County: DALLAS	CSJ: 0918-47-965		
City: DALLAS	Desc: CONSTRUCT LOCAL ENHANCEMENTS		
	Request: REVISE LIMITS TO US 67 FROM MARSALIS AVENUE TO EWING AVENUE; CHANGE CSJ TO 0918-47-177		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-965	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2017	CON	0918-47-965	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
2017	CON	0918-47-965	Cat 9 TAP:	\$12,000,000	\$0	\$0	\$4,000,000	\$0	\$16,000,000
Phase Subtotal:				\$12,000,000	\$0	\$4,000,000	\$4,000,000	\$10,000,000	\$30,000,000
Grand Total:				\$12,000,000	\$0	\$4,000,000	\$4,000,000	\$10,000,000	\$30,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-177	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2017	CON	0918-47-177	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
2017	CON	0918-47-177	Cat 9 TAP:	\$12,000,000	\$0	\$0	\$4,000,000	\$0	\$16,000,000
Phase Subtotal:				\$12,000,000	\$0	\$4,000,000	\$4,000,000	\$10,000,000	\$30,000,000
Grand Total:				\$12,000,000	\$0	\$4,000,000	\$4,000,000	\$10,000,000	\$30,000,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20216 **Facility:** FM 2181 **Location/Limits From:** LILLIAN MILLER IN DENTON **Modification #:** 2017-0084
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF FM 2499 (BARREL STRAP RD)
County: DENTON **CSJ:** 2054-02-015, 2054-02-017
City: DENTON **Desc:** WIDEN 2 LANE RURAL ROADWAY TO 6 LANES DIVIDED URBAN
Request: INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	2054-02-015	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2008	ENG	2054-02-015	SBPE:	\$0	\$120,000	\$0	\$0	\$0	\$120,000
Phase Subtotal:				\$0	\$120,000	\$0	\$0	\$1,100,000	\$1,220,000
2015	ROW	2054-02-017	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$7,000,000	\$700,000	\$0	\$7,700,000
2017	CON	2054-02-015	Cat 1 - Prop 1:	\$0	\$3,809,222	\$0	\$0	\$0	\$3,809,222
2017	CON	2054-02-015	Cat 1:	\$1,227,438	\$306,860	\$0	\$0	\$0	\$1,534,298
2017	CON	2054-02-015	Cat 11 - Prop 1:	\$0	\$2,150,000	\$0	\$0	\$0	\$2,150,000
2017	CON	2054-02-015	Cat 2M - Prop 1:	\$0	\$18,040,778	\$0	\$0	\$0	\$18,040,778
Phase Subtotal:				\$1,227,438	\$24,306,860	\$0	\$0	\$0	\$25,534,298
Grand Total:				\$1,227,438	\$24,426,860	\$7,000,000	\$700,000	\$1,100,000	\$34,454,298

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	2054-02-015	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2008	ENG	2054-02-015	SBPE:	\$0	\$120,000	\$0	\$0	\$0	\$120,000
Phase Subtotal:				\$0	\$120,000	\$0	\$0	\$1,100,000	\$1,220,000
2015	ROW	2054-02-017	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$7,000,000	\$700,000	\$0	\$7,700,000
2017	CON	2054-02-015	Cat 1 - Prop 1:	\$0	\$3,809,222	\$0	\$0	\$0	\$3,809,222
2017	CON	2054-02-015	Cat 1:	\$4,690,606	\$1,172,651	\$0	\$0	\$0	\$5,863,257
2017	CON	2054-02-015	Cat 11 - Prop 1:	\$0	\$2,150,000	\$0	\$0	\$0	\$2,150,000
2017	CON	2054-02-015	Cat 2M - Prop 1:	\$0	\$18,040,778	\$0	\$0	\$0	\$18,040,778
Phase Subtotal:				\$4,690,606	\$25,172,651	\$0	\$0	\$0	\$29,863,257
Grand Total:				\$4,690,606	\$25,292,651	\$7,000,000	\$700,000	\$1,100,000	\$38,783,257

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55111 **Facility:** FM 548 **Location/Limits From:** NORTH OF US 80 **Modification #:** 2017-0085
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF SH 205
County: KAUFMAN **CSJ:** 2588-01-017
City: FORNEY **Desc:** WIDEN 2 TO 4 LANE URBAN ARTERIAL
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED; REVISE FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2588-01-017	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2040	ROW	2588-01-017	S102:	\$2,250,000	\$250,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$2,250,000	\$1,000,000	\$0	\$0	\$0	\$3,250,000

REVISION REQUESTED:

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

TIP Code: 35001 **Facility:** US 287 **Location/Limits From:** AT WALNUT GROVE ROAD **Modification #:** 2017-0086
Impementing Agency: TXDOT-DALLAS
County: ELLIS **CSJ:** 0172-05-115
City: WAXAHACHIE **Desc:** CONSTRUCT INTERCHANGE
Request: REVISE SCOPE TO RECONSTRUCT INTERSECTION AS DIAMOND INTERCHANGE WITH 4 LANE FRONTAGE ROADS; INCREASE ENGINEERING FUNDING IN FY2040; ADD ROW PHASE FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0172-05-115	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Grand Total:				\$0	\$750,000	\$0	\$0	\$0	\$750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0172-05-115	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2040	ROW	0172-05-115	S102:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$2,000,000	\$0	\$500,000	\$0	\$6,500,000

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40005 **Facility:** VA **Location/Limits From:** LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT **Modification #:** 2017-0087
Impementing Agency: ARLINGTON **Location/Limits To:** WINTER PASS TRAIL
County: TARRANT **CSJ:** 0902-90-025
City: ARLINGTON **Desc:** CONSTRUCT APPROX 1.7 MILE BIKE/PEDESTRIAN TRAIL
Request: REVISE LIMITS TO LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT TO NEW YORK AVENUE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-025	Cat 9 TAP:	\$158,135	\$0	\$0	\$158,135	\$0	\$316,270
2018	CON	0902-90-025	Cat 9 TAP:	\$779,337	\$0	\$0	\$779,337	\$0	\$1,558,674
2018	CONENG	0902-90-025	Cat 9 TAP:	\$65,405	\$0	\$0	\$65,405	\$0	\$130,810
Grand Total:				\$1,002,877	\$0	\$0	\$1,002,877	\$0	\$2,005,754

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-025	Cat 9 TAP:	\$158,135	\$0	\$0	\$158,135	\$0	\$316,270
2018	CON	0902-90-025	Cat 9 TAP:	\$779,337	\$0	\$0	\$779,337	\$0	\$1,558,674
2018	CONENG	0902-90-025	Cat 9 TAP:	\$65,405	\$0	\$0	\$65,405	\$0	\$130,810
Grand Total:				\$1,002,877	\$0	\$0	\$1,002,877	\$0	\$2,005,754

Revisions since STTC Meeting:

TIP Code: 35002 **Facility:** IH 30 **Location/Limits From:** FM 35 **Modification #:** 2017-0088
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** HUNT COUNTY LINE
County: ROCKWALL **CSJ:** 0009-12-218
City: ROYSE CITY **Desc:** CONVERT FRONTAGE ROADS TO ONE WAY
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
 RELATED TO CSJ 0009-13-159

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0009-12-218	Cat 2M - Prop 1:	\$0	\$2,275,545	\$0	\$0	\$0	\$2,275,545
Grand Total:				\$0	\$2,275,545	\$0	\$0	\$0	\$2,275,545

Revisions since STTC Meeting: ADDED COMMENT "RELATED TO CSJ 0009-13-159"; MODIFICATION REQUEST WITHDRAWN FROM NOVEMBER 2016 CYCLE

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54094.1 **Facility:** VA **Location/Limits From:** DCTA BICYCLE/PEDESTRIAN FACILITY FROM HEBRON STATION NORTH **Modification #:** 2017-0089
Impementing Agency: DCTA **Location/Limits To:** INTERSECTION OF MILL STREET AND JONES ST. (NEAR OLD TOWN STATION)
County: DENTON **CSJ:** 0918-46-259
City: LEWISVILLE **Desc:** CONSTRUCTION OF HIKE & BIKE TRAIL ALONG THE DCTA RIGHT-OF-WAY FOR ~ 3.5 MILES
Request: REVISE FUNDING BASED ON ACTUAL COSTS DETERMINED AT PROJECT COMPLETION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENV	0918-46-259	Cat 9 TE:	\$23,040	\$0	\$0	\$5,760	\$0	\$28,800
2015	ENG	0918-46-259	Cat 9 TE:	\$152,800	\$0	\$0	\$38,200	\$0	\$191,000
2015	CON	0918-46-259	Cat 9 TE:	\$1,062,809	\$0	\$0	\$265,702	\$0	\$1,328,511
2015	CONENG	0918-46-259	Cat 9 TE:	\$364,110	\$0	\$0	\$91,028	\$0	\$455,138
Grand Total:				\$1,602,759	\$0	\$0	\$400,690	\$0	\$2,003,449

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENV	0918-46-259	Cat 9 TE:	\$24,320	\$0	\$0	\$6,080	\$0	\$30,400
2015	ENG	0918-46-259	Cat 9 TE:	\$1,125,826	\$0	\$0	\$281,456	\$0	\$1,407,282
2015	CON	0918-46-259	Cat 9 TE:	\$1,641,370	\$0	\$0	\$410,343	\$0	\$2,051,713
Grand Total:				\$2,791,516	\$0	\$0	\$697,879	\$0	\$3,489,395

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENV	0918-46-259	Cat 9 TE:	\$24,320	\$0	\$0	\$6,080	\$0	\$30,400
2015	ENG	0918-46-259	Cat 9 TE:	\$795,626	\$0	\$0	\$198,906	\$0	\$994,532
2015	CON	0918-46-259	Cat 9 TE:	\$1,062,809	\$0	\$0	\$265,702	\$0	\$1,328,511
2015	CONENG	0918-46-259	Cat 9 TE:	\$86,387	\$0	\$0	\$21,599	\$0	\$107,986
Grand Total:				\$1,969,142	\$0	\$0	\$492,287	\$0	\$2,461,429

Revisions since STTC Meeting: REVISED REQUEST FROM "RECOMBINE 54094.1 AND 54094.2 INTO ONE PROJECT 54094.1; REVISE LIMITS TO DCTA BICYCLE/PEDESTRIAN FACILITY FROM HEBRON STATION NORTH TO LAKE PARK ROAD (FM 407); REVISE SCOPE TO ENGINEERING/DESIGN FOR 6.6 MILES OF HIKE AND BIKE TRAIL FROM HEBRON STATION NORTH TO HIGHLAND VILLAGE STATION, CONSTRUCTION OF 3.1 MILES OF TRAIL FROM HEBRON STATION NORTH TO OLD TOWN STATION; INCREASING FUNDING; INCREASE OFFSET BY A DECREASE ON TIP ON TIP 54094.2/CSJ 0918-46-963" TO "REVISE FUNDING BASED ON ACTUAL COSTS DETERMINED AT PROJECT COMPLETION"; DECREASED CAT 9 TE FUNDING FOR ENGINEERING TO \$994,532 TOTAL IN FY2015; DECREASED CAT 9 TE FOR CONSTRUCTION FUNDING TO \$1,328,511 TOTAL IN FY2015; ADDED \$107,986 OF CAT 9 TE TOTAL FOR CONSTRUCTION ENGINEERING IN FY2015

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54094.2 **Facility:** VA **Location/Limits From:** DCTA BICYCLE/PEDESTRIAN FACILITY FROM THE INTERSECTION OF MILL STREET AND JONES ST **Modification #:** 2017-0090
Impementing Agency: DCTA **Location/Limits To:** LAKE PARK ROAD (FM 407)
County: DENTON **CSJ:** 0918-46-963
City: LEWISVILLE **Desc:** CONSTRUCT TRAIL ALONG THE A-TRAIN CORRIDOR
Request: CANCEL PROJECT
Comment: RELATED TO TIP 40036/CSJ 0918-46-292 AND 54094.1/CSJ 0918-46-259

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-46-963	Cat 9 TE:	\$89,157	\$0	\$0	\$22,289	\$0	\$111,446
2017	CON	0918-46-963	Cat 9 TE:	\$1,010,443	\$0	\$0	\$252,611	\$0	\$1,263,054
2017	CONENG	0918-46-963	Cat 9 TE:	\$89,157	\$0	\$0	\$22,289	\$0	\$111,446
Grand Total:				<u>\$1,188,757</u>	<u>\$0</u>	<u>\$0</u>	<u>\$297,189</u>	<u>\$0</u>	<u>\$1,485,946</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-46-963	Cat 9 TE:	\$0	\$0	\$0	\$0	\$0	\$0
2017	CON	0918-46-963	Cat 9 TE:	\$0	\$0	\$0	\$0	\$0	\$0
2017	CONENG	0918-46-963	Cat 9 TE:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

Revisions since STTC Meeting: **REVISED REQUEST FROM "CANCEL AND RECOMBINE INTO 54094/CSJ 0918-46-259" TO "CANCEL PROJECT"; REVISED COMMENTS FROM "RELATED TO TIP 40036/CSJ 0918-46-292" TO "RELATED TO TIP 40036/CSJ 0918-46-292 AND TIP 54094.1/CSJ 0918-46-259"**

PROPOSED NOVEMBER 2016 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11244.1 **Facility:** FM 156 **Location/Limits From:** US 81/287 **Modification #:** 2017-0114
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** WATAUGA ROAD (MCELROY)
County: TARRANT **CSJ:** 0718-02-045
City: FORT WORTH **Desc:** WIDEN 2 TO 4 LANE DIVIDED
Request: INCREASE CONSTRUCTION FUNDING IN FY2018

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 7:	\$10,044,000	\$2,511,000	\$0	\$0	\$0	\$12,555,000
Grand Total:				\$11,088,000	\$2,762,100	\$0	\$0	\$0	\$13,850,100

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0718-02-045	SBPE:	\$579,923	\$139,481	\$0	\$0	\$0	\$719,404
2017	ROW	0718-02-045	S102:	\$464,077	\$111,619	\$0	\$0	\$0	\$575,696
2018	CON	0718-02-045	Cat 7:	\$10,044,000	\$2,511,000	\$0	\$0	\$0	\$12,555,000
2018	CON	0918-02-045	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$19,445,000	\$19,445,000
Phase Subtotal:				\$10,044,000	\$2,511,000	\$0	\$0	\$19,445,000	\$32,000,000
Grand Total:				\$11,088,000	\$2,762,100	\$0	\$0	\$19,445,000	\$33,295,100

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 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$19,445,000	\$19,445,000
2018	CON	0718-02-045	Cat 7:	\$10,044,000	\$2,511,000	\$0	\$0	\$0	\$12,555,000
Phase Subtotal:				\$10,044,000	\$2,511,000	\$0	\$0	\$19,445,000	\$32,000,000
Grand Total:				\$11,088,000	\$2,762,100	\$0	\$0	\$19,445,000	\$33,295,100

Revisions since STTC Meeting: UPDATED LOCAL CONTRIBUTION FOR CONSTRUCTION CSJ FROM 0918-02-045 TO 0718-02-045

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/17-20/index.asp
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

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

Sample

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0093

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 16,920 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	
12750.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	
12781.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$9,600	\$0	\$0	\$0	1,920	\$9,600	
12782.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	
TOTAL:				\$84,600	\$0	\$0	\$0	16,920	\$84,600	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12154.16	OPERATING ASSISTANCE	2017	OPERATING	\$85,271	\$0	\$0	\$85,271	0	\$170,542	ADD PROJECT	
12750.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	NO CHANGE	
12781.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$9,600	\$0	\$0	\$0	1,920	\$9,600	NO CHANGE	
12782.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	NO CHANGE	
TOTAL:				\$169,871	\$0	\$0	\$85,271	16,920	\$255,142		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0094

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 202,697 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	
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$47,499,661	\$0	\$0	\$11,621,544	202,697	\$59,121,205	
12415.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$563,601	\$0	\$0	\$140,901	0	\$704,502	
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$563,601	\$0	\$0	\$140,901	0	\$704,502	
TOTAL:				\$48,626,863	\$0	\$0	\$11,903,346	202,697	\$60,530,209	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$49,566,122	\$0	\$0	\$12,138,160	202,697	\$61,704,282	INCREASE FUNDING	
12415.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$565,669	\$0	\$0	\$141,418	0	\$707,087	INCREASE FUNDING	
TOTAL:				\$50,131,791	\$0	\$0	\$12,279,578	202,697	\$62,411,369		

Revisions since STTC Meeting: REVISE FISCAL YEAR FOR 12028.16 AND 12515.16 FROM FY2017 TO FY2016

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0096

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:			FUNDING TABLE:							
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12104.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543	
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	
12534.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$1,160,834	\$0	\$0	\$290,209	0	\$1,451,043	
12535.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,750,000	\$0	\$0	\$687,500	0	\$3,437,500	
12558.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$453,779	\$0	\$0	\$80,079	0	\$533,858	
TOTAL:				\$5,500,095	\$0	\$0	\$1,688,159	0	\$7,188,254	

Revision Requested:

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12104.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	NO CHANGE	
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	NO CHANGE	
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543	NO CHANGE	
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	NO CHANGE	
12534.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12535.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12558.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$498,943	\$0	\$0	\$88,049	0	\$586,992	INCREASE FUNDING	
12798.16	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$3,910,834	\$0	\$0	\$977,709	0	\$4,888,543	ADD PROJECT	
TOTAL:				\$5,545,259	\$0	\$0	\$1,696,129	0	\$7,241,388		

Revisions since STTC Meeting: REVISE FISCAL YEAR FOR 12558.16 FROM FY2017 TO FY2016

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0097

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 399,918 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12206.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$751,472	\$0	\$0	\$0	150,295	\$751,472
12575.16	OPERATING ASSISTANCE	2016	OPERATING	\$375,000	\$0	\$0	\$375,000	0	\$750,000
12576.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$1,208,546	\$0	\$0	\$0	181,282	\$1,208,546
12783.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$441,209	\$0	\$0	\$0	66,182	\$441,209
TOTAL:				\$2,776,227	\$0	\$0	\$375,000	397,759	\$3,151,227

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>
12206.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$762,268	\$0	\$0	\$0	152,454	\$762,268	INCREASE FUNDING
12575.16	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12576.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$1,208,546	\$0	\$0	\$0	181,282	\$1,208,546	NO CHANGE
12783.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$441,209	\$0	\$0	\$0	66,182	\$441,209	NO CHANGE
TOTAL:				\$2,412,023	\$0	\$0	\$0	399,918	\$2,412,023	

Revisions since STTC Meeting: REVISE FISCAL YEAR FOR 12206.16 FROM FY2017 TO FY2016

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0098

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 193,280 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:

TIP Code		DESCRIPTION	FY	PROJECT TYPE	FUNDING TABLE:					TDC	TOTAL
					FEDERAL	STATE	REGIONAL	LOCAL			
12247.16		PROJECT ADMINISTRATION	2016	CAPITAL	\$70,000	\$0	\$0	\$0	14,000	\$70,000	
12567.16		ACQUISITION OF SOFTWARE	2016	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	
12666.16		MOBILITY MANAGEMENT	2016	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	
12696.16		PREVENTIVE MAINTENANCE	2016	CAPITAL	\$252,000	\$0	\$0	\$0	50,400	\$252,000	
12710.16		ACQUISITION OF SIGNAGE	2016	CAPITAL	\$14,400	\$0	\$0	\$0	2,880	\$14,400	
12789.16		ACQUISITION OF FARE COLLECTION EQUIPMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	
TOTAL:					\$966,400	\$0	\$0	\$0	193,280	\$966,400	

Revision Requested:

TIP Code		DESCRIPTION	FY	PROJECT TYPE	FUNDING TABLE:					TDC	TOTAL	REVISION REQUESTED
					FEDERAL	STATE	REGIONAL	LOCAL			BY PROJECT	
12246.16		OPERATING ASSISTANCE	2017	OPERATING	\$53,666	\$0	\$0	\$53,666	0	\$107,332	ADD PROJECT	
12247.16		PROJECT ADMINISTRATION	2016	CAPITAL	\$70,000	\$0	\$0	\$0	14,000	\$70,000	NO CHANGE	
12567.16		ACQUISITION OF SOFTWARE	2016	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	NO CHANGE	
12666.16		MOBILITY MANAGEMENT	2016	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	NO CHANGE	
12696.16		PREVENTIVE MAINTENANCE	2016	CAPITAL	\$252,000	\$0	\$0	\$0	50,400	\$252,000	NO CHANGE	
12710.16		ACQUISITION OF SIGNAGE	2016	CAPITAL	\$14,400	\$0	\$0	\$0	2,880	\$14,400	NO CHANGE	
12789.16		ACQUISITION OF FARE COLLECTION EQUIPMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
TOTAL:					\$1,020,066	\$0	\$0	\$53,666	193,280	\$1,073,732		

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0100

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 204,200 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		
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$288,000	\$0	\$0	\$0	57,600	\$288,000		
12627.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$468,000	\$0	\$0	\$0	93,600	\$468,000		
12716.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$40,000	\$0	\$0	\$0	8,000	\$40,000		
12717.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000		
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$350,000	\$0	\$0	\$350,000	0	\$700,000		
12790.16	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2016	CAPITAL	\$150,000	\$0	\$0	\$0	30,000	\$150,000		
TOTAL:				\$1,371,000	\$0	\$0	\$350,000	204,200	\$1,721,000		

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12151.16	OPERATING ASSISTANCE	2017	OPERATING	\$349,352	\$0	\$0	\$349,352	0	\$698,704	ADD PROJECT	
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$308,000	\$0	\$0	\$0	61,600	\$308,000	INCREASE FUNDING	
12484.16	ACQUISITION OF SOFTWARE	2017	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	ADD PROJECT	
12627.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$573,000	\$0	\$0	\$0	114,600	\$573,000	INCREASE FUNDING	
12716.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$40,000	\$0	\$0	\$0	8,000	\$40,000	NO CHANGE	
12717.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	NO CHANGE	
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$350,000	\$0	\$0	\$350,000	0	\$700,000	NO CHANGE	
12790.16	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$1,720,352	\$0	\$0	\$699,352	204,200	\$2,419,704		

Revisions since STTC Meeting: REVISE FISCAL YEAR FOR 12241.16 AND 12627.16 FROM FY2017 TO FY2016

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0101

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	
12802.16	RED & BLUE LINE PLATFORM EXTENSIONS	2017	CAPITAL	\$9,590,381	\$0	\$0	\$9,590,381	0	\$19,180,762	ADD PROJECT	
TOTAL:				\$9,590,381	\$0	\$0	\$9,590,381	0	\$19,180,762		

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0102

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12804.15	TEXRAIL COMMUTER RAIL	2017	CAPITAL	\$50,000,000	\$0	\$0	\$20,000,000	0	\$70,000,000	ADD PROJECT
TOTAL:				\$50,000,000	\$0	\$0	\$20,000,000	0	\$70,000,000	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0105

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 100,309 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
12806.16	RIDES TO WELLNESS	2017	CAPITAL	\$429,045	\$0	\$0	\$127,500	60,309	\$556,545	ADD PROJECT
TOTAL:				\$629,045	\$0	\$0	\$127,500	100,309	\$756,545	

Revisions since STTC Meeting: REQUEST TO ADD A NEW PROJECT HAS BEEN WITHDRAWN

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0106

Request: REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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>	
12646.14	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,130	\$0	\$0	\$26,283	0	\$131,413	
12677.14	PROGRAM ADMINISTRATION	2016	CAPITAL	\$19,114	\$0	\$0	\$0	0	\$19,114	
TOTAL:				\$124,244	\$0	\$0	\$26,283	0	\$150,527	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12646.14	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12677.14	PROGRAM ADMINISTRATION	2016	CAPITAL	\$19,114	\$0	\$0	\$0	0	\$19,114	NO CHANGE
12808.14	MOBILITY MANAGEMENT	2017	CAPITAL	\$105,130	\$0	\$0	\$26,283	0	\$131,413	ADD PROJECT
TOTAL:				\$124,244	\$0	\$0	\$26,283	0	\$150,527	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0107

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 35,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

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>	
12644.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$879,078	\$0	\$0	\$219,770	0	\$1,098,848	
12678.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	
TOTAL:				\$1,200,963	\$0	\$0	\$219,770	0	\$1,420,733	

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>
12644.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$1,001,982	\$0	\$0	\$250,496	0	\$1,252,478	INCREASE FUNDING
12678.16	PROGRAM ADMINISTRATION	2017	CAPITAL	\$335,541	\$0	\$0	\$0	0	\$335,541	INCREASE FUNDING
TOTAL:				\$1,337,523	\$0	\$0	\$250,496	0	\$1,588,019	

Revisions since STTC Meeting: REQUEST TO ADD 12807.16 HAS BEEN WITHDRAWN

PROPOSED NOVEMBER 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0109

Request: INCREASE FUNDING BY \$2,902,041 SECTION 5337 (\$2,321,633 FEDERAL AND \$580,408 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$25,857,614 (\$20,686,091 FEDERAL AND \$5,171,523 LOCAL)

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>	
12471.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$18,364,458	\$0	\$0	\$4,591,115	0	\$22,955,573	
TOTAL:				\$18,364,458	\$0	\$0	\$4,591,115	0	\$22,955,573	
Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12471.16	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$20,686,091	\$0	\$0	\$5,171,523	0	\$25,857,614	INCREASE FUNDING
TOTAL:				\$20,686,091	\$0	\$0	\$5,171,523	0	\$25,857,614	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0110

Request: INCREASE FUNDING BY \$466,587 SECTION 5337 (\$373,269 FEDERAL AND \$93,318 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$3,645,762 (\$2,916,609 FEDERAL AND \$729,153 LOCAL)

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>	
12462.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	
TOTAL:				\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	
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
12462.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,916,609	\$0	\$0	\$729,153	0	\$3,645,762	INCREASE FUNDING
TOTAL:				\$2,916,609	\$0	\$0	\$729,153	0	\$3,645,762	

Revisions since STTC Meeting: REVISE FISCAL YEAR FROM FY2017 TO FY2016

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0129

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12804.16	TEXRAIL COMMUTER RAIL	2017	CAPITAL	100,000,000	\$72,908,796	\$0	\$25,400,000	0	\$198,308,796	ADD PROJECT
TOTAL:				100,000,000	\$72,908,796	\$0	\$25,400,000	0	\$198,308,796	



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

TO: Regional Transportation Council

DATE: October 7, 2016

FROM: Dan Kessler
Assistant Director of Transportation

SUBJECT: Modifications to the FY2016 and FY2017 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 FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017.

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. Included in these amendments are new initiatives, project modifications, and funding adjustments. The proposed modifications were presented to the public during the September 12, 14 and 20 public meetings. The Surface Transportation Technical Committee took action at its September 23, 2016, meeting to recommend Regional Transportation Council approval.

Transportation Planning Funds (TPF) Budget Modifications

As a result of NCTCOG's FY2017 budget development, funding adjustments to Transportation Planning Fund projects are being proposed to reflect a reallocation of resources for FY2017. These changes are highlighted in the table below.

FY2016 and FY2017 Allocation of Transportation Planning Funds

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$1,897,000	\$1,943,000	\$46,000
1.02	Program Administration	\$4,249,000	\$4,260,000	\$11,000
1.03	Advanced Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$1,451,000	\$1,541,000	\$90,000
1.05	Quality Control and Field Operations	\$0	\$0	\$0
	Subtask 1 - Administration and Management	\$7,597,000	\$7,744,000	\$147,000

FY2016 and FY2017 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
2.01	Travel Forecasting Support	\$1,994,000	\$1,892,000	(\$102,000)
2.02	Transportation Data Management	\$332,000	\$334,000	\$2,000
2.03	Demographic Data and Forecasts	\$1,007,000	\$1,011,000	\$4,000
	Subtask 2 - Transportation Data Development and Maintenance	\$3,333,000	\$3,237,000	(\$96,000)
3.01	Transportation Project Programming	\$1,448,000	\$1,673,000	\$225,000
3.02	Regional Air Quality Planning	\$825,000	\$823,000	(\$2,000)
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	\$1,860,000	\$1,859,000	(\$1,000)
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3 - Short-range Planning and Programming, and Air Quality and Transit Operations	\$4,133,000	\$4,355,000	\$222,000
4.01	Metropolitan Transportation Planning	\$1,846,000	\$1,771,000	(\$75,000)
4.02	Financial Forecasting and Strategies	\$204,000	\$217,000	\$13,000
4.03	Coordination of Transportation and Environmental Planning Processes	\$163,000	\$207,000	\$44,000
4.04	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$81,000	\$104,000	\$23,000
4.05	Performance-Based Planning Coordination	\$0	\$50,000	\$50,000
	Subtask 4 - Metropolitan Transportation Plan	\$2,294,000	\$2,349,000	\$55,000

FY2016 and FY2017 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
5.01	Regional Transportation Studies	\$742,000	\$709,000	(\$33,000)
5.02	Subarea Studies and Local Government Assistance	\$988,000	\$935,000	(\$53,000)
5.03	Land-Use/Transportation Initiatives	\$447,000	\$474,000	\$27,000
5.04	Capital and Operational Asset Management System	\$271,000	\$280,000	\$9,000
5.05	Congestion Management Planning and Operations	\$562,000	\$782,000	\$220,000
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$66,000	\$66,000	\$0
5.08	Roadway and Railroad Safety	\$374,000	\$394,000	\$20,000
5.09	Regional Aviation Planning and Education	\$153,000	\$126,000	(\$27,000)
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Regional Job Opportunity Pilot Program	\$0	\$0	\$0
5.12	University Partnership Program	\$250,000	\$250,000	\$0
	Subtask 5 - Special Studies and System Operations	\$3,853,000	\$4,016,000	\$163,000
	Funding Totals	\$21,210,000	\$21,701,000	\$491,000

Non-TPF Budget Modifications

In addition to the adjustments proposed above for Transportation Planning Funds, adjustments are also proposed to other funding sources as a result of NCTCOG's FY2017 budget process. Affected funding sources include Federal Highway Administration, Surface Transportation Block Grant Program (formerly known as Surface Transportation Program—Metropolitan Mobility), Congestion Mitigation and Air Quality Improvement Program, Texas Department of Transportation, Texas Commission on Environmental Quality, Regional Toll Revenue, NCTCOG Local, and other local funds. The resulting funding for each subtask by funding source is included in the attached funding summary tables.

TPF Modifications

- 1.02 Program Administration (Move audio/visual support to Subtask 1.04, Computer System Administration and Application Coordination)
- 1.04 Computer System Administration and Application Coordination (Include audio/visual support, moved from Subtask 1.02, and include ability to lease equipment, such as text and image scanners, in addition to the ability to purchase)
- 3.05 Public Transportation Planning and Management Studies – Denton County Transportation Authority - DCTA Comprehensive Service Analysis (Update text to reflect that consultant assistance may be utilized)
- 4.03 Coordination of Transportation and Environmental Planning Processes – Quantifying Benefits of Stewardship Efforts (New initiative – add project and program \$100,000 TPF to quantify quality-of-life benefits and return on investment for pursuing environmental stewardship activities, and support stewardship education.
- 4.05 Performance-based Planning Coordination (New initiative – add project and program \$50,000 TPF to support the coordination of performance-based planning activities to meet federal and state regulations)
- 5.05 Congestion Management Planning and Operations – Automated Vehicles: Planning (New initiative - add project and program \$150,000 TPF to support planning activities associated with the arrival of automated vehicles and their impact on the transportation system)

Other Funding Source Modifications

- 2.02 Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (Program \$75,000 RTC Local funds for the second year of a University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems)
- 3.03 Air Quality Management and Operations – Technology Improvements (Update text to reflect that consultant assistance may be utilized)
- 3.03 Air Quality Management and Operations – Technology Improvements (Add \$45,613 TCEQ funds to support Denton Independent School District school bus replacements awarded under the Clean Fleets North Texas 2015 Call for Projects)
- 3.03 Air Quality Management and Operations – Demonstration Programs (Update text to reflect University Partnership Program assistance and inclusion of a report on technology improvement programs targeting diesel vehicles)

- 3.06 Transit Operations – FTA Urban Funding Grant Administration (Update text to reflect the use of Transportation Development Credits as a source of match funds)
- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Study Support (Add \$50,000 TxDOT funds and update text to move US 380 and SH 190 East Branch projects from TPF-funded initiatives to Other Funding Sources, as a result of the receipt of funding from TxDOT to conduct these two studies)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (Add \$40,000 RTC Local funds to support consultant work activities on the Northwest Highway and Preston Center Area Plan)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering (New initiative – add project and program \$200,000 CMAQ and \$50,000 local funds for the preliminary engineering of the Midlothian-to-Waxahachie Regional Veloweb Shared-use Path and NCTCOG staff oversight activities)
- 5.05 Congestion Management Planning and Operations – Value Pricing Pilot Project (Program remaining \$134,000 FHWA funds and \$33,500 local funds from grant award, and update text to include the use of consultant assistance)
- 5.05 Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (New initiative – add project and program \$400,000 STBGP [formerly known as STP-MM] funds, \$50,000 RTC Local funds and Transportation Development Credits to support the development and deployment of automated vehicles)
- 5.06 Regional Freight Planning (Update text to include development of a Freight Mobility Plan, outreach and educational programs, and use of consultant assistance)

The following modifications have previously been approved by the Regional Transportation Council or NCTCOG Executive Board, or are already included in the Transportation Improvement Program:

Other Funding Source Modifications

- 1.03 Advanced Fiscal Management and Information Systems - Grant Management Streamlining (Update text to reflect enhanced outreach efforts to potential bidders/consultants)
- 1.05 Quality Control and Field Operations (Program \$15,265 RTC Local funds and update text to reflect use of RTC Local funds)
- 3.01 Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project (Add \$244,000 RTR funds and update text to reflect use of Regional Toll Revenue funds)

- 3.04 Transportation and Air Quality Communication – Air Quality Public Education and Communication (Program \$92,442 RTC Local funds and update text to reflect use of RTC Local funds)
- 4.03 Coordination of Transportation and Environmental Planning Processes – Environmental Stewardship Program (New initiative – add project and program \$1.25 Million RTR funds and \$312,500 local funds to implement projects that enhance the natural environment)
- 4.03 Coordination of Transportation and Environmental Planning Processes – Army Corps of Engineers Section 404 and 408 Permitting (Add \$250,000 RTR funds to expedite permits)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (Program additional \$1,177,500 STBGP [formerly known as STP-MM] funds to support efforts in the Collin County Strategic Transportation Initiative)
- 5.01 Regional Transportation Studies – High-speed Rail (Program \$3 Million RTR funds and update text to reflect the conduct of station area studies and the utilization of consultant assistance)
- 5.05 Congestion Management Planning and Operations – Transportation System Management and Operations (Replace CMAQ funding with \$640,000 STBGP [formerly known as STP-MM] funds, add \$160,000 TxDOT funds, and update text to include outreach activities and the use of consultant assistance)
- 5.05 Congestion Management Planning and Operations – Marketing Efforts for the DFW Connector Pilot Program (New initiative – add project and program \$300,000 RTR funds to test strategies to increase toll tag usage in the DFW Connector Corridor)
- 5.05 Congestion Management Planning and Operations – Regional Trip Reduction Program (Update text to reflect use of consultant assistance)
- 5.11 Regional Job Opportunity Pilot Program – Highway Construction Labor Preparation and DBE Contractor Mentoring (Add \$75,000 RTR, \$13,400 RTC Local funds, and \$128,600 STBGP [formerly known as STP-MM] funds and update text to include use of Regional Toll Revenue funds, RTC Local funds, and Transportation Development Credits)

Please contact Vickie Alexander or me at (817) 695-9240 if you have any questions or comments regarding these proposed modifications to the FY2016 and FY2017 UPWP prior to the Regional Transportation Council meeting. A request for approval will be made at the meeting.

jh
Attachment

AMENDMENT #4 TO THE FY2016 AND FY2017 UNIFIED PLANNING WORK PROGRAM

1.02 Program Administration

Transportation Planning Funds

This subtask is ongoing throughout both FY2016 and FY2017, providing administrative and legal support to the transportation planning process. It includes preparation and revision of the Unified Planning Work Program; financial management activities; support to policy and technical committees; processing of professional development opportunities; personnel activities, including costs associated with recruitment of new staff members (e.g., advertising, travel and relocation expenses); and general office management. Oversight of the University Partnership Program (UPP) is also contained within this subtask. The UPP is a partnership between NCTCOG and select universities in Texas that utilizes faculty and students to help carry out specific transportation and air quality planning projects identified in the UPWP or to facilitate NCTCOG's participation in specific university projects that may have an application benefit to NCTCOG. In addition, this subtask also includes NCTCOG staff support for activities of the Association of Metropolitan Planning Organizations (AMPO) and Texas Metropolitan Planning Organizations (TEMPO). Anticipated products include:

- FY2016 and FY2017 Unified Planning Work Program modifications, as necessary;
- Annual performance and expenditure reports for FY2015 and FY2016;
- FY2018 and FY2019 Unified Planning Work Program;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces;
- Enhancement and maintenance of fiscal management information systems;
- FY2017 and FY2018 operating budgets;
- Executed contracts and/or agreements and amendments;
- Eligible and accurate billings within identified budgets;
- Leasehold improvements for staff office space or the Transportation Council Room, if necessary;
- Personnel and recruitment activities;
- Appropriate office accommodations, including provision of consumable supplies and furniture;
- Monthly meetings of the Regional Transportation Council and Surface Transportation Technical Committee, as well as periodic meetings of the RTC subcommittees and workshops;
- ~~Appropriate audio/visual support for meetings, webcasts, teleconferences, and video conferences, including~~ Upgraded audio/video equipment for the Transportation Council Room (audio/video equipment is listed in Exhibit II-1 of Subtask 1.04);
- Hosting and provision of training opportunities for local government, transportation providers, and planning agency staff;
- Project topics for participation in the UPP; and

- NCTCOG representation at AMPO and TEMPO meetings.

1.03 Advanced Fiscal Management and Information Systems

Grant Management Streamlining

Other Funding Sources

This subtask is a multi-year effort ongoing throughout both FY2016 and FY2017 for the development of enhanced policies and procedures supporting the fiscal management, risk management, and administration of transportation projects. It includes development of procedures, tools, and other resources to streamline and integrate management activities for effective planning and implementation, including departmental policies and procedures for grant management, pre-award activities and development of new projects including assessing risk and determining appropriate mitigating factors to control risk, and program oversight coordination. Surface Transportation Program-Metropolitan Mobility funds, Regional Transportation Council Local funds, and other local funds, as well as Transportation Development Credits support the activities conducted under this subtask. Anticipated products include:

- Enhanced fiscal information systems for compilation and maintenance of project data;
- Procedures and tools to assess risk for NCTCOG grant applications and potential subrecipients to apply appropriate mitigating factors to minimize the risk;
- Trainings to disseminate new Uniform Guidance for staff, subrecipients and contractors;
- **Enhanced outreach efforts to potential bidders/consultants;**
- Reports and other tools to monitor and track project status and scheduled administrative actions; and
- Standardized format for documentation of processes and workflow.

1.04 Computer System Administration and Application Coordination

Computer Resource Management and Equipment Purchases

Transportation Planning Funds

This subtask is ongoing throughout FY2016 and FY2017. It includes various **audio/video**, computer, and computer-related system maintenance functions, as well as software and hardware purchases **or leases**. As NCTCOG continues with the production of travel forecasts using the enhanced TransCAD model in a desktop computer/file and network server environment internal to the agency and the data acquisition and storage of Intelligent Transportation System (ITS) data by wire, additional computer hardware will be required. This will consist of desktop microcomputers, application groups of new TransCAD computers, expansion of the amount of high-speed on-line data storage, network interconnection support, and additional software. Consultant assistance may be pursued to assist with this task. The list of equipment and software purchases for which Transportation Planning Funds will be utilized is provided as Exhibit II-1. Anticipated products include:

- Replacement of computers that are out of warranty;

- Extension of computer warranties to five years for computers not out of warranty; ~~and~~
- Software ordered; ~~and~~
- **Appropriate audio/visual support for meetings, webcasts, teleconferences, and video conferences.**

EXHIBIT II-1

**PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES/LEASES USING
TRANSPORTATION PLANNING FUNDS**

QUANTITY	DESCRIPTION	ESTIMATED PRICE
40	Microcomputer systems (desktops, portable, tablet)	\$100,000
5	Laser printers for network group usage	\$ 20,000
4	High-end modeling computers	\$ 60,000
2	Expansions of network high-speed data storage	\$ 100,000
10	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$ 5,000
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, monitors/televisions, video cards, digital data tapes, network cards, network cabling, warranty extensions)	\$37,500
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$ 20,000
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000
---	Microsoft Structured Query Language (MS-SQL) Database software, interface and connections between the regional ITS fiber optic wide-area network and local area network (LAN) interconnections for use with the regional Intelligent Transportation System (ITS) projects to supplement the present ITS server	\$ 30,000
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals - Other	\$ 60,000

QUANTITY	DESCRIPTION	ESTIMATED PRICE
1	Network storage device and supporting software	\$400,000
---	Audio/video equipment for the Transportation Council Room (Subtask 1.02)	\$100,000

1.05 Quality Control and Field Operations

Other Funding Sources

As various transportation-related projects are implemented throughout the region, staff will monitor grant-funded activities to ensure compliance by conducting quality control activities and on-site inspections, as needed. The goal of this subtask is to verify information provided by a performing party to ensure grant-funded activities are carried out in accordance with the performing party agreement. Field inspections of sub-grantees will be conducted by staff to verify compliance with various grant requirements, which may include, but are not limited to, documenting retired vehicles/equipment, inspecting replacement vehicle/equipment purchases, verifying construction completion, recording digital images for documentation purposes, and reviewing sub-grantee records. If deficiencies are discovered through this process, staff will work with the sub-grantee(s) in order to bring them into compliance or recommend further enforcement if unable to resolve. This subtask is ongoing throughout FY2016 and FY2017 and will be supported through Congestion Mitigation and Air Quality Improvement Program **and Regional Transportation Council Local** funds, and Transportation Development Credits. Anticipated products include:

- Reports on grant-funded activities;
- Pictures of field inspections;
- Summaries on overall sub-grantee compliance; and
- Letters to sub-grantees regarding compliance status.

3.01 Transportation Project Programming

Regional Project Tracking, Monitoring, Assessment, and Software Development Project

Other Funding Sources

A series of improvements to the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase including the cost, funding, start date, and completion date of each project phase. This project was originally created in response to the federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation projects. Creation and expansion of this data management system will reduce administrative project review time and increase the availability of timely project information. This project is funded with STP-MM funds, **Regional Toll Revenue funds**, and Transportation

Development Credits. Anticipated products include work on the interactive, Web-based interfaces noted below:

- Enhancements to the TIP modification submittal interface and full deployment of the TIP modification editing module in FY2016;
- Deployment of additional TIP database modules including: development of future TIP documents, tracking of transit projects, tracking of project status, GIS mapping, and funding obligations; significant progress anticipated in FY2016 and FY2017.

3.03 Air Quality Management and Operations

Technology Improvements

Other Funding Sources

Technology improvements are achieved through programs, often implemented through regional funding opportunities, which enhance the use of cleaner, sustainable, more fuel-efficient vehicles, equipment, and technologies. Activities may be comprised of accelerated fleet replacement; vehicle emissions repairs; engine repowers, upgrades, and retrofits; alternative fuels and vehicles; advanced truck technologies; idle-reduction technologies; and other low-energy use technologies. Staff efforts under this element include not only award of funds, but also monitoring of grant-funded activities to ensure adherence to reporting and project fulfillment. Work also includes promotion of relevant funding initiatives available from other agencies who offer funding programs, such as the US Environmental Protection Agency (EPA) or the Texas Commission on Environmental Quality (TCEQ); in this case, staff works to improve awareness of such programs among local vehicle or equipment owners to ensure that the region is competitive in seeking and receiving funds. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program-Metropolitan Mobility (STP-MM) funds, US EPA funds, the TCEQ funds, Regional Transportation Council (RTC) Local funds, other local funds, Transportation Development Credits, and private funding sources. **Consultant assistance may be used.** This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Competitive grant applications to seek additional funds to further leverage Calls for Projects (CFPs) and technology implementation efforts;
- Open competitive CFPs to select eligible technology projects for implementation, which may include vehicle or equipment repair, replacement, repower, retrofit, idle reduction technologies, refueling infrastructure, or other emissions reduction technologies;
- Development of a revolving loan program to fund emission-reduction strategies;
- Executed subgrantee agreements;
- Implemented technology projects, including installation of electrified parking space technology at trucking terminals;
- Technology project reimbursements;
- Report on funded grant activities; and
- Resources to assist vehicle/equipment owners in identifying potential technology improvements and related financial assistance.

Demonstration Programs

Other Funding Sources

These types of programs investigate methods to reduce fuel use and emissions not only through emissions testing, but also through activity and behavior modifications. Typically, these programs seek to demonstrate the benefit and feasibility of potential or conceptual measures for greater implementation. Projects may include both light- and heavy-duty vehicles, non-road equipment, and energy conservation techniques. NCTCOG may seek assistance from consultants, **or universities through the University Partnership Program**, for data collection and/or analysis. This work element will be supported through STP-MM funds, CMAQ funds, and RTC Local funds, and Transportation Development Credits. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Feasibility studies on existing or new programs, including enhanced inspection and maintenance (I/M) programs;
- Vehicle deployment pilot program to encourage the purchase and use of low-emitting vehicles through partnerships and opportunities for individuals to experience Alternative Fuel Vehicles (AFV) first-hand;
- Educational campaign to reduce idling at school campuses, including before and after studies utilizing remote sensing technology;
- Evaluation of emissions reductions by using technology to determine heavy-duty diesel vehicle compliance, giving heavy-duty trucks the ability to bypass weigh stations;
- Heavy-duty vehicle weigh-in-motion evaluation to reduce emissions by using technology to determine vehicle compliance;
- Reports including outcomes and follow-up related to various pilot programs or demonstration projects **and technology improvement programs targeting diesel vehicles**; and
- Promotion of the US Green Building Council Leadership in Energy and Environmental Design Clean Construction Pilot Credit.

3.04 Transportation and Air Quality Communications

Air Quality Public Education and Communication

Other Funding Sources

The North Central Texas Council of Governments will continue to implement a general public awareness campaign that encourages public participation and support of key elements in the State Implementation Plan and other air quality improvement strategies, as well as the reduction of energy use. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, **Regional Transportation Council Local funds**, Transportation Development Credits, and other funding sources. Consultant assistance and paid media will be utilized when needed. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- A regional general public air quality and energy conservation campaign, utilizing communication strategies including, but not limited to, Web site, paid media, social and electronic media, videos, and outreach/assemblies;

- Integrated campaign resources for use by local governments, the business community, and other interested parties;
- Regional growth of overall efforts through regular meetings and conference calls with the Air Quality Public Relations Task Force (AQPRTF) and other partners including State, federal and local air quality alliances about the campaign and other air quality education initiatives;
- AQPRTF partner recognition;
- New partners for the Air North Texas campaign;
- Purchase and use of electronic equipment and devices for outreach; and
- Communication and marketing services for local governments, as well as other NCTCOG Transportation Department programs/campaigns.

3.05 Public Transportation Planning and Management Studies

Denton County Transportation Authority (DCTA) Comprehensive Service Analysis

Transportation Planning Funds

The Denton County Transportation Authority will conduct a Comprehensive Service Analysis in FY2016 and FY2017. Staff will provide technical assistance supporting DCTA's project. **Consultant assistance may be utilized.** Anticipated products include:

- Assistance with demand modeling, ridership projections, financial modeling, and technical analysis.

3.06 Transit Operations

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2016 and FY2017, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, Job Access/Reverse Commute Program, New Freedom Program and the Urbanized Area Formula Program. Federal Transit Administration funds Regional Transportation Council Local funds, ~~and~~ local funds, **and Transportation Development Credits** will support these activities. Consultant assistance will be used. Anticipated products include:

- FY2016 and FY2017 funding allocations;
- Calls for Projects;
- Grant and agreement management;

- Funding disbursement of reimbursable project expenses to subgrantees;
- Implementation of a vehicle lease program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

4.03 Coordination of Transportation and Environmental Planning Processes

Environmental Stewardship Program

Other Funding Sources

The Regional Transportation Council approved Regional Toll Revenue funds to implement projects that enhance the natural environment. During FY2017, the “Environmental Stewardship Program” will fund efforts to restore or conserve surface waters, including wetlands; plant trees in locations where they will provide an environmental benefit; develop an online tool to track the location of trees; and educate members of the private sector about environmental stewardship actions they can take. The Program also will seek donations from the private sector to promote additional environmental stewardship activities. Anticipated products include:

- Agreements with external partners;
- Case studies of best practices;
- Glossary of environmental stewardship terms;
- Workshops promoting private-sector environmental stewardship activities;
- GIS Tree Tracker Website;
- Mobile-device Tree Tracker application; and
- Meeting summaries and presentations.

Quantifying Benefits of Environmental Stewardship Efforts

Transportation Planning Funds

Environmental stewardship efforts can generate quality-of-life benefits for humans and a return on investment (ROI) for entities that pursue these strategies. There are existing methods to quantify these benefits of stewardship efforts. Staff will work with conservation partners to inventory environmental stewardship ROI methods and apply these calculations to sample stewardship projects in the region to describe the economic and quality-of-life benefits that were created. These findings will help support the Education Campaign that is part of the Environmental Stewardship Program. Anticipated products include:

- Presentations to municipalities;
- Recommendations for future action; and
- Draft and final reports.

4.05 Performance-Based Planning Coordination

Transportation Planning Funds

Recent federal and state regulations call for increased emphasis on performance-based planning to ensure the most beneficial transportation projects and programs are implemented. While data-driven decision making has been a cornerstone of the region's planning processes, this subtask will provide for the coordination of this commitment. Throughout FY2017, work efforts will support both short- and long-range transportation planning efforts. The focus of this subtask will be the continued coordination of data-driven planning activities between staff, regional transportation partners, elected officials, and the public. Activities will include review of evolving rules and regulations related to performance-based planning, as well as oversight of data collection, analysis, and processes to support performance-based planning efforts in the metropolitan transportation planning process. Anticipated products include:

- Documentation and presentation materials for stakeholder meetings;
- Maps and databases;
- Documentation of analysis methodologies; and
- Documentation of decision-making processes.

5.01 Regional Transportation Studies

Corridor Studies/Environmental Study Support

Transportation Planning Funds

The following is a list of roadway and rail corridor studies in the Dallas-Fort Worth area that may require environmental analysis or other feasibility assistance and would be funded with Transportation Planning Funds. These studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is not exhaustive of all potential corridor studies, but is included as a guide for projects on which assistance is currently ongoing or is anticipated.

- IH 35W - Tarrant/Denton County
- US 80 - Dallas/Kaufman County
- IH 30 - Tarrant County
- IH 30 – Dallas/Hunt County
- IH 35E - Dallas County
- Loop 9
- SH 161
- ~~SH 190 East Branch~~
- US 75 - Dallas/Collin County
- IH 820 West - Tarrant County
- IH 30/IH 20 - Parker County

- SH 199 - Tarrant County (north of IH 820)
- IH 345
- IH 35E - Ellis County
- IH 820/US 287 - Tarrant County
- SH 170
- ~~US 380 - Collin County~~

Other Funding Sources

The following projects will be completed using Texas Department of Transportation funds.

- US 75 – Dallas/Collin County
- US 80/IH 635
- City Map (Downtown Dallas Freeway Coordination Study)
- Southern Gateway (US 67/IH 35E)
- **SH 190 East Branch**
- **US 380 – Collin County**

High Speed Rail

Other Funding Sources

NCTCOG staff will provide support to TxDOT, TxDOT consultants and private-sector teams for work activities related to high and higher speed passenger rail within the Dallas-Fort Worth Planning Area Boundary. NCTCOG work activities will be supported with STP-MM funds, Regional Toll Revenue funds, and Transportation Development Credits. Efforts may include all activities associated with planning and implementation of high or higher speed passenger rail in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. **Consultant assistance may be used.** RTC Local funds will be used to support project-related travel expenses associated with the Dallas to Fort Worth corridor.

The following products will be delivered during FY2016 and FY2017 as the result of work done on this project:

- Various maps identifying Dallas-Fort Worth region alternatives and Regional Transportation Council policies; ~~and~~
- Development of ridership modeling analyses for various high speed rail alignments and station locations; **and**
- **Three final reports for station area planning and alignment refinement study efforts that will include maps and analyses indicating recommended rail alignments, station locations, station design features and land uses associated with high-speed passenger rail systems in the Dallas-Fort Worth region. Final report recommendations will be used to further the efforts in the project's Environmental Impact Statement process.**

5.03 Land-use/Transportation Initiatives

Bicycle and Pedestrian Engineering

Other Funding Sources

Staff will oversee the preliminary engineering of the Midlothian-to-Waxahachie Regional Veloweb Shared-Use Path from the existing Waxahachie city trail in Getzendaner Park east of IH35E to near downtown Midlothian. Coordination efforts will include the City of Midlothian, the City of Waxahachie, Ellis County, North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TXDOT), and the Union Pacific Railroad (UPRR). Congestion Mitigation and Air Quality Improvement Program funds and local funds will be used to support engineering activities, and Surface Transportation Program—Metropolitan Mobility funds will be used for staff oversight activities. Anticipated products include:

- 15 percent design development schematic;
- Environmental report;
- Estimate of probable construction cost; and
- Construction phasing plan by jurisdiction.

5.05 Congestion Management Planning and Operations

Transportation System Management and Operations

Other Funding Sources

This program also uses Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, Federal Highway Administration (FHWA) 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**; and
- Review of statements of consistency with the Regional ITS Architecture.

Value Pricing Pilot Program

Other Funding Sources

The Value Pricing Pilot Program will establish local programs and gather information about the role that various types of value pricing methods can play in improving the efficiency of transportation systems and in dealing with congestion, pollution, energy, and other problems related to automobile use in congested areas. This pilot program will be implemented on the IH 30 test corridor, which is the region's permanent test corridor. This project will utilize funding from the Federal Highway Administration and contributions from local partners. **Consultant assistance may be utilized.** Anticipated products include:

- Implementation of a pilot to develop incentives to change travel behavior such as mode and time of travel;
- Evaluation of the effectiveness of several types of incentives encouraging drivers to seek alternatives to driving alone or during the peak periods;
- Use of technology to collect actual travel patterns to determine how managed lanes impact all users, including low-income populations; and
- Coordination with partner agencies.

Regional Trip Reduction and Vanpool Programs

Other Funding Sources

These programs are ongoing throughout FY2016 and FY2017. Both programs are designed to reduce employee commute vehicle trips. The Regional Trip Reduction Program (RTRP) is voluntary and aimed at educating private and public employers in the region, with 100 or more employees, about available Travel Demand Management (TDM) programs and strategies that reduce single-occupancy vehicle (SOV) trips for work purposes. The strategies promoted under the RTRP include rideshare (carpool and vanpool) programs, telecommuting and flexible work-hour programs, transit pass subsidies, bicycling and similar strategies. The Try Parking It website, www.tryparkingit.com, the region's ride-matching and commute tracking application is a major component of the RTRP. The newest addition to the RTRP offerings is www.DFWConnectARide.com, the region's first casual carpooling Web site. DFW Connect-A-Ride was developed as part of the Value Pricing Pilot Program along IH 30.

The Regional Vanpool Program is one of the major rideshare programs for trip reduction, providing a "shared ride" alternative to SOV travel for commuters traveling long distances or in areas with limited or no fixed-route service. The current Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), and the Denton County Transportation Authority (DCTA).

Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, local funds, and Transportation Development Credits will be utilized for these programs. NCTCOG staff will provide management and oversight of the programs. **Consultant assistance will be utilized.** Anticipated products include:

- Direct employer outreach to educate employers on available TDM strategies and assist them in establishing and/or strengthening alternate commute programs in the workplace;
- Maintenance of the RTRP performance database;
- Updated and improved functionality of the Try Parking It Web site;
- Promotion of NCTCOG's Try Parking It Web site and DFW Connect-A-Ride Web site to increase the number of users in the programs;
- Coordination of vanpool budget and invoice activities;
- Quarterly Regional Transit Coordination meetings with Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA), and the Denton County Transportation Authority (DCTA); and
- Monitoring and publication of ridership, VMT reduced, and emission reductions performance measures.

Automated Vehicles: Planning

Transportation Planning Funds

This program is ongoing throughout FY2017 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**
- **Liaison on automated vehicle issues with public and private parties.**

Automated Vehicles: Development and Deployment

Other Funding Sources

This program is ongoing throughout FY2017 providing for the development and deployment of automated vehicles. Strategies include building an open data infrastructure to support safe deployment of automated vehicles and encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively. This program uses Surface Transportation Program—Metropolitan Mobility

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; and
- Liaison to the Smart City/Smart State program.

Marketing Efforts for the DFW Connector Pilot Program

Other Funding Sources

The DFW Connector Pilot Program will test strategies to increase TollTag usage in the DFW Connector corridor. Strategies will be tested independently to determine the relative success in increasing TollTag usage that can be applied to other corridors in the region. The strategies will be closely coordinated with the North Texas Tollway Authority, which will be responsible for implementing many of the strategies. Some strategies will be implemented only in targeted areas, which will be zip codes with a high number of ZipCash customers in low- to moderate-income areas. Anticipated strategies include TollPerks for new TollTag customers, prize giveaways, preloaded TollTags to targeted areas, TollTag sales at inspection stations in targeted areas, and TollTag sales at car dealerships in targeted areas. This project will utilize Regional Toll Revenue funds and possible contributions from the Texas Department of Transportation. Consultant assistance and paid media may be utilized when needed. Work will begin in FY2017. Anticipated products include:

- Increased TollTag usage; and
- Report summarizing strategy results.

5.06 Regional Freight Planning

Other Funding Sources

This subtask is ongoing throughout FY2016 and FY2017, 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 Program–Metropolitan Mobility, Texas Department of Transportation, and Regional Transportation Council (RTC) Local funds will be utilized to support this project. **Consultant assistance will be used.** Anticipated products include:

- Bi-monthly 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 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; ~~and~~
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory-;
- **Freight Mobility Plan; and**
- **Public outreach and educational programs.**

5.11 Regional Job Opportunity Pilot Program

Highway Construction Labor Preparation

Other Funding Sources

The goal of this element is to recruit disadvantaged populations, who have some prior construction experience, to perform various highway construction jobs for transportation improvement projects located within, or in proximity to their neighborhoods. NCTCOG will provide oversight of this program. Elements of this program include community outreach, job placements, and monitoring of program effectiveness, relative to job outcomes. Consultant services have been procured to assist with this task, and NCTCOG will oversee program initiatives. This task will be funded with Surface Transportation Program—Metropolitan Mobility funds, **Regional Toll Revenue funds, Regional Transportation Council Local funds** and Texas Department of Transportation funds, **and Transportation Development Credits**. Anticipated products include:

- A case management database to link contractor needs with experienced worker skill sets; and
- Tracking mechanism(s) for participants.

DBE Contractor Mentoring

Other Funding Sources

The goal of this element is to enhance minority contractors' abilities to effectively compete for highway construction jobs. Mentoring opportunities will be coordinated through the TxDOT and North Texas Tollway Authority Joint Cooperative Inclusion Plan. Consultant services have been procured to assist with this task, and NCTCOG will oversee program initiatives. This task will be funded with Surface Transportation Program—Metropolitan Mobility funds, **Regional Toll Revenue funds, Regional Transportation Council Local funds** and Texas Department of Transportation funds, **and Transportation Development Credits**. Anticipated products include:

- A Needs Assessment identifying those professional areas where training/coaching may increase contractor bidding effectiveness;
- A Business Action Plan for each participating Disadvantaged Business Enterprise (DBE) contractor; and
- A tracking mechanism for program participants.

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2016 and FY2017 Unified Planning Work Program. Financial support for Fiscal Years 2016 and 2017 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), Federal Aviation Administration (FAA), 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 FY2016 and FY2017 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 FY2016 and FY2017 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 \$6,897,245 in FY2016 and \$6,530,339 in FY2017 for a two-year total of \$13,427,584. The Federal Transit Administration 5303 funding is \$2,677,763 in FY2016 and \$2,691,978 in FY2017 for a two-year total of \$5,369,741. An estimated balance of \$6,214,898 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2015 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 FY2016 and FY2017 UPWP is estimated at \$25,012,223. Transportation Planning Funds in the amount of ~~\$21,210,000~~ **\$21,701,000** 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 \$5,369,741, the estimated FY2015 FHWA PL 112 fund balance of \$6,214,898, and ~~\$9,625,361~~ **\$10,116,361** of Fiscal Years 2016 and 2017 FHWA PL 112 funding. The remaining balance of Fiscal Years 2016 and 2017 FHWA PL 112 funds of ~~\$3,802,223~~ **\$3,311,223** is anticipated to be carried over to Fiscal Year 2018.

E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$1,943,000	\$4,000	NCTCOG Local	
Subtotal				\$1,947,000
1.02	\$4,260,000	\$153,000	NCTCOG Local	
		\$190,000	Local	
		\$212,500	STBGP	
Subtotal				\$4,815,500
1.03		\$20,000	NCTCOG Local	
		\$1,655,000	STBGP	
		\$549,000	Local	
Subtotal				\$2,224,000
1.04	\$1,541,000			
Subtotal				\$1,541,000
1.05		\$543,000	CMAQ	
		\$15,265	Local	
Subtotal				\$558,265
Total	\$7,744,000	\$3,341,765		\$11,085,765

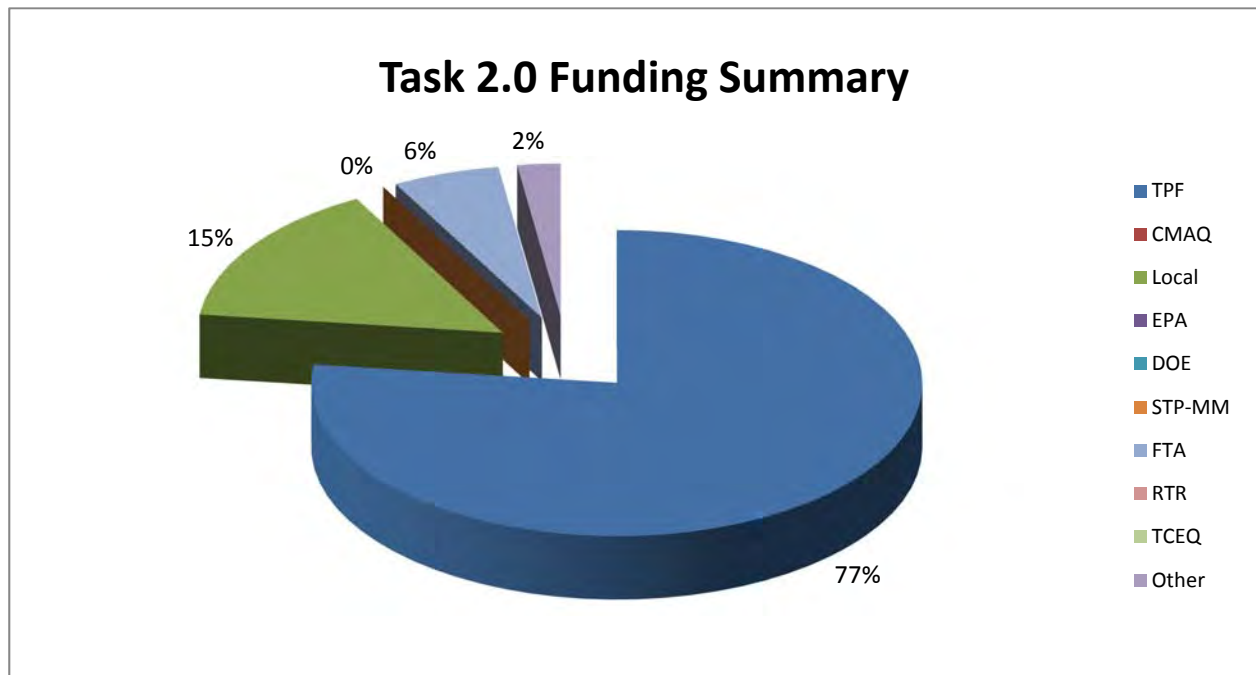
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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



E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,892,000	\$96,000	FHWA	
		\$239,000	FTA	
		\$2,559,000	STBGP	
		\$487,000	Local	
Subtotal				\$5,273,000
2.02	\$334,000	\$150,000	Local	
Subtotal				\$484,000
2.03	\$1,011,000			
Subtotal				\$1,011,000
Total	\$3,237,000	\$3,531,000		\$6,768,000

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 person-hours, they are not reflected in the funding tables.

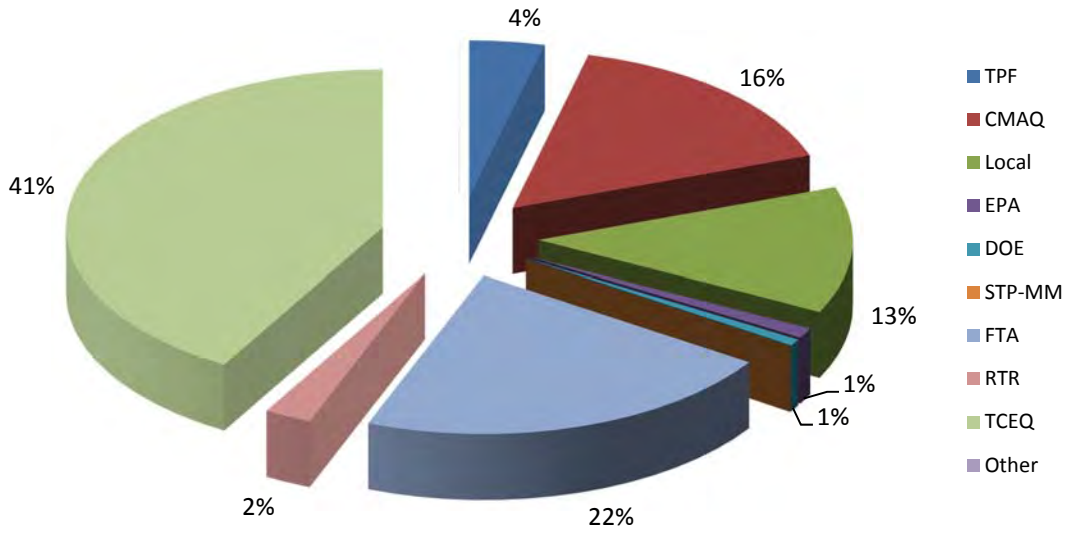


E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$1,673,000	\$1,409,000	RTR	
		\$885,000	STBGP	
Subtotal				\$3,967,000
3.02	\$823,000	\$211,000	TCEQ	
		\$202,000	STBGP	
Subtotal				\$1,236,000
3.03		\$7,834,000	CMAQ	
		\$1,185,000	EPA	
		\$163,000	DOE	
		\$3,656,000	Local	
		\$2,000,000	STBGP	
		\$46,925,613	TCEQ	
Subtotal				\$61,763,613
3.04		\$1,952,000	CMAQ	
		\$618,800	DOE	
		\$641,442	Local	
		\$574,000	STBGP	
Subtotal				\$3,786,242
3.05	\$1,859,000	\$282,000	FTA	
		\$128,000	Local	
Subtotal				\$2,269,000
3.06		\$8,000,000	CMAQ	
		\$24,276,000	FTA	
		\$1,314,000	RTR	
		\$10,185,000	Local	
		\$8,000	TxDOT	
Subtotal				\$43,783,000
Total	\$4,355,000	\$112,449,855		\$116,804,855

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 person-hours, they are not reflected in the funding tables.

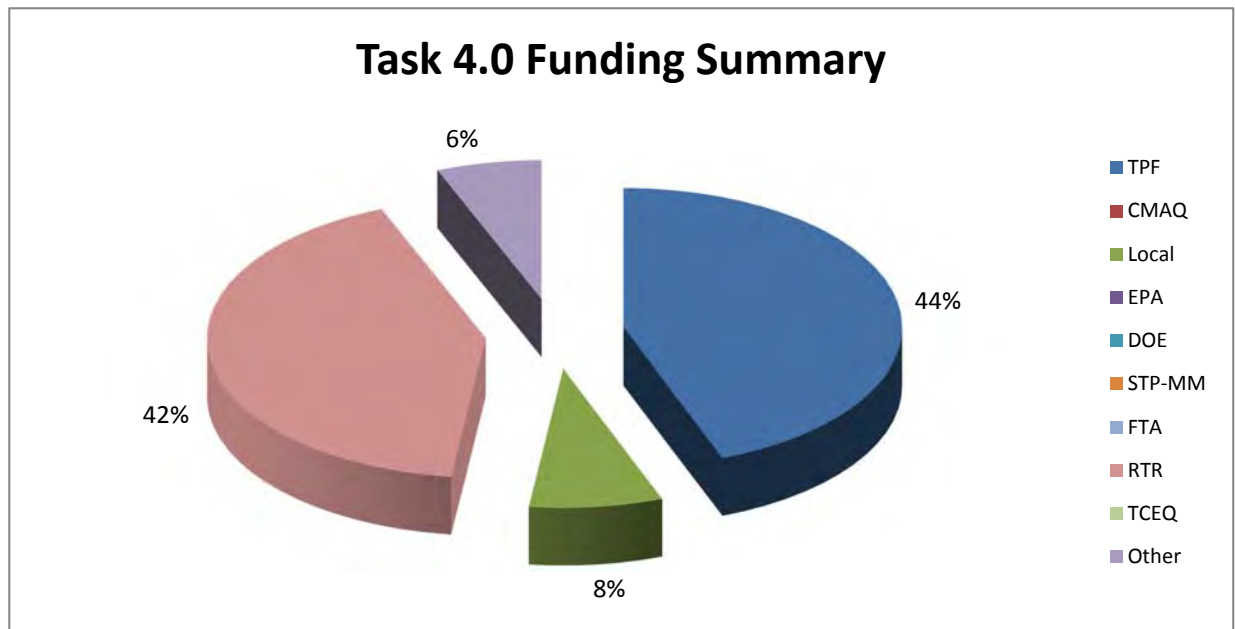
Task 3.0 Funding Summary



E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$1,771,000	\$17,509	Local	\$1,988,509
		\$200,000	FHWA	
Subtotal				
4.02	\$217,000	\$212,500	RTR	\$429,500
Subtotal				
4.03	\$207,000	\$124,200	FHWA	\$2,738,700
		\$393,500	Local	
		\$2,014,000	RTR	
Subtotal				
4.04	\$104,000			\$104,000
Subtotal				
4.05	\$50,000			\$50,000
Subtotal				
Total	\$2,349,000	\$2,961,709		\$5,310,709

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 person-hours, they are not reflected in the funding tables.



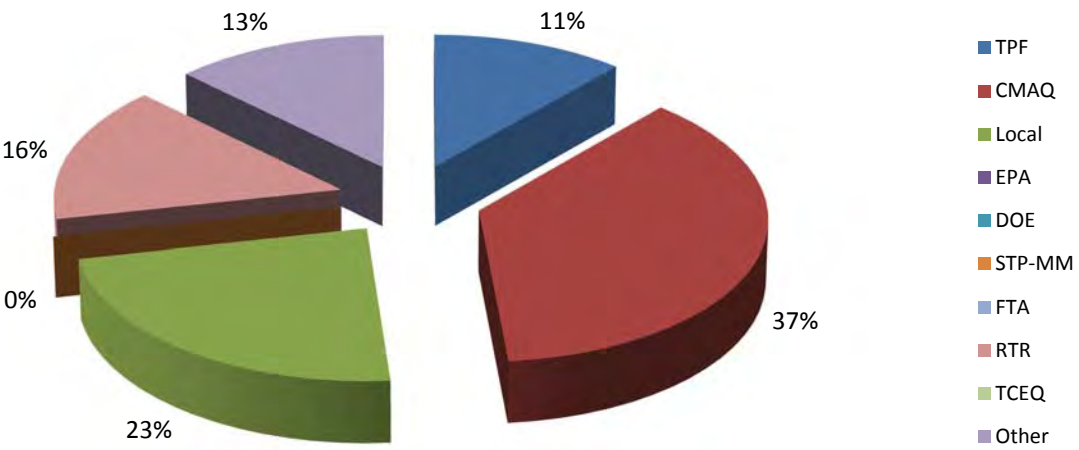
E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$709,000			
		\$45,000	Local	
		\$41,000	NTTA	
		\$4,465,000	RTR	
		\$3,334,500	STBGP	
		\$559,000	TxDOT	
Subtotal				\$9,153,500
5.02	\$935,000			
		\$229,000	RTR	
Subtotal				\$1,164,000
5.03	\$474,000			
		\$354,000	CMAQ	
		\$638,700	FHWA	
		\$4,768,400	Local	
		\$1,923,000	STBGP	
Subtotal				\$8,158,100
5.04	\$280,000			
		\$78,000	Local	
		\$435,000	STBGP	
		\$32,000	TXDOT	
Subtotal				\$825,000
5.05	\$782,000			
		\$12,594,000	CMAQ	
		\$526,000	FHWA	
		\$2,596,292	Local	
		\$665,000	RTR	
		\$8,503,960	STBGP	
		\$1,178,240	TxDOT	
Subtotal				\$26,845,492
5.06				
		\$126,000	Local	
		\$1,408,000	STBGP	
		\$226,000	TxDOT	
Subtotal				\$1,760,000
5.07	\$66,000			
Subtotal				\$66,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$394,000	\$48,000	Local	
		\$164,000	STBGP	
Subtotal				\$606,000
5.09	\$126,000	\$195,000	FAA	
		\$229,000	Local	
		\$40,000	STBGP	
Subtotal				\$590,000
5.10		\$440,000	DOD	
		\$127,000	Local	
Subtotal				\$567,000
5.11		\$13,400	Local	
		\$1,428,600	STBGP	
		\$75,000	RTR	
		\$610,835	TXDOT	
Subtotal				\$2,127,835
5.12	\$250,000			
Subtotal				\$250,000
Total	\$4,016,000	\$48,096,927		\$52,112,927

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 person-hours, they are not reflected in the funding tables.

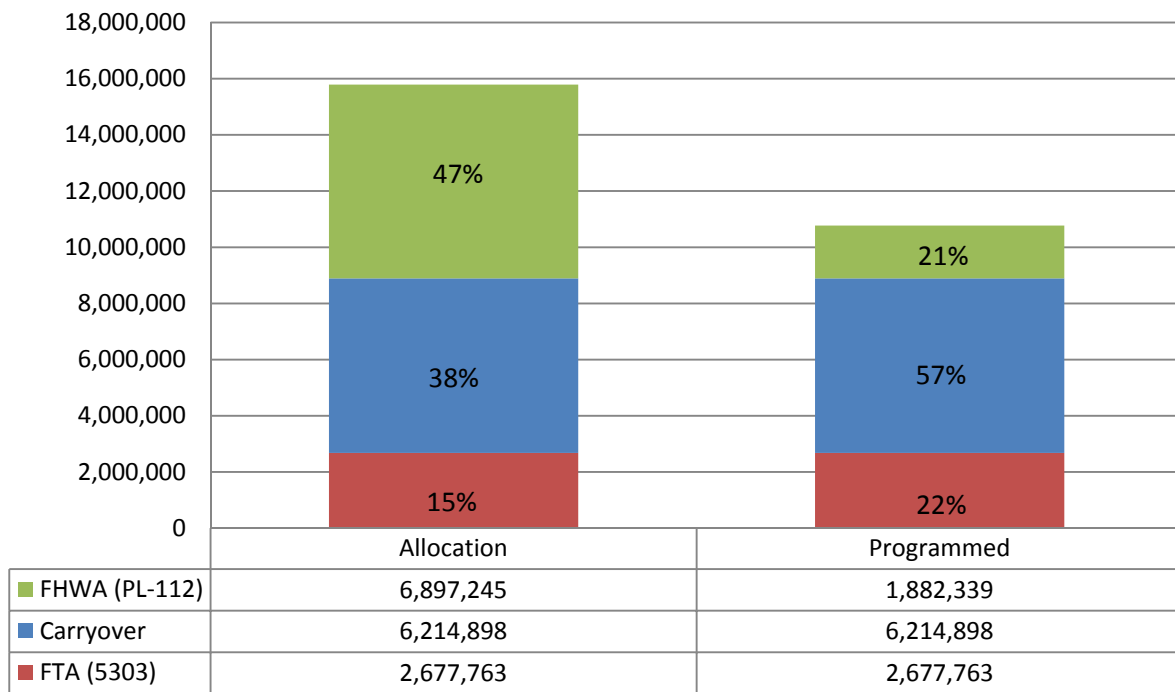
Task 5.0 Funding Summary



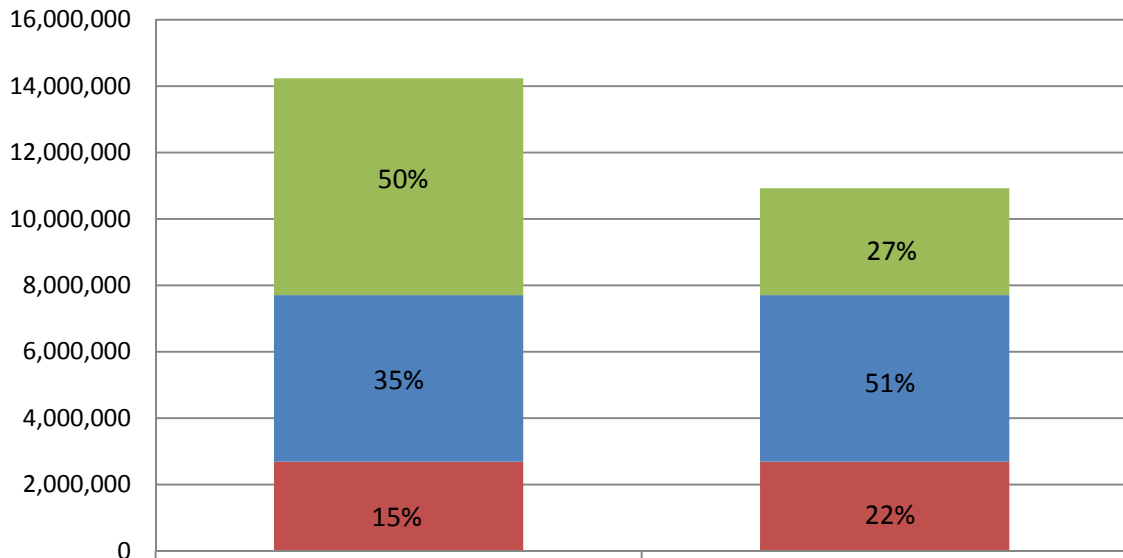
**EXHIBIT VIII-1
FY2016 AND FY2017 PROGRAMMING SUMMARY**

	FY2016		FY2017	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,677,763	2,677,763	2,691,978	2,691,978
FHWA (PL-112)				
Carryover	6,214,898	6,214,898	5,014,906	5,014,906
New Allocation	6,897,245	1,882,339	6,530,339	3,219,116
Total TPF	15,789,906	10,775,000	14,237,223	10,926,000
Carryover		5,014,906		3,311,223
Two-Year Totals				
FTA Section 5303	5,369,741			
FHWA PL-112	19,642,482			
Total	25,012,223			
Programmed		21,701,000		
Carryover			3,311,223	

Summary of TPF 2016 Funding Levels



Summary of TPF 2017 Funding Levels

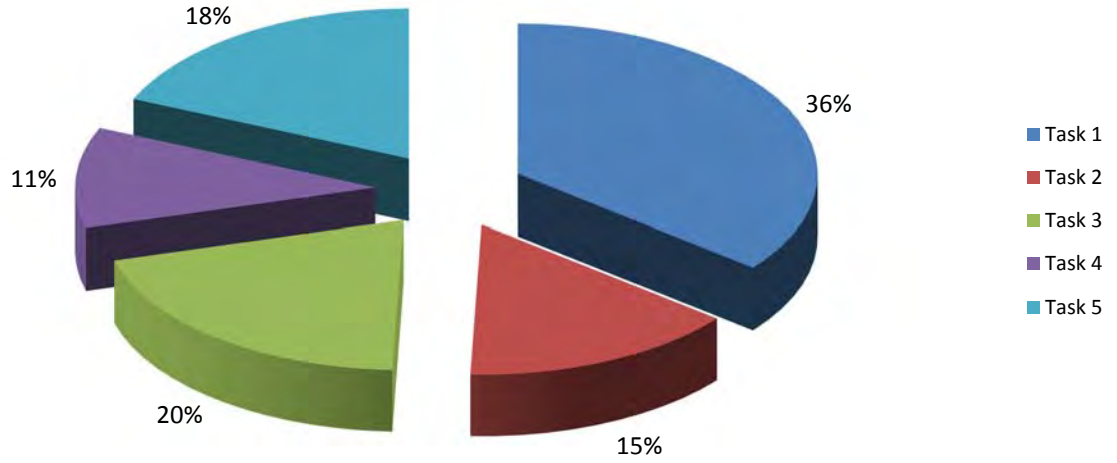


	Allocation	Programmed
■ FHWA (PL-112)	6,530,339	3,219,116
■ Carryover	5,014,906	5,014,906
■ FTA (5303)	2,691,978	2,691,978

EXHIBIT VIII-2
FY2016 AND FY2017 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY 2016	FY 2017	Total
1.01	Community Outreach	\$922,000	\$1,021,000	\$1,943,000
1.02	Program Administration	\$2,182,000	\$2,078,000	\$4,260,000
1.03	Advanced Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$957,000	\$584,000	\$1,541,000
1.05	Quality Control and Field Operations	\$0	\$0	\$0
	Subtask 1.0	\$4,061,000	\$3,683,000	\$7,744,000
2.01	Travel Forecasting Support	\$1,013,000	\$879,000	\$1,892,000
2.02	Transportation Data Management	\$134,000	\$200,000	\$334,000
2.03	Demographic Data and Forecasts	\$504,000	\$507,000	\$1,011,000
	Subtask 2.0	\$1,651,000	\$1,586,000	\$3,237,000
3.01	Transportation Project Programming	\$726,000	\$947,000	\$1,673,000
3.02	Regional Air Quality Planning	\$412,000	\$411,000	\$823,000
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	\$930,000	\$929,000	\$1,859,000
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3.0	\$2,068,000	\$2,287,000	\$4,355,000
4.01	The Metropolitan Transportation Plan	\$948,000	\$823,000	\$1,771,000
4.02	Financial Forecasting and Strategies	\$152,000	\$65,000	\$217,000
4.03	Coordination of Transportation and Environmental Planning Processes	\$51,000	\$156,000	\$207,000
4.04	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$39,000	\$65,000	\$104,000
4.05	Performance Based Planning Coordination	\$0	\$50,000	\$50,000
	Subtask 4.0	\$1,190,000	\$1,159,000	\$2,349,000
5.01	Regional Transportation Corridor Studies	\$306,000	\$403,000	\$709,000
5.02	Subarea Studies and Local Government Assistance	\$486,000	\$449,000	\$935,000
5.03	Land-Use/Transportation Initiatives	\$223,000	\$251,000	\$474,000
5.04	Capital and Operational Asset Management System	\$185,000	\$95,000	\$280,000
5.05	Congestion Management Planning and Operations	\$281,000	\$501,000	\$782,000
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$33,000	\$33,000	\$66,000
5.08	Roadway and Railroad Safety	\$187,000	\$207,000	\$394,000
5.09	Regional Aviation Planning and Education	\$54,000	\$72,000	\$126,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Regional Job Opportunity Pilot Program	\$0	\$0	\$0
5.12	University Partnership Program	\$50,000	\$200,000	\$250,000
	Subtask 5.0	\$1,805,000	\$2,211,000	\$4,016,000
	FUNDING TOTALS	\$10,775,000	\$10,926,000	\$21,701,000

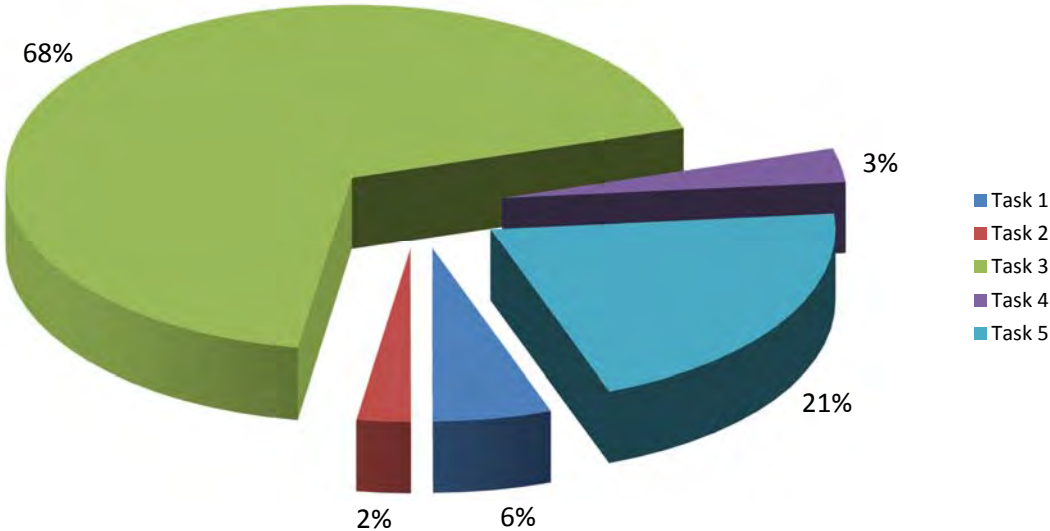
Transportation Planning Funds (TPF) Summary by Task



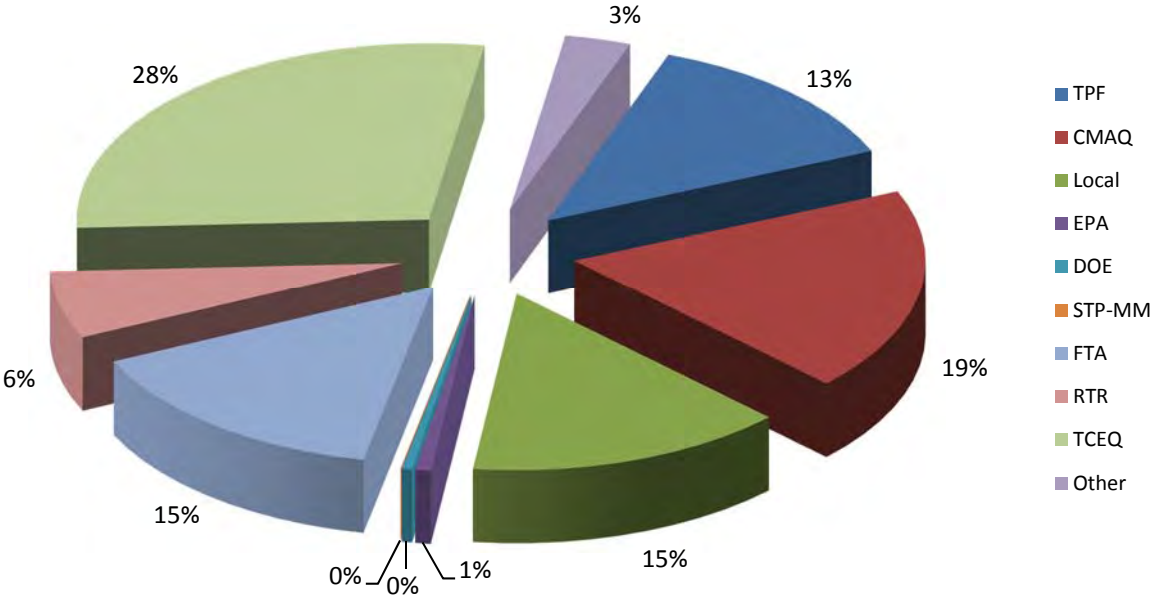
**EXHIBIT VIII-3
FY2016 AND FY2017 UPWP FUNDING SUMMARY**

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	1897000	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	\$7,744,000	\$3,237,000	\$4,355,000	\$2,349,000	\$4,016,000	\$21,701,000
CMAQ	\$543,000	\$0	\$17,786,000	\$0	\$12,948,000	\$31,277,000
DOD	\$0	\$0	\$0	\$0	\$440,000	\$440,000
DOE	\$0	\$0	\$781,800	\$0	\$0	\$781,800
EPA	\$0	\$0	\$1,185,000	\$0	\$0	\$1,185,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
FHWA	\$0	\$96,000	\$0	\$324,200	\$1,164,700	\$1,584,900
FTA	\$0	\$239,000	\$24,558,000	\$0	\$0	\$24,797,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$754,265	\$637,000	\$14,610,442	\$411,009	\$8,031,092	\$24,443,808
NCTCOG Local	\$177,000	\$0	\$0	\$0	\$0	\$177,000
NTTA	\$0	\$0	\$0	\$0	\$41,000	\$41,000
RTR	\$0	\$0	\$2,723,000	\$2,226,500	\$5,434,000	\$10,383,500
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBGP	\$1,867,500	\$2,559,000	\$3,661,000	\$0	\$17,237,060	\$25,324,560
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$47,136,613	\$0	\$0	\$47,136,613
TxDOT	\$0	\$0	\$8,000	\$0	\$2,606,075	\$2,614,075
Subtotal	\$11,085,765	\$6,768,000	\$116,804,855	\$5,310,709	\$52,112,927	\$192,082,256

Summary of Funding by Task



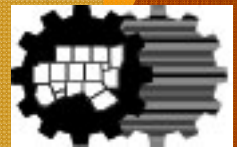
Summary of Total Funding



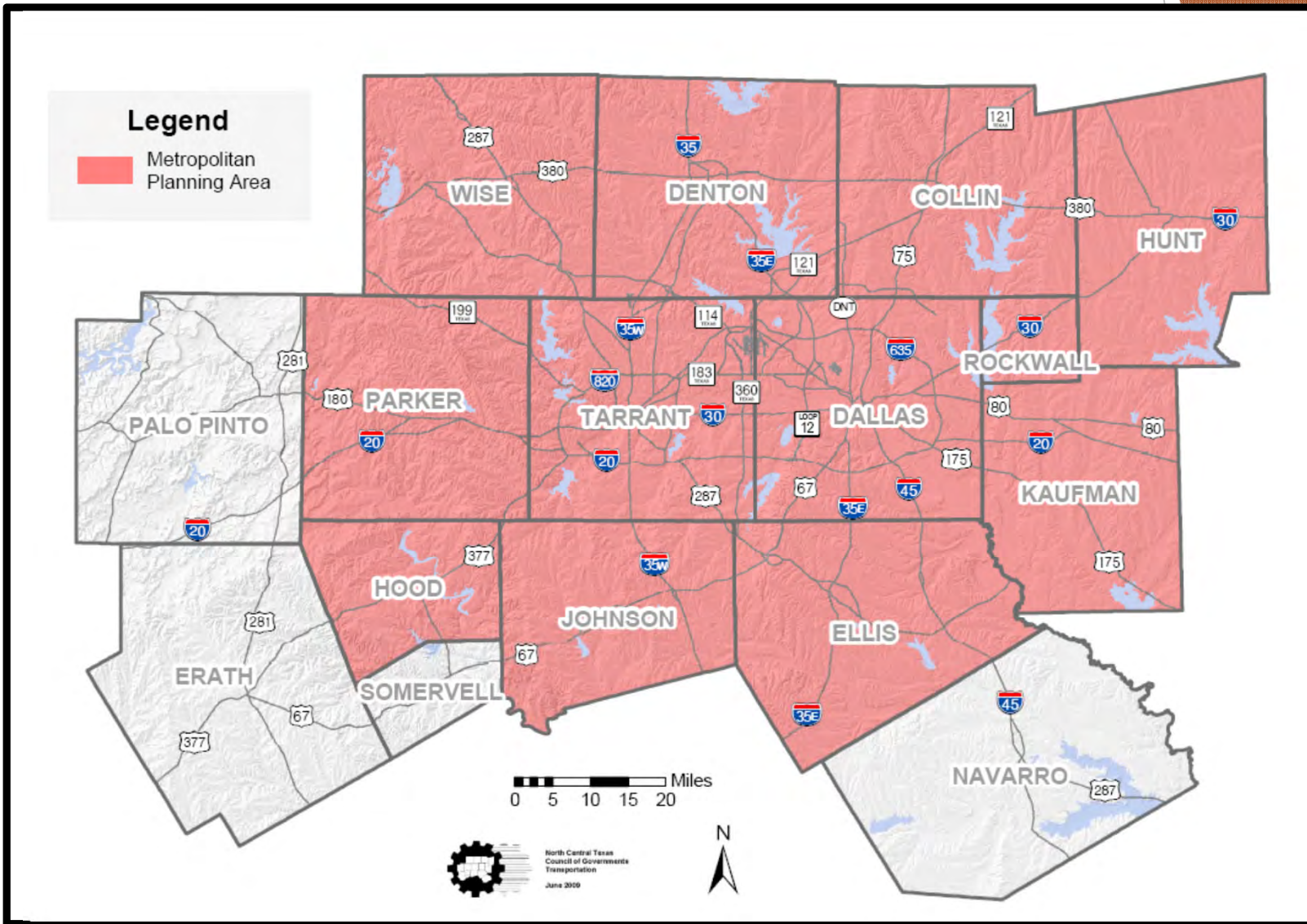
Modifications to the FY2016 and FY2017 Unified Planning Work Program

**Regional Transportation Council
October 13, 2016**

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



Dallas-Fort Worth Metropolitan Planning Area



Unified Planning Work Program for Regional Transportation Planning

Task 1 – Administration and Management

**Task 2 – Transportation Data Development and
Maintenance**

**Task 3 – Short-Range Planning and Programming, and
Air Quality and Transit Operations**

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

New Initiative - TPF

Project	Financial Action	Description
Coordination of Transportation and Environmental Planning Processes – Quantifying Benefits of Stewardship Efforts (4.03)	\$100,000 TPF	Add project and funding to quantify quality-of-life benefits and return on investment for pursuing environmental stewardship activities, and support stewardship education.
Performance-based Planning Coordination (4.05)	\$ 50,000 TPF	Add project and funding to support the coordination of performance-based planning activities to meet federal and state regulations
Congestion Management Planning and Operations – Automated Vehicles: Planning (5.05)	\$150,000 TPF	Add project to support planning activities associated with the arrival of automated vehicles and their impact on the transportation system.

New Initiative – Other Funding Sources

Project	Financial Action	Description
Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (5.05)	\$400,000 STBGP* \$ 50,000 Local	Add project and funding, including Transportation Development Credits, to support the development and deployment of automated vehicles.

*Surface Transportation Block Grant Program (formerly known as the Surface Transportation Program – Metropolitan Mobility (STP-MM))

Adjustments to Existing Projects – Other Funding Sources

Project	Financial Action	Description
Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (2.02)	\$75,000 RTC Local	Add funding for year two of University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems
Regional Transportation Studies (5.01)	\$50,000 TxDOT	Add TxDOT funding to conduct US 380-Collin County and SH 190 East Branch projects previously programmed with TPF, and amend text to reflect that work will be carried out with other funding sources.

Adjustments to Existing Projects – Other Funding Sources

Project	Financial Action	Description
Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering (5.03)	\$200,000 CMAQ \$ 50,000 Local	Add project and funding for the preliminary engineering of the Midlothian-to-Waxahachie Regional Veloweb Shared-use Path and NCTCOG staff oversight activities.

Unified Planning Work Program Project/Funding Modifications – Funding Adjustments (non TPF)

Funding Source	Amount	UPWP Task(s)
Local	\$7,803,606	2.01, 3.04, 3.05, 3.06, 4.01, 4.03, 5.03, 5.05, 5.06, 5.08, 5.11
NCTCOG Local	\$ 47,000	1.02
CMAQ	\$3,195,000	3.04, 5.03, 5.05
FHWA	\$ 482,900	4.03, 5.03, 5.05
RTR	\$7,077,000	3.01, 3.06, 4.02, 4.03, 5.01, 5.02, 5.05, 5.11
STBGP*	\$4,610,000	1.03, 5.01, 5.05, 5.06, 5.08, 5.11
TCEQ	\$2,751,613	3.02, 3.03
TxDOT	\$ 102,000	3.06, 5.01, 5.04, 5.05, 5.06, 5.11

*Surface Transportation Block Grant Program (formerly known as the Surface Transportation Program – Metropolitan Mobility (STP-MM))

Transportation Planning Funds Two-year Summary

FY2016 and FY2017 US FTA (5303)	\$ 5,369,741
FY2016 and FY2017 US FHWA (Estimated PL)	\$13,427,584
FY2015 US FHWA (Estimated PL-Carryover)	\$ 6,214,898
Total Transportation Planning Funds	\$25,012,223
Anticipated Expenditures	\$21,701,000
PL Balance to Carry Over to FY2018	\$ 3,311,223

*More detailed information on the budget is provided as a handout in the meeting materials.

Modification Schedule

Sep 12, 14, 20 **Public Meetings**

Sep 23 **Action by Surface Transportation
Technical Committee**

Oct 13 **Action by Regional Transportation
Council**

Oct 27 **Action by NCTCOG Executive Board**

Oct 28 **Submittal to Texas Department of
Transportation**

Requested RTC Action

Regional Transportation Council approval of the proposed UPWP modifications;

and

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

Unified Planning Work Program Modifications

Comments or Questions:

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



National Drive Electric Week™
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National Drive Electric Week Event - Grapevine

Day: Saturday, September 17, 2016 **NOTE: this event has already happened**, find current-year events on the [events page](#).

Time: 10:00am - 2:00pm

Location: Grapevine Mills Mall
3000 Grapevine Mills Parkway
Parking Lot 2C
Grapevine, TX 76051

Contact the organizers for this event, which took place in 2016.

Event Report

The North Texas NDEW event again beat (our own!) Texas record for EVs gathered in one place. Over 400 people registered for the event. Twelve public, non-profit, and industry exhibitors displayed their vehicles and chatted with attendees. State Representative Giovanni Capriglione and Regional Transportation Council Member Mike Taylor gave remarks about the impact of electric vehicles on the regional economy and air quality. We also had huge representation from the North Texas Tesla Owners Group, with 47 Tesla Model S's and 5 Model X's registered! Attendees had four chances to win extended experiences with EVs -- a weekend each with the Nissan LEAF, Chevy Volt, and BMW i3 and 24 hours with a Tesla Model S, thanks to our generous exhibitors, and there were games and food. The hours listed above really represent only day-of work combined from 8 staff members. This event is a MAJOR undertaking for us and involves many hours of planning and coordinating over the course of several months.



photo by: NCTCOG/DFW Clean Cities
Tesla of NorthPark, Tesla Owners Group, Tesla Model S

[More photos from this event.](#)

Event Description



The big day is upon us! THIS Saturday, September 17th is the DFW National Drive Electric Week Event! Join us from 10am-2pm at Grapevine Mills Mall in the parking lot between Saks OFF 5th and Neiman Marcus -- right next to the electric vehicle charging stations!

Here's what to expect:

10:00am -- Event Opens, Registration: If you've registered online, great! You'll be in the "express lane" to just check off your name and receive the items you'll need for the day.

11:00am -- Elected Officials Remarks: State Representative Giovanni Capriglione and Regional Transportation Councilman Mike Taylor will be saying a few words about the positive impact of EVs on air quality and the Texas economy.

11:20-11:30 -- Official EV Count! Help us beat last year's record of 116 EVs in one place!

1:15 -- Raffles: By visiting our many exhibitors throughout the day and receiving the necessary number of stamps on your stampcard, you can be entered to win **AMAZING** prizes. Up for grabs this year? A weekend with a BMW EV, a weekend with a Chevy Volt, a weekend with a Nissan LEAF, and 24 hours with a Tesla Model S! Attendees must be present to win, so make sure you stick around!

Who will be there?

This year's exhibitors include:

[AirCheckTexas](#)

[Carvana](#)

[Chargepoint](#)

[City of Lewisville](#)

[Classic Chevrolet of Grapevine](#)

[Classic BMW of Plano](#)

[Earth Day Texas](#)

[Natural Awakenings](#)

[Nissan North America](#)

[North Texas Electric Auto Association](#)

[North Texas Renewable Energy Group](#)

[Telefonix](#)

[Tesla Motors - NorthPark Center](#)

PLUS, make sure to stop by for [Pokey O's Cookies & Ice Cream!](#)

What else will you find?

Activities for all ages, friendly and knowledgeable EV owners, a SnapChat filter especially for NDEW2016, and a Poke Stop in the mall (you never know what you'll find there)!

- **Register for the event NOW!**
- **If you drive an EV, bring it (and register it for the event, too)!**
- **Promote the event!** Whether you are an active social media user, contribute to a print or online publication, or just like to gab, help us get the word out about the event! Be sure to use the hashtags #texasEV, #NDEW2016, and #DFWCleanCities whenever relevant.

Check back here often for updated details, event calendar/agenda, and DFW EV news!

Click the following links for more information about [Electric Vehicles North Texas](#) and [DFW Clean Cities Coalition](#).

Registered Attendees

There are currently 404 attendees registered.

Expected Plug-In Vehicles

Vehicle	Registered
Tesla Model S	47
Nissan LEAF	26
Chevrolet Volt	19
BMW i3 REx	5
Tesla Model X	5
BMW i3	4
Ford Focus Electric	4
Cadillac ELR	3
Ford Fusion Energi	2
Toyota Plug-in Prius	2
Chevy Spark EV	1
Fiat 500e	1
Fisker Karma	1
Ford C-MAX Energi	1
Other Plug-In Vehicle	1
Smart fortwo electric drive	1
Tesla Roadster	1
Wheego Whip LiFe	1
18 Models	125

Registered attendees report 1,814,590 electric miles driven.

In the News...

- [National Drive Electric Week scheduled for September](#)

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NATIONAL DRIVE ELECTRIC WEEK CELEBRATIONS SEPTEMBER 9 - 17, 2017



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Local events will vary; they are independently organized.

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EASTERN SUBREGION INACTIVE PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ(S)	HIGHWAY NUMBER	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY	TRANSPORTATION DEVELOPMENT CREDITS	TOTAL FEDERAL DOLLARS	UNEXPENDED BALANCE	AMOUNT TO BE RETURNED (AMOUNT EXPENDED)	NUMBER OF MONTHS INACTIVE	CURRENT LET DATES
DALLAS	775	0918-45-591	VA	UPGRADE DALLAS CENTRALIZED TRAFFIC MANAGEMENT COMPUTER SYSTEM	CAT 5	0	\$15,529,209	\$487,738	\$15,041,471	21	07/2007
DALLAS	11018.1	0918-45-587	VA	CONSTRUCT EXTENSION TO EXISTING KATY TRAIL WITH CONNECTION TO TRINITY TRAIL CORRIDOR - (PHASE THREE)(EXCLUDES BRIDGE OVER MOCKINGBIRD LANE WHICH IS PART OF PHASE 6)	CAT 5	0	\$1,600,000	\$243,752	\$1,356,248	13	07/2010
DALLAS	11746	0918-45-820	VA	SIGNAL TIMING IMPROVEMENTS AND INSTALLATION OF ADVANCED VEHICLE DETECTION EQUIPMENT	CAT 7	0	\$563,000	\$28,891	\$123,109	11	08/2015 11/2015
DALLAS	11435.4 11435.3	0918-47-092, 0918-47-093	VA	CONSTRUCTION OF GATEWAY, DISTRICT, DESTINATION, IDENTIFICATION, PARKING, AND TRAILBLAZER SIGNS; ON-SYSTEM (PHASE 3)	CAT 7	0	\$666,784	\$154,467	\$557,867	14	08/2015
MESQUITE	11457	0918-45-710, 0918-45-713	VA	SIGNAL IMPROVEMENTS, OFF-SYSTEM	CAT 5	0	\$14,000	\$21	NA	21	06/2009
NCTCOG	11186.3	0918-00-175	VA	FREEWAY INCIDENT MANAGEMENT PROGRAM	CAT 5	1,097,600	\$6,392,133	\$211,514	\$1,305,392	12	03/2011 01/2012 12/2013 01/2016
NCTCOG	20268.2	0918-24-186	VA	UPDATE HUNT CO TRANS. PLAN TO IDENTIFY IMPROVEMENTS TO IH 30, SH 66, & US 380; MAINTAIN NETEX ROW FOR BIKE/PED & COMMUTER RAIL USE; START A MULTIMODAL TRANS. PLAN IN COLLIN CO INCL. ADDED NORTH/SOUTH CAPACITY & EAST/WEST CONNECTIONS ACROSS THE LAKES	CAT 7	204,225	\$1,021,126	\$1,960,976	(\$735,625)	11	07/2013
NCTCOG	11611	0918-00-190	VA	M&O - REGIONAL EMISSIONS REDUCTION PROGRAM	CAT 5	625,000	\$6,659,985	\$857	\$4,159,128	11	7/1/2009 01/2012 12/2011 05/2013
TXDOT-DALLAS	11506.8	0581-02-121	LP 12	WIDEN FROM 6 TO 8 LANE FREEWAY; ADD 2 REVERSIBLE HOV LANES, ADD 2/3 LANE FRONTAGE ROADS, & ITS ELEMENTS (PHASE 1 OF LOOP 12/SH 114 INTERCHANGE)	CAT 2M CAT 3 CAT 5 CAT 7	0	\$155,944,446	\$2,722,424	\$153,222,022	11	01/2013 10/2008

EASTERN SUBREGION INACTIVE PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ(S)	HIGHWAY NUMBER	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY	TRANSPORTATION DEVELOPMENT CREDITS	TOTAL FEDERAL DOLLARS	UNEXPENDED BALANCE	AMOUNT TO BE RETURNED (AMOUNT EXPENDED)	NUMBER OF MONTHS INACTIVE	CURRENT LET DATES
TXDOT-DALLAS	11792	0918-45-821	CS	EXTEND EXISTING GRADE SEPARATION FROM US 75 TO PALISADES BOULEVARD TO REDUCE CIRCUITY FOR TRAVELERS IN THE AREA	CAT 5	0	\$3,088,000	\$10,102	\$1,008,905	12	09/2011
TXDOT-DALLAS	11005	0918-45-864	CS	RECONSTRUCT 4 LANE UNDIVIDED TO FOUR LANE DIVIDED WITH LEFT TURNS	CAT 7	0	\$1,718,710	\$1,604,162	\$10,468	11	07/2015
TXDOT-DALLAS	20266	0092-14-080	IH 345	REHABILITATE JULIUS SCHEPPS OVERHEAD BRIDGE; REPAIR AND	CAT 12	0	\$5,936,000	\$8,356,266	(\$8,356,266)	10	09/2015
TOTALS						1,926,825	\$199,133,393	\$15,781,171	\$167,692,718		

WESTERN SUBREGION INACTIVE PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ(S)	HIGHWAY NUMBER	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY	TRANSPORTATION DEVELOPMENT CREDITS	TOTAL FEDERAL DOLLARS	UNEXPENDED BALANCE	AMOUNT TO BE RETURNED (AMOUNT EXPENDED)	NUMBER OF MONTHS INACTIVE	CURRENT LET DATES
HURST	1646	0902-48-186	CS	REALIGN OFFSET INTERSECTION AND INSTALL NEW TRAFFIC SIGNALS AT NEW FOUR WAY INTERSECTION AND REMOVE OLD SIGNALS	CAT 7 CAT 12S	0	\$904,877	\$0	\$904,877	13	08/2013
HURST	40026	0902-90-030	VA	SIDEWALK IMPROVEMENTS ALONG VARIOUS ROADWAYS IN PROXIMITY TO HARRISON LANE ELEMENTARY SCHOOL AND HURST JUNIOR HIGH SCHOOL	CAT 9 TAP	0	\$489,515	\$59,200	\$0	9	03/2016 11/2016
NCTCOG	11617.1	0902-48-817	VA	MOBILITY ASSISTANCE PATROL, SUSTAINABLE DEVELOPMENT PROGRAM, ITS AND OTHER IMPLEMENTATION INITIATIVES/DEVELOP AND IMPLEMENT REGIONAL PROJECT TRACKING, MONITORING, AND ASSESSMENT SYSTEM	CAT 7	748419	\$11,063,319	\$49,613	\$10,058,303	12	03/2014 08/2013 10/2011 08/2010 10/2010
NCTCOG	11637	0902-00-154	VA	PREPARATION OF PRACTICAL EXAMPLES OF MPO MODELING & DATA PRACTICES	CAT 10	20000	\$100,000	\$100,000	-\$80,000	9	09/2017
TXDOT-FORT WORTH	NA	0902-38-063	CS	FOR THE RELOCATION OF FM 2552; TRAFFIC STUDIES AND PLAN	CAT 10	0	\$6,545,179	\$0	NA	24	10/2008

WESTERN SUBREGION INACTIVE PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ(S)	HIGHWAY NUMBER	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY	TRANSPORTATION DEVELOPMENT CREDITS	TOTAL FEDERAL DOLLARS	UNEXPENDED BALANCE	AMOUNT TO BE RETURNED (AMOUNT EXPENDED)	NUMBER OF MONTHS INACTIVE	CURRENT LET DATES
TXDOT-FORT WORTH	52528	0902-48-680	CS	WIDEN FROM 2 LANES TO 4 LANE DIVIDED	CAT 10	0	\$801,180	\$0	\$801,180	12	07/2010
TXDOT-FORT WORTH	52544 52545 53038 53039	0353-03-059, 0353-03-079, 0364-01-072, 0364-01-112, 0364-01-113, 0364-01-115	SH 114	RECONSTRUCT 4 LANE TO 8 LANE FREEWAY AND 0 TO 4 LANE FRONTAGE ROADS AND 7 LANE COLLECTOR DISTRIBUTOR, CONSTRUCT 4 LANE SEPARATE FREEWAY (MANAGED FACILITY)	CAT 10 S102 CAT 2M CAT 12	0	\$680,042,634	\$0	\$250,648,794	64	06/2009
TXDOT-FORT WORTH	11619	0902-90-032 0902-48-784	VA	MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	CAT 7	0	\$12,720,300	\$2,080,000	\$0	9	09/2017
WEATHERFORD	40016	0902-38-123	VA	CONSTRUCT APPROX 1 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	CAT 9 TAP	0	\$1,157,887	\$168,419	-\$168,419	9	10/2016
TOTALS						768419	\$713,824,891.00	\$2,457,232	\$262,164,735		

EASTERN SUBREGION PE AUDIT PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ	COUNTY	HWY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	FEDERAL PE AMOUNT REMAINING AS OF AUGUST 2016 ¹	PE AUTHORIZATION DATE ²	LET DATE PER TXDOT DISTRICT ³	PE OBLIGATION YEARS YEARS LAPSED SINCE AUTHORIZATION ⁴	PE OBLIGATION YRS TO LAPSE FROM TXDOT DISTRICT LET DATE ⁵
ALLEN	40019	0918-24-212	COLLIN	CS	PEDESTRIAN IMPROVEMENTS TO OLSEN	AND BEVERLY ELEMENTARY SCHOOLS	SIDEWALK IMPROVEMENT TO COMPLETE GAPS AND PROVIDE IMPROVED ACCESS TO OLSEN AND BEVERLY ELEMENTARY SCHOOLS	\$0	12/29/2014	05/2017	2	3
CARROLLTON	11428.2	0918-45-818	DALLAS	CS	VARIOUS LOCATIONS IN CITY OF	CARROLLTON ON-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$0	12/05/2014	02/2017	2	3
DALLAS	633	0918-45-372	DALLAS	CS	ON HATCHER ST FROM SPRING AVE	NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL	\$799,560	06/15/2012	05/2017	4	5
DALLAS COUNTY	11727	0918-45-884	DALLAS	CS	ON MEDICAL DISTRICT DR, FROM IH 35E	HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED	\$2,790,400	01/07/2013	08/2017	3	4
DENTON	11938	0918-46-273	DENTON	CS	EVERS PARK BRIDGE AND TRAIL PROJECT, BOUNDED BY EVERS PKWY (EAST), HERCULES LANE (NORTH), NICOSIA STREET AND UNT (WEST)	AND ATHLETIC COMPLEX AND RINEY RD (SOUTH)	BICYCLE AND PEDESTRIAN FACILITIES, BRIDGES, AND SIGNALS ALONG MULTIPLE ROADWAYS	\$0	08/30/2012	08/2016	4	4
FARMERS BRANCH	40028	0918-47-140	DALLAS	CS	BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS		PEDESTRIAN BRIDGE AND SIDEWALK ALONG MARSH LANE AND ON-STREET BIKEWAY IMPROVEMENTS ON ROSSER RD FROM IH 635 TO VALLEY VIEW LANE, INCLUDING SIGNAL IMPROVEMENTS AT THE ROSSER ROAD/VALLEY VIEW LANE INTERSECTION	\$85,510	03/02/2009	05/2017	7	8
FERRIS	11940	0918-22-152	ELLIS	CS	YELLOW JACKET MULTIUSE TRAIN FROM IH 45	BEAR CREEK DR	BICYCLE AND PEDESTRIAN FACILITIES AND AMENITIES ALONG FM 660	\$0	11/03/2006	08/2016	10	10
FRISCO	11944	0918-24-204	COLLIN	CS	THREE CITIES TRAIL FROM LIMESTONE QUARRY PARK	CUSTER ROAD	BICYCLE AND PEDESTRIAN FACILITY AND AMENITIES	\$0	05/28/2013	08/2016	3	3
GARLAND	11065	0918-45-714	DALLAS	VA	ON WINTERS PARK/SPRING CREEK GREENBELT TRAIL; BRAND ROAD	RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES	\$0	01/07/2013	08/2017	3	4
IRVING	11237.2	0918-45-812	DALLAS	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 4-LANE DIVIDED FACILITY	\$0	01/07/2013	01/2023	3	10
IRVING	11939	0918-47-099	DALLAS	CS	ROCK ISLAND BICYCLE AND PEDESTRIAN FACILITY FROM IRBY LANE	WEST IRVING TRE STATION	BICYCLE AND PEDESTRIAN AMENITIES ALONG TRE RAIL LINE	\$0	02/04/2013	08/2016	3	3

EASTERN SUBREGION PE AUDIT PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ	COUNTY	HWY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	FEDERAL PE AMOUNT REMAINING AS OF AUGUST 2016 ¹	PE AUTHORIZATION DATE ²	LET DATE PER TXDOT DISTRICT ³	PE OBLIGATION YEARS YEARS LAPSED SINCE AUTHORIZATION ⁴	PE OBLIGATION YRS TO LAPSE FROM TXDOT DISTRICT LET DATE ⁵
KAUFMAN	11954	0918-11-086	KAUFMAN	CS	KAUFMAN DOWNTOWN TRANS. IMP. PROJECT; KAUFMAN DOWNTOWN SQUARE FROM W. GROVE ST. ON THE N.	N. JACKSON ON THE WEST, W. MULBERRY ON THE SOUTH, AND N. WASHINGTON ON THE EAST	PEDESTRIAN FACILITIES	\$0	07/26/2007	08/2016	9	9
LITTLE ELM	11935	0918-46-271	DENTON	CS	TOWN OF LITTLE ELM:TOWN CENTER/	BEARD PARK TO WITT ROAD	BICYCLE AND PEDESTRIAN FACILITIES, BRIDGES, AND AMENITIES ALONG THE NORTH SIDE OF LEWISVILLE LAKE	\$0	10/05/2006	08/2016	10	10
LITTLE ELM	40013	0918-46-284	DENTON	CS	BRENT ELEMENTARY SCHOOL TRAIL CONNECTION FROM WITT ROAD	FUTURE LAKEFRONT TRAIL	CONSTRUCT APPROX 0.5 MILE SIDEWALK	\$0	08/19/2014	05/2017	2	3
LITTLE ELM	40025	0918-46-285	DENTON	CS	HARTS BRANCH TRAIL FROM EAST ELDORADO PARKWAY	WALKER LANE	CONSTRUCT BIKE/PEDESTRIAN TRAIL	\$224,398	03/20/2015	05/2017	1	2
MCKINNEY	40010	0918-24-213	COLLIN	CS	PED SAFETY ENHANCE IN VAR LOCS IN PROX TO BURKS, CALDWELL, EDDINS, GLEN OAKS, JOHNSON, MCNEIL ELEMENTARY SCHOOLS	SCOTT ELEMENTARY, SONNTAG ELEMENTARY, & SCOGGINS MIDDLE SCHOOLS	SIDEWALK IMPROVEMENTS	\$94,802	10/07/2011	05/2017	5	6
PLANO	40001	0918-24-214	COLLIN	CS	COTTONWOOD CREEK TRAIL EXTENSION FROM THE NORTH SIDE OF CHAPARRAL ROAD	OAK POINT PARK NEAR EAST PARKER ROAD	APPROX 2 MILE BIKE/PEDESTRIAN TRAIL EXTENSION ALONG COTTONWOOD CREEK	\$110,374	02/05/2009	05/2017	7	8
PLANO	11461	0091-05-053	COLLIN	SH 289	AT INTERSECTION OF PLANO PARKWAY		INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED	\$144,000	01/07/2013	06/2017	3	4
PLANO	11318.1	0918-24-099	COLLIN	VA	PLANO TRANSIT VILLAGE; FROM 12TH PL	SH 190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	\$120,962	01/07/2013	06/2018	3	5
PLANO	11110	0918-24-127	COLLIN	CS	ON SPRING CREEK PARKWAY	AT COIT ROAD	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES	\$83,840	01/07/2013	09/2018	3	5
PRINCETON	40011	0918-24-215	COLLIN	CS	ALONG N SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO N 2ND ST, ALONG N SIDE OF MCKINNEY AVE FROM N 4TH ST TO N 6TH ST	ALONG WEST SIDE OF N 6TH ST (FM 1377) TO E WILLOW LN AND ALONG E PRINCETON DR (US 380) FROM N 4TH ST TO W OF FM 458	SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS	\$136,699	06/26/2013	05/2017	3	4
RICHARDSON	40007	0918-24-216	COLLIN	CS	UNIVERSITY TRAIL PHASE II ON WATERVIEW PARKWAY FROM DRIVE A	SYNERGY PARK DRIVE AND ON SOUTH SIDE OF SYNERGY PARK DRIVE FROM WATERVIEW PARKWAY TO NORTH FLOYD ROAD	CONSTRUCT BIKE/PEDESTRIAN TRAIL	\$0	08/18/2014	08/2020	2	6

EASTERN SUBREGION PE AUDIT PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ	COUNTY	HWY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	FEDERAL PE AMOUNT REMAINING AS OF AUGUST 2016 ¹	PE AUTHORIZATION DATE ²	LET DATE PER TXDOT DISTRICT ³	PE OBLIGATION YEARS YEARS LAPSED SINCE AUTHORIZATION ⁴	PE OBLIGATION YRS TO LAPSE FROM TXDOT DISTRICT LET DATE ⁵
TXDOT DALLAS	684	0918-45-374	DALLAS	MH	ON VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE	EAST OF AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE, AND AUDELIA RD	\$833,000	07/26/2007	07/2018	9	11
TXDOT DALLAS	665.2	0918-45-381	DALLAS	CS	PARK LANE FROM US 75	GREENVILLE AVE	CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	\$300,000	07/26/2007	07/2018	9	11
TXDOT DALLAS	11914	0918-22-151	ELLIS	CS	HAMPTON ROAD AT RED OAK CREEK		REPLACE EXISTING 1 LANE BRIDGE WITH A 2 LANE BRIDGE	\$0	08/30/2012	04/2018	4	6
TXDOT DALLAS	55014	0261-01-041	ELLIS	US 67	AT LAKE RIDGE PKWY		CONSTRUCT GRADE SEPARATION (PHASE 1)	\$2,804,130	01/07/2013	08/2025	3	12
TXDOT DALLAS	53081	0009-04-060	ROCKWALL	SH 66	SH 205 (ROCKWALL SQUARE)	FM 3549	WIDEN FROM 2 LANE RURAL UNDIVIDED TO 4/6 LANE URBAN DIVIDED WITH 2/2 COUPLET	\$245,000	02/04/2013	05/2022	3	9
TXDOT DALLAS	11428.1	0918-45-817	DALLAS	CS	VARIOUS LOCATIONS IN CITY OF	CARROLLTON - OFF-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$0	12/04/2014	02/2017	2	3
TOTAL SUM OF PE OBLIGATIONS								\$8,772,675				

- Notes:
1. Federal Preliminary Engineering Obligated Funds remaining as of August, 2016
 2. PE Authorization Date: Date of obligation for Federal funding for project engineering phase
 3. Let date per TXDOT District: Date of project letting as communicated by TXDOT
 4. PE Obligation Years Lapsed Since Authorization: The number of years that have passed since federal funding was obligated
 5. PE Obligation Years to Lapse From TXDOT District Let Date: The number of years that have passed from the date of project letting

WESTERN SUBREGION PE AUDIT PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ	COUNTY	HWY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	FEDERAL PE AMOUNT REMAINING AS OF AUGUST 2016 ¹	PE AUTHORIZATION DATE ²	LET DATE PER TXDOT DISTRICT ³	PE OBLIGATION YEARS YEARS LAPSED SINCE AUTHORIZATION ⁴	PE OBLIGATION YRS TO LAPSE FROM TXDOT DISTRICT LET DATE ⁵
ARLINGTON	40002	0747-04-073	TARRANT	FM 157	SOUTH COOPER ST SAFE SCHOOL CROSSING AT THE INTERSECTION OF SOUTH COOPER	SNOOTY FOX DRIVE/COOPER SQUARE CIRCLE	TRAFFIC SIGNAL AND CROSSWALKS	\$102,035	07/10/2015	08/2017	1	2
ARLINGTON	40004	0902-90-024	TARRANT	VA	RIVER LEGACY PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	SH 360	CONSTRUCT APPROX 0.5 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	\$104,772	08/07/2015	03/2017	1	2
ARLINGTON	40005	0902-90-025	TARRANT	VA	LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	WINTER PASS TRAIL	CONSTRUCT APPROX 1.7 MILE BIKE/PEDESTRIAN TRAIL	\$162,879	08/07/2015	12/2017	1	2
BRIDGEPORT	40020	0902-20-114	WISE	VA	PEDESTRIAN IMPROVEMENTS TO BRIDGEPORT ELEMENTARY SCHOOL ON 17TH STREET FROM EAST CATES STREET	ELEMENTARY DRIVE	PEDESTRIAN IMPROVEMENTS/SIDEWALKS TO BRIDGEPORT ELEMENTARY SCHOOL	\$28,790	11/04/2015	12/2016	1	1
BURLESON	53079	0902-50-104	JOHNSON	CS	ON ALSBURY FROM HULEN ST	CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF AN EXTENSION OF ALSBURY BOULEVARD	\$1,287,880	01/14/2011	06/2018	5	7
CLEBURNE	11942	0902-50-113	JOHNSON	VA	NOLAN RIVER ROAD SCHOOL ACCESS CORRIDOR FROM HARLIN DR	COUNTRY CLUB RD	PEDESTRIAN FACILITIES	\$0	09/08/2014	08/2016	2	2
FORT WORTH	25008	0172-06-092	TARRANT	US 287	MILLER AVE FROM KILLIAN ST TO COLLIN ST	WILBARGER ST FROM KILLIAN TO SB MARTIN LUTHER KING JR	INTERSECTION IMPROVEMENTS INCLUDING SIGNALIZATION, LIGHTING, MINOR LANDSCAPING, PEDESTRIAN AMENITIES, BUS TRANSIT IMPROVEMENTS, AND SIGNAGE	\$0	05/29/2015	05/2017	1	2
FORT WORTH	11785	0902-90-018	TARRANT	CS	ON ROSEDALE ST FROM IH 30	MILLER ROAD	ACTIVE CORRIDOR MANAGEMENT SYSTEM; REAL TIME TRAVELER INFORMATION WITH HIGH SPEED COMMUNICATIONS	\$67,200	01/28/2016	11/2016	0	0
FORT WORTH	11263.7	0902-48-688	TARRANT	VA	PEACH STREET AREA FROM PEACH STREET	LIVE OAK CONNECTOR	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	\$125,000	10/04/2007	02/2017	9	10
MANSFIELD	40015	0172-02-074	TARRANT	BU 287P	MANSFIELD TRAIL CONNECTION TO CITY SPINE TRAIL FROM WEST OAK STREET	TOWN PARK	CONSTRUCT APPROX 0.4 MILE BIKE/PEDESTRIAN TRAIL ALONG BOTH SIDES OF FM 157/BUSINESS 287	\$61,768	09/11/2015	08/2018	1	3
NORTH RICHLAND HILLS	11419	0902-48-576	TARRANT	CS	FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD	IN NORTH RICHLAND HILLS	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS	\$171,408	11/02/2006	07/2017	10	11
TXDOT- FORT WORTH	11853.2	0008-07-034	TARRANT	SH 180	DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER	COLLINS	CONSTRUCT NEW BIKE TRAIL, 8-FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	\$0	06/29/2015	08/2017	1	2
TXDOT- FORT WORTH	52501	3372-01-010	JOHNSON	FM 3391	IH 35W	EAST OF CR 602	WIDEN FROM 2 LANES TO 6 LANES FROM IH 35W TO HURST AVENUE AND 2 LANES TO 4 LANES FROM HURST AVENUE TO CR 602	\$0	11/30/2011	11/2019	5	8

WESTERN SUBREGION PE AUDIT PROJECTS

IMPLEMENTING AGENCY	TIP CODE	CSJ	COUNTY	HWY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	FEDERAL PE AMOUNT REMAINING AS OF AUGUST 2016 ¹	PE AUTHORIZATION DATE ²	LET DATE PER TXDOT DISTRICT ³	PE OBLIGATION YEARS LAPSED SINCE AUTHORIZATION ⁴	PE OBLIGATION YRS TO LAPSE FROM TXDOT DISTRICT LET DATE ⁵
TXDOT- FORT WORTH	54019	0080-04-081	HOOD	US 377	EAST OF OLD ACTON HIGHWAY	END OF BRAZOS RIVER BRIDGE IN GRANB	WIDEN 4 LANE CONTINUOUS TWO-WAY LEFT TURN LANE TO 6 LANE DIVIDED WITH INTERCHANGE AT BU 377H	\$1,593,237	06/15/2012	08/2019	4	7
TXDOT- FORT WORTH	54104.1	0081-12-041	TARRANT	IH 35W	US 81/287 SPLIT	DENTON COUNTY LINE	RECONSTRUCT FROM 4 TO 6 LANES WITH 2 TO 4 CONCURRENT HOV/MANAGED TOLL LANES AND 4/8 TO 2/8 CONTINUOUS FRONTAGE ROAD LANES (SEGMENT 3C) (ULTIMATE)	\$0	06/15/2012	06/2035	4	23
TXDOT- FORT WORTH	20159	0094-02-121	TARRANT	SH 183	HANDLEY-EDERVILLE RD.	RUFE SNOW DRIVE; IN RICHLAND HILLS	CORRIDOR IMPROVEMENT ALONG BAKER BLVD/SH 183 INCLUDING SIDEWALKS AND CURB & GUTTER; REALIGN INTERSECTION AT ASH PARK AND BAKER BLVD; ADD WB RIGHT TURN LANES AT RUFE SNOW AND BAKER BLVD; ADD EB RIGHT TURN LANES AT HANDLEY EDERVILLE AND BAKER BLVD	\$331,120	04/09/2012	02/2017	4	5
TXDOT- FORT WORTH	11906	2418-01-012	WISE	FM 1810	AT US 287		STUDY FOR ALTERNATE ROUTE FOR FM 1810 FOR INTERSECTION WITH US 81/287; SPECIAL STUDY	\$400,000	05/31/2012	05/2016	4	4
TXDOT- FORT WORTH	11763	0902-48-722	TARRANT	CS	ON CHAPEL CREEK BLVD	AT IH 30	CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES, 2 LEFT TURN LANES, A SEPARATE U-TURN BRIDGE TO INCLUDE RIGHT-TURN LANES, APPROACHES, PEDESTRIAN IMPROVEMENTS, SIGNALIZATION, LIGHTING, AND RETAINING WALL IMPROVEMENTS	\$675,200	06/27/2012	09/2016	4	4
TXDOT- FORT WORTH	40012	0008-09-035	PARKER	FM 5	FM 5 PEDESTRIAN IMPROVEMENTS FROM AUTUMNWOOD DR	VILLAGE PARKWAY	CONSTRUCT APPROX 0.4 MILE SIDEWALK ALONG WEST SIDE OF FM 5 TO MCANULLY INTERMEDIATE SCHOOL	\$103,317	08/13/2015	04/2017	1	2
WEATHERFORD	40016	0902-38-123	PARKER	VA	TOWN CREEK TRAIL PHASE II FROM HOLLAND LAKE PARK AND HOLLAND LAKE DRIVE	TEXAS DRIVE/WASHINGTON DRIVE	CONSTRUCT APPROX 1 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	\$0	09/23/2015	10/2017	1	12
WESTWORTH VILLAGE	40018	0902-90-026	TARRANT	VA	CITY TRAIL IMPROVEMENTS; APPROX 1.9 MILES OF W FORK TRINITY RIVER TRAILS EXTENSION	ALONG PUMPHREY DR SOUTH TO THE INTERSECTION OF SH183/TINKER DR AND ALONG ROARING SPRINGS RD TO CARB DR	SIDEWALK IMPROVEMENTS ALONG WHITE SETTLEMENT ROAD WEST OF HOLLOWAY STREET, AND SIDEWALK IMPROVEMENTS FROM BURTON HILL ROAD EAST TO THE WEST FORK, WEST TRINITY RIVER TRAIL	\$0	07/15/2015	07/2018	1	3
TOTAL SUM OF PE OBLIGATIONS								\$5,214,606				

- Notes:
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Transportation Conformity

Lowest Costs Ways to Meet Federal Air Quality Requirements So Roads Can be Built

House Transportation Planning Subcommittee

Chris Klaus

North Central Texas Council of Governments

September 28, 2016



SIGNIFICANCE OF TRANSPORTATION CONFORMITY

**Billions of dollars in funding for a safe,
efficient, and reliable multimodal
transportation system...**

**...Is based on a successful transportation
conformity determination in nonattainment
areas...**

**...which relies on local and State emission
reduction solutions.**

SUCCESSFUL TRANSPORTATION

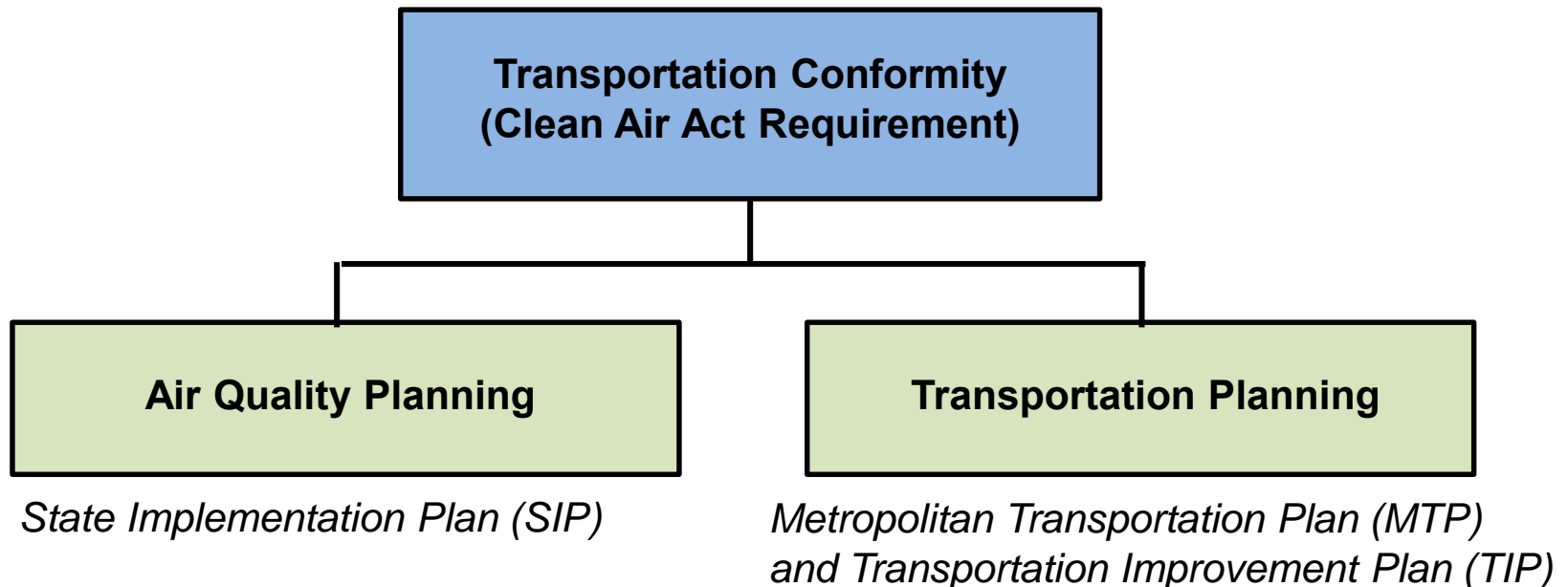
Priorities

Conformity is essential in nonattainment areas

Dallas-Fort Worth, Houston

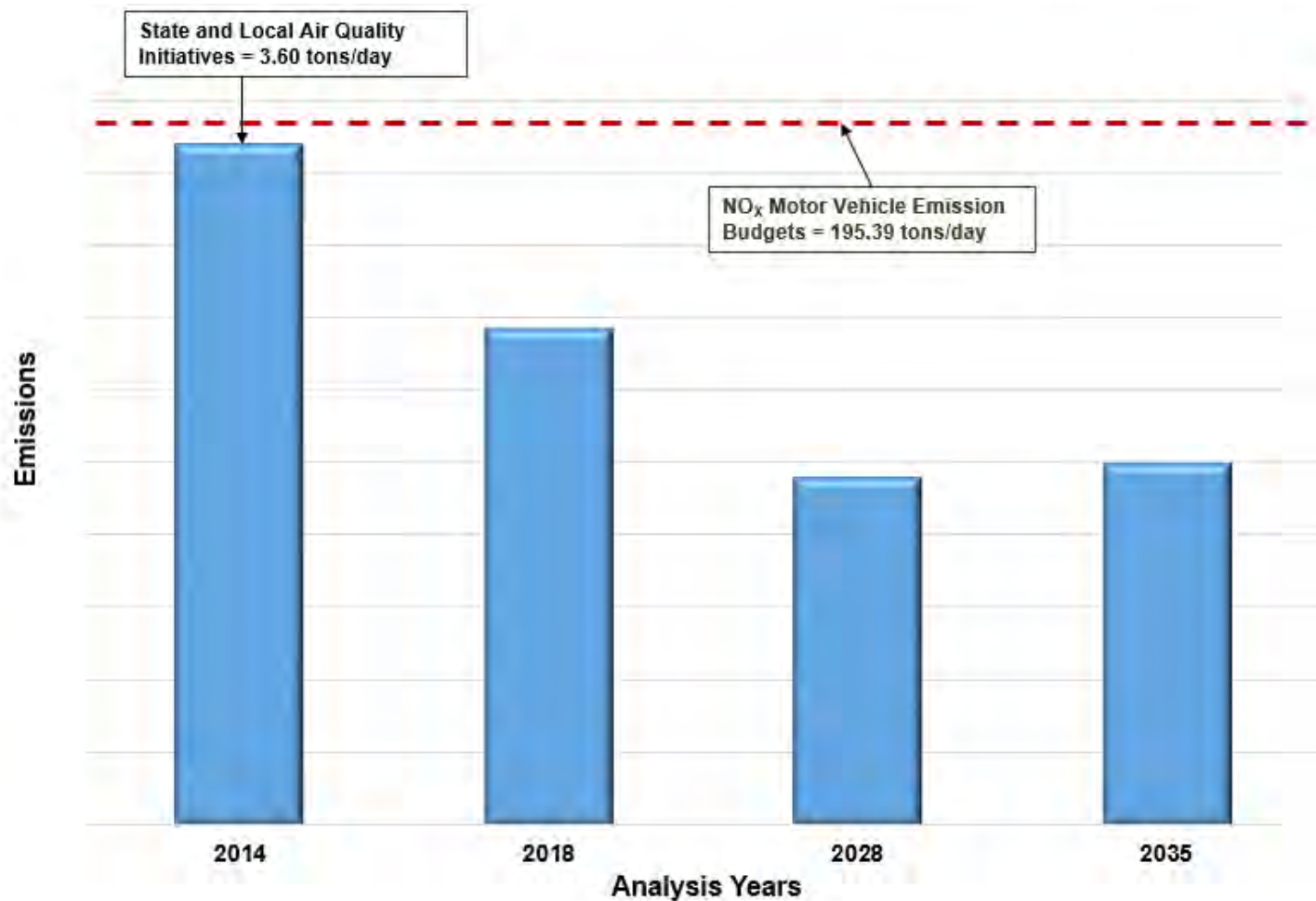
El Paso, San Antonio (Future)

Metropolitan Transportation Plan approval relies on successful USDOT conformity determination



TRANSPORTATION CONFORMITY

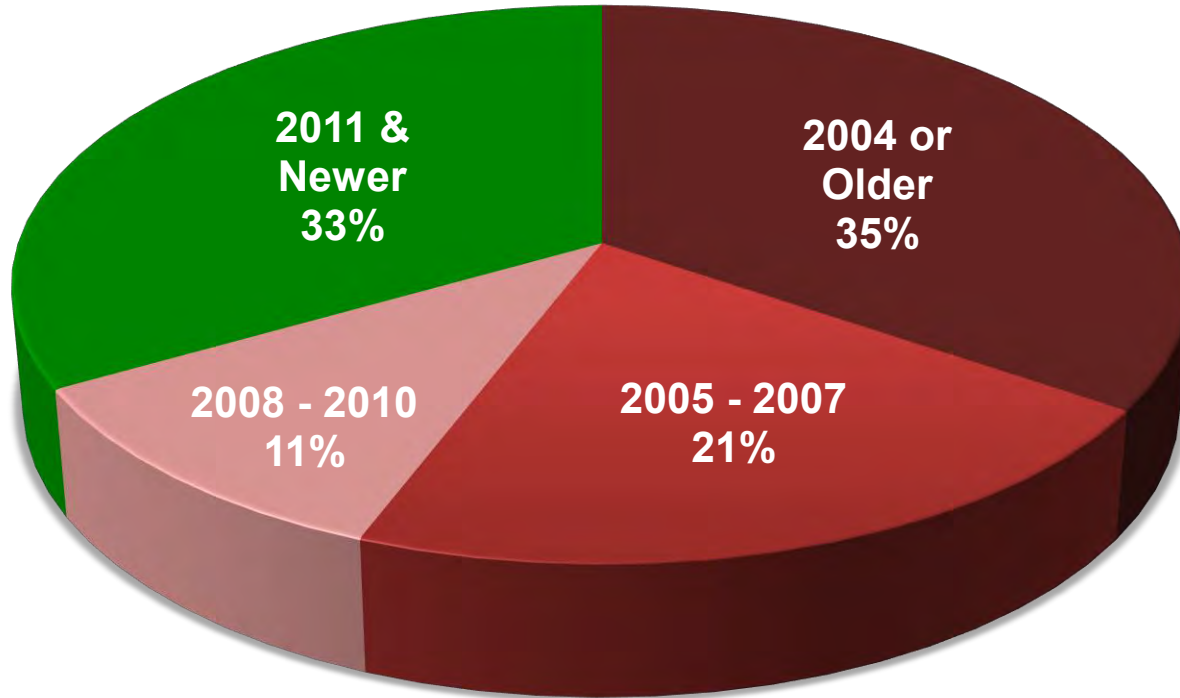
DFW Region NO_x Scenario



Emission limits (Motor Vehicle Emission Budgets) for conformity are predetermined, utilizing outdated assumptions

ACCELERATE FLEET TURNOVER

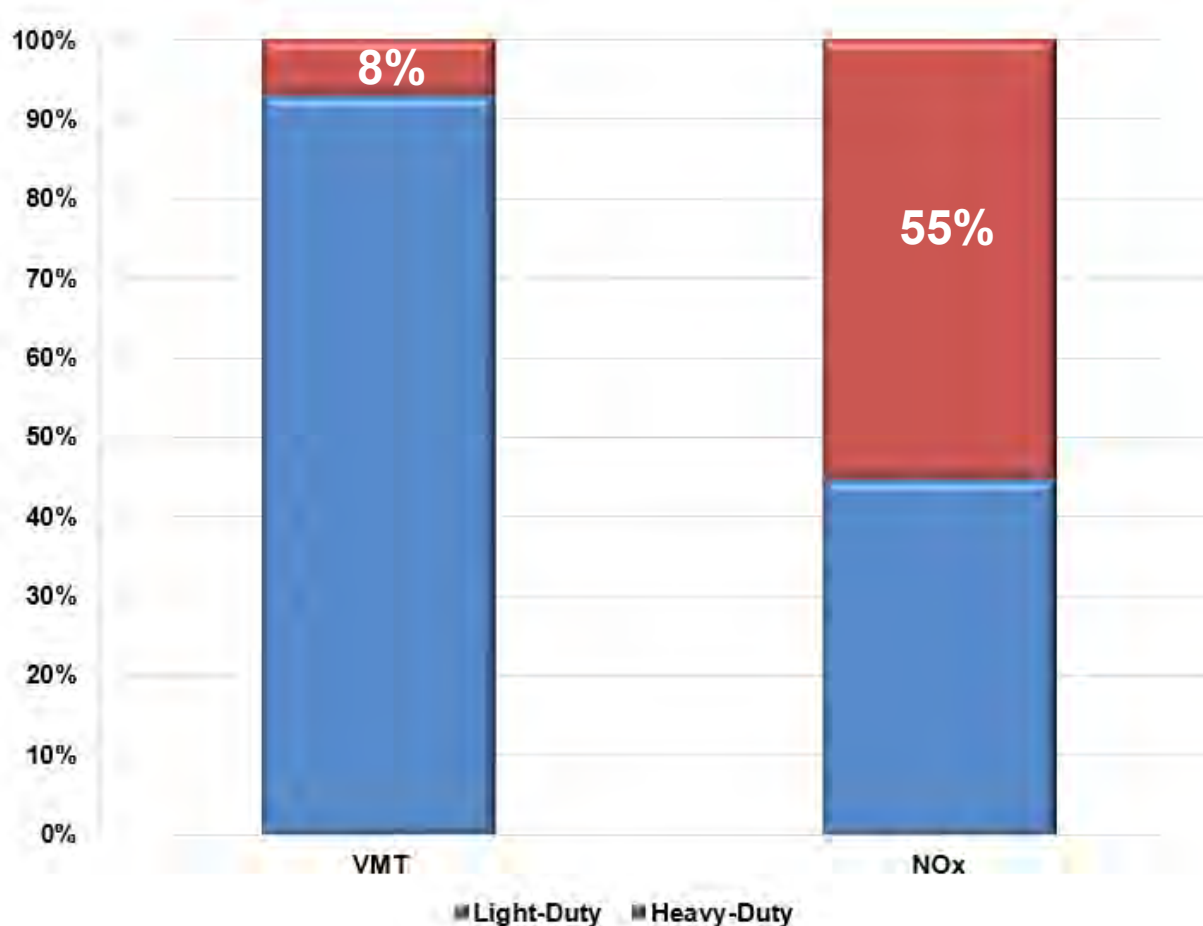
Age Distribution of Registered Heavy-Duty Vehicles



67% of Heavy-Duty Vehicles Pre-Date Current Engine Emissions Standards

35% are 2004 or Older, with NO_x Emissions Rates 20x higher than new engines

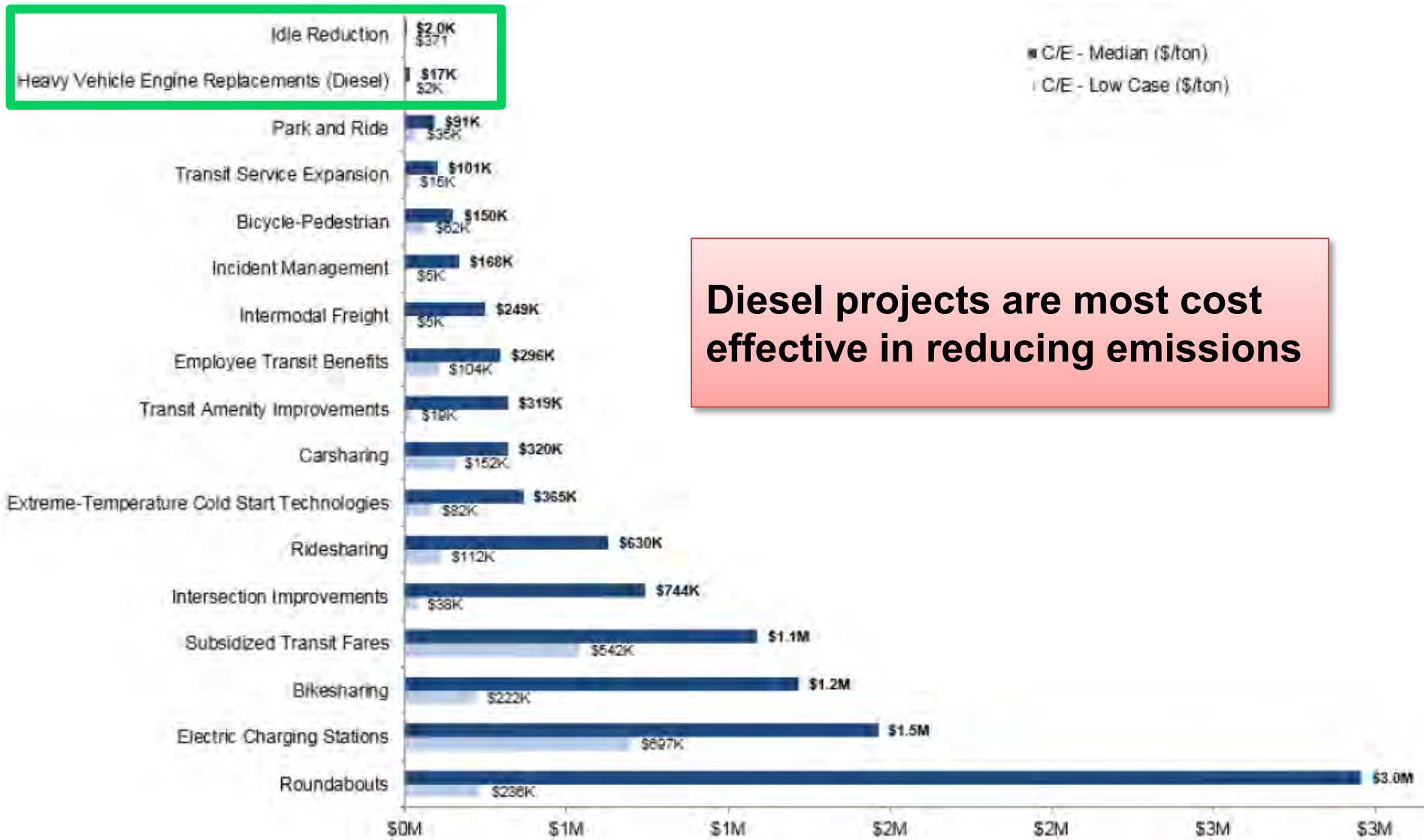
Vehicle Miles of Travel and NO_x Heavy-Duty vs. Light-Duty Vehicles



Approximately 8% of heavy-duty vehicles account for 55% of emissions

PROGRAM COST EFFECTIVENESS¹

Cost per Ton NO_x Reduced



Diesel projects are most cost effective in reducing emissions

¹ Source: FHWA-Cost Effectiveness Tables Summary. http://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/costeffectiveness.pdf, page 13.

FURTHER INFORMATION

Chris Klaus
Senior Program Manager
cklaus@nctcog.org
817-695-9286

**Additional information on Dallas-Fort Worth Transportation
Conformity: <http://www.nctcog.org/trans/air/conformity/>**

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

Air Quality Funding Opportunities for Vehicles

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

- Air Quality Funding Home
- Other Air Quality Funding Opportunities
- Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

Select Language ? ?

	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
School Bus Rebate Program Deadline: November 1, 2016, 4pm EST NEW!	X									Public Sector, School Districts, Private Sector
Texas Clean Fleet Program (TCFP) Deadline: October 18, 2016, 5pm CST			X	X		X	X	X		Public Sector, Private Sector, General Public
Texas Clean School Bus Program Deadline: November 1, 2016, 5pm CST	X									Public School Districts, Charter Schools
Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017, 5pm CST	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.

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

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North Central Texas Energy Forum

Description:

Local governments and regional entities in North Central Texas are working to reduce energy consumption in innovative ways, including leveraging community partnerships and implementing energy efficiency programs.

Please join the North Central Texas Stewardship Forum as we discuss planning for our energy future in North Central Texas.

Topics include:

- Legislative Update on Energy items prior to the 85th Legislative Session
- Energy on Campus
- LED Lighting Implementation
- Innovative City and Community Partnerships
- Funding Opportunities for Energy Efficiency

A great event for: Energy managers, facility managers, local governments, independent school districts, colleges, private industry, or anyone wanting to make a sustainable impact on energy in North Central Texas!

For more information about the North Central Texas Stewardship Forum, please visit www.nctcog.org/stewardship

Date: October 26, 2016

Time: 9:30 AM - 3:30 PM

Cost: None

Space is limited to 100 people.

Location: West Irving Library, 4444 W. Rochelle Road, Irving, TX 75062

Please fill out the following form to register. * indicates required fields.

Agency*	
First, Last Name*	
Title	
Address*	
City, State, Zip Code*	
E-Mail*	
Phone*, Fax	

For further information, please contact: REvans@nctcog.org or KRonneberg@nctcog.org .

Return to the [Events Page](#).

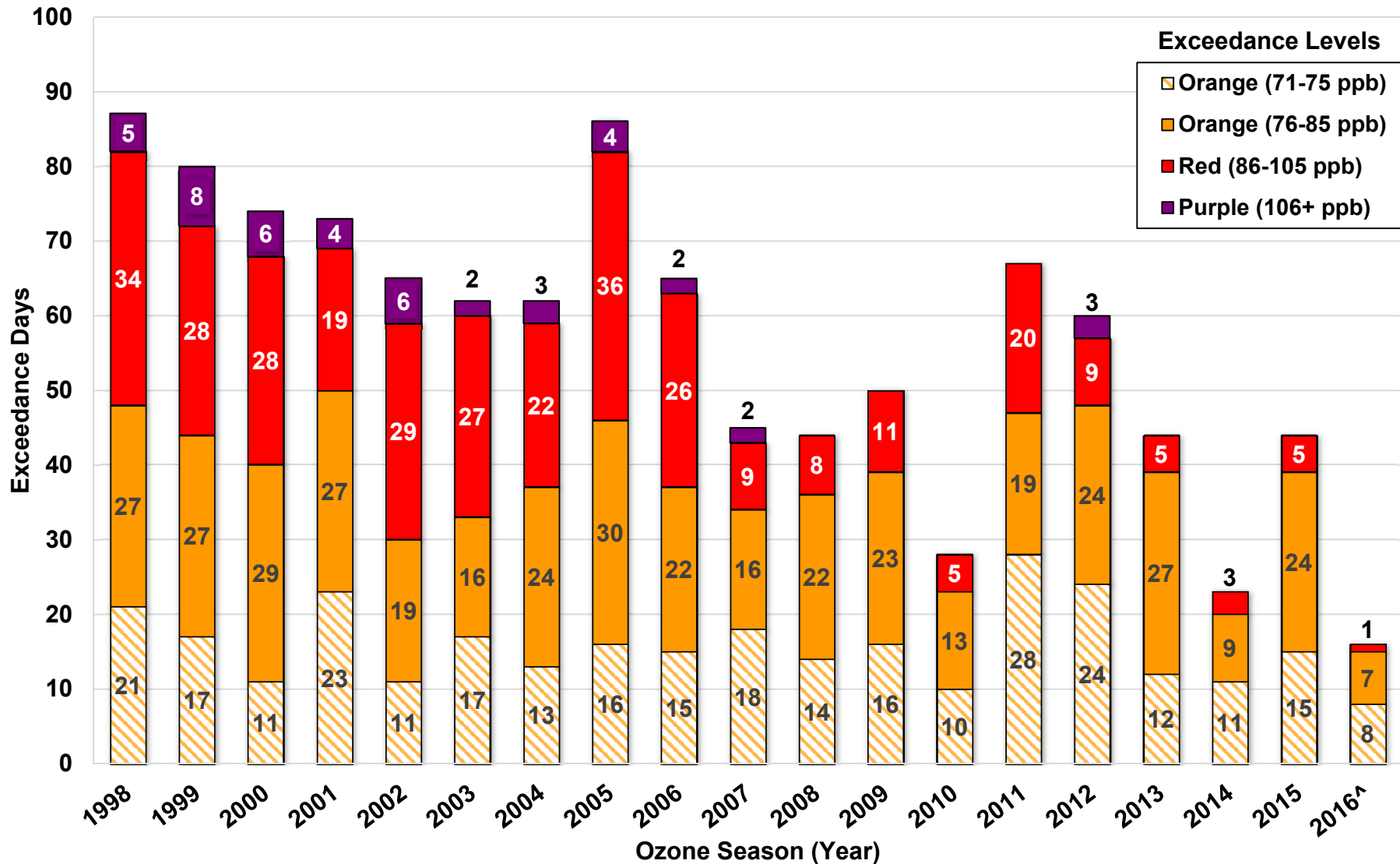
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North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888


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2016 OZONE SEASON

Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard



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.

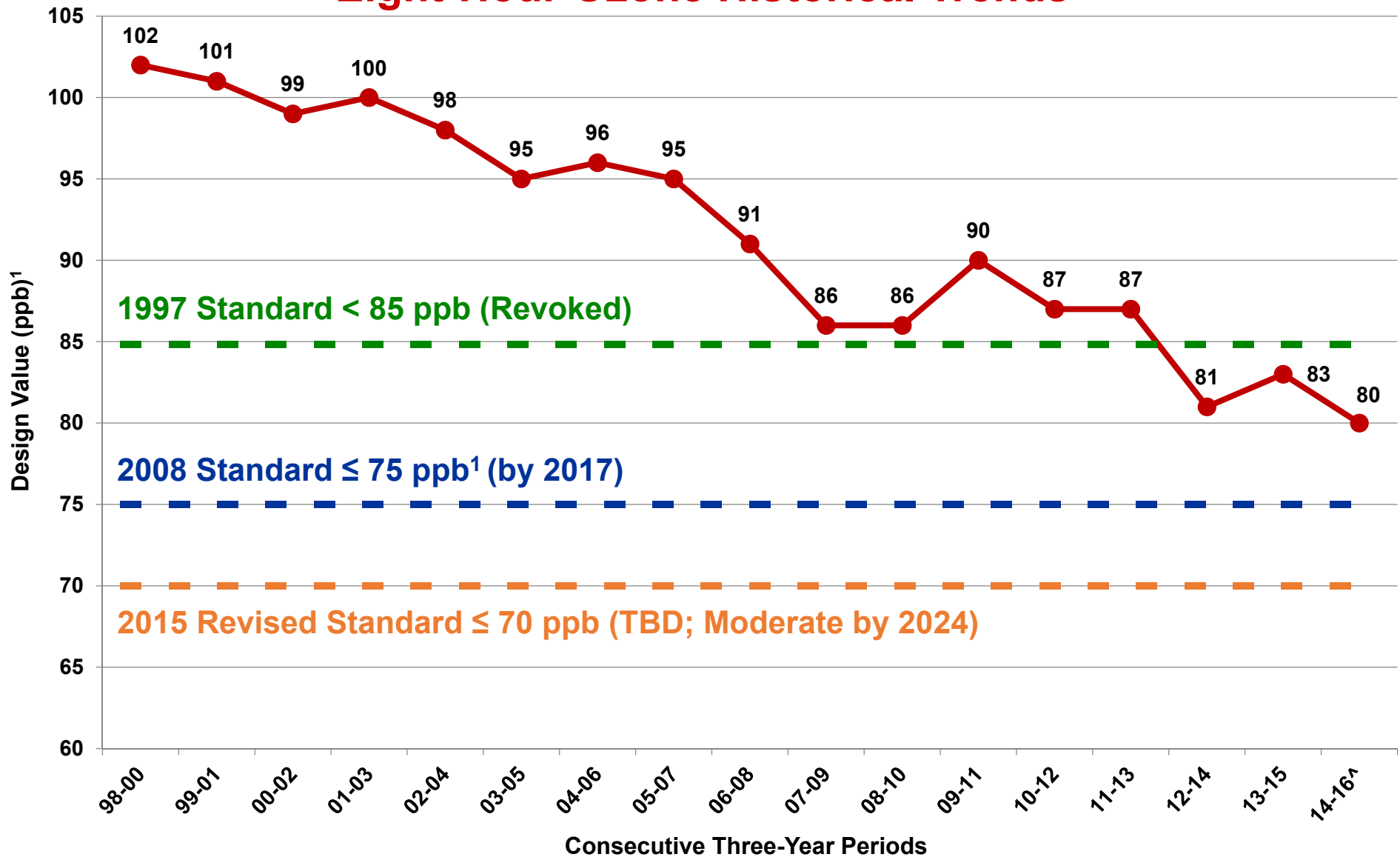
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data, current as of 9/28/2016

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

2016 OZONE SEASON

Eight-Hour Ozone Historical Trends



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

¹Not a full year of data, current as of 9/28/2016.

MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program
(UPWP) Modifications******Regional 10-Year Plan and Priorities******Fleet Funding Opportunities: Fleets for the Future and Upcoming Grants******Marketing Efforts for the DFW Connector Pilot Program*****Meeting Dates and Locations**

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

1. Monday, Sept. 12, 2016 – 6:30 pm – Bedford Public Library (Bedford); attendance: 6; moderated by Ken Kirkpatrick, Senior Counsel for Transportation
2. Wednesday, Sept. 14, 2016 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 13; moderated by Dan Kessler, Assistant Director of Transportation
3. Tuesday, Sept. 20, 2016 – 6:30 pm – Meadows Conference Center (Dallas); attendance: 9; moderated by Dan Lamers, Senior Program Manager

Public Meeting Purpose and Topics

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

1. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications – presented by Dan Kessler
2. Regional 10-Year Plan and Priorities – presented by Elizabeth Whitaker (Bedford); Adam Beckom (Arlington); Dan Lamers (Dallas)
3. Fleet Funding Opportunities: Fleets for the Future and Upcoming Grants – presented by Amy Hodges
4. Marketing Efforts for the DFW Connector Pilot Program – presented by Ken Kirkpatrick (Bedford); Mindy Mize (Arlington); Amanda Wilson (Dallas)

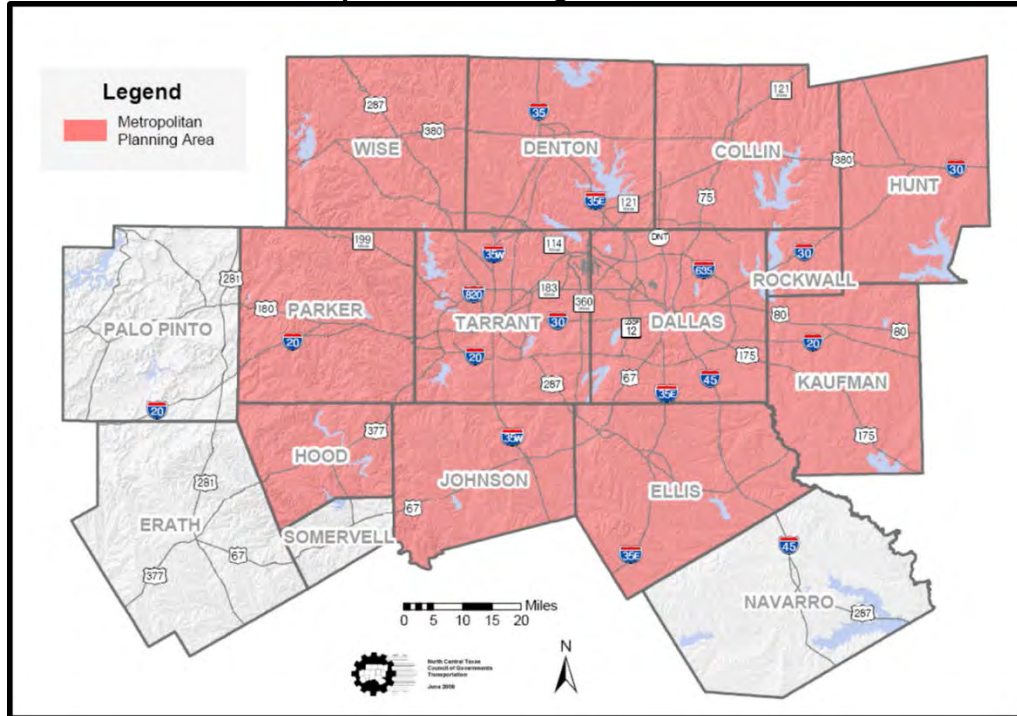
The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the public meeting held in Arlington Sept. 14, 2016, was posted at www.nctcog.org/video.

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

Summary of Presentations

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

▪ Dallas-Fort Worth Metropolitan Planning Area



- **Unified Planning Work Program for Regional Transportation Planning**
 - Task 1 – Administration and Management
 - Task 2 – Transportation Data Development and Maintenance
 - Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations
 - Task 4 – Metropolitan Transportation Plan
 - Task 5 – Special Studies and System Operations

- **New Initiatives – Transportation Planning Funds**

Project	Financial Action	Description
Coordination of Transportation and Environmental Planning Processes – Quantifying Benefits of Stewardship Efforts (4.03)	\$100,000 TPF	Add project and funding to quantify quality-of-life benefits and return on investment for pursuing environmental stewardship activities, and support stewardship education.
Performance-based Planning Coordination (4.05)	\$ 50,000 TPF	Add project and funding to support the coordination of performance-based planning activities to meet federal and state regulations
Congestion Management Planning and Operations – Automated Vehicles: Planning (5.05)	\$150,000 TPF	Add project to support planning activities associated with the arrival of automated vehicles and their impact on the transportation system.

- **New Initiative – Other Funding Sources**

Project	Financial Action	Description
Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (5.05)	\$400,000 STBGP* \$ 50,000 Local	Add project and funding, including Transportation Development Credits, to support the development and deployment of automated vehicles.

- **Adjustments to Existing Projects – Other Funding Sources**

Project	Financial Action	Description
Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (2.02)	\$75,000 RTC Local	Add funding for year two of University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems
Regional Transportation Studies (5.01)	\$50,000 TxDOT	Add TxDOT funding to conduct US 380-Collin County and SH 190 East Branch projects previously programmed with TPF, and amend text to reflect that work will be carried out with other funding sources.

- **Adjustments to Existing Projects – Other Funding Sources**

Project	Financial Action	Description
Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering (5.03)	\$200,000 CMAQ \$ 50,000 Local	Add project and funding for the preliminary engineering of the Midlothian-to-Waxahachie Regional Veloweb Shared-use Path and NCTCOG staff oversight activities.

- **Transportation Planning Funds Two-Year Summary**

FY2016 and FY2017 US FTA (5303)	\$ 5,369,741
FY2016 and FY2017 US FHWA (Estimated PL)	\$13,427,584
FY2015 US FHWA (Estimated PL-Carryover)	\$ 6,214,898
Total Transportation Planning Funds	\$25,012,223
Anticipated Expenditures	\$21,701,000
PL Balance to Carry Over to FY2018	\$ 3,311,223

- More detailed information on the budget was provided as a handout in the public meeting packet

- **Modification Schedule**

- Sept. 12, 14 and 20 – Public meetings
- Sept. 23 – Action by Surface Transportation Technical Committee
- Oct. 13 – Action by Regional Transportation Council
- Oct. 27 – Action by NCTCOG Executive Board
- Oct. 28 – Submittal to Texas Department of Transportation

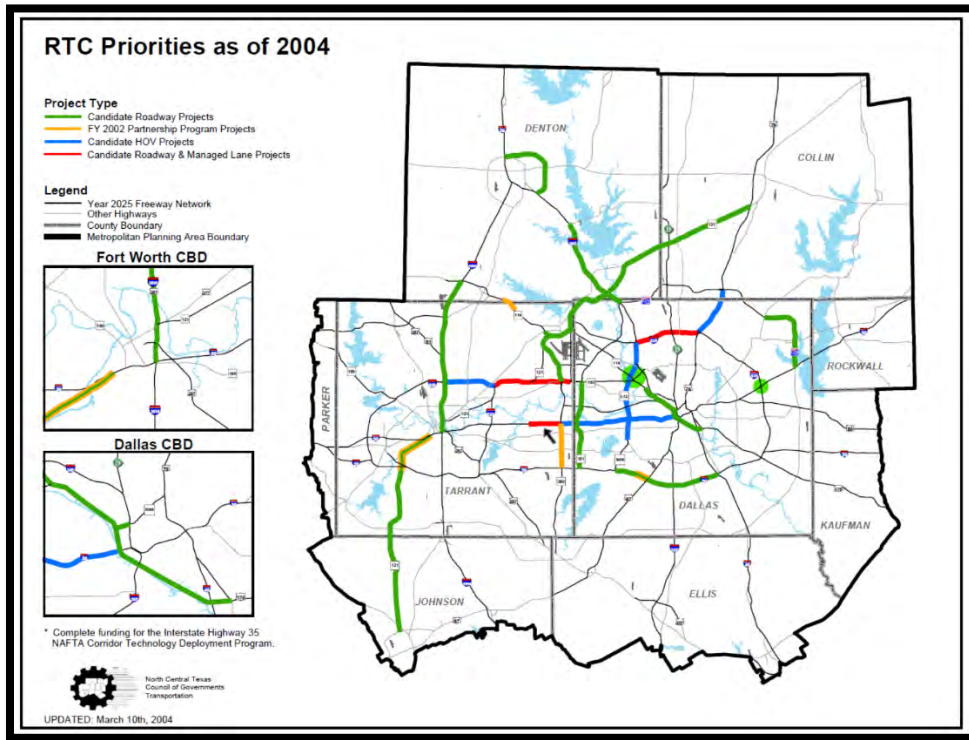
B. Regional 10-Year Plan and Priorities

- **Background**

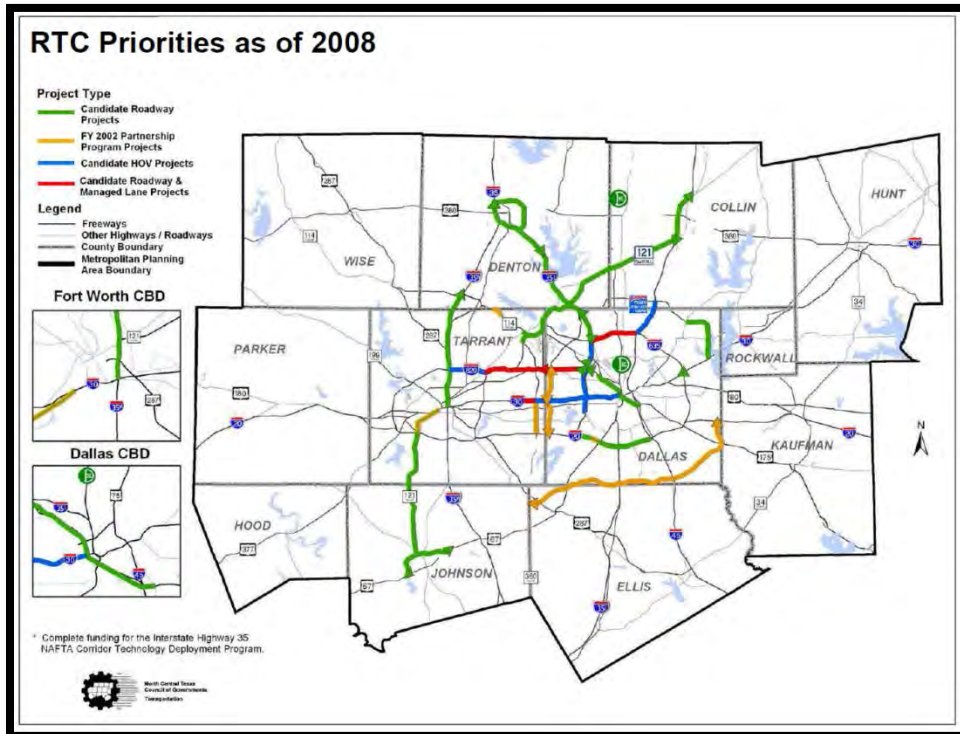
- In 2004, Category 2 funds were received through Fiscal Year (FY) 2020
 - Category 2 funds are used to implement mobility and capacity projects
 - Additional Category 2 funds have not been allocated to the region since that time
- The Regional Transportation Council (RTC) programmed Category 2 funds by creating a 10-year project priorities map
 - Staff proposes to follow a similar process for selecting the next round of Category 2 funds
- In June 2016, the Texas Transportation Commission (TTC) announced that new Category 2 funds would be allocated for FY 2017 to FY 2026

- Proposition 1 funds were previously placed into Category 2, for ease of implementation
- Future Category 2 funds will include Proposition 1 and Proposition 7 allocations
 - ❖ Proposition 1 funds approved by voters in November 2014, providing \$1.74 billion to the State Highway Fund from the Rainy Day Fund
 - ✓ North Texas received over \$890 million in the first three years for traditional, non-tolled roadway projects
 - ❖ Proposition 7 is the constitutional amendment for transportation funding approved by voters in November 2015, with funds being available starting FY 2018
 - ✓ Portions of revenue from the general sales and use, motor vehicle sales and rental taxes will be allocated to the State Highway Fund for non-tolled projects
- **House Bill (HB) 20 Requirements**
 - HB 20, passed by the 84th Texas Legislature, required the Texas Department of Transportation (TxDOT) and Metropolitan Planning Organizations (MPOs) to:
 - Develop a 10-year plan for the use of allocated funds
 - Use performance-based planning and project selection
 - Develop criteria that consider:
 - ❖ Safety
 - ❖ Congestion
 - ❖ Economic development opportunities
 - ❖ Available funding
 - ❖ Effects on the environment, including air quality
 - ❖ Socioeconomic effects, including adverse health or environmental effects on minority or low-income neighborhoods
 - ❖ Any other factors deemed appropriate by the planning organization
- **Proposed 10-Year Plan Development Process**
 - Inventory and reassess projects from previous 10-year planning efforts
 - Coordinate with TxDOT districts to assess project timing and estimated construction costs
 - Review the 2027 network year of Mobility 2040 (the current Metropolitan Transportation Plan (MTP)) to identify the next set of candidate priority projects
 - Review and refine performance measures used to develop Mobility 2040 for use in this effort
 - Develop draft map and project listing
 - Financially constrain project listing/map of projects
 - Solicit public review and comment
 - Solicit technical committee review and comment
 - Solicit RTC review and action
 - Transmit final plan to TxDOT/TTC

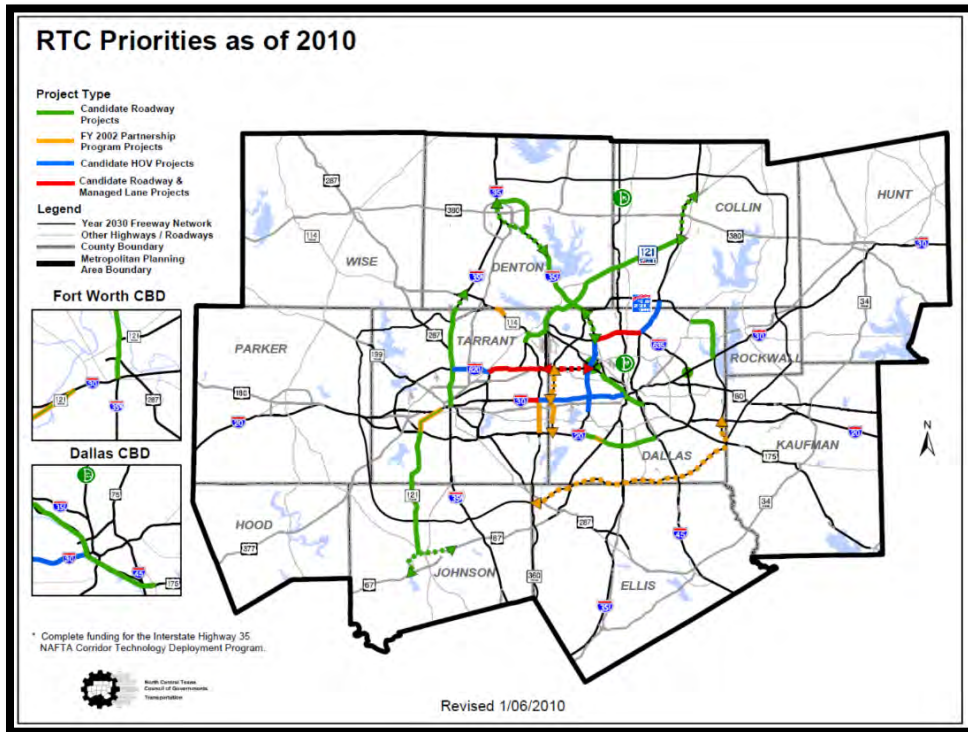
- **RTC Priorities as of 2004**



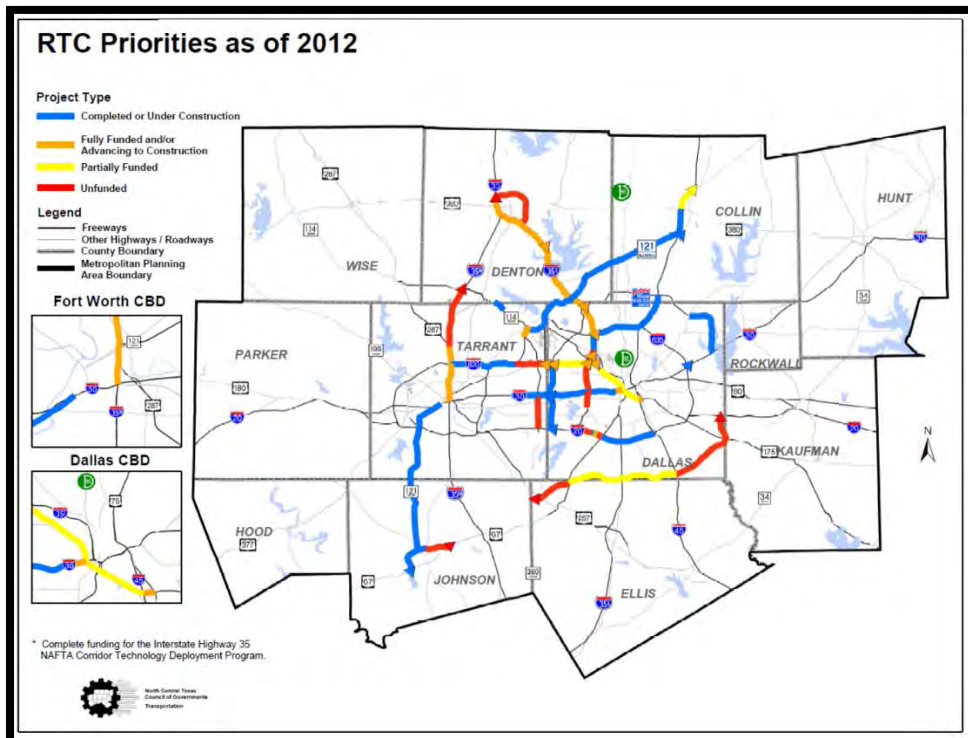
- **RTC Priorities as of 2008**



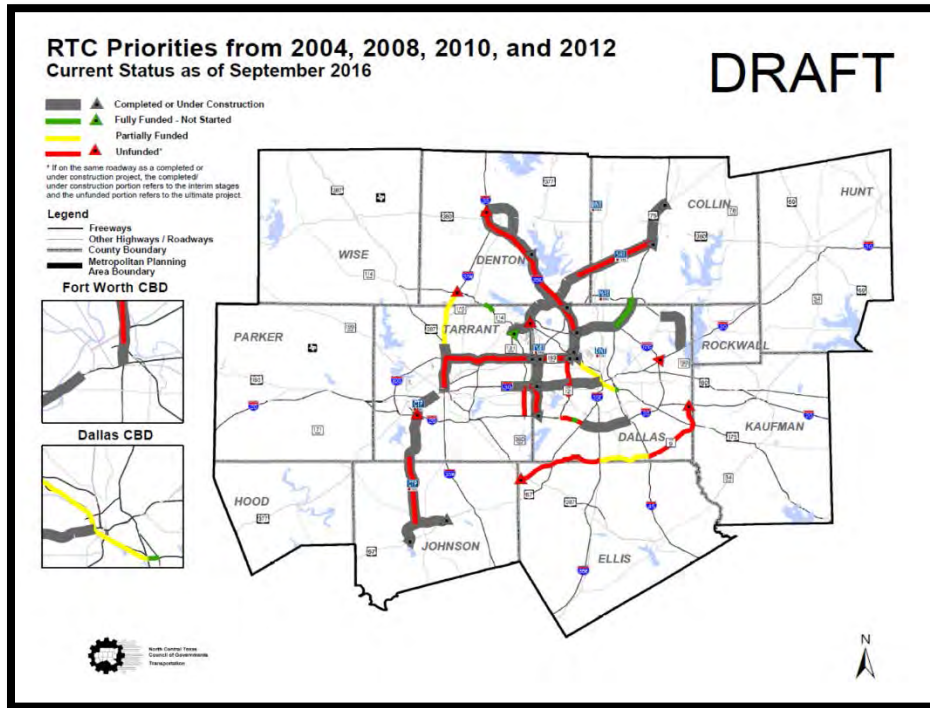
- **RTC Priorities as of 2010**



- **RTC Priorities as of 2012**



- **RTC Priorities from 2004, 2008, 2010 and 2012**



- **Performance Measures Under Consideration**

- During the development of Mobility 2040, all limited access facilities in the region were evaluated using a technical, data-driven approach
- Performance measures were developed in response to MAP-21 national goals
- Scores were used to rank and prioritize improvements in Mobility 2040
- Staff proposes to use similar performance measures to prioritize improvements in response to the HB 20 10-year plan requirements
- Other measures related to future transportation system needs may be considered
- Below are the Mobility 2040 performance measures:

MAP-21 Goal	Performance Measure Criteria
Congestion Reduction	Traffic Volume/Roadway Capacity
System Reliability	Speed
Safety	Crash Rate
Infrastructure Condition	Pavement Conditions
Freight Movement and Economic Vitality	Basic Employment
	Number of Trucks
Environmental Sustainability	Environmental Justice Index
Reduced Project Delivery Delay	Planning Status, Funding Availability, Constraints, and System Continuity

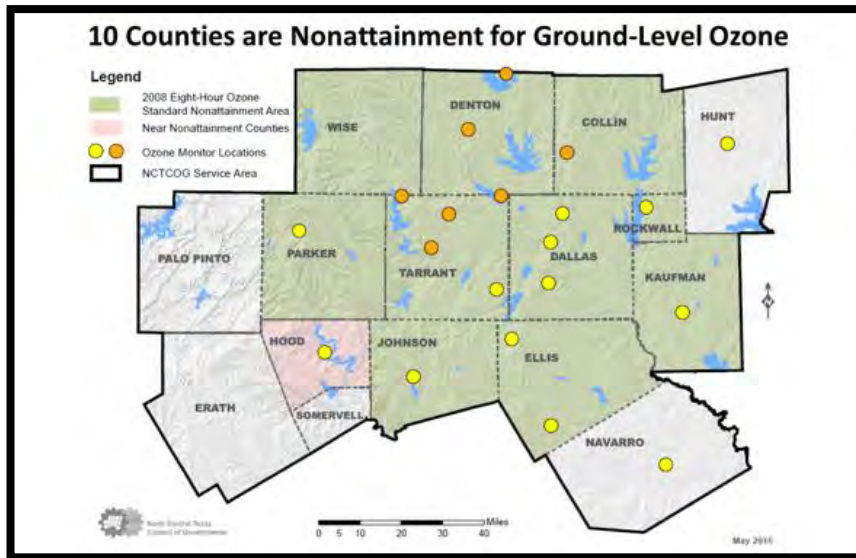
- **Regional Funding Allocation From Fiscal Year 2017 to Fiscal Year 2026**

- Anticipate over \$6 billion in funding for surface transportation improvements
- Project needs must be constrained to funding sources identified
 - Includes funding categories with Regional Transportation Council and/or joint RTC/TxDOT selection authority

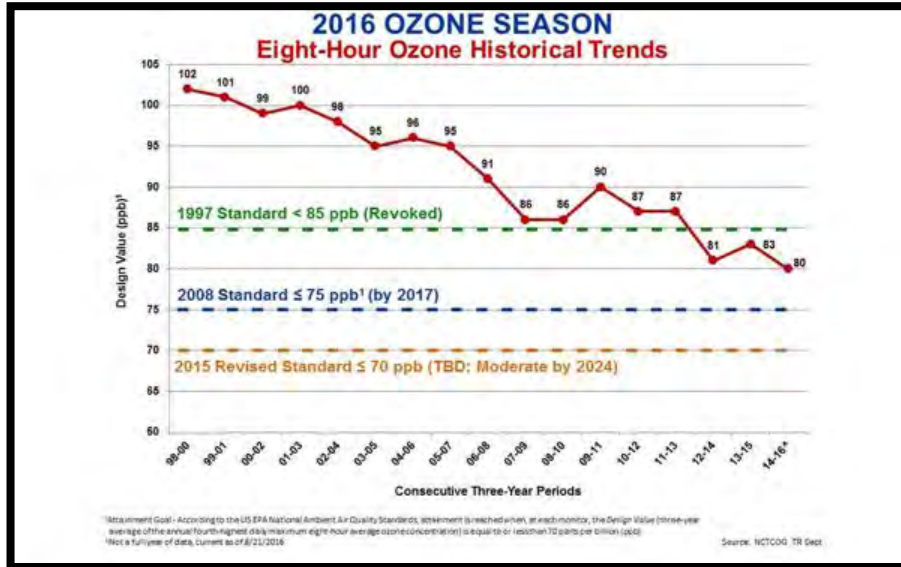
Funding Category*	Funding (\$ in Billions)
CAT 2: Metropolitan Corridor (Includes Prop 1 Funding for FY 2017)	\$3.79
CAT 4: Statewide Connectivity Corridor (Includes Prop 1 Funding for FY 2017)	\$.028
CAT 5: Congestion Mitigation and Air Quality Improvements (CMAQ)	\$1.09
CAT 7: Metropolitan Mobility and Rehab (STP-MM)	\$1.41
CAT 12: Strategic Priority Funding	\$.253
TOTAL	\$6.57

C. Fleet Funding Opportunities: Fleets for the Future and Upcoming Grants

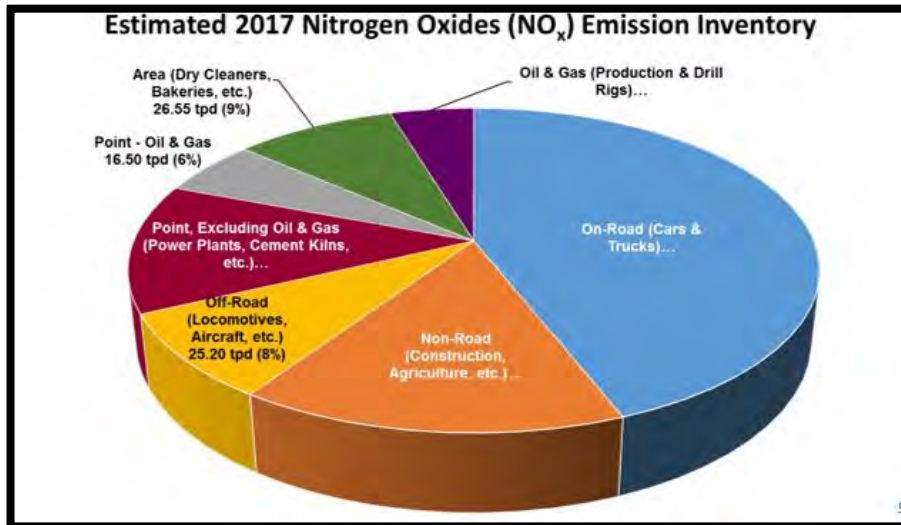
- **North Central Texas Air Quality**



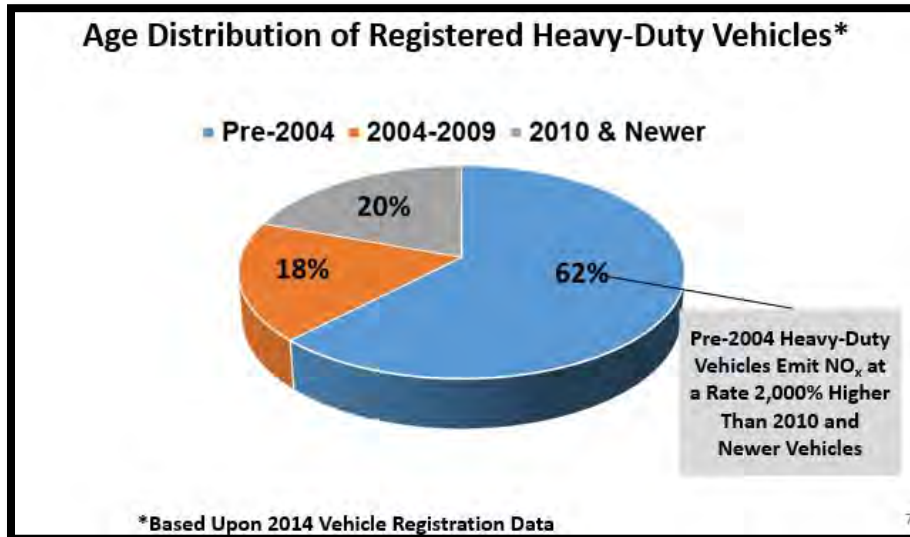
- Historical Ozone Trends



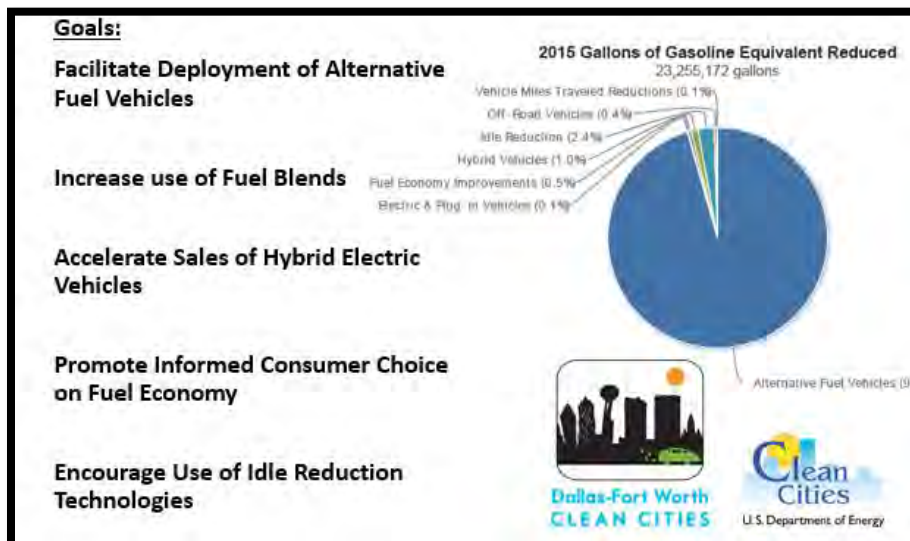
- Estimated 2017 Nitrogen Oxides (NO_x) Emission Inventory



- **Age Distribution of Registered Heavy-Duty Vehicles**



- **Dallas-Fort Worth Clean Cities Coalition**



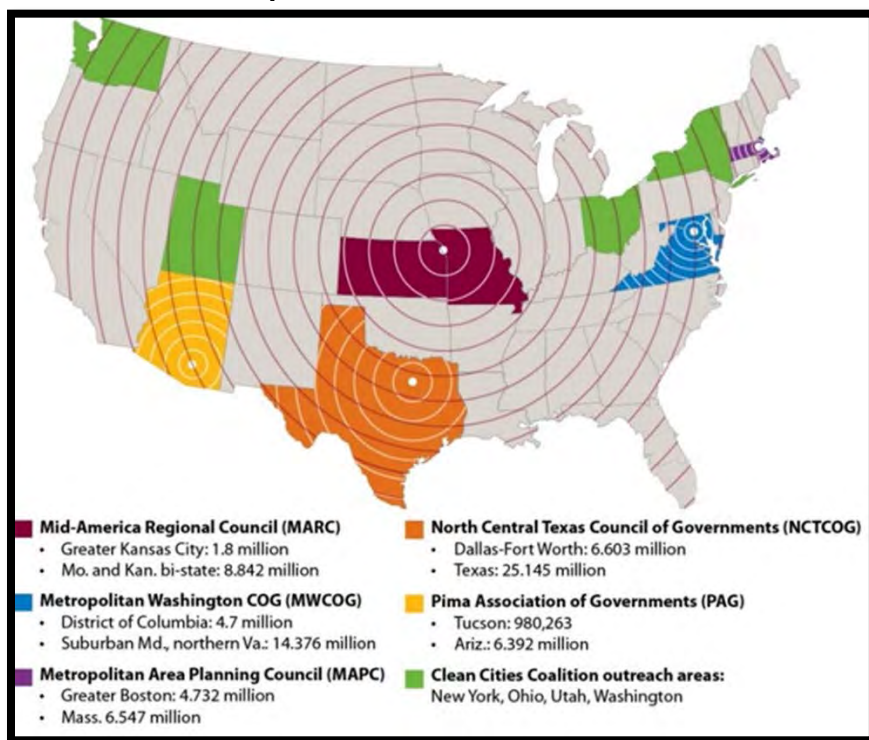
- Fleets for the Future responds to several of the air quality emphasis areas:
 - High-emitting vehicles/equipment
 - Low speeds
 - Idling
 - Vehicle miles of travel
 - Energy and fuel use
 - Cold starts
 - Hard accelerations

- **Fleets for the Future: Cooperative Procurement Grant**

- Project overview

- National partnership between regional councils, Clean Cities coalitions and industry leaders
- Dedicated to advancing fuel-efficient vehicle technologies through targeted outreach, education and deployment best practices
- Coordinates regional and national scale procurement initiative designed to consolidate bulk orders of alternative fuel vehicles
- Focuses on reducing the incremental costs of alternative fuel vehicles and supporting infrastructure
- Creates best practices and templates on vehicle procurement strategies and policies

▪ **National Partnership**



▪ **Goals of Regional Procurement**

- Facilitate deployment of alternative fuel vehicles
 - Cut petroleum use
 - Minimize emissions
 - Save on fuel costs
 - Improve energy security
- Decrease cost of alternative fuel vehicles

▪ **Regional and National Scale Procurement Initiative**

- Approach
 - Regional-scale cooperative procurement
 - Best practices and templates
- Technologies of focus
 - Propane

- Electric
- Natural gas
- Bio-diesel/ethanol
- Related infrastructure

▪ **Regional Cooperative Procurement**

- Cooperative procurement types to consider
 - Bulk procurement
 - Vendor bid based on bulk quantity of specific vehicle
 - Tiered pricing - based on quantity ranges
- Enhancements to existing purchasing contract options (e.g. H-GAC buy or buy board)
 - Tiered pricing – based on quantity ranges
 - Reservation system to facilitate bulk orders
 - Add vehicle types not currently available

▪ **Next Steps**

- Establish priorities through consultation with working group
 - Central Freight Lines
 - City of Benbrook
 - City of Coppell
 - City of Dallas
 - City of Denton
 - City of Plano
 - City of Southlake
 - Texas Department of Transportation

▪ **Schedule**

Milestone	Estimated Timeframe
Establish Working Group	August 2016
Distribute Fleet Survey	August 2016
Analyze Survey Results	September - October 2016
Identify Priority Vehicles & Specifications	November 2016
Develop Procurement Strategy	Winter 2016/2017
Facilitate Cooperative Purchases	Spring 2017 - 2018

▪ **Grant Opportunities**

- Grant opportunities can be found at www.nctcog.org/aqfunding

▪ **Propane Council of Texas (PROCOT)**

- Propane vehicle incentives for Texas: www.propanecounciloftexas.org

- Funding offered to purchase new propane-powered vehicle or convert existing vehicles to propane
- Eligibility – private fleets (business or nonprofit with three or more vehicles)
- Funding levels – up to \$7,500 per vehicle
- Propane mower incentive program
 - Funding offered to purchase new propane-powered or duel-fuel mowers and conversions
 - Eligibility – commercial landscapers, parks departments, school districts, businesses and farmers
 - Funding levels – up to \$1,000 per mower or conversion
- **North Texas Airport Emissions Reduction 2016 Call for Projects**
 - Funding offered to replace or repower diesel-powered ground support equipment (GSE) at airports
 - Eligibility – public, private and nonprofit entities operating diesel-powered GSE at airports
 - ❖ GSE must operate in 10-county ozone nonattainment area
 - ❖ Projects must achieve a reduction in NO_x emissions
 - Funding levels – reimbursement of 25-40 percent of incremental cost
 - Replacement - up to 25 percent of incremental cost
 - Repower - up to 40 percent of incremental cost
 - \$600,000 in available grant funding
 - Deadline – November 18, 2016
- **Texas Emissions Reduction Plan (TERP)**
 - Available grants

Program	Next Planned Grant Round	Grant Funds Available	Workshops at NCTCOG Offices
Clean Transportation Triangle Program and Alternative Fueling Facilities Program	NOW ACCEPTING APPLICATIONS!	\$5.9 Million	9/15/2016, 1:30p
Drayage Truck Incentive Program	Fall 2016	\$4.7 Million	None scheduled
Emissions Reduction Incentive Grants	Fall 2016	\$51.7 Million	11/17/2016, TBD (General Session) 12/15/2016, TBD (Application Session)
New Technology Implementation Grants	NOW ACCEPTING APPLICATIONS!	\$3.5 Million	None scheduled
Rebate Grants	Spring 2017	\$10 Million	None scheduled
Texas Clean Fleet Program	NOW ACCEPTING APPLICATIONS!	\$5.9 Million	9/20/2016, 2:00p
Texas Clean School Bus Program	NOW ACCEPTING APPLICATIONS!	\$5.9 Million	None scheduled
Texas Natural Gas Vehicle Grant Program	NOW ACCEPTING APPLICATIONS!	\$37.8 Million	None scheduled

- Assistance with grant applications



**Interested in saving money?
Switching to alternative fuels?
Replacing old vehicles or equipment?**

Apply for State financial incentives through the Texas Emissions Reduction Plan (TERP).

TERP provides assistance to vehicle and equipment owners to reduce air pollution from older engines. Grant money is available at different times through nine different grant programs.

The North Central Texas Council of Governments (NCTCOG) works to improve air quality in North Texas. As a FREE service to the region, NCTCOG offers application assistance and can help navigate the TERP application process.

 (817) 695-9249  www.terpgrants.org

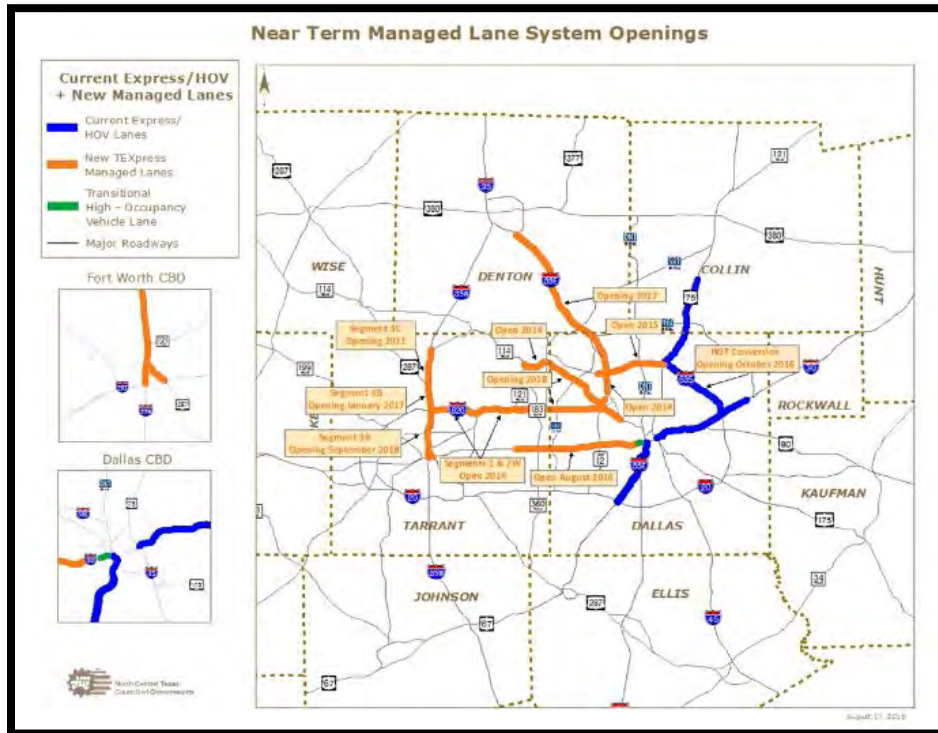
 AQgrants@nctcog.org www.nctcog.org/AQfunding

D. Marketing Efforts for the DFW Connector Pilot Program

- **Background**

- TollTag users have a higher payment rate than ZipCash users
- Pilot initiated per RTC's suggestion to TxDOT
- Test ability to cover collection risk for pay-by-mail/ZipCash users
- Periodically increase pay-by-mail surcharge (at 90, 180 days)
- Market-driven approach to increase TollTag usage (currently 70 percent TollTag/30 percent ZipCash on DFW Connector)
- Potential to apply lessons learned to IH 35W corridor (TxDOT has collection risk)
- The RTC approved marketing recommendations for DFW Connector pilot program on August, 11, 2016

- **DFW Connector Pilot Program Corridor**



- **Marketing Efforts for DFW Connector Pilot Program**

- TollPerks for new TollTag customers
- Prize giveaways
- Preloaded TollTags to targeted areas
- TollTag sales at inspection stations in targeted areas
- TollTag sales at car dealerships in targeted areas

- **TollPerks for New TollTag Costumers**

- Concept
 - TollPerks points can be redeemed for exclusive rewards from Dallas-Fort Worth area merchants
 - Additional TollPerks are given to new TollTag customers
 - TollTag must be tied to a credit card/bank account
 - Market in concert with prize giveaway
- Estimated cost
 - See prize giveaway information

- **Prize Giveaways**

- Concept
 - One or more grand prizes for a vacation destination or North Texas area sporting team to be given away
 - New TollTag customers are entered into a drawing
 - TollTag must be tied to a credit card/bank account
 - Use advertising such as billboards along DFW Connector and

- online/digital ads
 - Estimated cost
 - Prize pool: \$5,000
 - Marketing: \$40,000

- **Preloaded TollTags to Targeted Areas**
 - Concept
 - Preloaded TollTags are offered to high use ZipCash customers in average-to low-income zip codes using the DFW Connector
 - \$20 credit is offered, but TollTag must be tied to a credit card/bank account
 - Use direct mail piece to advertise to target group of ZipCash users on DFW Connector
 - Target 10,000 users
 - Estimated costs
 - Incentives up to \$200,000
 - Staff/marketing up to \$30,000

- **TollTag Sales at Inspection Stations in Targeted Areas**
 - Concept
 - TollTag package offered to customers going through annual inspection process
 - TollTag must be tied to a credit card/bank account
 - Target inspection stations where highest concentration of users of the DFW Connector live
 - Participating inspection stations will receive \$5 per TollTag sold through the North Texas Tollway Authority (NTTA)
 - Joint RTC/NTTA staff communication/coordination effort
 - Estimated Cost
 - \$10,000

- **TollTag Sales at Car Dealerships in Targeted Areas**
 - Concept
 - TollTag package is offered to purchasers of vehicles as a part of dealer benefits package (e.g. free oil changes)
 - TollTag must be tied to a credit card/bank account
 - Target dealerships around highest concentration of DFW Connector users
 - Dealership will receive incentive for participating (\$5 per tag through NTTA)
 - Joint RTC/NTTA staff communication/coordination effort
 - Estimated Cost
 - \$10,000

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Regional 10-Year Plan and Priorities

John Gillum, Citizen (Bedford)

A. Congestion on US 380

Question: Since I moved to Prosper in 2012, my commute time to work on US 380 has tripled because of the congestion. TxDOT held a public meeting several months ago regarding the expansion of this road, and I've been coordinating with them to see if the project can be expedited. They said it is fully funded. Can you confirm the status of this project?

Summary of response by Elizabeth Whitaker: The expansion of US 380 is a priority. It might not be on any of the maps in our presentation because they tend to highlight freeways and tollways. I can coordinate with you after the meeting to show you our recommendations for US 380 in Mobility 2040 as well as the project's implementation schedule.

Michael Hasler, City of Duncanville (Arlington)

A. Status of US 67

Comment: I noticed US 67 is not included on any of the maps in the 10-year plan presentation. Am I missing something?

Summary of response by Adam Beckom: The maps in this presentation feature past priorities so a recently funded project may not yet be included on them. However, we will be taking the new list of projects out to the public in November.

Ingrid Kelley, Bike Friendly Arlington (Arlington)

A. Transportation infrastructure in North Central Texas

Comment: I know you all are working hard to address transportation problems in the region, but I would like to request a more vast infrastructure. Freeways are overcrowded before they're even completed. I don't see any signs of metro rail going in. An expansion of public transportation would eliminate reliance on individual transportation and benefit senior citizens and individuals with driving limitations. I found out through personal experience what it's like to not have the option to drive a car in Arlington. It was eye-opening for me. As a cyclist, I can only dream of riding my bike throughout the metroplex. Safety issues and road rage prevent me from being on the road alone as a cyclist. Bicycle trails and future rail lines need to be connected to the TRE. TRE availability also needs to be expanded. I work at Baylor University Medical Center in Dallas. If I drive to Centreport/DFW, I'm already halfway to Dallas, and the rail schedule doesn't accommodate me because I work on the weekends.

Summary of response by Dan Kessler: We're working on TEX Rail. We're looking at the TRE and other rail lines. One of our biggest challenges, however, is that many cities in the metropolitan area are not members of our transit authorities. We don't have a mechanism in these cities to develop a revenue stream for public transit. We have been to the legislature numerous times and have asked to hold a regional election for residents to vote on becoming

members of the regional transit system. We are incredibly grateful for the funding we received from the state legislature, but most of the funding is restricted and cannot be used on transit or toll roads. However, virtually all the large cities, including Arlington, Grand Prairie and Mesquite, are very pro-transit and want to be part of a regional system. We have transit-oriented development plans in places where there isn't transit yet. The mayors of Fort Worth, Arlington, Grand Prairie, Irving and Dallas are working on linking all of their cities via a bicycle trail. We just haven't found a way yet to overcome the institutional challenges related to funding. We need more people like you to tell elected officials transit should be a higher priority.

Summary of response by Curvie Hawkins: I work for the Fort Worth Transportation Authority, and we just completed our transit master plan, which is unconstrained and focuses on needs and desires. Starting Oct. 24, TRE service will increase by 40 percent during the week and 100 percent on Saturdays.

Gail Belton, Citizen (Dallas)

A. Status of IH 635 East

Comment: IH 635 East doesn't appear to be included on the 10-year maps.

Summary of response by Dan Lamers: The map includes previous efforts conducted, and the RTC had not yet identified IH 635 East as a high priority when it was created. It is a map of the previous 10-year priorities. We will bring you a list of projects the RTC will focus on in the next 10 years in the next month or so, and I guarantee IH 635 East will be on that new map.

B. Additional transportation funding

Comment: Do you think the legislature will provide additional transportation funding during the upcoming legislative session?

Summary of response by Amanda Wilson: We had two legislative sessions that dealt with transportation funding, and I think a third session will be challenging. I don't hear a lot of discussion regarding transportation for this next legislative session. However, TxDOT, MPOs across the state and transportation advocacy groups are speaking to members of the legislature and aren't giving up on the topic. I think we'll still be making the case that we're thankful for the funding but there's more to be done, but I think the legislature sees other priorities they need to address.

Summary of response by Dan Kessler: The last legislative session was a landmark for transportation, but they exhausted most of the financial options that didn't include a tax increase. Any more substantial funding would probably require a gas tax or vehicle registration tax increase.

Summary of response by Dan Lamers: The same situation is occurring at the federal level. You all have representatives at both the state and federal level whom you need to let know how you think transportation should be funded.

Lauren Patterson, Citizen (Dallas)

A. Alternative transportation methods

Comment: Whenever I attend one of these meetings, the number one thing discussed is decreasing the number of vehicles on the road yet a lot of the money seems to be dedicated to building more roads. We're not allocating more funds for alternative modes of transportation.

Summary of response by Dan Lamers: The RTC adopted Mobility 2040, the long-range transportation plan, this past spring, and it addresses alternative modes of transportation. The theme of the plan is all about options. If you have time, review the Mobility 2040 document. You'll see a heavy emphasis on alternative options. The legislature was happy to provide us with new funding. We said thank you, but we still need more because the money cannot be used for transit or toll roads. We're limited with what we can do with those additional funds, but I assure you we're looking at every option to help reduce the demand on the roads.

Other

Curvie Hawkins, Fort Worth Transportation Authority (Arlington)

A. Consequences of not meeting air quality standards

Question: What happens if we don't meet 75 parts per billion (ppb) by 2017?

Summary of response by Dan Kessler: We must show the federal government we have a plan to meet air quality standards. This plan is the State Implementation Plan and comes from the Texas Commission on Environmental Quality (TCEQ). We also have to meet conformity standards in our Metropolitan Transportation Plan (MTP). In fact, we just received word last week that the Mobility 2040 plan met conformity standards. If we did not have the State Implementation Plan in place and we did not meet conformity standards, we would face sanctions and a lot of transportation projects would not be able to move forward.

Travis Attanasio, City of Haslet (Arlington)

A. Design standards for city streets and projects

Comment: Designing city streets to TxDOT standards tends to drive up project costs. And when smaller cities have to put down the required 20 percent match, it can stall projects. Are there NCTCOG standards you can implement for city projects?

Summary of response by Adam Beckom: If you're using TxDOT or federal funds for a project, the road has to be built to their standards. However, we are working on what we call a turn back program, where cities can take facilities off the state highway system and take ownership. It's still in the very preliminary stages, though.

Kevin Butler, Citizen (Dallas)

A. Ways for citizens to stay active in transportation planning process

Question: What is the best way for a citizen to stay involved in the transportation planning process?

Summary of response by Dan Kessler: The best thing you can do is go to your state legislature. Funding for transit is a priority for local elected officials, but there hasn't been any traction among legislators to provide municipalities with additional revenue strategies. We've looked at every possible revenue stream and put it in front of the legislature, and there hasn't been interest. The transit authorities are doing everything they can with what they have. We even surveyed 5,000 residents, and 78 percent of those people said they'd pay an additional tax for transit. We need people like you to tell your elected officials transportation is a priority.

Summary of response by Dan Lamers: If you have questions, you're always welcome to start with us. If we can't answer your question, we can always point you in the right direction.

Steve Turner, Citizen (Dallas)

A. Roundabouts

Comment: Don't put in roundabouts. They have not worked in the past, and they're dangerous.

Summary of response by Dan Lamers: There's a difference between a traffic circle and a roundabout. A roundabout is good for low traffic volume areas. Additionally, don't assume bad ideas of the past can't be turned into good ideas of the future.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
John Gillum	Citizen	Status of SH 380 project	Attachment 1
Michael Hasler	City of Duncanville	Managing freeway incidents	Attachment 2
Gail Belton	Citizen	Status of IH 635 East	Attachment 3
Lauren Patterson	Citizen	Alternative modes of transportation	Attachment 4
Thomas Kriehn	Citizen	Automated vehicles and the DFW Airport	Attachment 5



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 John Gillum

Organization _____

Date 9-12-16

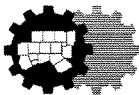
Meeting Location Bedford

Please provide written comments below:

The traffic on State Highway 380 is beyond horrible
in Eastern part of Denton County. I have been told
that project is fully funded. What is the process to push
this project underway.

To submit comments or questions by mail, fax, or e-mail, please send to:

North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>



Public Meeting Comment Form

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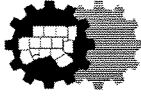
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 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name MICHAEL J. HASLET
 Organization CITY OF DUNCANVILLE
 Date 9/14/16
 Meeting Location NCTCOG OFFICES

Please provide written comments below:

IS NCTCOG COORDINATING WITH PUBLIC SAFETY DEPARTMENTS (SHERIFF, LOCAL CITIES) ON HOW FREEWAY INCIDENTS ARE MANAGED? FOR EXAMPLE, I SEE FIRE TRUCKS CLOSE OFF 2-3 LANES OF A 4-LANE FREEWAY FOR AN ACCIDENT, ONLY IN THE OUTSIDE LANE. THIS ~~COULD~~ ^{DOES} HAVE A SIGNIFICANT IMPACT ON IDLING TIME, EMISSIONS (ESPECIALLY IF OCCURS IN THE MORNING RUSH HOUR), ETC. I CLEARLY UNDERSTAND THE NEED FOR THE SAFETY OF EMERGENCY PERSONNEL. HOWEVER IT APPEARS THE LANE CLOSURES COULD BE MANAGED MUCH MORE EFFICIENTLY AND HAVE A SIGNIFICANT DECREASE IN CONGESTION, DELAYS, IDLING TIME, ETC.



Public Meeting Comment Form

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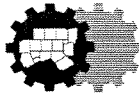
Name Lauren
 Organization _____
 Date 9/20
 Meeting Location Dallas

Please provide written comments below:

Last mile programs could be the best use of many funds to help transit/bike/etc. be more efficient & in the area & reduce car traffic congestion/air pollution/etc.

- ENTIRE presentation focused on putting more cars on road: counterproductive to all ~~road~~ safety, access, air quality etc goals.
 More funding needs to be addressed towards alternative transit methods besides the car. w/ more people moving to the area there is no more room for more roads.
- Ped & bike infrastructure is 1/100th a cost of road infrastructure cost & is 10x more effective. There are many more grant programs as well that deal w/ alternative transit methods. air quality that weren't addressed
 Partnering programs & greater connectivity between cities/entities to make roads, transit, bike, ped, etc. efforts more efficient should be ^{addressed}

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



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 THOMAS E. KRIBAN

Organization _____

Date 9/20/2016

Meeting Location Meadows Conference Center

Please provide written comments below:

RE: AUTOMATED VEHICLES. I'M MORE INTERESTED IN RESURRECTING AND EXTENDING THE AIRTRANS PEOPLEMOVER SYSTEM: NORTH TOWARDS D/FW AIRPORT NORTH STATION, AND SOUTH TOWARDS CENTRAIRPORT STATION. THE SKYLINK PEOPLEMOVER SYSTEM IS DESIGNED FOR STRICT SECURITY, AND SO CANNOT BE EXTENDED. I CANNOT IMAGINE RESURRECTING THE AIRTRANS AS A DRIVERLESS, TRACKLESS BUS SYSTEM. I DON'T LIKE GOING THROUGH STRINGENT SECURITY CHECKPOINTS MERELY TO MEET SOMEBODY OTHER THAN AT D/FW AIRPORT'S TERMINAL A. I'D RATHER GET OFF THE ORANGE LINE TRAIN AT D/FW NORTH STATION, RIDE THE AIRTRANS TOWARDS TERMINAL B OR F — OR THE AIRPORT HOTEL — AND WAIT THERE FOR MY OUT-OF-TOWN VISITOR'S ARRIVAL. WHILE THE AIRPORT'S BOARD OF DIRECTORS FIGURES OUT HOW TO RESURRECT THE AIRTRANS, I'LL SETTLE FOR MANUALLY-DRIVEN SHUTTLE BUSES INTO THE AIRPORT INTERIOR.

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

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Steve Turner, July 8, 2016

In earlier proposals, I saw the word Traffic Roundabout, which are the old traffic circles which were here earlier and abandoned as not practical. If traffic is heavy they do not work. I do not want to see them implemented again as they are dangerous and a waste of money.

Dormand Long, August 22, 2016



Jim, Mike, and Keven Ann-

While the Dallas City Council may be oblivious to it, the headquarters site relocation task forces of many major companies will put this future temperature projection chart from the *NYTimes* today into their permanent file.

Undoubtedly, the temperatures will go up. The amount that temperatures rise in Downtown Dallas can be mitigated with proper management.

The nation's leading authority on urban heat sinks is Professor Brian Stone of Georgia Tech, who has extensive research on the impact of urban heat rising in the summer and of the social repercussions from that oppressive heat.

If you think that major crime is a problem in Dallas today, increase the number of days over 100 degrees and you will see a virtual societal breakdown.

This can be mitigated. Increasing the tree canopy in the City, green rooftops on large buildings, pavement that does not absorb heat and more green spaces are steps that are proven to abate rising urban temperature.

There are building developed to make use of materials and of design to organically be cooler than traditional buildings, such as:

<http://newatlas.com/banque-libano-francaise-headquarters-snohetta/44819/pictures>

I would suggest that The News take the leadership in this by contacting Professor Brian Stone, Dallas City Forester Karen Woodard, and Dallas City Council Adviser on Forestry Lawrence Hochberg to start to define this problem and to lay out plans to mitigate this inevitable rise in temperatures.

Otherwise, Dallas will be an untouchable for corporate headquarters and for the creative class that can vastly improve the quality of life.

David Redelsperger, Sept. 1, 2016

RTC, NCTCOG

I wish to express my opposition to TEX Rail without a Tarrant county wide vote.

FMS, Sept. 12, 2016

Car lanes need protection not extinction Listen to the people. Bikes are not for main transportation but mainly for recreation in South Texas. Not everyone has access to a bus route to conveniently get to work. Wake up and get real.

Kim Rimmer, Sept. 12, 2016

Buses and bikes can share the road with cars as they have since the dawn of time. Adding road capacity benefits ALL users, but putting restrictions on who gets access to lanes paid for with TAX money is discriminatory and unacceptable in a free society. Less than 3% of commuters take transit in the metroplex. So elevating transit over cars HURTS 97% of commuters! Expand road capacity and keep it open to everyone. Use the new road funds voters gave TxDOT with passage of Prop 1 and Prop 7 to expand our highways without tolls!

Gb Billingsly, Sept. 12, 2016

Where does a person send comments about getting rid of all these toll roads? They are unfair, unaffordable and unnecessary. To get across the metroplex, it is getting harder and harder....and of course that seems like what you are trying to do. Lets make dfw a great place and have NO toll lanes and do not divert money and capacity to bus and bike lanes and rail.

William Woodward, Sept. 12, 2016

To date, we have many toll roads which are owned by foreign companies that are going broke, because Texans don't want toll roads and feel like we are paying twice to use them. First, you the State charge us 42 cents a gallon tax on gasoline and 46 cents a gallon on diesel for ROAD USE, then if we use a toll road, we are charged again on a per mile basis to use a road. Now if you are looking at utilizing roads that our tax dollars have already paid for (through the fuel tax) and turn these roads into toll roads, that's just not right and sure as heck isn't Texan. Decreasing lanes that currently are used for vehicle traffic and using those lanes for bikes and pedestrians is even worse as THEY DIDN'T PAY FOR THE USE OF THAT ROAD THROUGH FUEL TAXES! Enough said.

Benedict D. LaRosa, Sept. 12, 2016

I'm opposed to toll lanes, dedicated bus and bike lanes, and light rail. The roads and highways are for everyone. Government should not play favorites. Buses and bikes can share the road with cars as they always have. Putting restrictions on who gets access to lanes paid for with tax money is discriminatory and unacceptable. Less than 3% of commuters take transit in the metroplex. Elevating transit over cars harms the vast majority of commuters. Add road capacity

instead; it benefits all users. Use the new road funds voters gave TxDOT with passage of Prop 1 and Prop 7 to expand our highways without tolls.

Brenda Short, Sept. 15, 2016

I would like to provide my public feedback to the planning of roadways in our area. I understand you are currently accepting feedback on these issues.

I am AGAINST toll lanes, dedicated bus and bike lanes, and expansion of rail. Buses and bikes can share the road with cars as they have since the dawn of time. Adding FREEWAY capacity benefits ALL users, but putting restrictions on who gets access to lanes paid for with tax money is discriminatory and unacceptable in a free society. Less than 3% of commuters take transit in the metroplex. Elevating transit over cars HURTS 97% of commuters! Expand FREEWAY capacity and keep it open to everyone. Use the new road funds voters gave TxDOT with passage of Prop 1 and Prop 7 to expand our highways without tolls!

Has the NCTCOG even considered the future of self-driving automobiles? Sure, this concept is still several years from being fully implemented, but TEXANS are going to be all over this idea one day in the near future. VERY FEW independent minded Texans are going to choose mass transit over the freedom of using their own vehicle, especially when that vehicle can drive itself. We need to be pouring all those tax payer dollars that TxDOT receives into improving our road capacity for the future. The long distances that many commuters travel and the weather here in Texas is not conducive to bike riding, and most people do not like the restrictive, dependent nature of mass transit. Spending money on either of those plans is a waste. The records already show that mass transit in our area is not self-supporting, and toll road after toll road is going bankrupt in our state. So taxpayers are subsidizing toll roads, bike lanes, buses, and rail lines that very few travelers actually use. Stop wasting tax payer dollars on boondoggles that only line the pockets of crony capitalists.

Dormand Long, Sept. 20, 2016

Polini E-P3 gives road and mountain eBikers a boost



Gudrun Raschen-Bradetich, Sept. 22, 2016

To whom it may concern,
Denton's air quality is so shockingly bad tonight, that it must exceed any reasonable standard for healthy air. It smells of gas well pollution and I have smelled it many times at night after 11pm. Is there anything that can be done about this?


WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

@NCTCOGtrans With all the typical summer ozone action days in Dallas, you would think EVs and EV drivers would get a little more love... – Aaron Gleason (@aarchel822)

.@nctcogtrans making safety on the roads of Dallas-Fort Worth a priority.
<http://www.nctcog.org/ourregion> . #ProgressNTx2016 – US Bike Route System (@USBicycleRoutes)

@NCTCOGtrans @TxDOTFTWPIO @TxDOTDallasPIO To be honest, it doesn't feel like it. Why haven't you adopted #VisionZero ? – Wylie H Dallas (@Wylie_H_Dallas)

Proud to be part of this great project, a public-private partnership btw @TxDOT, @TollTagTidbits & @NCTCOGtrans! – Hayden Consultants (@haydenconsults)



Construction Under Way on \$330M State Highway 3...
Construction is under way on a \$330 million Texas State Highway 360 South project that will add lanes to the highway stretching 9.7 mi. (15.6 km) from 2 mi. (3.2 k...
constructionequipmentguide.com

...and like Dallas. Why does @NCTCOGtrans continue to pursue such ill-conceived policies? – Wylie H Dallas (@Wylie_H_Dallas)

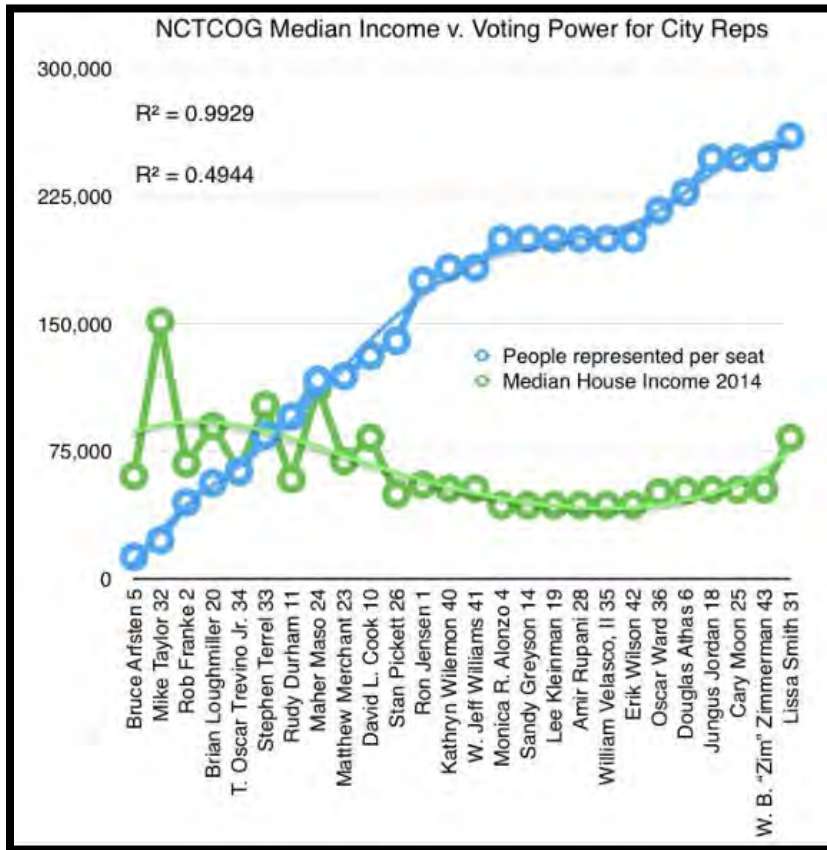
Streetsblog Network @StreetsblogNet
Hidden sprawl costs mean cheaper cities like Houston aren't the bargain they appear
usa.streetsblog.org/2016/07/06/spr... @CityObs @Joe_Cortright

No, but I wish I had. – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans
Did you receive the National Household Travel Survey? Results will help guide trans funding. bit.ly/29BlntJ



1st rough finding from <http://DecideTexas.org> : For cities, lower med income = less votes/capita on RPC @NCTCOGtrans – Jay Blazek Crossley (@JayCrossley)



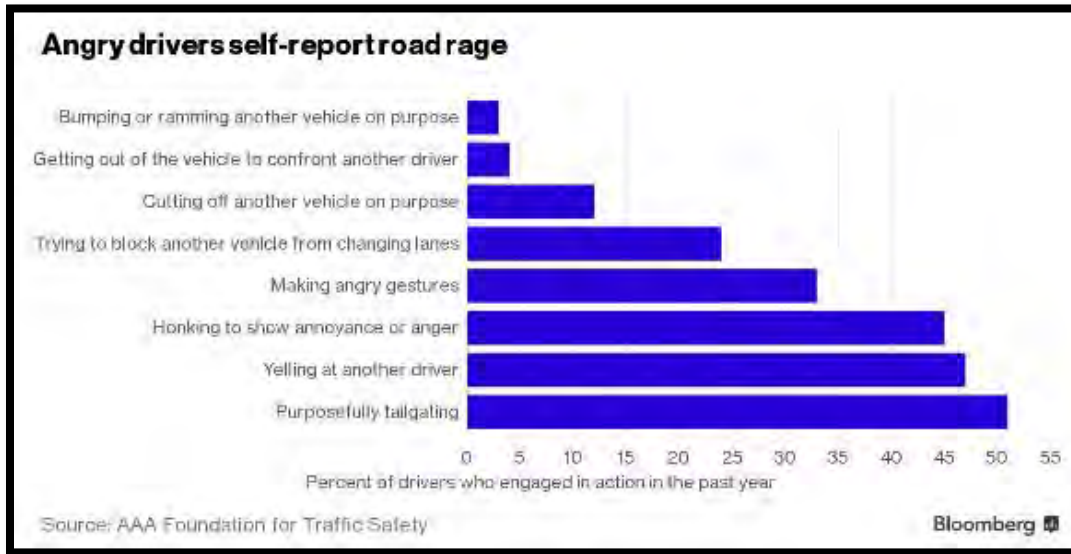
If everyone is doing it, then it's probably a problem with our choice in infrastructure. – Dallas May (@1DaIM)

NCTCOG Transportation @NCTCOGtrans

.@AAAFTS released a report on road rage. Where do the angriest drivers live? bloom.bg/29zhRrp

@ RTC meeting in Arlington, automated vehicles overview of technologies & implications. Innovation in North Texas! @NCTCOGtrans #friscomayor – Maher Maso (@MaherMaso)

.@AAAFTS released a report on road rage. Where do the angriest drivers live?
<http://bloom.bg/29zhRrp> – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans @AAAFTS Yiu should ask bicyclist and pedestrians the same questions and maybe not build so many highways.... – Atticus (@C_K27)

@AAAFTS Imagine the anger of pedestrians, bicyclists, and mass transit users as @NCTCOGtrans obsesses over highways, almost exclusively. – Wylie H Dallas (@Wylie_H_Dallas)

Fostering Young Planners in Texas with Scholarships and Art <http://tinyurl.com/j2b2hfh> – American Planning (@APA_Planning)

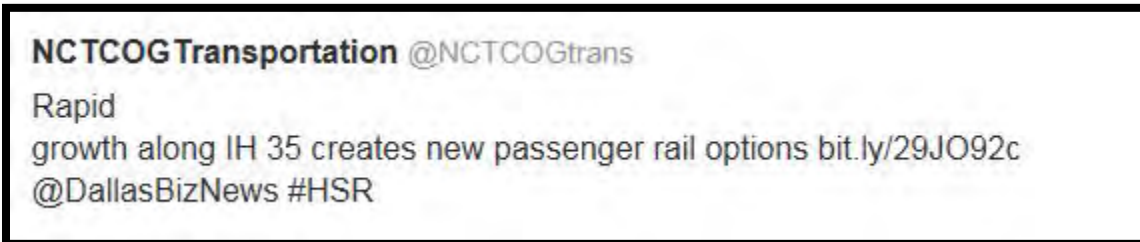


TxDOT is looking to accommodate population growth with high-speed passenger rail service additions along I-35: – Dallas Biz (@DallasBizNews)



@DallasBizNews Dallas not mentioned once- thanks, @NCTCOGtrans – Wylie H Dallas (@Wylie_H_Dallas)

Agreed! After @TexasCentral connects HOU-DAL next ought be okc-ftw-waco-austin-sanantonio – Loren S. (@txbornviking)



@cityofdentontx #dentoning – Joseph Iliff (@SeekOutWisdom)



Is Dallas-Fort Worth being penalized for building #tollroads? <http://www.star-telegram.com/news/traffic/your-commute/article91043297.html> ... #dfwtraffic @nctcogtrans @txdot – Gordon Dickson (@gdickson)



Is Dallas-Fort Worth being penalized for building toll roads?
Toll roads were built across Dallas-Fort Worth during the past 15 years because of a lack of tax-supported funds. But now, the highway funding ...
star-telegram.com

Proud to support #PedestrianSafety efforts in #NTX. #LookOutTexans – Chris Pilcic (@SF_ChrisPilcic)

NCTCOG Transportation @NCTCOGtrans
Look Out for Ying. #LookOutTexans



Sure it's #hot, but #LookOutTexans for your #GoodNeighbors on #bikes. @NCTCOGtrans tips: <http://bit.ly/1oWxoZE> – Chris Pilcic (@SF_ChrisPilcic)



SAFETY TIP #9
BICYCLISTS: USE HAND SIGNALS TO LET OTHERS KNOW YOU'RE TURNING, CHANGING LANES OR STOPPING.

TEX Rail moves full-steam ahead in July <https://communityimpact.com/dallas-fort-worth/grapevine-colleyville-southlake/top-stories/2016/07/20/tex-rail-moves-full-steam-ahead-july/> ... @NCTCOGtrans @cityoffortworth @MayorBetsyPrice – Lee M. Kleinman (@LeeforDallas)



@LeeforDallas @NCTCOGtrans @cityoffortworth @MayorBetsyPrice /good news:) Mobility is the answer for DFW regional, including high speed rail. – willis johnson (@jhnsonwillisj)

Ha! it doesn't help current populations near that area but hey hasn't stop you TXDoT or DART before so what the heck – George Battle III (@TLC_Community)



Excited to join #DFW #CleanCities & @NCTCOGtrans to support their important work w/ #altfuel #CNG #Propane – Lynn Lyon (@lynnmurraylyon)



Road transportation is the leading contributor to air pollution in our cities. – NACTO (@NACTO)



@NACTO Please help us, @NCTCOGtrans . The first step towards recovery is admitting you have a problem! – Wylie H Dallas (@Wylie_H_Dallas)

@DRChamber transpo mtg on new tech: @NCTCOGtrans @TomBamonte says @ATT now connects more vehicles to the cloud than new smartphones – DRC Public Policy (@DRCpublic policy)

Check it out! @NCTCOGtrans Mobility Matters features master plan article & profile of board chair, Scott Mahaffey. <http://bit.ly/28KA7Uh> – The T Fort Worth (@TheTFortWorth)

Cotton Belt rail service could come with some limitations
[http://beta.dallasnews.com/news/transportation/2016/07/28/getting-service-cotton-belt-line-decade-early-come-limitations ...](http://beta.dallasnews.com/news/transportation/2016/07/28/getting-service-cotton-belt-line-decade-early-come-limitations...) via @dallasnews @CityOfDallas @dartmedia @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

BuildIt #Texans4HighSpeedRail @texlege @TxDOT – Texans4HighSpeedRail (@TXHighSpeedRail)



Read the latest news about our #MasterPlanInAction! #MobilityMatters #RideTheT – The T Fort Worth (@TheTFortWorth)



If only we had adequate bike infrastructure, @ChartWestcott. – Wylie H Dallas (@Wylie_H_Dallas)

NCTCOGTransportation @NCTCOGtrans

Use a sunshade so ur car's A/C doesn't have to work so hard. A/C is the #1 contributor to lower summer fuel economy bit.ly/2av98Gk

.@TXDOT & @NCTCOGtrans have funded \$15B in highway projects in DFW over past 5yrs. ½ – Loren S. (@txbornviking)

patrick kennedy @WalkableDFW

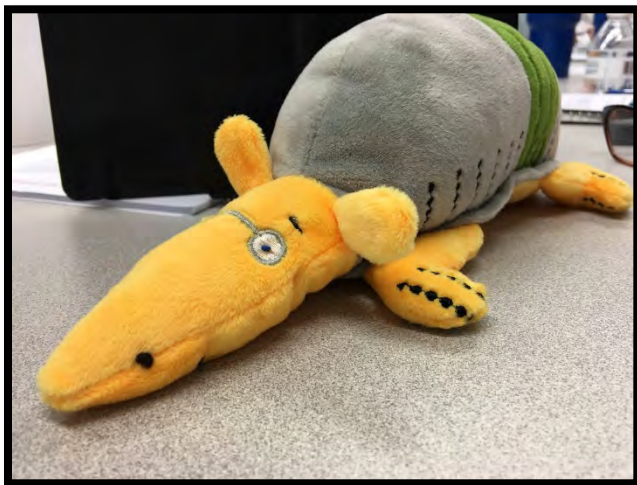
It's been a long-time since I've written something. Here are some words on why D2 should be a subway: dmagazine.com/urbanism-trans...

As @Schwarzenegger would say, "Do it! Do it now!" – Loren S. (@txbornviking)

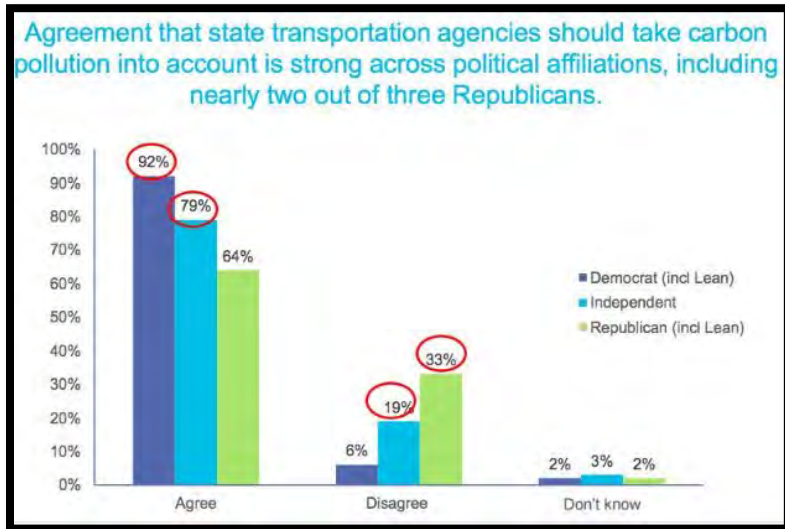
NCTCOGTransportation @NCTCOGtrans

Increased frequency proposed for the Trinity Railway Express. Open house/Information sessions Aug. 6-11. Details: bit.ly/2awuG7o

@NCTCOGtrans Thanks for Arlo the Airmadillo! #AirQualityMatters @JonesCarter – Rob Maxwell (@RobMax1)



Poll: Overwhelming support for holding transportation agencies accountable for GHG emissions
<http://usa.streetsblog.org/2016/08/05/survey-americans-want-dots-to-factor-climate-change-in-their-decisions/> ... – Streetsblog Network (@StreetsblogNet)



@StreetsblogNet @Kaid_in_DC What do you think, @NCTCOGtrans? Wylie H Dallas (@Wylie_H_Dallas)

What'll it take for @NCTCOGtrans & @TxDOT to provide this type of support for DFW #TransitAlternatives? #Autopairity – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans
Rio opened up a brand new section of their metro system just in time for the 2016 Olympics. Learn more at bit.ly/2aHWLXg.

Make #TransitAlternatives Great Again! – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans
With such a high demand for transit in Frisco, @RideDCTA may expand transit service to Plano too. Read more at bit.ly/2aJAFV1.

Live stream the @NCTCOGtrans Regional Transportation Council meeting as NTTA TollTag <http://ow.ly/km8l3039dcl> – N. TX Tollway Auth. (@TollTagTidbits)

But @NCTCOGtrans says we must keep building more and more, for "system betterment" or something. – Wylie H Dallas (@Wylie_H_Dallas)

Robbie Good @robbiegood
Apparently Collin Co. will become the first place in the entire world to shrivel up and die b/c of traffic: dallasnews.com/news/transport...

What about \$ for people who want to use something besides private automobile with less neg. environmental impact? – Wylie H Dallas (@Wylie_H_Dallas)

NCTCOGTransportation @NCTCOGtrans
Is your car 10 years old or older? You may qualify for free money through #AirCheckTexas: nctcog.org/airchecktexas



.@USDOT's traffic formula is stuck in the '50s. Fortunately we have a shot at changing it <http://bit.ly/2byLLIk> – Smart Growth America (@SmartGrowthUSA)



@SmartGrowthUSA @USDOT Even if we're ruled by @NCTCOGtrans transportation dictator Michael Morris? – Wylie H Dallas (@Wylie_H_Dallas)

Smart growth requires more than roads <http://wpo.st/8eEs1> Please read this, @NCTCOGTrans – Wylie H Dallas (@Wylie_H_Dallas)

Smart growth requires more than roads
Adding lanes doesn't ease congestion.
washingtonpost.com

It often surprises me how slow map apps are to show updated #TransitAlternatives – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans
Apple Maps now includes transit routes of DART light rail, streetcar & DFW Airport Skylink. bit.ly/2b1zdyl



MM of the @NCTCOGtrans presenting Sen Robert Nichols w/ appreciation award for 20 years of thinking ahead – Philip Haigh (@philip_inRL)



Apple Maps now shows #Dallas public transit @dartmedia cc:@9to5mac – Drew Jolesch (@jolesch)

NCTCOGTransportation @NCTCOGtrans
Apple Maps now includes transit routes of DART light rail, streetcar & DFW Airport Skylink. bit.ly/2b1zdyl



Can submit proposals for innovative infrastructure projects that need funding. Projects will be submitted to the @NCTCOGtrans – Irving Summit (@IrvingSummit)

@txbornviking @TheTFortWorth @LeeforDallas @NCTCOGtrans @cityoffortworth
@MayorBetsyPrice great work @CityofFW @GrapevineTXCity! – Danette's UrbanOasis (@Danettesoasis)

Drivers in North TX whose vehicle failed state emissions in last 30 days may be eligible for repair voucher. – CTR - UT Austin (@CTRUTAustin)

NCTCOGTransportation @NCTCOGtrans
#AirCheckTexas is devoted to financially helping you #DriveACleanMachine. Funding applications can be found at nctcog.org/airchecktexas.

This is a real big problem in G Co 😊😊 – Nick (@NickSmith_321)

NCTCOGTransportation @NCTCOGtrans
Spotted a smoking vehicle? Excessive smoke and pollutants are harmful to our health and environment. cards.twitter.com/cards/2ea9jp/2...

Happy 100th birthday to an American treasure and a great @energy #CleanCities partner! – NCTCOG Transportation Department (@NCTCOGtrans)

 **NationalParkService @NatlParkService**
They belong to you. Join us in celebrating them! #NPS100 #FindYourPark
2:12

Just as @NCTCOGtrans wants to build Trinity Park highway because free land, we should use @NatlParkService land for highways, as well. – Wylie H Dallas (@Wylie_H_Dallas)

Getting pizza & walking the dog are apparently only kinds of trips where Americans don't just drive a car. – Jay Blazek Crossley (@JayCrossley)

NCTCOGTransportation @NCTCOGtrans
Completing Nat'l Household Travel Survey helps provide data for future DFW transpo plans bit.ly/29BlntJ

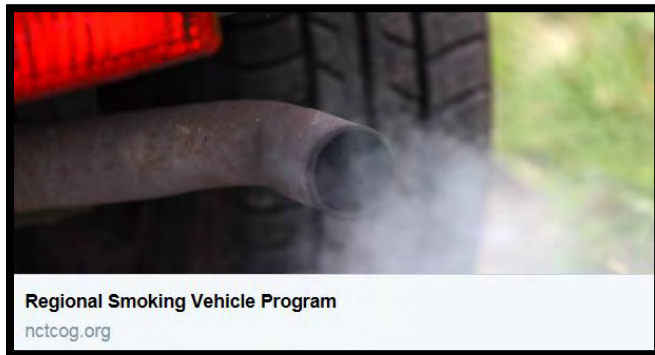


Why are Texas taxpayers footing the bill for this? Very dubious return on investment. @VoteGiovanni @GregAbbott_TX – Mike Scott (@osomike)

NCTCOGTransportation @NCTCOGtrans
Old clunkers w/ failed emissions tests can receive up to \$600 to repair or \$3,500 to replace nctcog.org/airchecktexas



Spotted a smoking vehicle? Excessive smoke and pollutants are harmful to our health and environment. – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans apply this to government vehicles first. Then get back to us. – Mthunder15 (@Mthunder15)

@legatron_64 @NCTCOGtrans this is good too? I don't see it as excessive either 😊 – Hunter Walls (@H_fishin85)



@NCTCOGtrans I've never seen a VW diesel smoke like that. Yet they got punished for putting their product out. I wonder why – Moe Fugga (@Moe_Fugga)

@NCTCOGtrans So yeah, I saw one the other day; do you expect me to turn the guy in? FAT CHANCE! – Jeff Brown (@MGTRacer514)

The whole works coulda had some god speed – yung simbaa (@i_dub3)

NCTCOGTransportation @NCTCOGtrans

You may be eligible for up to \$600 to repair or \$3,500 to replace your vehicle. cards.twitter.com/cards/2ea9jp/1...

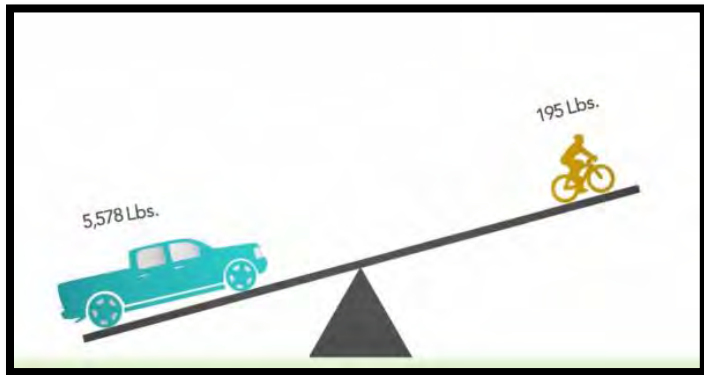
SRO @dartmedia Cotton Belt meeting. @Mike_Rawlings @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



Do you know laws for cycling on roadways? @NCTCOGtrans & @Allen_Police say #LookOutTexans - <http://bit.ly/2bQ2EHL> – City of Allen (@CityofAllenTX)



Cycling accidents are tragic. Watch @NCTCOGtrans video & #LookOutTexans w/@Allen_Police <http://bit.ly/2bNArhz> – City of Allen (@CityofAllenTX)



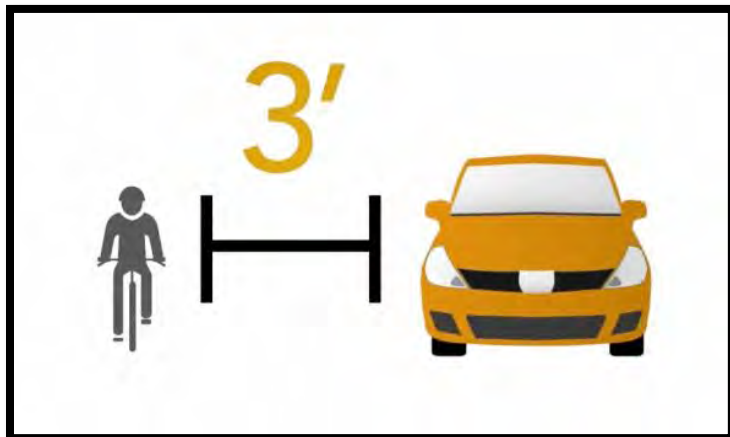
@chandlerlord00 @panther_tyler they reportin coal rollers – Robbie Lee (@robbie_lee7)

NCTCOGTransportation @NCTCOGtrans
Spotted a smoking vehicle? Excessive smoke and pollutants are harmful to our health and environment. cards.twitter.com/cards/2ea9jp/2...

Don't let distractions cause tragedy. @NCTCOGtrans & @Allen_Police say #LookOutTexans. <http://bit.ly/2bHyBjp> – City of Allen (@CityofAllenTX)



Cars & Cyclists share roads. Watch @NCTCOGtrans video & #LookOutTexans w/ @Allen_Police <http://bit.ly/2bFWEly> – City of Allen (@CityofAllenTX)



Know signs to cycle safely on roads. @NCTCOGtrans & @Allen_Police say #LookOutTexans. <http://bit.ly/2bFXjDx> – City of Allen (@CityofAllenTX)



No it means race car duh.... – CPH4 (@_thatboijd_)

NCTCOG Transportation @NCTCOGtrans

Spotted a smoking vehicle? Excessive smoke and pollutants are harmful to our health and environment. cards.twitter.com/cards/2ea9jp/2...

Watch @NCTCOGtrans video to see who in on roads. @Allen_Police say #LookOutTexans <http://bit.ly/2cd04b8> – City of Allen (@CityofAllenTX)



When was @NCTCOGtrans' Michael Morris going to inform us that Dallas VMT #'s are down? After the 4th of Never? – Wylie H Dallas (@Wylie_H_Dallas)

Great public involvement for I35E/US 67 project. There have been more than 7 public meetings and over 80 interactions – TxDOTDallas District (@TxDOTDallasPIO)

Public And Agency Involvement

TxDOT Public Meeting
TxDOT has held public meetings for stakeholders, the general public, local and elected officials, and special interest groups to gather input and answer questions. The past public meetings for the proposed project include:

Past Public Meetings:
 March 27, 2014, Cotton Gardens Park, Duncanville, Texas
 June 23, 2015, Cuddihill Recreation Center, Cuddihill Hill, Texas
 June 25, 2015, Hilton Garden Inn, Duncanville, Texas
 July 7, 2015, DeSoto Recreation Center, DeSoto, Texas
 July 9, 2015, Backley-Sherer Recreation Center, Dallas, Texas
 January 26, 2016, Backley-Sherer Recreation Center, Dallas, Texas
 January 28, 2016, [Location partially obscured]

Stakeholder Public Forum
Several public forums have been organized by stakeholders. The purpose of these forums was to discuss the proposed project. At the request of forum organizers, TxDOT participated in the forums by providing project information and answering questions.

Past Public Forums:
 November 11, 2014, Southern Dallas Transportation Forum Project Update, Southwest Center Mall, Dallas, Texas
 January 13, 2015, City of Dallas Councilmember Craig and Carney Public Transportation Forum, Methodist Hospital, Dallas, Texas
 March 21, 2015, Senator Mark Stipp's In-person Transportation Forum, University of North Texas at Dallas, Dallas, Texas
 March 30, 2015, City of Dallas Councilmembers Ortega and Carney Public Transportation Forum, Backley-Sherer Recreation Center, Dallas, Texas (Organized by CM Scott Orberg)
 September 9, 2015, Texas Representative Robert Abood and

October 22, 2015, State Representative Norma Davis, City of Dallas Councilmember Jacoby King, Abood and Oak Cliff Stakeholders, Backley-Sherer Recreation Center, Dallas, Texas (Organized by George Smith)
 November 4, 2015, Lujan & Lopez Councilwoman (CA) Abood by Student Gateway, Park's Health Food Center, Dallas, Texas (Organized by Christopher Adams and Andrew Park, Washington Association)
 November 18, 2015, Texas State Representative Linda Lopez, Rahul Jadhav and Oak Cliff Stakeholders, Methodist Hospital, Dallas, Texas
 December 1, 2015, Outreach Community Involvement Meeting, Southwest Center Mall, Dallas, Texas
 April 28, 2016, Austin's Design Charrette, Backley-Sherer Recreation Center, Dallas, Texas
 May 24, 2016, Councilmember Arnold Community Meeting, Backley-Sherer Recreation Center, Dallas, Texas
 June 16, 2016, Councilmember Arnold Community Meeting, Backley-Sherer Recreation Center, Dallas, Texas

@TxDOTDallasPIO So glad we didn't take @NCTCOGtrans' Michael Morris at his word when he said the public input process was already done! – Wylie H Dallas (@Wylie_H_Dallas)

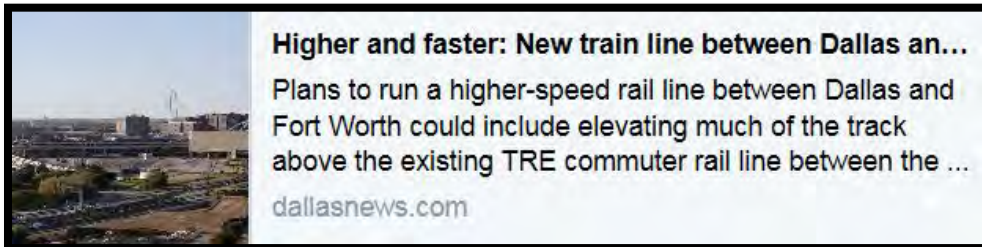
Congratulations Gary! [http://www.masstransitmag.com/press_release/12252797/darts-gary-thomas-named-outstanding-public-transit-manager ...](http://www.masstransitmag.com/press_release/12252797/darts-gary-thomas-named-outstanding-public-transit-manager...) @dartmedia @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

@NCTCOGtrans It's serious, that Congress is so concerned about global warning but has done nothing to curb America's dependence on oil. – Americans for #BDS (@ICC4IDF)

#NDEW2016 begins with an EV Update provided by @NCTCOGtrans #texasEV #dfwcleancities – N TX Tesla Owners (@NTXTeslaOwners)

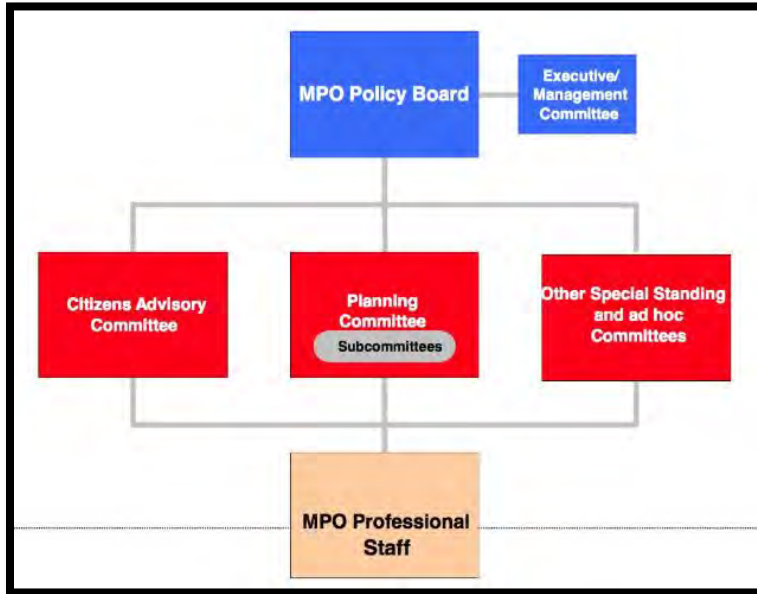


When did we decide that the state rail line from Oklahoma City to South Texas would be routed through Ft. Worth... – Wylie H Dallas (@Wylie_H_Dallas)



@Wylie_H_Dallas Our overlords at the @NCTCOGtrans decided that. Regionalism doesn't care about stupid. – Dallas May (@1DaIM)

According to AMPO advice, @CAMPOTexas @HGACmpo @NCTCOGtrans @AlamoAreaMPO should have a Citizens Advisory Committee – Jay Blazek Crossley (@JayCrossley)



.@CAMPOTexas @HGACmpo @NCTCOGtrans @AlamoAreaMPO Slide is from this presentation on setting up a new MPO: <http://www.ampo.org/wp-content/uploads/2014/01/ampo-mpo101-2012-ann-conf.pdf> ... – Jay Blazek Crossley (@JayCrossley)

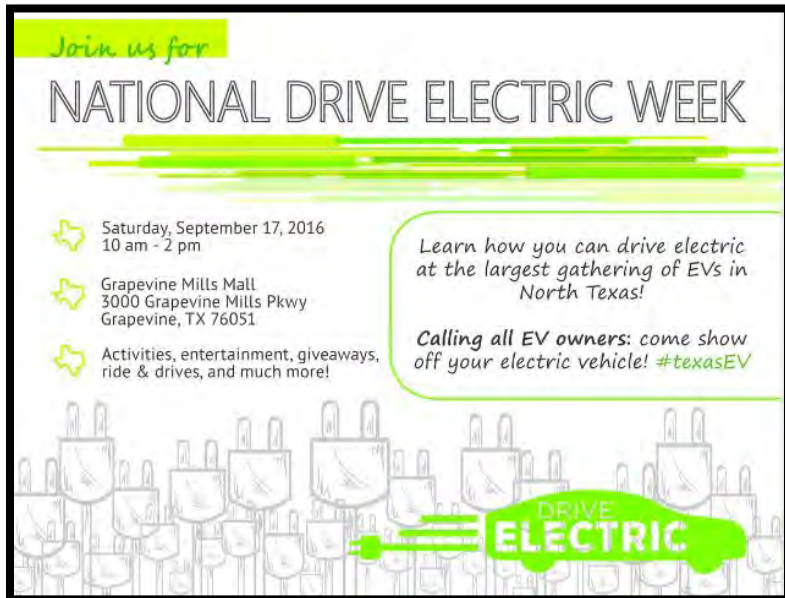
@brandonformby, has @NCTCOGtrans decided to route OKC-Austin psgr rail thru @cityoffortworth, bypassing @CityOfDallas? – Wylie H Dallas (@Wylie_H_Dallas)

ooo WANT – Randall G Arnold (@texrat)

NCTCOGTransportation @NCTCOGtrans
BMW takes a battery from an all-electric i3 and puts it in a scooter. #texasEV
bit.ly/2crd1Ra

@NCTCOGtrans are there any incentives for getting an e-bike in the DFW area? I want to use one instead of a car, but they are expensive. – TriRussell (@TriRussell)

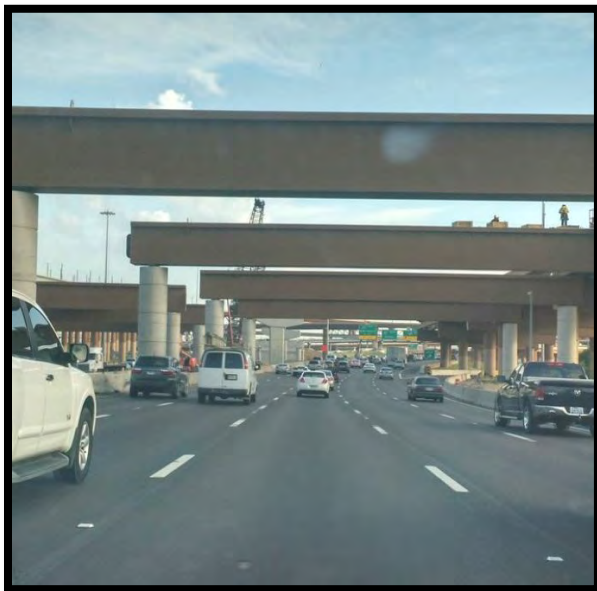
Electric vehicles to be celebrated Sept. 17. #NDEW #texasEV #DFWCleanCities
<http://bit.ly/2cf2laF> – NCTCOG Transportation Department (@NCTCOGtrans)



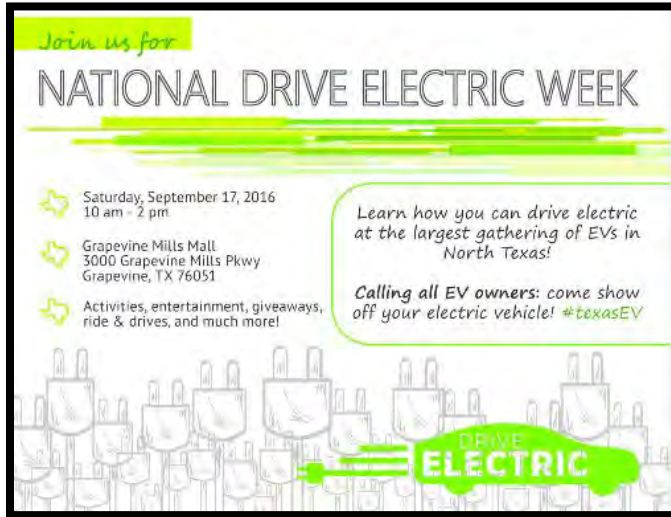
@NCTCOGtrans @cityoffortworth are there any incentives for e-bikes in Tarrant county?
– TriRussell (@TriRussell)

Why North Texas needs the Cotton Belt commuter train
<http://beta.dallasnews.com/opinion/commentary/2016/09/13/north-texas-needs-cotton-belt-commuter-train-line> ... via @dallasnews @dartmedia @CityOfDallas @NDCC @NCTCOGtrans
– Lee M. Kleinman (@LeeforDallas)

Highways are ugly by nature. But come on @TxDOT and @NCTCOGtrans! – Dallas May (@1DaIM)



@NCTCOGtrans Electric vehicles to be celebrated Sept. 17. #NDEW #texasEV #DFWCleanCities <http://bit.ly/2cf2laF> – NTE (@NTEExpress)



Check out this #electric vehicle party in #Grapevine this weekend! #Dallas – Crestline Auto (@CrestlineAuto)



Awesome event @NCTCOGtrans in @GrapevineTXCity for #NDEW2016 #TexasEV #DFWCleanCities #DriveElectricWeek – Good Faith Energy (@GoodFaithEnergy)

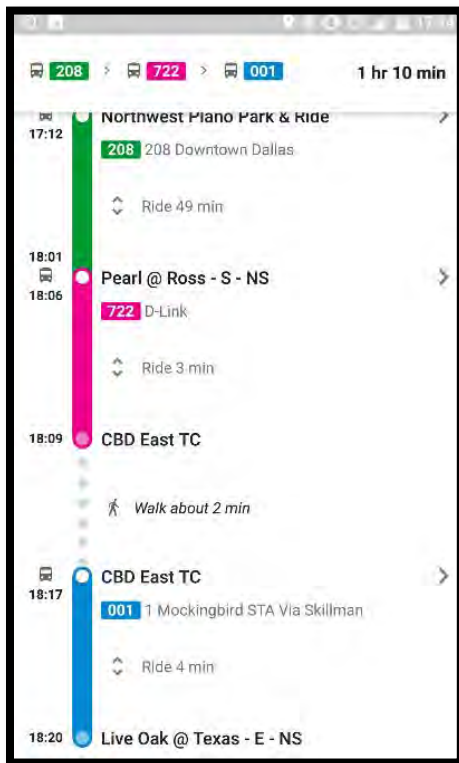


Cross in crosswalks, make eye contact with drivers, and look out for one another.
<http://bit.ly/2afeKch> #LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans It's difficult to cross in crosswalks in places where they don't exist, like @CityOfDallas. – Wylie H Dallas (@Wylie_H_Dallas)

Trying to get to a @NCTCOGtrans public meeting via @dartmedia. Already got a late bus and the trip hasn't started – Kevin Butler (@yuorfaec)



Expanded #TransitAlternatives service is always welcomed. – Loren S. (@txbornviking)



Ashby Johnson gives kudos to @NCTCOGtrans for their innovative approach to transp funding. #wtshotpds @WTSHOTChapter – Tonia Norman (@toniacue)

@NCTCOGtrans, can you please forward to Michael Morris? – Wylie H Dallas (@Wylie_H_Dallas)



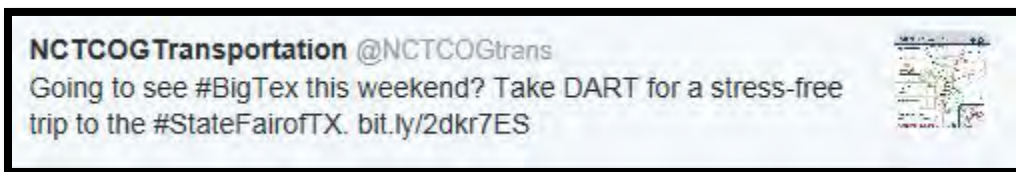
The North Texas Xpress is rolling. How will it impact your commute? – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans @TheTFortWorth does it go all the way to FedEx. Where is the drop off and pickup? – PinkTweety (@tonyabunch37)

@tonyabunch37 @NCTCOGtrans Bus stops at Alliance Opportunity Center & @CCFortWorth is working w/ companies for shuttles. Ask your HR dept. – The T Fort Worth (@TheTFortWorth)

#TransitAlternatives can be a low cost, low stress way to get where you want to be! – Loren S. (@txbornviking)



Easy to get from Plano to @StateFairOfTX using DART! @dartmedia – Visit Plano (@visitplano)



Tell that to @NCTCOGtrans and watch their heads get all splody. – Philip Goss (@gosspl)



#LHTC groundbreaking this morning! Exciting to see things finally moving! #AllinD10 @CityOfDallas @LHPID @dartmedia @NCTCOGtrans @tacodiner – Serve Dallas (@AdamMcGoughD10)



A recently released report makes suggestions for improving transit and looks at who rides it and why. <http://bit.ly/29V44P5> – NCTCOG Transportation Department



Both would be great, but the priority seems obvious. – Thomas A. Earthman

Rapid growth along IH 35 creates new passenger rail options #HSR – NCTCOG Transportation Department



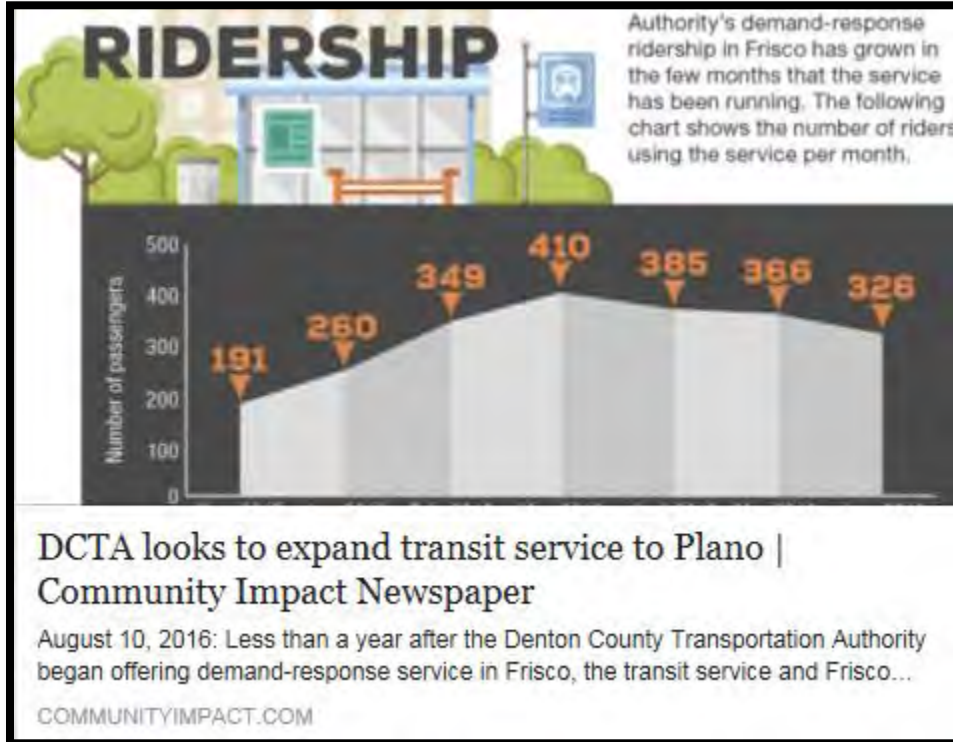
Rapid growth along I-35 creates new passenger rail options - Dallas Business Journal

To accommodate the rapid population growth along I-35, TxDOT is planning on a new high-speed train route.

BIZJOURNALS.COM

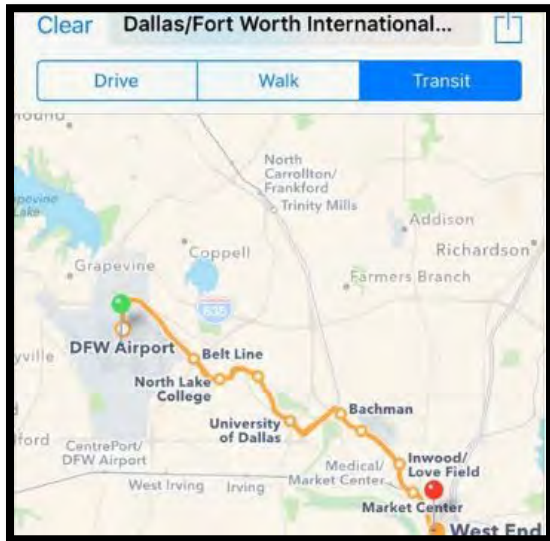
Except for the ludicrous zig zag to Ft Worth? Why? This has unelected bureaucrat Michael Morris all over it. – James White

Frisco's Denton County Transportation Authority (DCTA) demand-response transit ridership has grown exponentially since it began last December. With such a high ridership demand, DCTA considers expanding transit services to Plano too. Read more about it at bit.ly/2aJAFV1. – NCTCOG Transportation Department



Are you referring to the chart in the post? That's not exponential growth. – Lauren Lyon

The Apple Maps app now includes transit routes of DART light rail, streetcar and the Skylink at DFW Airport. Have you used it yet? <http://bit.ly/2b1zdyl> – NCTCOG Transportation Department



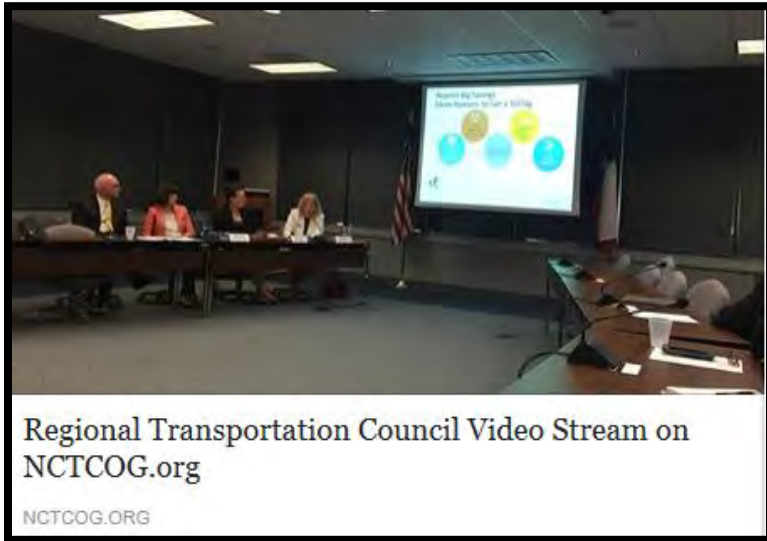
No – Johnny Halliburton

Planning a trip to the State Fair of Texas? Leave the driving to DART.
<http://dart.org/statefair/statefair.asp> – NCTCOG Transportation Department



Thank you, now on iPhone. Thank you Michael Morris. I'm Michael Motorcycle. M-Line to Knox. – Michael Koler

Live stream the NCTCOG Transportation Department Regional Transportation Council meeting as Kim Jackson, NCTCOG Director of Communication, discusses TollTag savings and ZipCash. <http://ow.ly/km8l3039dcl> – North Texas Tollway Authority



Fatality rate on North Texas' highway system is absolutely abominable. Over 250 killed in Dallas County, alone, during 2015. Don't see much (any) evidence that the NCTCOG Transportation Departmentt is attempting to do anything about it. Just more & more poorly designed highways. Virtually no focus on designing SAFE, EFFICIENT, urban mobility solutions that promote economic growth and sustainability. – Wylie H Dallas



Do you know the state laws regarding cyclists on the road? Here is a quick video from NCTCOG Transportation Department to raise awareness and remind us all to #LookOutTexans. Learn more at LookOutTexans.org. – City of Allen City Hall



More National Drive Electric Week info from NCTCOG Transportation Department:

The big day is upon us! THIS Saturday, September 17th is the DFW National Drive Electric Week Event! Join us from 10am-2pm at Grapevine Mills Mall in the parking lot between Saks OFF 5th and Neiman Marcus -- right next to the electric vehicle charging stations!

Here's what to expect:

10:00am -- Event Opens, Registration: If you've registered online, great! You'll be in the "express lane" to just check off your name and receive the items you'll need for the day.

11:00am -- Elected Officials Remarks: State Representative Giovanni Capriglione and Regional Transportation Councilman Mike Taylor will be saying a few words about the positive impact of EVs on air quality and the Texas economy.

11:20-11:30 -- Official EV Count! Help us beat last year's record of 116 EVs in one place!

1:15 -- Raffles: By visiting our many exhibitors throughout the day and receiving the necessary number of stamps on your stampcard, you can be entered to win AMAZING prizes. Up for grabs this year? A weekend with a BMW EV, a weekend with a Chevy Volt, a weekend with a Nissan LEAF, and 24 hours with a Tesla Model S! Attendees must be present to win, so make sure you stick around!

Who will be there?

This year's exhibitors include:

Carvana
Chargepoint
City of Lewisville
Classic Chevrolet of Grapevine
Classic BMW of Plano
Natural Awakenings
Nissan North America
North Texas Electric Auto Association
North Texas Renewable Energy Group
Telefonix

Tesla Motors

PLUS, make sure to stop by for Pokey O's Cookies & Ice Cream!

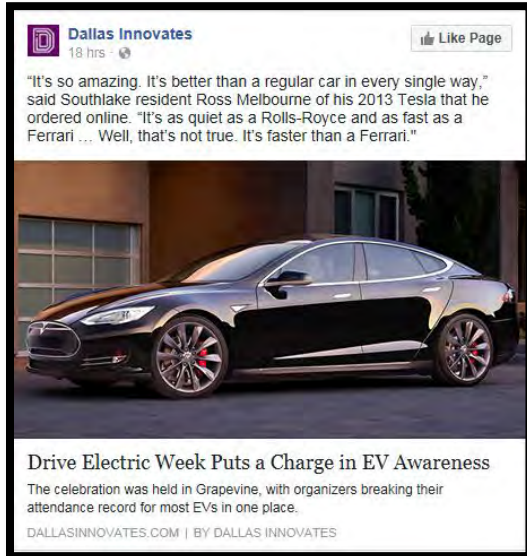
What else will you find?

Activities for all ages, friendly and knowledgeable EV owners, a SnapChat filter especially for NDEW2016, and a Poke Stop in the mall (you never know what you'll find there)! – Tesla Owners Club of North Texas

We had a great day at National Drive Electric Week hosted by NCTCOG Transportation Department! We had 126 cars and over 400 visitors, which is a record. We need to confirm, but believe we had the largest event outside of California and succeeded in our bid to #beatFlorida. Thanks also to our friend State Representative Giovanni Capriglione for coming to speak and reminding us that in addition to reducing local ozone levels, a significant problem in North Texas, a #texasEV is powered by 100% Texas natural gas, coal, wind & nuclear energy, improving our energy diversity and independence. And it only gets cleaner from there, as we install more local renewable energy. See, there are reasons other than being green for choosing an electric car. #NDEW2016 – Rick Bollar



Nice coverage of our National Drive Electric Week event in Grapevine. Thanks to NCTCOG Transportation Department for hosting and Giovanni Capriglione and Mike Taylor for your remarks! – Tesla Owners Club of North Texas



One of two scenarios MUST be true:

- 1) North Texans are driving less, yet Michael Morris and NCTCOG Transportation Department are simply refusing to correctly update their planning models; and/or
- 2) The TxDOT traffic monitoring system, used to allocate billions in tax revenue, is materially inaccurate, resulting in misallocation of resources.

Which is it? Or is it a combination of both? – Wylie H Dallas



Quick Take

What:

Automated vehicles: A new area of concentration in which the North Central Texas Council of Governments is working to advance the development of technologies that will provide safer, more efficient transportation for North Texas.

Significance:

Automated vehicles possess the potential to make roadways safer, more accessible and more efficient. NCTCOG intends to play a significant role in the deployment of automated vehicles. North Texas' transportation assets may become more valuable through intelligent use of this technology, resulting in the creation of more jobs and an improved quality of life.

By the Numbers:

90 percent

The percentage of accidents caused by human error, according to the National Highway Traffic Safety Administration.

NCTCOG Examines Automated Vehicles



Photo: Getty Images

As the region faces a future of strong growth, planners will be confronted with many challenges that must be overcome to ensure the transportation system continues to meet the needs of North Texans. Vehicle miles traveled are expected to increase at a faster rate than highway capacity as the population surges toward 11 million.

The North Central Texas Council of Governments projects the expenditure of \$118.9 billion through 2040 on improvements to the region's multimodal transportation system. Expansion of roadways, passenger rail and bicycle-pedestrian facilities are all planned as part of the long-range transportation plan. But

efforts to enhance transportation will also involve innovation. One element NCTCOG has begun exploring is automated vehicles. This technology may sound futuristic, but new vehicles already contain sophisticated computers that offer navigation assistance, remote starting and automatic braking.

Many vehicles connected to the internet also provide blind-spot warnings to drivers and assistance with parking. Technology is evolving so rapidly that the cars of tomorrow will offer even more automation. These automobiles leverage in-vehicle technologies to allow automated operation. Electronic connections among vehicles and roadway infrastructure may improve performance.

NCTCOG has established a program area focused on vehicle automation that will allow it to explore the safety, accessibility and efficiency benefits of the emerging technology.

Automated Vehicle Technologies:

- **Autonomous vehicles** – “Driverless cars.”
- **Vehicle-to-vehicle** – The federal government has reserved a band of wireless spectrum for this technology, which would allow cars to communicate with one another to improve safety.
- **Connected-vehicle** – Examples of this technology include music streaming, navigation, traffic safety and remote start.
- **Vehicle-to-infrastructure** – Wrong-way driving, traffic-signal phasing and work-zone warnings are examples.

FACTSheet

Billions of dollars are being invested in vehicle automation by the public and private sectors in part because of the many potential benefits of the technology.

Potential benefits include:

- 1. Safety** – Human error results in 90 percent of crashes on the roads. Travel by air or rail is statistically much safer than driving. Automation could drastically reduce the crash rates on the roads.
- 2. Efficiency** – Highway performance has not changed much in generations. Automation could help North Texans travel more effectively through improvements such as more efficient routing.
- 3. Environment** – With the concept of shared mobility, moving more people in fewer vehicles could reduce the demand for parking lots and expansion of highways.
- 4. Access and equity** – Shared mobility and automation could help provide transportation to more people with fewer vehicles, reducing transportation costs.
- 5. Demand** – It is difficult to know how automation would impact demand, but the efficiencies realized through this technology could allow more vehicles to travel farther.

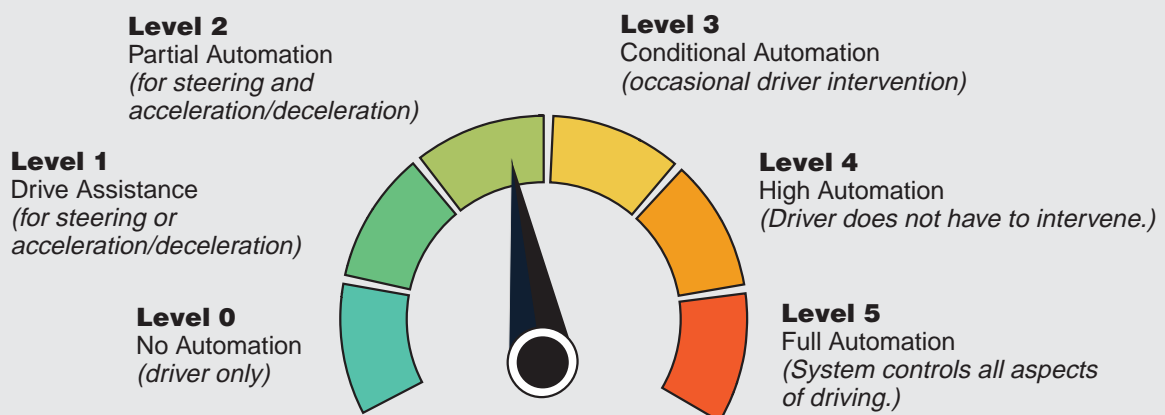
The region's geography, well-developed transportation system and desire to attract and retain talent in the automotive technology sector make Dallas-Fort Worth a potential leader in the industry. Through its new automated vehicle program area, NCTCOG is prepared to assume a key role in the deployment of the technology.

NCTCOG's role in automated technology:

- 1. Maintain current infrastructure.**
- 2. Make transportation data accessible in real time.**
- 3. Support shared-mobility services.**
- 4. Factor automated vehicles into planning decisions.**
- 5. Support development of automation.**
- 6. Focus on automation's social equity and economic development opportunities.**

NCTCOG is looking for opportunities to partner on projects to test and deploy automated vehicle technologies. The traditional functions of the Transportation Department and its reliance on partnerships to accomplish goals make it well-suited for this role.

Levels of Vehicle Automation



North Central Texas Council of Governments

Phone: 817-695-9240 Fax: 817-640-3028

Email: transinfo@nctcog.org

NCTCOG.org/trans

[Facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)

[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)

[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)

[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)

[Vimeo.com/nctcogtrans](https://www.vimeo.com/nctcogtrans)

Increase Incident Response

Decrease Driver Delay

Executive Level Incident Management Training Opportunity

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

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

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

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

Thursday, November 3, 2016
10 am – noon
NCTCOG
Transportation Council Room
616 Six Flags Drive, Centerpoint II
Arlington, Texas 76011



North Central Texas Council of Governments
Transportation



Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - October 2015

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE										Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)		
CITIES/TOWNS											
Town of Addison	1	1									2
City of Allen	5	1									6
City of Alvarado	4	1									5
City of Anna		2									2
City of Arlington	11	2	1		1						15
Town of Argyle			1								1
City of Azle	1	1									2
City of Balch Springs	2	1		1			1				5
City of Bedford	2	4									6
City of Benbrook	3	7	1								11
City of Burleson	3	1									4
City of Carrollton	1	1									2
City of Cedar Hill	2	1			1						4
City of Cleburne	2	1			1						4
City of Coppell	1	2									3
City of Colleyville	2										2
City of Corinth	4	3									7
City of Dallas	9	7	2	2	5						25
City of Denton	2	1			1						4
City of DeSoto	5	4		1							10
City of Duncanville	4	2			2						8
City of Ennis		2									2
City of Euless	8	15									23
Town of Fairview	1										1
City of Farmers Branch	3	3									6
City of Ferris	1	3									4
Town of Flower Mound	3										3
City of Forest Hill	2	1	1		1			2			7
City of Forney	2	2									4
City of Fort Worth	7		1		1						9
City of Frisco	3	3			2						8
City of Garland	5	2		2			1				10
City of Glenn Heights	1										1
City of Grand Prairie	2										2
City of Grapevine	2	2									4
City of Greenville	2										2
City of Haltom City	1	1	1								3
City of Highland Park	1										1

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - October 2015

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								Total	
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		FIM Instructors (not included in total)
City of Highland Village	1	1								2
City of Hurst	5									5
City of Hutchins	6	3								9
City of Irving	4	3								7
City of Kaufman	1									1
City of Keller		1		1						2
City of Lake Dallas	1									1
City of Lake Worth			1							1
City of Lancaster	5	2								7
City of Lewisville	3								1	3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	1		1				1	5
City of Melissa	1	1								2
City of Mesquite	6	2	5	2						15
City of Midlothian	1	1								2
City of North Richland Hills	13	5	2		1					21
City of Plano	6	4	1	1						12
City of Ponder		1								1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	7				1					8
City of Richland Hills	2	1		1						4
City of Rockwall	4									4
City of Rowlett	2				1					3
City of Royse City	1									1
City of Seagoville	1	2	1							4
City of Southlake	3									3
City of Terrell	4	1								5
City of The Colony	4							1	1	5
City of University Park	3	1	1							5
City of Venus		1								1
City of Waxahachie	2									2
City of Weatherford	3	1			1					5
City of Wilmer	2	1								3
City of Wylie	1	2								3
COUNTIES										
Collin County	7						1			8
Dallas County	26			2	2	2		1	4	33

**Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - October 2015**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Denton County	3			1		1				5
Ellis County	1									1
Parker County	1									1
Tarrant County	3			1						4
OTHER AGENCIES										
AAA								2		2
Emergency Response Bureau		1								1
FHWA								2		2
Fort Worth Transportation Authority								2		2
Dallas Area Rapid Transit	4		1							5
DFW Airport	2									2
Kelly Services								1		1
Mathis and Associates								1		1
Methodist Dallas Medical Center								1		1
NCTCOG								13	2	13
NTTA								4		4
Protect Environmental								25		25
TAS Environmental								7		7
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1
Texas Rangers								1		1
TxDOT - Dallas								9		9
TxDOT - Fort Worth					7			7	1	14
Wrecker Services								6	2	6
Total	255	115	21	16	29	3	3	88	12	530

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003-September 2016**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department			3		City of Coppell	Fire Department			2	
	Police Department			0			Police Department			5	
Town of Addison	Fire Department			5		City of Corinth	Fire Department			0	
	Police Department			1			Police Department			2	
City of Aledo	Fire Department			2		City of Corsicana	Fire Department			1	
	Police Department			0			Police Department			0	
City of Allen	Fire Department			2		City of Crandall	Fire Department			0	
	Police Department			27			Police Department			5	
City of Alvarado	Fire Department			1		City of Cresson	Fire Department			1	
	Police Department			6			Police Department			0	
City of Anna	Fire Department			0		City of Crowley	Fire Department			0	
	Police Department			1			Police Department			1	
City of Argyle	Fire Department			1		City of Dallas	Fire Department			6	
	Police Department			0			Police Department			18	
City of Arlington	Fire Department			7		City of Denton	Fire Department			6	
	Police Department			53			Police Department			28	
City of Aubrey	Fire Department			7		City of DeSoto	Fire Department			0	
	Police Department			0			Police Department			7	
City of Azle	Fire Department			5		City of Duncanville	Fire Department			9	
	Police Department			7			Police Department			3	
City of Balch Springs	Fire Department			1		City of Edgecliff Village	Fire Department			1	
	Police Department			1			Police Department			0	
City of Bedford	Fire Department			1		City of Euless	Fire Department			3	
	Police Department			9			Police Department			15	
City of Benbrook	Fire Department			3		Town of Fairview	Fire Department			1	
	Police Department			38			Police Department			6	
Town of Brock Dennis VFD	Fire Department			1		City of Farmer's Branch	Fire Department			15	
	Police Department			0			Police Department			55	
City of Burleson	Fire Department			4		City of Ferris	Fire Department			1	
	Police Department			18			Police Department			0	
City of Carrollton	Fire Department			0		Town of Flower Mound	Fire Department			1	
	Police Department			4			Police Department			7	
City of Cedar Hill	Fire Department			4		City of Forest Hill	Fire Department			2	
	Police Department			11			Police Department			7	
City of Cleburne	Fire Department			1		City of Forney	Fire Department			3	
	Police Department			5			Police Department			0	
City of Colleyville	Fire Department			3		City of Fort Worth	Fire Department			3	
	Police Department			10			Police Department			58	
City of Commerce	Fire Department			2		City of Frisco	Fire Department			33	
	Police Department			2			Police Department			6	

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003-September 2016**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Garland	Fire Department			2		City of Krugerville	Fire Department			0	
	Police Department			5			Police Department			1	
City of Glenn Heights	Fire Department			2		Town of Krum	Fire Department			5	
	Police Department			6			Police Department			1	
City of Grand Prairie	Fire Department			2		Lake Cities	Fire Department			2	
	Police Department			3			Police Department			1	
City of Grapevine	Fire Department			7		City of Lake Worth	Fire Department			2	
	Police Department			18			Police Department			4	
City of Greenville	Fire Department			0		City of Lakeside	Fire Department			0	
	Police Department			1			Police Department			1	
City of Greenwood	Fire Department			2		City of Lancaster	Fire Department			15	
	Police Department			0			Police Department			21	
City of Haltom City	Fire Department			1		City of Lewisville	Fire Department			8	
	Police Department			22			Police Department			34	
City of Highland Park	Fire Department			0		Town of Little Elm	Fire Department			5	
	Police Department			0			Police Department			8	
City of Highland Village	Fire Department			0		City of Longview	Fire Department			1	
	Police Department			2			Police Department			1	
City of Hudson Oaks	Fire Department			1		City of Mansfield	Fire Department			9	
	Police Department			3			Police Department			11	
City of Hurst	Fire Department			2		City of McKinney	Fire Department			63	
	Police Department			19			Police Department			7	
City of Hutchins	Fire Department			2		City of Melissa	Fire Department			0	
	Police Department			2			Police Department			3	
City of Irving	Fire Department			3		City of Mesquite	Fire Department			8	
	Police Department			20			Police Department			9	
City of Italy	Fire Department			1		City of Midlothian	Fire Department			5	
	Police Department			1			Police Department			2	
City of Joshua	Fire Department			0		Town of Milford	Fire Department			0	
	Police Department			1			Police Department			2	
City of Kaufman	Fire Department			1		City of Murphy	Fire Department			1	
	Police Department			2			Police Department			0	
City of Keene	Fire Department			3		City of North Richland Hills	Fire Department			11	
	Police Department			0			Police Department			58	
City of Keller	Fire Department			12		Town of Northlake	Fire Department			0	
	Police Department			21			Police Department			11	
City of Kennedale	Fire Department			1		City of Oak Point	Transportation			3	
	Police Department			4							
City of Kilgore	Fire Department			1		City of Ovilla	Fire Department			2	
	Police Department			1			Police Department			0	

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003-September 2016**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Pantego	Fire Department		0		
	Police Department		2		
City of Plano	Fire Department		72		
	Police Department		81		
	Risk Management		4		
City of Ponder	Fire Department		1		
	Police Department		1		
City of Prosper	Fire Department		0		
	Police Department		4		
City of Red Oak	Fire Department		2		
	Police Department		2		
City of Richardson	Fire Department		2		
	Police Department		8		
City of Richland Hills	Fire Department		2		
	Police Department		6		
City of Roanoke / Marshall Creek	Fire Department		4		
	Police Department		3		
City of Rockwall	Fire Department		4		
	Police Department		7		
City of Rowlett	Fire Department		2		
	Police Department		5		
City of Royse City	Fire Department		0		
	Police Department		1		
City of Sachse	Fire Department		3		
	Police Department		35		
City of Saginaw	Fire Department		0		
	Police Department		1		
City of Seagoville	Fire Department		2		
	Police Department		9		
City of Southlake	Fire Department		2		
	Police Department		10		
SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Town of Sunnyvale	Fire Department		5		
	Police Department		0		
City of Terrell	Fire Department		0		
	Police Department		3		
City of The Colony	Fire Department		6		
	Police Department		1		
Town of Trophy Club	Fire Department		1		
	Police Department		0		
City of University Park	Fire Department		2		
	Police Department		7		
City of Venus	Fire Department		0		
	Police Department		3		
City of Watauga	Fire Department		3		
	Police Department		3		
City of Waxahachie	Fire Department		1		
	Police Department		10		
City of Weatherford	Fire Department		35		
	Police Department		9		
Town of Westlake	Fire Department		0		
	Police Department		1		
City of White Settlement	Fire Department		0		
	Police Department		12		
City of Willow Park	Fire Department		13		
	Police Department		4		
City of Wilmer	Fire Department		2		
	Police Department		10		
City of Wylie	Fire Department		2		
	Police Department		1		

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003-September 2016**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
COUNTIES						OTHER AGENCIES					
Collin County	Fire Department			0		TxDOT - Dallas District	Mobility Assistance			13	
	Sheriff's Department			3							
Dallas County	Mobility Assistance			35		TxDOT - Fort Worth District	Mobility Assistance			6	
	Sheriff's Department			206							
	Constable Precincts			17							
Denton County	Fire Department			1		TxDOT - State of Texas	Mobility Assistance			48	
	Sheriff's Department			5							
	Constable Precincts			2							
Johnson County	Fire Department			0		Careflite EMS	EMS			1	
	Sheriff's Department			4							
	Constable Precincts			1							
Kaufman County	Fire Department			1		Central Texas Regional Mobility	Other			1	
	Sheriff's Department			0							
Parker County	Fire Department			3		Dallas Area Rapid Transit	HOV Operators			151	
	Sheriff's Department			0			Police Department			68	
Rockwall County	Fire Department			1		Dallas/Fort Worth Int'l Airport	Fire			1	
	Sheriff's Department			1			Police			8	
							DPS			19	
Tarrant County	Fire Marshal			2		LBJ Infrastructure Group	Other			35	
	Sheriff's Department			45							
	Mobility Assistance			65		Metroplex Public Safety	Police			1	
						NTE Mobility Partners	Other			37	
						North Texas Tollway Authority	Transportation			97	
						Overland Park (Kansas)	Police Department			2	
						Protect Environmental	Other			4	
						Southwest Research Inst.	Transportation			1	
						State of Texas	DPS			59	
						Texarkana	Police Department			2	
						Towing	Wrecker Services			114	
						Various	Other			71	



200 NORTH STATE HIGHWAY 360, BUILDING 2, MANSFIELD, TEXAS 76063 | 817.225.4659 |

September 28, 2016

Rocky D. Lee
Chief, Real Estate Division
Department of the Army
Fort Worth District, Corps of Engineers
P.O. BOX 17300
Fort Worth, Texas 76102-0300

RE: SH 360 Design Build Project, CSJ 2266-02-136
Section 408 Permits at Bowman Branch and Walnut Creek

Dear Mr. Lee:

On behalf of the SH 360 South Project Design Build Team, I would like to thank you and your staff at the U.S. Army Corps of Engineers (USACE) Real Estate Division for your efforts in acquiring the approvals on the Section 408 Permits for Bowman Branch and Walnut Creek. The management and coordination efforts you and your staff displayed during the permitting process have been instrumental in achieving the overall success of this project.

Should you have any questions or concerns regarding the SH 360 South Project, please feel free to contact me at (817) 225-4662 or via email at tony.payberah@txdot.gov.

Sincerely,

A handwritten signature in black ink that reads "Tony Payberah". The signature is fluid and cursive, written over a white background.

Tony Payberah, P.E.
SH 360 PPP Project Manager
Fort Worth District

cc: Loyl Bussell, P.E., Fort Worth Deputy District Engineer
Renee Lamb, P.E., Alternative Delivery Manager Fort Worth District

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200 NORTH STATE HIGHWAY 360, BUILDING 2, MANSFIELD, TEXAS 76063 | 817.225.4659 |

September 28, 2016

Calvin C. Hudson, II
Colonel, U.S. Army
Department of the Army
Fort Worth District, Corps of Engineers
P.O. BOX 17300
Fort Worth, Texas 76102-0300

RE: SH 360 Design Build Project, CSJ 2266-02-136
Section 408 Permits at Bowman Branch and Walnut Creek

Dear Colonel Hudson:

On behalf of the SH 360 South Project Design Build Team, I would like to thank you and your staff at the U.S. Army Corps of Engineers (USACE) Operations Division for your efforts in acquiring the approvals on the Section 408 Permits for Bowman Branch and Walnut Creek. The management and coordination efforts you and your staff displayed during the permitting process have been instrumental in achieving the overall success of this project.

Should you have any questions or concerns regarding the SH 360 South Project, please feel free to contact me at (817) 225-4662 or via email at tony.payberah@txdot.gov.

Sincerely,

Tony Payberah, P.E.
SH 360 PPP Project Manager
Fort Worth District

cc: Loyl Bussell, P.E., Fort Worth Deputy District Engineer
Renee Lamb, P.E., Alternative Delivery Manager Fort Worth District

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

September 26, 2016

The Honorable Bill Magers
County Judge
Grayson County
100 W. Houston
Sherman, TX 75090

Dear Judge Magers:

Thank you for your letter dated August 12, 2016, related to the proposed rules regarding the responsibilities of existing Metropolitan Planning Organizations (MPOs) and the definition of Metropolitan Planning Areas (MPAs). As an MPO that contains three Urbanized Areas within one MPA, we have a perspective that, where it makes sense, the entire metropolitan area as it would be known to the general public should be contained within a single MPA.

We also support the concept of expanding the MPA to the area expected to be urbanized in the next 20 years. This is why several years ago, our MPA boundary was expanded to a full 12 counties. The day could certainly come when our two organizations' MPA boundaries are contiguous, which is a situation addressed by the proposed rules. That does not mean we would have any interest to merge with other MPOs. As stated by Michael Morris, Director of Transportation for the North Central Texas Council of Governments (NCTCOG), in an email to you last month, the Regional Transportation Council (RTC) does not intend to expand past the NCTCOG boundaries. As you will note in our comments to the Federal Highway Administration docket (enclosed), the RTC supports flexibility in implementing these proposed rules, should they be adopted, as determined by individual MPOs.

Thank you for reaching out to us on this important topic. We look forward to continuing to work together between our two regions to improve the transportation system.

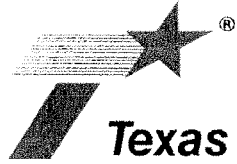
Sincerely,

A handwritten signature in black ink, appearing to read "Ron Jensen", with a long, sweeping flourish extending to the right.

Ron Jensen
Chair, Regional Transportation Council
Mayor, City of Grand Prairie

AW:mg
Enclosure

cc: The Honorable Larry Phillips, Texas House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG



Texas Transportation Commission

125 EAST 11TH STREET • AUSTIN, TEXAS 78701-2483

September 26, 2016

The Honorable Ron Jensen
Grand Prairie Mayor
RTC Chairman
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Chairman Jensen,

Thank you for your letter dated August 11, 2016 regarding the development of the 2017 Unified Transportation Program. I appreciate your support of the Texas Clear Lanes Program in Category 12. As you note, this program shows the commitment of Governor Abbott to address mobility and congestion issues. As the program moves into the project selection phase, the Texas Transportation Commission and Texas Department of Transportation will look to all communities for input on project prioritization.

I appreciate your advocacy on transportation and funding issues in the north central Texas region. If I can be of assistance, please do not hesitate to contact me at (512)783-8218 or Tryon.Lewis@txdot.gov.

Sincerely,

Tryon D. Lewis
Chair
Texas Transportation Commission

cc: Texas Transportation Commission
James M. Bass, Executive Director, TxDOT
Lauren D. Garduño, P.E., Project Planning & Development Director, TxDOT
Michael Morris, P.E., Transportation Director, NCTCOG

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SEP 29 2016

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

September 26, 2016

The Honorable Tryon D. Lewis
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Jeff Austin, III
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable J. Bruce Bugg, Jr.
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Laura Ryan
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Victor Vandergriff
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

Dear Chairman Lewis and Commissioners Austin, Bugg, Ryan, and Vandergriff:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to thank you for your leadership on transportation issues facing the State and for your recent efforts determining revenue allocations in the 2017 Unified Transportation Program (UTP).

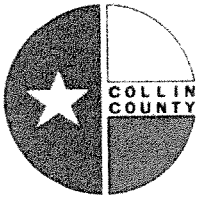
With the passage of Proposition 1, Proposition 7, and Federal transportation legislation, the Texas Transportation Commission led a thoughtful decision-making process when deciding how to best allocate the additional revenue. The RTC was pleased to know that comments from the DFW region were considered in the 2017 UTP. As you move forward implementing performance measures and allocating new revenue, please let me know if there is any assistance the RTC can provide.

Again, thank you and I look forward to working with you on future transportation funding issues. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Ron Jensen
Chair, Regional Transportation Council
Mayor, City of Grand Prairie

RH:ch



COLLIN COUNTY

Office of the County Judge
Jack Hatchell Admin Building
2300 Bloomdale Rd., Suite 4192
McKinney, Texas 75071
Office 972-548-4631
Fax 972-548-4699
www.collincountytx.gov

September 19, 2016

Michael Morris
Director of Transportation
NCTCOG
P.O. Box 5888
Arlington, TX 76005

Dear Mr. Morris,

Thank you for sending the Roadway Action Plan for Collin County for review.

I believe that most of the action items listed on your #1 priority, US 75, are actually underway, so I have no comment on that priority. I'm not sure what the "technology corridor" entails, and would ask for more details on that action item.

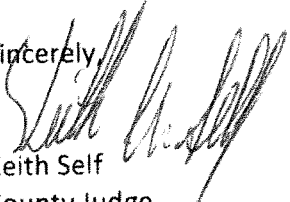
The Commissioners Court's priorities for our strategic controlled-access highway development are:

- a. US 380
- b. SH 78
- c. Reliever route east of Lake Lavon
- d. Outer Loop.

I see that you have a different list of priorities, and ask that you have another conversation with our Engineering Department regarding priority.

I ask that the impact of McKinney National Airport be included in both the US 380 study and the Strategic Transportation Initiative, since it possibly sits at the juncture of the two.

Sincerely,


Keith Self
County Judge

cc: Kelly Selman

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SEP 19 2016

TRANSPORTATION



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

TO: The Honorable Keith Self
Collin County Judge

DATE: September 14, 2016

The Honorable Duncan Webb
Collin County Commissioner

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

Kelly Selman, P.E.
District Engineer, TxDOT

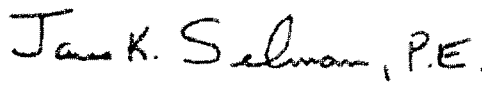
SUBJECT: Roadway Action Plan for Collin County

The Texas Department of Transportation and the Transportation Department of the North Central Texas Council of Governments (NCTCOG) is actively working with partner agencies in the region to identify transportation needs and solutions in Collin County. The extreme growth that has occurred and is forecast to continue will further strain the county's existing transportation system, and as a result potential arterial and freeway corridors are being addressed.

The included Roadway Action Plan for Collin County is provided for your review and documents the current planning efforts underway in the county being led by the Texas Department of Transportation and NCTCOG. The corridors that are scheduled for improvement or under study are: 1) US 75, 2) the Collin County Outer Loop, 3) US 380, and 4) the Strategic Transportation Initiative studying needs in the southeastern part of the county. The included map and table provide further information on the individual projects in each of these corridors including a description and contact information.

We hope this Roadway Action Plan for Collin County will be useful for you in communicating the region's transportation priorities in Collin County. If you have any questions about this plan, please call us.


Michael Morris, P.E.


James K. Selman, P.E.

MM:kad
Attachment

cc: Clarence Daugherty, P.E., Director of Engineering, Collin County
Tracy Homfeld, P.E., Assistant Director of Engineering, Collin County
Mo Bur, P.E., Director of Transportation Planning and Development, TxDOT, Dallas District
Natalie Bettger, Senior Program Manager, NCTCOG
Sandy Wesch, P.E., Project Engineer, NCTCOG
Dan Lamers, P.E., Senior Program Manager, NCTCOG



North Central Texas Council Of Governments

August 26, 2016

Mr. Kelly Selman, P.E.
District Engineer
Texas Department of Transportation
4777 East Highway 80
Mesquite, TX 75150

Mr. Brian R. Barth, P.E.
District Engineer
Texas Department of Transportation
2501 SW Loop 820
Fort Worth, TX 76133

Mr. Paul Montgomery, P.E.
District Engineer
Texas Department of Transportation
1365 North Main Street
Paris, TX 75460

Dear Mr. Selman, Mr. Barth, and Mr. Montgomery:

As you know, the North Central Texas Council of Governments (NCTCOG) provides travel model forecast data to the Texas Department of Transportation and its consultants for use in corridor, environmental, and other studies. The forecast data that is provided is consistent with the current Metropolitan Transportation Plan (MTP) and its corresponding Air Quality Conformity analysis. At times, however, data is needed from a newly adopted MTP prior to its Conformity approval. When this occurs, it has always been NCTCOG's policy to make the data available in draft form.

In March, the Regional Transportation Council adopted Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Since then, upon request for projects that must move forward in a timely manner, NCTCOG has made available draft roadway networks with projected volumes from Mobility 2040. Projected volume information is available for a base year of 2017 and Air Quality Conformity staging years of 2027, 2037, and 2040. Please note that this data is considered draft in nature until a positive determination of Air Quality Conformity from the Federal Highway Administration (FHWA) is received, which is expected soon. Any analyses which use this draft information would be done at-risk and could potentially be required to be revised once the networks are finalized and approved.


If the data is provided to your consultants, it should be specified that it should only be used to support Texas Department of Transportation corridor studies. This data should not be used for any other purpose, including the preparation of a potential Comprehensive Development Agreement proposal for any corridor.

Mr. Selman, Mr. Barth, Mr. Montgomery
Page Two

August 26, 2016

If you would like to have access to this travel model data or have any questions about it, please feel free to contact Dan Lamers at dlamers@nctcog.org or 817-695-9263, or if you have questions about the related Air Quality Conformity, contact Chris Klaus at cklaus@nctcog.org or 817-695-9286.

Sincerely,



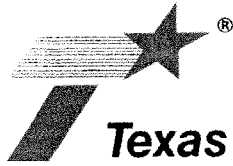
Dan Lamers, P.E.
Senior Program Manager
Transportation Planning



Chris Klaus
Senior Program Manager
Air Quality Planning and Operations

CM:cmg

cc: Michael Morris, P.E., NCTCOG ✓
Sandy Wesch, P.E., AICP, NCTCOG



Texas Transportation Commission

125 EAST 11TH STREET • AUSTIN, TEXAS 78701-2483

August 25, 2016

The Honorable Ron Jensen
Chairman, Regional Transportation Council
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Chairman Jensen,

Thank you for your letter dated July 14, 2016 regarding the North Central Texas Council of Governments' (NCTCOG) use of Transportation Alternative Program (TAP) funds. The Texas Department of Transportation is working with the Federal Highway Administration to determine if anything can be done to prevent the lapse and loss of these important funds. The Fort Worth and Dallas Districts are also working closely with NCTCOG to ensure projects are ready for obligation in a timely manner.

I appreciate your advocacy on transportation and funding issues across the state of Texas. If you have any questions regarding the TAP, please feel free to contact Lauren D. Garduño, P.E., Director of Project Planning & Development, at (512) 463-8483 or Lauren.Garduno@txdot.gov. If I can be of assistance, please do not hesitate to contact me at (512)783-8218 or Tryon.Lewis@txdot.gov.

Sincerely,

Tryon D. Lewis
Chair
Texas Transportation Commission

cc: Texas Transportation Commission
William L. Hale, P.E., Chief Engineer, TxDOT
Lauren D. Garduño, P.E., Project Planning & Development Director, TxDOT
James K. Selman, P.E., Dallas District Engineer, TxDOT
Brian R. Barth, P.E., Fort Worth District Engineer, TxDOT

Mayor - Thank you for coming to the Commission meeting and for your positive message -

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TRANSPORTATION



The Honorable Councilwoman Carolyn King Arnold- District 4
1500 Marilla St.
Dallas TX, 75201
214-671-9347

August 25, 2016

Dear Michael Morris

It is always appreciated when much interest is shown for the Southern sector of our city. It is my responsibility to ensure the representation of District 4. The constituents in the Historical 10th street/Freedmen's Town need your help in protecting their neighborhood and their legacy. It is my commitment to address the issues of equity and access to opportunities of growth and prosperity, as it relates to other communities in this city. With this purpose comes the responsibility of informing citizens of changes, better or worse, as they must live with them. It is precisely this responsibility that gives me great pause as it relates to plans for the proposed Deck Park location along the I35/Ewing Corridor.

The support letters presented to the City Council in June 2016, for the proposed location of the Deck Park did not represent my District 4 constituents. Nor did not it represent my voice as an elected official for District 4. This community exists in a state of neglect, with the need of approximately \$25 million of infrastructure and the lack of other quality of life elements. This community is also very fragile and is a prime target for gentrification and eminent domain efforts.

The quality of life along this corridor has a long way to go before it can reach the level of fairness and equity. It is the responsibility of this city and other jurisdictions to address the needs of the constituents in a fair and equitable manner. Anything less would be a disservice to the people directly impacted by the proposed location of the deck park.

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AUG 25 2016

TRANSPORTATION



I am asking for your support in not only promoting the values of democracy, but in improving the general area so that this community, is not victimized by land grabbers and profit hungry developers. The move to gentrify the last remaining Freedom's Town is another chapter in the "trail of tears" that many of our historical African-American neighborhoods have faced in this city.

Feel free to contact my office to discuss the plight of this community which is under attack by those who don't live in the community or the area of impact.

The Struggle Continues,

Carolyn King Arnold, Councilwoman - District 4

New bus service connects Fort Worth, Alliance Airport, Denton

By Gordon Dickson

gdickson@star-telegram.com

The Fort Worth Transportation Authority is going Mean Green.

The authority, also known as the T, will launch a bus service connecting downtown Fort Worth to the Alliance Airport area as well as the University of North Texas in Denton.

The new service begins Sept. 26.

The university's mascot actually is an eagle, but its athletic endeavors and fan base are more popularly referred to as the Mean Green.

Students attending UNT or Tarrant County College may jump at the opportunity to avoid traffic on Interstate 35W, said T president Paul Ballard. The route — known as North Texas Xpress, or NTX — will also serve Tarrant County College's Erma C. Johnson Hadley Northwest Center of Excellence for Aviation, Logistics and Transportation at Alliance Airport.

“Students traveling to UNT or TCC for classes can get in a little extra study time by choosing public transportation,” he said, adding that many workers in the AllianceTexas industrial and corporate corridor may wish to ride the buses as well.

“Employees drive that route every day, but now they have the choice of using that time catching up on email or just relaxing while someone else handles the driving,” Ballard said.

NTX will begin at the Intermodal Transportation Center in downtown Fort Worth and stop at the [North Park & Ride lot](#) near Interstate 35W and Heritage Trace Parkway and the [Alliance Opportunity Center](#) near I-35W and Westport Parkway. The buses will make a final stop at Apogee Stadium at the edge of the UNT campus in Denton.

From the UNT campus, mass transit users can access the Denton County Transportation Authority's bus system, as well as the A-train commuter train to Carrollton and Dallas.

It's a small start, but a new bus route serving downtown Fort Worth, AllianceTexas and Denton could lead to expansion of future public transportation services among those areas, officials said.

The plan calls for the first bus to leave downtown Fort Worth's ITC about 6 a.m., and for service to end about 9 p.m. weekdays, T spokeswoman Laura Hanna said. The T and Denton County Transportation Authority aim to run buses in the corridor about every 90 minutes.

"Hillwood applauds the Fort Worth Transportation Authority and the Denton County Transportation Authority for establishing this new route, which increases mobility to the broad range of workforce and educational opportunities along the Alliance Corridor and at the University of North Texas," Hillwood Properties president Mike Berry said in a statement. "Fort Worth residents will now have public transportation options from downtown Fort Worth to the jobs at AllianceTexas, and Alliance area employers will have access to an even larger pool of job candidates."

Gordon Dickson: 817-390-7796, @gdickson

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article99049432.html#storylink=cpy>

Getting money for Cotton Belt is only part of DART's challenge in bringing rail to northern suburbs

By Julie Fancher and Brandon Formby [Follow @juliefancher](#) jfancher@dallasnews.com

Staff Writer

Published: 02 September 2016 03:59 PM

Updated: 05 September 2016 11:01 AM

Trying to keep all sides happy isn't going to be easy for [Dallas Area Rapid Transit](#) officials when it comes to fast-tracking passenger rail service on the long-awaited Cotton Belt rail line.

DART originally planned to begin service around 2035 on the corridor that would connect DFW International to Coppell, Carrollton, Addison, Far North Dallas, Richardson and Plano. But the Regional Transportation Council, which sets mobility policy for North Texas, unanimously included in its own long-term transportation plan this year a policy directing DART to speed that timeline up.

Since then, DART has slashed construction costs by \$1 billion and now hopes to have service by 2022. But there's still a mountain of opposition to overcome. At a series of meetings in the last two weeks, scores of North Texans voiced skepticism and opposition about the project.

More than 200 people attended last week's meeting in Addison. That city has waited more than 30 years and sent more than \$254 million in sales tax revenue to the transit agency but still has no rail line.

At the meeting, Mayor [Todd Meier](#) acknowledged that pales in comparison to the \$5.4 billion Dallas has contributed. But, Meier said, the \$1 million or so a month that Addison spends on transit is significant to his city.

"I guess they probably spill that on the way to the bank," he said of Dallas.

Addison officials said they would contribute \$5 million after the rail line is complete. But Meier and other Addison officials have hinted that they would pull out of the agency in 2020 if they don't get rail service before 2035.

"You can count on me to be one of the cheerleaders to exit DART if this doesn't happen," former Mayor Pro Tem Blake Clemens told DART president and executive director Gary Thomas.

DART chief financial officer [David Leininger](#) said the agency "would purposely not do" the kind of financial analysis that would look at how the loss of Addison's sales tax contribution would

affect the overall finances for the agency, which is trying to build two other major rail projects. He said such an analysis would be “speculative” and “inflammatory” and that Addison's leaving DART is not likely.

Between 2011 and 2015, Addison annually sent between \$9.1 and \$13 million to DART. The city's annual and overall contributions to the agency represent less than 2.6 percent of what DART takes in from member cities.

“That analysis is done, but there would be no reason to do anything beyond that,” Leininger said.

Cash from Coppell?

According to public meeting materials, building the Cotton Belt will cost \$994 million, the same amount the agency plans to take out in debt. Maintaining, operating and paying off finance costs will cost another \$1.1 billion over 20 years and would come from a variety of sources. That includes \$9 million from naming rights, something DART hasn't had any takers for yet.

“Based on what our advisers are telling us, we can expect to see several presented to us shortly,” Leininger said.

The financing plan presented at meetings includes \$15 million from the Cypress Waters development along North Lake and \$51 million from Coppell, which is not a DART member city. But the \$994 million construction price tag doesn't include a Cypress Waters station, which would be in Coppell city limits.

When asked about that, DART spokesman Morgan Lyons said the agency is updating construction costs to factor in a Cypress Waters station.

Meanwhile, the DART board would have to sign off a funding agreement with Coppell. Board members have struggled for decades over what transit benefits nonmember cities should get without becoming full members.

Coppell officials did not respond to requests for comment this week.

Marchant pushes for bus service

DART was able to cut costs in the Cotton Belt plan by switching most of the line to only one set of tracks. Stations will be double-tracked and some portions of the corridor will feature passing sidings, which allow one train to pull off the service track so another going in the opposite direction can pass. Trains would run every 30 minutes during rush hour and every hour at all other times.

According to DART's 2014 Cotton Belt estimates, bus rapid transit from the airport to east Plano would cost \$393 million if the agency put bus-only roadways on either side of the existing track. Buses would run every 10 to 20 minutes during rush hour and every 30 minutes at all other times and would hit more stations.

Carrollton Mayor [Matthew Marchant](#) favors bus transit because of its lower cost and faster service. The rail through Carrollton would connect to DART's Green Line, which also connects to the Denton County Transportation Authority's A-Train.

“When you say bus rapid transit can be done for \$300 million to \$400 million and single-track heavy rail can be done for \$1.4 billion, and the double track for \$2.4 billion, I’m having a hard time understanding why anybody would prefer rail, other than it’s cooler than a bus,” he said.

Opposition and mixed feelings

Hundreds showed up to discuss the Cotton Belt project in Far North Dallas, where there has been organized opposition to the project for decades. Part of a plan to cut costs includes initially forgoing three stations in that city.

Reactions were mixed in Plano. In July, the City Council took its first steps toward contributing \$12.3 million to fast-track the rail service.

Plano’s contribution would be collected over 20 years and come from taxes on increased property values around two new train stations, officials said. City manager [Bruce Glasscock](#) previously said the city would not be putting in any general funds or backing any debt.

DART’s Red Line is credited for spurring redevelopment in Plano’s downtown area.

“We are going to be able to connect to our neighboring cities; we are going to be able to connect to the airport; it’s going to create more economic development,” Plano Mayor [Harry LaRosiliere](#) said.

While some residents at a project meeting in that city cheered the line, others weren’t so excited.

“I’m against them trying to make our city an urbanized city,” said Plano resident Colleen Epstein. “I’m against the crime that comes in, there are people who ride the rail, ride into our city, rob our houses and go back out. If we didn’t have the rail to bring them in and they didn’t have cars, it wouldn’t happen.”

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Walsh Ranch development begins to take shape west of Fort Worth

By Sandra Baker

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FORT WORTH

On Wednesday, Aledo school officials will ceremoniously turn dirt to mark the start of construction of an elementary school on the legendary Walsh Ranch in the far west reaches of Fort Worth.

The groundbreaking, though, has a much broader implication. The event signifies the realization that families will soon be living on one of the last remaining large North Texas ranches, where herds of renowned Charolais cattle still roam and the philanthropist Walsh family of Fort Worth runs a successful ranching operation.

Nearby, crews have been scraping land, preparing the once-untouched prairie for streets and 580 home lots, just a portion of what's to come. Developers estimate the land could one day be home to 50,000 people, roughly the current population of Grapevine.

About 1,700 acres are included in the first development phase of the 7,267-acre Walsh Ranch, which has been held by the family since the 1930s. The property is about 20 miles west of downtown Fort Worth, where Interstates 20 and 30 meet, and straddles both sides of the highway.

This is a day the Walsh family, which also made a fortune in oil, has thought about since the 1970s, and been preparing for since the 1990s.

But all those years of planning don't make it any easier to watch the ranch begin to be developed, said F. Howard Walsh III.

It's very humbling, what we're doing out there. It's an opportunity and I'm very privileged to be a part of it.

F. Howard Walsh III, Fort Worth oilman, rancher and developer

"It's very humbling, what we're doing out there," Walsh said. "It's an opportunity, and I'm very privileged to be a part of it. Every aspect has been analyzed arduously. This will go on for decades."

Going forward, the development won't be called Walsh Ranch. Instead, it will be [branded simply as the Walsh](#).

Over the past decades, every stitch of land has been thought about, down to the planting of a farm of 16,000 trees to be used within the development. About 700 of the trees are now being planted along Walsh Ranch Parkway north of Interstate 20. The road eventually will bisect the entire ranch on both sides of the highway.

Moreover, about 2,300 acres are being set aside for green space. The Walshes partnered with Fort Worth's [Botanical Research Institute of Texas](#) to determine how to reclaim and restore the native prairie. The ranch's unique hilly topography also will be retained. Curving residential streets will take in the terrain, in some places featuring vistas from 1,000 feet up or 90-foot drops.

Good land stewards

Until now, the family and its development partner, [Dallas-based Republic Property Group](#), have not released many project details. That will begin to change in October, when RPG will announce the list of selected home builders followed by information about technology features.

It's anticipated the builders will start constructing model homes by the end of the year, with 40 ready by a grand opening next spring. That's when the public will gain access to the ranch, and home and lot sales begin, the developers said.

Like the Walsh family, Tony Ruggeri and Jake Wagner, co-chief executive officers of RPG, say they feel a huge responsibility to be good stewards of the land and produce a thoughtful, timeless development.

The task is so strong that they said they spent nearly two years touring 35 large master-planned communities in eight states to make sure they were on the right track. They did this despite having developed some of the largest and most popular master-planned communities in North Texas.

Developing the built environment is a small piece of what we do. We want to create the most incredible and engaging community experience as we can for the home buyers and their families.

Tony Ruggeri, co-CEO of Dallas-based Republic Property Group

"We built a really strong Rolodex of great consultants," Ruggeri said. "Developing the built environment is a small piece of what we do. We want to create the most incredible and engaging community experience as we can for the home buyers and their families."

The two met with numerous developers and say they were able to get a "good read" on the latest innovations in master-planned communities nationwide. They even brought developers, and others involved with the project, to Fort Worth for two days to hear from experts in such fields as education, healthcare, food, child development and building playgrounds.

"That's the level of detail going into this project," Walsh said. "We don't want to be sitting here in five years and questioning" decisions.

“You can’t make mistakes,” he said, “at least we’re trying not to.”

Getting to this point took some patience. Work couldn’t begin until the state Transportation Department completed a bridge and interchange to provide access to the property, and until Fort Worth brought water and sewer utilities to the site, which is in the city’s extraterritorial jurisdiction.

The City Council is scheduled to vote to approve establishing a capital Public Improvement District at the request of the developers for the first phase later this month. The city will issue \$47 million in debt for the project, which will be repaid over 30 years by a special assessment on the tax bill of the home and commercial property owners. It can only be used for water and sewer lines, and street improvements, according to city documents.

Intriguing possibilities

Wagner said he and Ruggeri were intrigued by the land’s legacy and its proximity to downtown Fort Worth. Land this large and this close to a central business district just doesn’t exist anymore, they said. Currently, as many as 100,000 cars pass by the property daily.

As a company we’re not out to develop for the sake of developing; we’re very selective in the projects we approach. We want to focus our time on opportunities where we really can have an impact.

Jake Wagner, co-CEO of Dallas-based Republic Property Group

“The land itself is really beautiful,” Wagner said. “As a company, we’re not out to develop for the sake of developing; we’re very selective in the projects we approach. We want to focus our time on opportunities where we really can have an impact.”

That impact has the potential to be huge. The ranch is 11.4 square miles and will eventually feature as many as 15,000 homes. The entire Walsh development could take 50 years to complete. It will have at least eight elementary schools, two middle schools and one high school, and 35 miles of hike and bike trails.

The first batch of houses, going in north of the interstate and west of Walsh Ranch Parkway, will take about three years to complete, and the entire first phase about 15 years to finish. It will have parks and other amenities. Home prices will start in the low \$300,000s and go up into the millions of dollars.

137 Number of pages of architectural standards and guidelines for Walsh development

The developers have put together a 137-page book of standards and architectural details allowed in the Walsh. It relies heavily on some of Fort Worth’s historic neighborhoods.

About 770 acres are designated for commercial development and potentially a corporate campus.

Ted Wilson, a principal with Dallas-based market consultancy Residential Strategies, who has toured the development site, said it is impressive and that there's not anything like it on the Dallas side of the Metroplex.

"They've taken their time to make sure they've gotten it right," Wilson said. "It's really going to be a nice community."

Selected in national search

RPG was selected by the Walsh family after a national search and the vetting of dozens of potential developers. Founded in 1967, RPG has developed all types of properties, from residential to multifamily, shops and offices. In the 1980s, the company began focusing on master-planned communities, with the 6,250-acre Stonebridge Ranch in McKinney as its first.

Since winning the Walsh deal, RPG has opened an office downtown. It is the firm's first Fort Worth project.

"At the end of the day, we ended up winning the beauty contest, fortunately," Wagner said. "We went immediately into planning and getting the project organized and set up. There's been a good two years of planning and thought thus far."

RPG's other active developments are the 1,070-acre Light Farms in Celina and the 948-acre Phillips Creek Ranch in Frisco. The two developments are ranked among the top 25 master-planned communities nationwide in terms of sales, they said.

Ruggeri said home buyers like their communities for the amenities and events, classes and activities. They have an event coordinator at each community.

"We don't try to script every last detail of life in a community," Ruggeri said. "We let it evolve with the personalities that move into the community. We try to embrace that. A victory for us is a concert on the green with 1,100 people and picnic blankets and families all meeting each other and enjoying their time."

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Read more here: <http://www.star-telegram.com/news/business/article99843757.html#storylink=cpy>

Americans Drive to a New Record in Gasoline Consumption
It took nearly nine years for total fuel use to surpass its prerecession peak
Wall Street Journal 9/7/16 6:57 am ET By Eric Morat

Americans fueled up this summer at levels not seen since the recession began almost nine years ago, new data shows.

But before you raise your Icee in salute to the U.S. economy, consider this: Nine years is a stunningly long road to recovery in gasoline consumption for an economy that replaced all the jobs and output lost during the deep recession several years ago.

Americans purchased about 406 million gallons of gasoline per day, on average, in June, according to data the U.S. Energy Information Administration released last week. That just surpassed a previous record set in July 2007. Given that fuel consumption typically peaks for the year in July or August, when road-trip season is in full swing, Americans likely purchased an all-time record volume of gasoline this summer.

The thirst for fuel shows gasoline is relatively cheap and that Americans are working, vacationing and driving more. But the recovery was long, even by the standards of the current sluggish expansion. U.S. consumer spending recovered to its peak level in two years. Overall economic output recovered to the level where it stood in late 2007, when the recession began, in three years. The U.S. replaced all the jobs lost in the wake of the recession by early 2014, more than six years after the recession began. That itself was a historically slow employment recovery and partially explains why it's taken this long for Americans to fuel up like it's summer '07. There's no need to commute if you don't have a job.

[The share of adults with jobs has risen since touching a recent low in 2011](#), but the fraction is still near the rate last consistently recorded in the early 1980s, as women were entering the labor force in larger numbers.

Another factor constraining driving was gasoline prices. The average price for a gallon of regular gasoline topped \$4 in spring 2008 and approached that national average level in 2011 and 2012. Relatively high prices for gasoline discouraged some drivers from taking extra trips and even incentivized them to move closer to employment [and use public transit](#).

In 2014, use of trains, buses and other forms of public transit reached the highest level since 1958, [before slipping slightly in recent years](#).

But miles driven recovered to prerecession levels in late 2014, so efficiency is also playing a role. And when gasoline reached record-setting prices, buyers favored smaller, fuel-efficient vehicles to pickup trucks and SUVs. Many of those smaller cars are still on the road.

[The average fuel economy of vehicles purchased in August was 25.3 miles per gallon](#), according to the University of Michigan Transportation Research Institute. That's up more than 25% from October 2007, the first month for which data is available.

[But lower fuel prices the past two years have renewed interest in larger vehicles](#). Average fuel economy of newly purchased cars and trucks was a half mile per gallon less in August than in the same month in 2014.

<http://blogs.wsj.com/economics/2016/09/07/americans-drive-to-a-new-record-in-gasoline-consumption/>

Higher and faster: New train line between Dallas and Fort Worth could be built above existing TRE route

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 08 September 2016 03:29 PM

Updated: 08 September 2016 03:41 PM

Plans to run a higher-speed rail line between Dallas and Fort Worth could include elevating much of the track above the existing TRE commuter rail line between the two cities. And don't assume that all cities along the way are excited about that.

"We're in opposition to that," Regional Transportation Council member Oscar Ward of Irving told his fellow metropolitan planners today.

Ward said the Irving City Council, of which he is also a member, plans to vote next month on a resolution against an elevated rail line along the TRE route. The TRE runs through southern Irving, including along the northern edge of the downtown area officials have spent years trying to revitalize.

The Dallas-Fort Worth line is different than the high-speed rail line that private company Texas Central Partners plans to build between Dallas and Houston, though officials hope the two will connect. The Dallas-Fort Worth project is seen as a way to link not just the region's two biggest cities, but also that Houston bullet train route and the state Transportation Department's potential passenger rail line connecting Oklahoma to South Texas through Fort Worth, Austin and San Antonio.

Still, the Dallas-Fort Worth project has already met with some questions and criticisms over the value of the project, which doesn't yet have a cost estimate. There is also no funding source for construction yet. The North Central Texas Council of Governments, which implements the RTC's transportation policies, will soon seek contractors to help refine the higher-speed rail alignment and station designs.

While one potential route is along the TRE corridor, another would veer south near State Highway 360, then west to Fort Worth along or near Interstate 30. The project is considered higher-speed because trains will not go as fast as the planned 205 mph for the bullet train between Dallas and Houston.

Ward's warning that Irving is likely to oppose an elevated track was met with lectures about regionalism from his fellow RTC members. Council of Governments transportation director Michael Morris said that the Dallas-Fort Worth area wouldn't be what it is today without highways that connect the region to the rest of the country. He said the project "rekindles my flame" to fight opposition to major regional projects.

"This could be our generation's interstate highway system," he said.

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Uber: With more drivers in southern Dallas, number of rides spike

By Brandon Formby [Follow @brandonformby](#) bformby@dallasnews.com

Transportation Writer

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Updated: 09 September 2016 07:43 PM

Note: This post was updated at 3:48 p.m. to include comments from Mayor Mike Rawlings.

In the five months since Uber and Dallas Mayor Mike Rawlings announced an [initiative to increase the number of drivers and trips in southern Dallas](#), ridership in that part of the city has jumped 40 percent.

The ride-hailing company isn't sharing the raw numbers behind that spike, but did release heat maps (below) showing an increase in rides throughout Dallas, including south of downtown. Company officials call the response "overwhelming."

"With more drivers in the area, more people are now able to access reliable and affordable transportation," said Leandre Johns, an external affairs executive for the company.

As part of Rawlings' GrowSouth initiative, the elected official and the private company earlier this year [announced plans to sign up 2,500 drivers](#) who live in southern Dallas. An Uber spokeswoman said the company is on par to hit that goal by March, one year after the initiative was launched.

Rawlings said Friday that southern Dallas residents "deserve the same job opportunities and access to services" as their northern Dallas counterparts.

"I'm hopeful that more innovative companies will follow Uber's lead with similar investments in southern Dallas, as that is what GrowSouth is all about," Rawlings said.

Potential drivers can [sign up online](#) or at monthly events held every fourth Friday at the Oak Cliff Chamber of Commerce.

"Our goal is to promote economic development and quality of life, and DriveSouth has provided a tangible way for us to fulfill our mission," Oak Cliff Chamber of Commerce president Kiyundra Gulley said in a prepared statement. "It's a win for the drivers and the entire community."

A&M unveils freight delivery without trucks

BY ELENA MEJIA LUTZ *The Texas Tribune*

BRYAN

Back in 1998, the federal government asked the Texas A&M Transportation Institute to find a way of moving freight that didn't use trucks on highways. Eighteen years later, the researchers have debuted the first Freight Shuttle System prototype.

What they came up with is a system of automated, electric-powered transporters that carry trailers and containers on elevated highways, keeping air cleaner and roads safer by taking 18-wheelers off of highways. The idea was debuted Friday by Gov. Greg Abbott and officials from the university and Freight Shuttle International, a private corporation that is financing the project.

FSI was founded in 2005 and partnered with the institute to patent features of the freight shuttle system and raise private capital to build prototypes. The corporation and Texas A&M University now hold 17 related patents.

"Economic development and freight transportation go hand-in-hand," said Stephen Roop, founder of FSI and senior research scientist at TTI.

Designers envision using the transporters to move freight over short distances or as far as 500 miles. Up to 70,000 pounds of freight can be moved at 60 miles per hour using one-third of the energy that heavy-duty diesel trucks consume, they said.

Roger Guenther, executive director of the Port of Houston Authority announced at the event that the port is already exploring using the technology, building a five-mile system linking Barbours Cut and Bayport. It might be extended to 20 miles in the future.

FSI is raising capital and plans to develop the systems without taxpayer money, "We did a cost analysis in El Paso-Juarez for a 12-mile system and the cost that we discovered through traditional construction methods was between \$12 and \$13 million per mile," Roop said. "That's \$150 million for physical infrastructure, not counting electrification, property for terminal locations and buildout of those terminals."

Aside from environmental benefits, Roop said the system could reduce the potential for truck-related highway crashes and help offset an expected shortage of freight drivers in

the next decade. It will also improve reliability because it can operate 24/7 without any limitations.

"Sitting in traffic for a trucker is losing money," Roop said. "It's a very economical system with low energy consumption."

Abbott, who helped unveil the freight shuttle, said that with the expansion of the Panama Canal, ports in Texas will face even stiffer demands to move freight more swiftly.

"For more than a decade, Texas has been the number one exporting state in America, and freight movement is vitally important in our state's economy," Abbott said. "FSS can bring millions of dollars into Texas economy and open the door to millions of dollars of private investments. More than just a tool for expediting freight from ports, it's a vision for ways in which we can relieve congestion across the entire state."

Why North Texas needs the Cotton Belt commuter train line

By Lee M. Kleinman

Contributor

Published: 13 September 2016 03:24 PM

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The Cotton Belt is good for Dallas.

The proposed east-west commuter line that would connect Dallas, Richardson and Plano with Dallas Fort Worth International Airport and, ultimately, Fort Worth, would help not only those people living in towns that are members of Dallas Area Rapid Transit, and not only those who actually ride the train. This line benefits everyone.

That's important because as Dallas Area Rapid Transit considers advancing the Cotton Belt delivery date from 2035 to 2022, critics have put the agency on the defensive.

"We're hearing how DART is going to make this less painful, but what does it do for us?" I heard one person say at a DART community meeting about the project. As with any transformative infrastructure project, there are many people who object to its development. In this case, some Dallas home owners along the existing rail corridor are well organized and have formed the Cotton Belt Concerned Citizens.

Here's why everyone in Dallas and the northern suburbs should cheer for the Cotton Belt line. The line will offer an inexpensive alternative for people to travel to the airport. It will juice economic growth near the stations, which will lift area property values. And, perhaps the most popular benefit: It will relieve traffic, or at least slow the growth of congestion, on major highways, LBJ Freeway and the George Bush Turnpike.

To a large degree, the Cotton Belt is about getting to DFW Airport from North Dallas and its neighboring DART member cities (Plano, Richardson, Addison and Carrollton). That's why commuter rail is the offering as opposed to light rail. DART will cover more distance with fewer stops. The Cotton Belt line gives Dallas residents an inexpensive option for getting to DFW airport with a dependable travel time that is not subject to traffic congestion. This reliable alternative to driving also saves the expensive parking fees at the airport.

Four Cotton Belt stations will be in the city of Dallas and at least six serve Dallas residents. This is more than half the of the station count. And some of the stations are in major growth areas for North Dallas. Rail access increases the value of these developments and helps mitigate the associated traffic.

And, this new regional rail service creates easy access for Dallas residents to entertainment and restaurants in Addison and new office developments in Richardson's CityLine development and Plano. Further, as other transportation projects come online, the Cotton Belt will provide access to the Midtown Commons Park, as well as the Galleria and Valley View area redevelopment in North Dallas.

The Cotton Belt may increase property values in North Dallas as new residents move in for jobs in Cityline, Midtown, Cypress Waters and other new commercial developments along the corridor. Access to rail service enlarges the geographic area these new residents will search when moving to our area. As many studies have shown, access to public transportation increases neighborhood property values.

This line gives people in North Dallas new access via rail to a system that they have been helping to pay for since inception. In addition to the destinations previously mentioned, it opens up direct service to higher education such as the University of Texas at Dallas and all three University of North Texas campuses as plans for an expanded rail system come to fruition.

Significant growth along the corridor is coming regardless of this project, and the Cotton Belt can be an alternative to the traffic choked east-west corridors such as the Bush and LBJ as well as street grid thoroughfares such as Beltline, Arapaho, Campbell, Frankfurt and Plano Parkway. The rail line removes pass-through traffic from these facilities making more capacity available for local users. As a commuter rail project, the Cotton Belt relieves rush hour traffic.

Further, as shown in DART's recently proposed financial plan, building both the Cotton Belt and the second downtown light rail line (the D2-U) is financially feasible. Funding the Cotton Belt does not interfere with the additional Federal Transit Agency grant funding and local match that DART would seek in order to run the downtown line underground.

The Cotton Belt would be funded via the Federal Railroad Agency with rail infrastructure financing, a low-interest loan program with very favorable terms. DART has analyzed its financial capacity and determined that both projects can be funded.

Both projects are important to Dallas and our region. Each will help improve mobility, economic development, system reliability and transportation options, for, ultimately, a better quality of life for the residents of Dallas. We will stay focused on these goals to deliver both projects for the city of Dallas.

Lee M. Kleinman is a Dallas City Council Member representing North Dallas. He is chairman of the city's Transportation Committee and co-chairman of the Dallas Regional Mobility Coalition, and he serves on the board of the North Central Texas Council of Governments Regional Transportation Council. Twitter: @LeeForDallas

Dallas startup Vinli strikes deal to drive sales with connected car device

Ben Torres/Special Contributor

By Melissa Repko [Follow @melissa_repko](#) mrepko@dallasnews.com

Staff Writer

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Updated: 14 September 2016 06:39 PM

Dallas startup [Vinli](#) hopes to turn hundreds of thousands of cars into tech-savvy transportation by expanding sales of its connected car device to two frequent pit stops: car care centers and dealerships.

The startup announced Wednesday that its devices will be sold through two new distributors: [Meineke Car Care](#), a chain of car maintenance and repair shops, and [Cox Automotive](#), a distributor to 40,000 dealers across the U.S. Cox Automotive is also an investor in Vinli.

Vinli's connected car device — about the size of a computer mouse — plugs into cars and provides Wi-Fi and a catalog of apps and safety features. It can plug into any car, from a clunker to a brand-new model, so long as the car has an on-board diagnostics port. On-board diagnostics ports are in every car made since 1996.

Vinli has promoted the device through developer meet-ups. It's also turned Uber rides into Wi-Fi hotspots at South by Southwest in Austin and the Consumer Electronics Show in Las Vegas.

But to increase Vinli's use and grow its brand, CEO Mark Haidar said he couldn't put the devices on store shelves and cross his fingers. To get Vinli's devices and apps into millions of cars, the startup is going to the places where drivers are.

Starting this fall, the Meineke car care centers will include Vinli in its rewards and loyalty program. It has not announced the price. Cox Automotive will distribute the devices to dealerships in its network, who can use Vinli to track cars on the lot and sell the connected car systems to drivers.

Dealerships, car care centers and other distribution channels will be able to set the cost of the device and subscription to use its features. The dealerships could create bundles that drivers can subscribe to, similar to satellite radio, Haidar said.

Vinli's [connected car system has 47 apps](#), and about 100 more apps are underway. They range from Lock and Key, an app that can track a stolen car, to Home Connect, an app that can turn off a house's lights or adjust its thermostat based on the location of a car.

Vinli launched two years ago out of Dialexa, a local product development company co-founded by Haidar. The connected car startup was one of 100 ideas that Dialexa employees jotted down. But Haidar said it stood out for its potential to reach people across the world. And he said car technology had a lot of room for improvement.

"The car is very disconnected from your life, and it is the machine that takes you everywhere," he said.

Vinli has about 45 employees and is based in the Farmers Market neighborhood of downtown Dallas. Its hardware was designed in Dallas and is manufactured in China. Its connected car system is used by drivers in all 50 states and in Bahrain, Haidar said. He would not disclose the number of Vinli users, but said it's used by thousands of drivers.

From the beginning, Vinli has been focused on expanding the number of apps, so that drivers can customize their experience — much like they do with their smartphones, Haidar said. Vinli has had an open platform to encourage developers to design and submit new apps.

Last year, Vinli [raised \\$7 million in funding](#) in a round led by Samsung. Vinli's investors also include automotive supplier Continental, Silicon Valley venture capital firm The Westly Group and San Francisco venture capital firm First Round Capital.

Haidar said Vinli's platform works regardless of whether in the future, cars are shared or drive themselves. He believes the tech startup has an edge over automakers: the ability to keep an aging car up-to-date by pushing out new apps to customers. And he said Vinli's platform has appeal for developers because the apps they create work in cars of any make or model.

Instead of seeing car manufacturers as competition, Haidar sees them as potential partners. "We hope we would win that business," he said. "We always see ourselves as a value add to the car, not replacing everything in the car."

Abbott taps the brakes on high-speed rail in Texas

BY PATRICK SVITEK *The Texas Tribune*

WACO

Gov. Greg Abbott on Thursday expressed caution about high-speed rail in Texas, warning that any investment in transportation must not be a “money-losing proposition.”

It was one of several notable topics that came up during a wide-ranging Q-and-A with the Greater Waco Chamber of Commerce, where Abbott also vouched for the continuation of the Texas Enterprise Fund and provided a brief preview of the next legislative session.

“Because of the price of oil, we’re dealing with a little bit tighter budget, and so we just need to be responsible budget-wise,” Abbott said. “Even though we are at a tighter budget ... we still want to work on cutting the margins tax even more. We need to find ways to reduce property taxes, about which we’ve heard plenty of complaints.”

Last week, Comptroller Glenn Hegar projected that lawmakers would have \$1 billion less to work with next session because of the faltering oil and gas industry. State leaders, including Lt. Gov. Dan Patrick and House Speaker Joe Straus, have also promised to look at providing tax relief despite the uncertain outlook.

The margins tax for businesses, meanwhile, was a target of lawmakers during the 2015 session, when they cut it by 25 percent.

Abbott had previously expressed hesitation about high-speed rail, a perennial flashpoint in Texas that sparks debate over how to pay for it and its impact on property rights. Abbott was again somewhat skeptical-sounding Thursday at the luncheon for the Chamber of Commerce, which supports high-speed rail.

“It is important to be able to invest in anything that works, but when you invest, you don’t want to lose money,” Abbott said, bringing up a high-speed rail project in California that ended up costing much more than originally projected. “You’ve got to proceed with caution.”

Abbott instead pointed to the freight shuttle system recently unveiled at Texas A&M University, which would move containers on elevated highways using automated transporters. Abbott noted that the system does not rely on taxpayer dollars and would “not involve taking anyone’s property.”

“You have to look at certain issues so that it works for all the different pieces of all the different constituencies, but most importantly look at the bottom for the taxpayers in Texas, which is the thing that we have to be the greatest guardian of, ” Abbott said.

Abbott also weighed in on the state’s economic incentive programs, opposed by some conservatives as corporate welfare. Abbott touted how he led the charge to eliminate the Emerging Technology Fund last year — using half the leftover money to set up a university research initiative — but argued that Texas still needs the Texas Enterprise Fund, which the state uses to seal the deal with businesses interested in relocating to Texas.

“We do need it refunded,” Abbott said, turning to state Sen. Brian Bird-well, R-Granbury, in the audience. “Senator, I’m asking for help. This is important to the people of Waco. Let’s hear a big round of applause if we want the Enterprise Fund refunded the next legislative session!”

Asked what he would like to see the Legislature accomplish in 2017, Abbott cited not only tax relief but also progress on early education and higher education. He also said lawmakers should focus on the state’s troubled foster care system, whose current state he called “completely unacceptable.”

Grant us wisdom to accept the toll roads we have

THE EDITORIAL BOARD

It's been clear for years that many Texans adamantly oppose toll roads.

It's been equally clear that others, including a lot of people in the Dallas-Fort Worth area, are just focused on getting from Point A to Point B without being stuck in freeway backups, and they're willing to pay reasonable tolls to make that happen.

Now comes a group that's so determined to fight toll roads that they want the state to pay off the debt it has incurred in building those we have.

At a hearing Wednesday in Austin, the Senate Transportation Committee got an estimate of how much that would cost: about \$36.7 billion.

Like that's ever gonna happen.

The number is in a final report on the topic from the Texas Department of Transportation.

"The report includes a review of 53 toll roads and 28 financial tolling systems in the state, excluding international bridges," department Executive Director James Bass told the committee, according to the Texas Tribune.

That includes roads built by private companies under "comprehensive development agreements" authorized by the Legislature.

The private companies build the new roads in exchange for several decades of toll revenues, a much quicker way to get the transportation infrastructure in place than waiting for the state to be able to afford it.

"This toll tsunami is on autopilot and we must declare no more," Terri Hall, head of Texans for Toll-free Highways, told the committee.

In the 2015 legislative session, lawmakers sent a proposal to voters to dedicate up to \$2.5 billion a year in general sales tax proceeds to transportation, plus a portion of motor vehicle sales, use and rental taxes if that revenue ever exceeds a certain threshold.

Voters handily approved the measure in November. So, if revenue holds up (currently, sales tax revenue is declining) and none of that money is spent on sorely needed new road projects or maintenance, the toll road debt could be paid off in about a decade and a half.

We have to wonder whether this discussion isn't just a political exercise aimed at letting toll road opponents blow off steam and then accept reality.

There will always be more worthy (even needed) transportation projects than funding to make them happen.

It's not smart, even if it were possible, to freeze the clock, pay off the current toll road debt, and then get back to the serious business of meeting current needs.

So, let's accept the toll roads we have and spend our money on projects that keep us from needing new ones. S-T

Massive training exercise planned in November for North Texas

By Domingo Ramirez Jr.

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FORT WORTH

One of the biggest training exercises in Texas is returning to North Texas to test the skills of first responders.

The North Central Texas Council of Governments and dozens of other federal, state and local agencies have scheduled Big X 2016 for Nov. 11-13 at numerous locations in North Texas.

The event is a follow-up to the Urban Shield exercise held in 2013.

Officials said the three-day event will be a way for first responders to exercise tactical skills and response capabilities, and coordinate operations.

Area teams that will participate include special weapon and tactics (SWAT), urban search and rescue (USAR), emergency management, public health, hazardous material response (HazMat), explosive ordnance disposal (EOD), interoperable communications, community emergency response team (CERT), and wildland fire.

Officials will evaluate and identify areas for improvement, such as in communications, planning, training and equipment.

Here are some estimated numbers for the three-day event:

- 44 total scenarios
- 36 estimated venues throughout North Texas
- 21 SWAT teams
- 17 area emergency-management departments

- 15 CERT teams
- 12 USAR teams
- 11 EOD groups
- 10 HazMat teams
- 8 North Texas fire departments
- 3 area hospitals

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Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article102591567.html#storylink=cpy>

Next D-FW boomtown? Celina has the location, room and attitude to explode

By Steve Brown Follow @SteveBrownDMN stevebrown@dallasnews.com

Real Estate Editor

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The town of Celina's little downtown is a flashback to the 1920s.

Historic buildings like the old Nelson railroad hotel and the First State Bank haven't changed much in the last 100 years.

But just over the hill toward Dallas, it's easy to spot earth movers plowing up thousands of acres of farmland to make way for new residential rooftops.

During the last year, developers have announced plans for a half dozen major new home communities in Celina. Even more are on the way.

"I'm amazed with what's going on in Celina," said Fred Balda, president of Hillwood Communities, which has three new residential neighborhoods in the works in Celina. "I'd buy more land if I could.

"Celina is in the right location, and the town leaders have the right attitude," said Balda, whose firm is one of the largest residential community builders in Texas. "And the growth is all being driven by the huge amount of job creation in the northern suburbs."

Celina is 40 miles north of downtown Dallas.

But the town, which straddles the Collin and Denton county line, is only 20 miles from where Toyota, JPMorgan Chase and Liberty Mutual Insurance are locating thousands of new jobs.

More than 20,000 new home building lots are in the pipeline for 2016 and 2017.

And builders have gotten permits to start more than 2,100 Celina houses just in the last year.

"In the next 10 years, we are going to grow the way Frisco has in the last decade," said Corbett Howard, executive director of the Celina Economic Development Corp. "This is the decade of Celina.

"Right now we have a population of about 11,000," he said. "In 2020, we expect it to be 35,000." Celina only had 1,800 people as recently as 2000.

About 10 percent of the city's land is currently built on.

"Celina has a 78-square-mile footprint," Howard said. "That's larger than Frisco and larger than Plano.

"We have so much room to grow."

And Celina, which is on the path of the extended Dallas North Tollway, is in the right place to take advantage of the Dallas-Fort Worth area's booming population and job market, housing analysts say.

"The homebuyers are coming up to Celina," said Ted Wilson of Dallas-based housing analyst Residential Strategies. "That market is just red hot, and I'm hearing from a lot of builders wanting a position up there."

The huge success of the 1070-acre Light Farms residential community on Celina's south side has gotten a lot of attention in the homebuilding industry.

Since opening last year, builders have sold almost 700 houses in the first phases of the 3,200-home community between Preston Road and the Dallas North Tollway route.

Houses in the project start at around \$250,000.

"For those people looking for affordable new housing, Celina certainly is an alternative," Wilson said. "Over the past year and a half, builders have moved further out looking for affordable land."

Howard said that a new home in Celina's communities can be almost \$100,000 less than a comparable house to the south in Frisco.

"Twenty months ago, Light Farms didn't have a single house," he said. "They are now one of the fastest-growing new home communities in the country."

Light Farms was one of the top two dozen residential projects in the country last year, according to Jake Wagner, Co CEO of project developer RPG.

"We have over 2,000 people currently living in Light Farms," Wagner said. "We make pretty conservative projections for our communities, and we have definitely outperformed them thus far.

"We sold 402 homes last year."

One of those buyers Ben Rogers, who moved his family from Far North Dallas to Light Farms at the end of last year.

"We fell in love with it," said Rogers, who's a sports talk show host and works near downtown Dallas. "It's small-town charm but right on the fringe — we are just a couple of minutes away from Frisco."

After selling their house in Prestonwood for a "ridiculous price," the Rogers family shopped new homes in Allen, McKinney, Southlake and Frisco. Rogers said he hadn't even heard of Celina before visiting Light Farms.

"This is the best thing we have ever done for our family," he said. "The amount of extra house you get and the community and safety is off the charts.

"Our home took almost a year to build," Rogers said. "In the time we bought our house and we closed, it had already appreciated \$95,000."

He said some of the longtime residents in the area fret about all the construction.

"Some people that have been here a long time don't want it to grow," Rogers said. "Some of those people are moving further north to Gunter."

Frisco, Prosper, Celina and Gunter were once all distinct little towns.

Celina got its start in the late 1870s and early 1880s when a pioneer — John T. Mulkey — settled in the area and named it after his old Tennessee hometown.

In 1902, when the St. Louis, San Francisco and Texas Railway (the Frisco) was built through the area, the town moved its buildings to the west to cozy up to the new rail line.

By 1950, there were just over 1,000 residents in Celina. For decades, the town survived as a farming community, along with many of its neighbors.

As Dallas' suburban sprawl moved up Preston Road, towns to the south all developed. Now Celina is next in line for a boom.

Developer Tomlin Investments is building a 1,408-acre community called Green Meadows that's just west of the tollway. The new home community in east Denton County will bring 4,500 homes to Celina.

And Cambridge Cos. is building a 682-acre residential project that will have room for almost 2,000 homes called Mustang Lakes. Cambridge has a second Celina project — Cambridge Crossing — that will include another 1,600 houses.

Centurion American Development is building a 2,300-home subdivision on Celina's west side.

Hillwood Residential's three projects add up to almost 2,400 homes. Hillwood is partnering on one of the home communities with Wynne/Jackson on land once known as Glendenning Farm after a longtime local family.

"We will have 10 different builders on those three projects we are doing," Hillwood's Balda said. "We should start delivering houses next year.

"The market up there is so big that we think there is demand for all these new communities."

Texas high-speed rail project faces fight over eminent domain

By Gordon Dickson

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FERRIS

As far as David Risinger Sr. is concerned, just because a company calls itself a railroad doesn't make it one.

Especially, he said, when the company in question, Texas Central Railroad and Infrastructure Inc., [didn't exist until 2012](#) — and to this day owns no depots, locomotives, tracks or ties.

That's why when Risinger, who owns a 220-acre farm near Ferris — about 25 miles south of downtown Dallas — was contacted by a land consultant representing the high-speed rail company who was seeking permission to enter his property for a survey, he refused.

Texas Central Railroad and Infrastructure, which is trying to buy up land for a proposed high-speed rail line between Dallas and Houston, then filed a lawsuit alleging that Risinger, 81, had no right to stand in the way of the project.

ADVERTISING

That lawsuit and more than 30 others filed in mostly rural counties up and down the corridor are the latest in a series of legal moves that have raised eyebrows along the proposed [Texas Central Railway](#) route.

"They said I'm costing them millions of dollars and the project was so big that it just could not be stopped," said Risinger, whose family has raised cattle and grown cotton, corn and other crops on their Ellis County property since 1892. "I want to know who gives a private company the right to come and take my property — for their profit."

The courthouse drama is only part of the activity.

Texas Central also is gobbling up purchase options on land along the route, offering property owners upfront payments equal to a percentage of the purchase price in exchange for their cooperation. The options give the company until December 2019 to decide whether to buy the land outright and pay the owners the balance.

A handful of property owners have accepted the offers, officials on both sides of the issue say, although the precise number cannot be determined by public records.

The land rush is reminiscent of the early days of a big oil and gas play, with property owners receiving mineral rights bonuses whether or not the explorer actually drills a well on or near their land.

Except this time, the payoff isn't black gold bubbling out of the soil — but instead a \$12 billion to \$18 billion, Japanese-style bullet train.

The state legislature has protected certain industries that were for the common good, and we're a railroad so we are among them.

Tim Keith, Texas Central Partners chief executive

Eminent domain

In its quest to accumulate land, the company cites a [state law](#) dating to 1876 that allows a railroad to take private land in Texas for the public good, even if the railroad itself is a for-profit, private company. Such laws have been used for decades by electricity providers, river authorities and oil and gas pipeline concerns to take property through eminent domain.

But Risinger and about three dozen other property owners situated between Dallas and Houston who have been slapped with similar lawsuits argue that the law was never intended for a bullet train.

The lawsuits are just the latest twist in the effort to build what could be the nation's first truly high-speed rail line. Using technology from [Central Japan Railway Co.](#), trains capable of traveling 205 mph would leave stations in Dallas and Houston about every half hour.

At that speed, it would be possible to travel between Texas' two largest metro areas in about 90 minutes, including one intermediate stop near the unincorporated Grimes County town of Roans Prairie, east of Bryan/College Station and west of Huntsville.

Without question this project is unprecedented. I think there are many questions about whether high-speed rail constitutes public domain, and whether they are acting in the public good.

Luke Ellis, Austin eminent domain lawyer

Texas intrigue

The bullet train project has become a twisted tale of Texas intrigue.

People on both sides agree that the issue of whether high-speed rail is a legitimate use of eminent domain will likely be a flash point during the next legislative session, which begins in January.

And with the company's self-imposed deadline of 2017 to begin construction on the rail line looming, both supporters and opponents of the project are unsure of how the whole thing might play out.

Peter LeCody, president of Dallas-based Texas Rail advocates, said a recent decision by a federal Surface Transportation Board to not take jurisdiction of the project and instead let the issue of eminent domain be decided within Texas makes the project "a coin flip."

"By making this an intrastate railroad, Texas Central Railway may be dealing with the future political whims of the state Legislature," said LeCody, a longtime supporter of passenger rail expansion in the area.

Local officials in several counties are joining forces to defeat the project. Grimes County commissioners last month approved a [new regulation](#) requiring anyone wishing to build a high-speed rail line across a county road to first provide proof that they have eminent domain authority under state law.

The requirement is similar to rules applied to other entities wishing to cross county roads, including utility companies and even farms and ranches, County Judge Ben Leman said.

The proposed high-speed rail line from Dallas to Houston could cost \$12 billion to \$18 billion, according to estimates in federal records.

No delays

Despite the opposition, company officials say they're on target to begin running the futuristic trains in 2021.

Tim Keith, chief executive of Texas Central Partners, the parent company developing the rail line — and which includes Texas Central Railroad and Infrastructure Inc. — said he welcomes a debate over eminent domain in the upcoming legislative session.

Even though many state leaders have been at the forefront of calls to tighten up state laws to further protect private property from outsiders, Keith believes those officials will remain receptive to a project that can be built with private dollars rather than taxes.

"The state Legislature has protected certain industries that were for the common good, and we're a railroad so we are among them, along with telecommunications, power lines and public agencies such as those that build roads," Keith said. "I think the leadership of the state will allow business to flourish. I also think they're going to increase protections for Texans in determining how and when eminent domain is used."

Land play

Keith declined to disclose precisely how much land the company had either purchased or optioned along the line. He said he hoped that most property owners would embrace the project rather than force the company to take eminent domain action.

Two sources who have followed the land play said that so far only a small number of land owners have accepted the option contracts. They estimate that perhaps 20 to 50 property owners have been offered payments of several thousand dollars each.

However much land has been optioned, many owners who don't want to sell their property say they have been threatened by the company. Texas Central Railroad and Infrastructure and its consultants are quick to boast about their eminent domain authority, said Austin attorney Luke Ellis, who specializes in eminent domain law and represents two land owners who have been contacted by the company.

"Without question this project is unprecedented," Ellis said. "I think there are many questions about whether high-speed rail constitutes public domain, and whether they are acting in the public good.

"They are telling the world they are a railroad company, yet they have no equipment and no operations," he added. "That's no different than you and I deciding we want to start a railway company, going to the secretary of state and for \$325 filing our LLC and sending letters to private property owners saying we need your land."

No foreign funds

Company officials also declined to say where the money for the land options is coming from, except to say it isn't coming from Japan Bank for International Cooperation, an arm of the Japanese government that promotes the export of Japanese goods and services.

Japan Bank for International Cooperation is conducting an investment-grade ridership and revenue study for the project, a Texas Central Partners official said. That study indicates the bank will eventually be interested in investing in the project, but company officials declined to elaborate on their relationship with the foreign entity.

The project would use Shinkansen trains like those that currently operate between Toyko, Nagoya and Kyoto. Central Japan Railway Co., also known as JR Central, would provide the rolling stock technology.

Closer to home, at least three Texans have signed on as investors in the project, including Fort Worth investment manager John Kleinheinz, Dallas developer Jack Matthews and Houston entrepreneur Drayton McLane Jr. So far, their combined contributions amount to \$75 million, company officials said.

No federal law

Opponents of the project celebrated in July, when the [Surface Transportation Board](#), an independent federal agency that resolves railroad disputes and oversees mergers, determined that the proposed Texas Central Railway line was not part of the national railway system and therefore did not fall under the jurisdiction of the federal government.

The ruling means that the issue of whether Texas Central Railroad and Infrastructure has power to use eminent domain to take land will be decided in-state.

That could be an uphill battle, opponents said.

“We are preparing for a huge fight in the Legislature. We think it’s going to be a major issue,” said Kyle Workman, president of [Texans Against High-Speed Rail](#), a Jewett-based group of landowners, businesses and elected leaders along the proposed route.

Workman predicted that lawmakers would be quick to come to the aid of landowners who don’t want to be part of the rail project.

“They’ve gone to all the landowners and threatened them with eminent domain, and made them an offer of an option contract for three-and-a-half years,” he said. “During that time, those people can’t sell their property. They can’t change the use of their property.”

Texas Central Partners officials say they’re confident their message of providing a worthwhile transportation benefit for Texans will resonate during the legislative session. The company in July hired former Texas Transportation Commission member Jeff Moseley of Houston, who also is a former Denton County judge, to help communicate information about the project to elected officials.

Texas’ future

Closer to Fort Worth, the debate over the Texas Central Railway route has created uncertainty about whether other rail lines could be built, including a proposed bullet train from downtown Dallas to Arlington and Fort Worth.

Bill Meadows of Fort Worth, chairman of a Texas Department of Transportation committee exploring high-speed rail development in the Metroplex, said that if the Dallas-Houston route becomes delayed by eminent domain concerns, the Dallas-Fort Worth route might emerge as a more palatable candidate for the region’s first bullet train.

Several alternatives are being explored, including one in which bullet trains would follow the Trinity Railway Express commuter train route from Dallas to CentrePort Station near Dallas/Fort Worth Airport, then turn south along some seldom-used freight tracks running parallel to Texas 360 to Arlington’s entertainment district before following Interstate 30 into downtown Fort Worth. About 90 percent of such a project could be built on right-of-way that is already owned by public agencies supporting the high-speed rail concept, making it potentially more palatable to Texans who don’t approve of the use of eminent domain, Meadows said.

“Many people believe that Texas’ ability to develop high-speed rail will have to be demonstrated and proven, so it needs to be somewhere, and some proposers might consider this shorter, 30-mile section [in Dallas-Fort Worth],” Meadows said.

This report includes information from the Star-Telegram archives.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article102316272.html#storylink=cpy>

North Texas needs both new DART lines downtown and in northern suburbs

By Todd Meier, Harry LaRosiliere and Paul Voelker

Contributor

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The original vision for a regional transportation system, when the Dallas Area Rapid Transit was first conceived, was a collaborative plan that would benefit 13 area cities and the entire North Texas region.

The Cotton Belt line, connecting North Dallas and some northern suburbs to DFW International Airport, fits that vision and is absolutely critical to DART's plan and to overall North Texas connectivity. In fact, that need is even more imperative today than it was when DART began. Developed in tandem with the D2 light rail line through downtown Dallas, these projects will contribute significantly to a truly regional transit system that serves us all better.

Building them both, sooner rather than later, is a win-win. And it's a must.

With nearly 7 million residents today, and a population that will double in the coming decades, North Texans cannot afford to think solely about their own neighborhoods, or only about their own cities, in future planning. Infrastructure costs are too great, and the burdens of traffic congestion too broadly dispersed, to take a narrow view.

We need to think big picture in developing transit solutions that serve the greater good.

This is not a question of either/or; there is an opportunity here for both. That's why we stand together in affirming that DART should include both the Cotton Belt and D2 lines in its 20-year financial plan. Including both projects is the best solution, right now, for all parties involved - especially our citizens.

Several other points are clear in helping us unanimously reach that conclusion.

1. DART officials currently believe they can achieve near-term development of both the Cotton Belt and D2 lines.
2. Now is the time to get DART's 20-year financial plan completed. So long as DART remains confident that both lines can be built roughly in tandem, we should still aim to do both. Remember that the 20-year plan is a process, not a one-time event. There

will be ample opportunity for adjustments along the way, including a year from now, when the plan gets updated with the benefit of new information.

3. The Cotton Belt has long been a part of DART's plan, with some member cities such as Addison waiting decades for rail access. Planning to fund its development by 2022 merely puts it back on track, closer to the original intent before tough economic conditions arose. The Cotton Belt has already been delayed three times. So this is not truly an "acceleration" of the Cotton Belt, as some have characterized it, but rather an opportunity to keep promises.

4. The full-corridor passenger rail line from the airport to Addison, Richardson and Plano is the only option fully supported by our cities. A partial line that fails to connect the airport to the heavily traveled Red Line simply will not suffice to serve the needs of the region.

We understand and fully support a second downtown light rail alignment to address a bottleneck in the system. It's all about supporting our region and taking a broader perspective on the community's needs.

The bottom line is that it's critical to make this vital, system-wide connectivity happen sooner rather than later. We have to take a more holistic view of how we move people around our region. Both the Cotton Belt and D2 significantly help to build a stronger, multi-modal transit network.

Knowing that timing in life is everything, it's also vital that we recognize our unique window of opportunity right now to advance visionary solutions.

It's not just about moving people to and from the airport. It's about building a system that keeps our North Texas economy strong and gets people to jobs.

It's about getting UT Dallas' growing population of 26,000 students, who are already heavy public transit users, plus staff and researchers, to and from campus, as well as the nearby Northside mixed-use development. It's all about one, connected North Texas with people moving all the way from Fort Worth via the TexRail segment of the Cotton Belt, east to Plano via the DART segment of the Cotton Belt.

Addison, Richardson and Plano stand united in our message to DART that our communities want the board to put the long-delayed Cotton Belt Line from DFW Airport to Plano back on schedule in their new 20-year financial plan.

Todd Meier is the mayor of Addison. Email: tmeier@addisontx.gov

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Guidelines on self-driving cars received well at G-7

BY YURI KAGEYAMA *The Associated Press*

TOKYO

U.S. Transportation Secretary Anthony Foxx said Sunday that his counterparts in the Group of Seven nations welcomed U.S. guidelines on regulating self-driving cars and have agreed to work together on creating such standards to maintain safety.

"There was actually a very enthusiastic reception to the policy," he said. "We did a good job of inventorying what each country is doing and laying out areas that we want to explore further."

Such issues include cybersecurity, ethics and privacy, and wireless spectrum questions, he said, while noting that reaching a resolution might take years, meaning the technology would be moving faster. Foxx called the U.S. guidelines released earlier this month the most comprehensive on autonomous vehicles, coming out ahead of the rest of the world.

Foxx and other transportation officials from the G-7 met over the weekend in the Japanese resort town of Karuizawa. Speaking by telephone with The Associated Press, Foxx stressed that road tests on autonomous vehicles must continue to encourage innovation.

U.S. electric car maker Tesla's Model S that was using the semiautonomous mode crashed in May. The driver died after crashing into a tractor-trailer.

Tesla is introducing improvements to its Autopilot system to make it safer.

"One of the things I think that autonomous vehicles suffer from is that they get compared to perfection, and not to the 94 percent of car crashes that are attributable to human factors. We have to make the right comparisons," Foxx said, while declining comment on the ongoing investigation on Tesla. "These vehicles will not be absolutely perfect in terms of having no accidents, but by comparison they can be markedly better."

Many automakers besides Tesla are testing or have rolled out automated vehicles, including Ford Motor Co., based in Dearborn, Mich., and Nissan Motor Co. and Toyota Motor Corp. of Japan.

The new U.S. guidelines are meant to bring order to the technology's development. Proponents say such technology can make cars safer because machines can react faster and they are less prone to human error. But even experts remain cautious.

Among the recent forays into self-driving technology are the partnership between Chinese-owned Volvo Cars and the Swedish-based automotive safety group Autoliv Inc., as well as Volvo teaming up with U.S. ride-hailing company Uber.

Ford has announced a \$75 million investment in Velodyne Inc., which makes laser sensors. BMW Group, Intel Corp. and Mobileye have joined together to develop and sell autonomous-driving technology.

If Arlington ballpark vote fails, what else could tax funds buy?

By Gordon Dickson

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ARLINGTON

One argument against using taxpayer money to help fund a new \$1 billion ballpark for the Texas Rangers is that Arlington could instead spend the money on other needs such as public transportation.

But city officials say they have no plans to commit tax money to transit anytime soon, regardless of whether voters approve the ballpark referendum Nov. 8.

The main source of funding for the proposed retractable-roof stadium would be a half-cent sales tax now dedicated to paying off AT&T Stadium bonds. It's a pot of money that neighboring cities often use for transportation, police and fire services, or economic development.

We just don't think our city is going to have buses all over the city, and rails laid on the streets. We have other options now.

Arlington Mayor Jeff Williams

So what else could Arlington do with its tax revenue?

ADVERTISING

Transit is often mentioned at the top of the list. The city is widely known as the largest municipality in the United States without a comprehensive bus or passenger rail system. Its larger neighbors, Fort Worth and Dallas, are courting Arlington to join their respective transit authorities and convert the region's fragmented mass-transit systems into something on a grander scale.

But in an interview with the *Star-Telegram*, Arlington Mayor Jeff Williams made it clear that city leaders aren't willing to try a fourth time to get voters to pass a sales tax for mass transit. The last such referendum was defeated at the polls in 2002.

Instead, a newly appointed committee of 30 residents will spend the next year studying ways to improve mobility in the city without raising taxes, he said. Inexpensive ideas include entering into partnerships with private companies such as Uber to provide ride-hailing, and using volunteers to expand mobility for seniors.

“I hope they come up with cost-effective measures that we don’t have to do a referendum on,” Williams said. “With the use of the private sector and emerging technologies, it should be a lot cheaper than laying a light rail down. It’s interesting that the transportation world is changing now, more than in quite some time. We just don’t think our city is going to have buses all over the city and rails laid on the streets. We have other options now.”

\$14 million The estimated amount a quarter-cent of sales tax can generate annually in Arlington.

If transit is off the table, there are other options for the sales tax revenue, which will become available once AT&T Stadium is paid off. The city estimates that the debt could be paid off by 2021, about 13 years early.

Arlington’s sales tax rate is 8 percent. But if the ballpark referendum fails, once the AT&T Stadium debt is paid off, the rate could drop to 7.5 percent, which would make it among the lowest in the state.

With a 7.5 percent sales tax, a shopper who bought \$100 worth of taxable goods would pay \$107.50 including tax. In a city with the state’s maximum sales tax rate of 8.25 percent (like Fort Worth), that same purchase costs \$108.25.

Of the current 8 percent sales tax in Arlington, 6.25 cents goes to the state and 1 cent goes to general city government. Another half-cent goes to AT&T Stadium, and a quarter-cent was approved by voters to improve streets.

If the ballpark referendum fails, and once AT&T Stadium is paid off, Arlington would have three-fourths of a cent of sales tax capacity remaining to theoretically spend on other needs. If the referendum is approved, the city would have a quarter-cent available — which would generate about \$14 million annually.

Other taxes that are part of the ballpark proposal, for the most part, can’t be applied elsewhere if the referendum fails, city officials have said. Taxes on stadium parking and tickets, for example, are essentially user fees that would be paid by fans.

The city’s hotel occupancy tax, paid by hotel guests, would also go toward the ballpark if voters approve. If the stadium plan is rejected, the hotel tax theoretically could be available for use, most likely on other expenditures promoting tourism and city visitation.

A proposed car rental tax also could be used for other city tourism needs.

1. Do nothing

Some Arlington voters might prefer the “do nothing” option — in other words, let the half-cent sales tax expire when AT&T is paid off and don’t raise taxes for any reason. This is preferred by some but not necessarily all members of groups such as the Save Our Stadium campaign and the Citizens for a Better Arlington political action committee.

“There is an inherent desire to spend the money on some good idea,” said Arlington attorney Warren Norred, spokesman for Citizens for a Better Arlington. “It will either be beating back the [Fort Worth Transportation Authority] or a crime tax or an economic development tax. That money would be doing something, even if no central government collected it and deferred it to something else. This money doesn’t sit under beds. It’s out there creating jobs. Local governments struggle to recognize that because they can’t control it and take credit for it.”

2. Crime control

Crime is a concern for many residents, and the need for more police officers is often a subject in City Council races. However, in 2007 voters rejected a proposal to raise the sales tax by an eighth-cent for crime control.

That measure would have raised about \$6 million a year for police, firefighters and code enforcement officers.

The Arlington Police Association has said the city’s police force, which has about 640 officers, could use 200 to 250 more.

3. Economic development

Cities have some discretion to use sales tax dollars to boost retail or commercial development that adds jobs, with voter approval.

For example, Arlington is being considered as a station site for a proposed high-speed rail line that would connect downtown Fort Worth and Dallas. And Williams happens to serve on the commission appointed by the Texas Department of Transportation to study the bullet train concept.

The project could be years away — if it’s ever built — but if Arlington needed money for a high-speed rail station (and surrounding transit-oriented development) the city could possibly put together a proposal to use sales tax revenue in the name of economic development.

4. Senior needs/parks and rec

Arlington operates a senior recreation center on New York Avenue. The city also offers activities for residents of all ages at the Eunice Activity Center and Cliff Nelson, Dottie Lynn, Hugh Smith and Elzie Odom recreation centers.

But the city's services aren't keeping up with its growth — especially its older population.

Between 1990 and 2010, the city's population of residents age 55 to 64 grew a whopping 142 percent, to 34,784, up from 14,383, according to [census figures](#). During that same time, the 65-and-over population grew 129 percent, to 29,752, up from 13,012.

Also, Arlington's green areas fell in a national ranking to 58th — compared with 47th last year — according to the Public Land Park Score Index. The annual ranking said the city had good-size parks but lost points for a lack of basketball hoops, playgrounds and other amenities.

But bond funds typically can take care of many of these municipal needs.

In 2014, Arlington voters approved a \$65 million bond package to improve parks. The city aims to possibly add two recreation centers and possibly a new senior center.

5. Libraries

The city is investing \$22 million in library improvements, but not through sales taxes. Instead, the city is issuing certificates of obligation that don't require voter approval and are repaid with property taxes. Also, the Arlington Public Library Foundation aims to raise about \$8 million from the community — including more than \$4 million already donated by the Arlington Tomorrow Fund — to cover some of the costs.

THIS REPORT INCLUDES MATERIAL FROM THE STAR-TELEGRAM ARCHIVES.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article104127931.html#storylink=cpy>

Dallas leaders want DART subway before suburban service

Julieta Chiquillo, The Dallas Morning News

Dallas city leaders are ramping up the pressure on Dallas Area Rapid Transit to focus on a second light

The city's transportation committee will forward a resolution to the City Council next month that urges DART to prioritize the construction of a subway downtown and the acceleration of improvements to bus service. Although it touches a part of Dallas, the Cotton Belt rail corridor — which would connect DFW International Airport to Plano — was left out of the resolution.

Sandy Greyson, who pushed for the resolution, said most of her fellow council members will support it.

"We are not going to get the benefit out of this line," Greyson said.

The proposed recommendation comes a month before DART votes on a financial plan that sets the agency's priorities for the next 20 years.

That plan requires the support of two-thirds of the DART board to pass. Dallas appoints seven of the agency's 15 board members and shares an eighth board member with Cockrell Hill.

DART officials **said this month** that the agency can simultaneously tackle the Cotton Belt and a subway version of the downtown rail line — known as D2 — if federal authorities kick in \$650 million in subsidies for the latter. But if that funding doesn't come through, DART says, the subway will have to be deferred.

One Dallas city leader called DART's assertion that it can work on both projects at once "not credible." Council member Philip Kingston said Monday that a financial adviser he consulted off the record told him that the agency's financial plan cannot be supported.

"DART's bond rating is primarily a function of its available cash, and ... the proposal to deploy all the available cash in two major projects at the same time will significantly increase the cost of borrowing," Kingston told fellow council members. "I believe that then that will be brought back to us as a reason why the two priorities can't be completed at the same time."

Kingston said he has contacted credit rating agencies to verify the information in time for the next discussion with the full City Council. He noted that he was also troubled by the fact that both DART and the city of Dallas use the same financial adviser.

DART spokesman Morgan Lyons said he can't comment on "anonymous advice."

"We are confident we have the financial capacity to do both the modified D2 project [the subway] and the Cotton Belt," he said.

DART officials expect to complete the projects in the next six years. Both would cost more than \$1 billion each.

The agency is facing pressure not just from Dallas but also Addison, a founding DART member that has been waiting for rail access after paying more than \$244 million into the system since 1983. The Cotton Belt would help fulfill DART's promise to the suburb.

Lee Kleinman, chairman of the Dallas City Council's transportation committee, voted against the group's resolution setting transit priorities because it excludes the Cotton Belt. In **his view**, the passenger rail line would also benefit Dallas by giving its northern residents easy access to the airport and loosening traffic along east-west thoroughfares, among other things.

Kleinman said he also wants the downtown subway line. But he warned that the council may jeopardize that project if it pits itself against the suburbs over the Cotton Belt.

"That's what's an unfortunate misunderstanding," Kleinman said. "People don't understand that to get what we want, which is D2 to be a subway, we have to show regional cooperation with our member cities."

But some members like Greyson fear that debt tied to the Cotton Belt will endanger grant funding for the downtown subway.

Dallas council members said they want DART to improve and expand bus service. Some have proposed that DART develop a policy guaranteeing certain levels of service to its customers, such as a maximum distance of 3 miles between rail stations.

A streetcar link through the central business district and an extension to Knox Street in Uptown are also on the city's priority list.

The City Council's transportation committee voted 3-2 to forward the proposed resolution on transit priorities to the full council. Greyson, Monica Alonzo and Adam Medrano supported it, while Kleinman and Casey Thomas opposed.

Meanwhile, DART will vote on its 2017 budget Tuesday. A decision on its 20-year plan is scheduled for Oct. 25.

Study: 9 in 10 breathe bad air

Report says 3 million deaths a year linked to outdoor pollution

HONG KONG — The World Health Organization said on Tuesday that 92 percent of people breathe what it classifies as unhealthy air, in another sign that atmospheric pollution is a significant threat to global public health.

A new report, the WHO's most comprehensive analysis of outdoor air quality worldwide, also said that about 3 million deaths a year — mostly from cardiovascular, pulmonary and other noncommunicable diseases — were linked to outdoor air pollution. Nearly two-thirds of those deaths are in Southeast Asia and the Western Pacific region, compared with 333,000 in Europe and the Americas, the report said.

“When you look out through the windows in your house or apartment, you don't see the tiny little particles that are suspended in the air, so the usual perception is that the air is clean,” Rajasekhar Balasubramanian, an air quality expert at the National University of Singapore who was not involved in the study, said in a telephone interview on Tuesday.

“But the WHO report is a clear indication that even in the absence of air pollution episodes, the concentrations of particles suspended in the air do exceed what's considered to be acceptable from a health viewpoint,” he said.

‘Wrong direction’

In previous studies, the WHO estimated that more than 8 in 10 people in urban areas that monitored air pollution were breathing unhealthy air and that about 7 million deaths a year were linked to indoor and outdoor pollution.

The new study reduced the second estimate to 6.5 million deaths. But María Neira, director of the WHO's Department of Public Health and Environment, said in a telephone interview that “the trends are still going in the wrong direction.”

“Somebody has to pay for those health systems to sustain the treatment and the care for those chronic patients, and this is something that countries need to balance when they make decisions about the sources of energy they are selecting or the choices they make in terms of public transport,” Neira said. “These economic costs of health have to be part of the equation.”

Energy use

The study said that major drivers of global air pollution included inefficient energy use and transportation but that nonhuman factors, such as dust storms, also played a role.

Balasubramanian said it was an open question whether countries in Southeast Asia, a region that has densely packed cities and struggles to combat cross-border pollution, would choose to improve urban air quality by switching to cleaner fuels in their power plants, as Western European countries did several decades ago.

Prolonging the decisions will probably increase the health risk from air pollution, he said, because the region's population is rising and demanding more energy.

Mike Ives,

The New York Times

DART Approves 2017 budget with money for downtown and suburban rail

Julieta Chiquillo, The Dallas Morning News

The Dallas Area Rapid Transit board on Tuesday approved a \$976 million budget for 2017 that includes funding for two projects that have led to a **clash between Dallas and its neighbors**.

DART allotted \$3.5 million to a proposed second rail line in downtown Dallas, known as D2, and \$25 million to the Cotton Belt rail corridor that would connect DFW International Airport to Plano. But agency officials said DART won't spend any of that preliminary funding until the board approves a 20-year financial plan on Oct. 25 that defines the scope of the projects and funding priorities.

That plan was also supposed to go to a vote Tuesday. But Dallas city leaders asked DART to defer a decision until next month. Members of the Dallas City Council are pushing for D2 to be built as a subway — an option twice as costly as a street-level version — and worry that debt tied to the Cotton Belt will threaten federal grants for the downtown rail.

Meanwhile, Addison and Richardson officials said they have been waiting three decades for the Cotton Belt, whose opening had been pushed back to 2035. Now DART is aiming to debut the line by 2022.

"We're playing catch-up already," Richardson Mayor Paul Voelker told the DART board. Dozens of Cotton Belt supporters, including the Addison City Council, showed up at the board meeting Tuesday in yellow shirts that said "Connect North Texas."

DART officials have said they can afford to do both projects at the same time if federal authorities disburse \$650 million in grants for D2. Both the subway and the Cotton Belt would cost more than \$1 billion each.

The agency's board will review five financial scenarios involving the projects at a public meeting Oct. 4.

The 2017 budget approved Tuesday also includes \$25 million for property and engineering work to **lengthen Red and Blue Line stations** so they can accommodate three cars per train.

Deck park isn't wanted by all

Council member prefers funds to fix district

ROBERT WILONSKY

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I spent more than an hour at Dallas City Hall on Monday afternoon trying to fact-check something a City Council member said during a committee meeting earlier in the day, just in case you thought this was a glamorous gig. Finally, late in the day, I found Carolyn King Arnold outside her office, about to head out and with little time to chat.

“So,” I said during the few moments she could spare, “were you calling that proposed deck park by the Dallas Zoo a ‘wreck park’?”

Arnold, who used to teach at Yvonne A. Ewell Townview Magnet Center, shot me that disappointed, despairing look that high school teachers give students who’ll just never, ever get it.

“Yes,” she said. “As in, wreck a whole neighborhood.”

In the last few months, Arnold has called the could-be park stretching along Interstate 35 from Marsalis Avenue to Ewing Avenue everything from “lipstick on a pig” to a slap in the face to her constituents to a “dictatorial decision” made by council members who live in North Dallas.

This is despite the fact that Oak Cliff council member Scott Griggs, whose district would also include the park, has been working on securing the amenity atop the so-called Southern Gateway for some 18 months.

And now, “the wreck park.”

Arnold is name-calling a much-needed, much-wanted amenity that could heal a wound that has been gaping ever since R.L. Thornton cut the ribbon opening that stretch of 35 in 1962. The mind reels.

First, this caveat: We’re talking about a thing that might happen one day. Because right now, Dallas is about \$78 million short.

We’re letting the city rot, failing to budget for critical needs (unless they’re cops and firefighters), borrowing money to fix things we couldn’t afford to fix the first time, and just waiting for the day when we have to borrow many millions to fill the nearly broke police and fire pension system.

Which is to say nothing of the waiting-in-the-wings police pay lawsuits that, if we were to lose even one, would likely bankrupt the city.

But if that money ever does surface, a deck park next to the Dallas Zoo should be a top priority. Look what Klyde Warren Park did. It more than just merged Uptown and downtown. It brought the city together.

And ever since, there has been talk of sinking (or even moving) and then deck-parking Interstate 30 near the Cedars or Fair Park. Council member Adam McGough would love one over LBJ

Freeway at Skillman Street. And if we're wish-listing here, one over LBJ and Marsh Lane would be nice, too.

"Find anyone in Dallas who doesn't want a deck park," said Griggs.

Well ...

I asked Arnold on Monday why she's so opposed to it. Again, that look. "Three reasons," she said. "One, two and three — gentrification."

She has said she would rather the city spend its money on fixing the cracked, decaying infrastructure in her district. Well, yes. Of course. The whole city's about to fall into a pothole.

Arnold also maintains that her constituents don't want it. But her predecessor Dwaine Caraway said it's about time.

"The cry is, 'Hey, y'all, we're over here, we exist,' " Caraway said Monday. "A deck park is one of the best things we can have. To say no to quality retail, jobs and opportunity is not what the southern part of the city deserves.

"To say it's infringing on my community and that constituents don't want it — *which* constituents? The little animals in the zoo?"

But Arnold's opposition has been unwavering.

This go-round, she was particularly incensed by a new set of renderings unveiled Monday that came out of community meetings. She wanted to know who'd done them, who paid for them. She sounded like a prosecutor trying to make a conspiracy theory stick.

Willis Winters, head of the Park and Recreation Department, said they were done by Jim Burnett, the landscape architect who designed Klyde Warren Park, and paid for by Cienda Partners, the locally based real estate investment firm that owns the old Oak Farms Dairy site near the Trinity River and other big chunks of Oak Cliff.

The Texas Department of Transportation told Dallas months ago that it needed some preliminary drawings by Sept. 30 so it could show would-be contractors where a park might go when they start highway reconstruction next year.

The city didn't have the money to pay for them. Cienda did.

Arnold's not giving up. She said Monday that there's going to be a news conference — "so we can continue to educate the community on what's going on with the wreck park on I-35."

Caraway, who's eligible to run for his old seat next year, is not about to let this one go.

"We can either let the neighborhood flourish or let the neighborhood flush," he said about his former council district. "I am for flourishing."

Twitter: @RobertWilonsky

House takes up bill that would fund Trinity project

Democrats are threatening to delay a measure that would keep the government working.

BY MARIA RECIO Star-Telegram Washington Bureau

WASHINGTON

The House hurriedly took up a \$5 billion water projects bill on Tuesday, a bill that includes \$526 million for a major Fort Worth project, because Democrats were threatening to hold up a must-pass bill that would prevent the government from shutting down this weekend.

The water projects bill, the Water Resources Development Act, was approved by the House Transportation and Infrastructure Committee in May.

Many House Democrats are unhappy that a short-term government funding bill does not include money to resolve the Flint, Mich., drinking water crisis.

The Senate-passed version does, meaning, say GOP leaders, that it will be taken care of in conference.

"The sooner we get the [water resources] bill through in the House, the sooner we can begin conference," House Majority Leader Kevin McCarthy, R-Calif., told reporters Monday.

Meanwhile, Fort Worth's Trinity River Vision project — a flood control/economic development program included in the water resources act — also drew sniping Monday.

Rep. Pete DeFazio, D-Ore., unhappy that the GOP removed a provision that freed up a harbor maintenance trust fund, asked for an amendment that would cut the Army Corps of Engineers funding for the Fort Worth Trinity River Vision project because it includes recreation facilities.

Rep. Marc Veasey, D-Fort Worth, defended the project Monday before the House Rules Committee, which decides which amendments will go to the House for a vote. The panel

was to complete the list of amendments Tuesday afternoon with House consideration of the bill and amendments expected later this week.

"It's a very critical piece of infrastructure that will provide needed flood protection and economic stimulus to that particular region of Fort Worth," Veasey said. He said he agreed with DeFazio that the corps' funds should not go "to fund soccer fields, baseball fields, basketball courts or splash parks."

"The federal government will not be footing the bill for any of those items," Veasey said. The city of Fort Worth would pay for parks and recreation in that area, he said.

Rep. Kay Granger, R-Fort Worth, has been a proponent of the project since it was first announced over a decade ago. In a statement on the House floor Tuesday, she urged the House to approve the water bill.

"As a former mayor, I can personally attest to how vital investing in and maintaining our water infrastructure and flood control is. Over the past year we have seen devastating floods throughout the country," she said.

"Fort Worth needs help to bring our river area up to standards to prevent flooding and prepare for development. By law, the Corps of Engineers cannot pay for amenities like basketball or soccer fields or water parks, and so, therefore of course they have never been asked to. It is against the law for them to pay for it. I repeat: It is against the law."

The city of Fort worth "in cooperation with the water district and the developers will pay" for the amenities, she said.

The so-called continuing resolution will keep the government operating from Oct. 1 through Dec. 9.

Maria Recio: 202-383-6103, @maria_e_recio

"THE FEDERAL GOVERNMENT WILL NOT BE FOOTING THE BILL FOR ANY OF THOSE ITEMS.
Rep. Marc Veasey, D-Fort Worth

TxDOT to open 9-mile stretch of TEXpress Lanes Saturday

Starting Saturday, drivers in the HOV/express lanes of Interstate 635 between Greenville Avenue and Interstate 30 will pay for the privilege to use the so-called TEXpress lanes.

The Texas Department of Transportation will start tolling the 9.3-mile stretch beginning at 8 a.m.

The TEXpress lanes operate daily around the clock with one lane in each direction, four entrance ramps and four exit ramps.

The stretch is unique in that it will be free of charge for HOV and motorcycle drivers with valid toll tags who register their HOV status through the Drive On TEXpress website or app.

TxDOT anticipates that the lanes will carry nearly 18,000 vehicles daily, almost double what they carried as HOV lanes.

Construction of the \$6.7 million TEXpress lanes project began last year. – DMN

DART proposal for shorter suburban rail would stop at Addison

Written by



Julieta Chiquillo, The Dallas Morning News

But as pressure mounts for the agency to give preference to one over the other, DART is now considering five financial scenarios, including one with a shortened suburban rail.

The DART board will study these proposals at a meeting Tuesday in preparation for a vote on the agency's 20-year financial plan Oct. 25. The plan will define the scope and timeline of a second downtown rail line dubbed D2 that many want built as a subway and the long-delayed Cotton Belt corridor that would take riders from DFW International Airport to Plano.

These are the five scenarios under consideration:

Scenario 1: Presented on Aug. 9, it expedites the Cotton Belt's opening from 2035 to 2022 and slashes the price tag to \$995 million. D2 would be half street-level and half tunnel (as originally approved by the Dallas City Council last year) and would cost \$616 million. DART would seek \$325 million in federal subsidies for the downtown project, which would open in 2021.

Scenario 2A: This plan introduced on Sept. 6 keeps the same assumptions as Scenario 1 but revises the cost of the Cotton Belt to \$1.1 billion.

Scenario 2B: Also presented on Sept. 6, this plan includes a \$1.1 billion Cotton Belt and bumps the cost of the downtown rail line to \$1.3 billion so it can be built entirely as a subway. Downtown service would be delayed two years to 2023. It assumes that DART will double its federal grant request to \$650 million for D2.

Scenario 3: Formally proposed Sept. 27, this plan would build D2 as a subway but develop only half of the Cotton Belt, from DFW Airport to Addison, skipping Dallas, Richardson and Plano. This would allow D2 to be built with only \$325 million in federal subsidies, with a debut in 2023.

Scenario 4: Also proposed on Sept. 27, this scenario keeps dozens of projects pitched this year but reverts the D2 and Cotton Belt projects to their 2015 versions. That means no subway for downtown Dallas and a 13-year delay for the Cotton Belt. The version of the Cotton Belt corridor approved by DART last year has double tracks and more stations but costs \$2.9 billion.

The DART proposal that rolls back development of the Cotton Belt follows requests from the board for more information. **Some board members have criticized DART staff** for focusing on

the suburban project without presenting details about how the Cotton Belt could be phased in to devote more debt to a subway downtown.

Top executives at DART maintain that the agency can do both at the same time, as long as federal authorities disburse \$650 million for D2. DART would take out about \$1 billion in debt to pay for the Cotton Belt.

But **some Dallas city leaders are skeptical** and fear the Cotton Belt debt will jeopardize funding for the D2 project. The City Council's transportation committee is promoting a resolution that urges DART to prioritize the subway, improvements to bus service and a streetcar route downtown. Currently the bus overhaul in Dallas is expected to be rolled out over a 10-year period.

None of the five scenarios under consideration expedites changes to bus service. DART executive director Gary Thomas said just acquiring additional buses will take two years.

"The biggest opportunity is to get those buses ordered as quickly as we can," Thomas said. "We'll look at other components of the plan to see what we can accelerate, where we can move things up, certainly."

For some stakeholders, the scaled-back Cotton Belt proposal doesn't work.

Addison Mayor Todd Meier said that for DART to make good on its commitment to the city from 1983, that line needs to be built in full.

He said he also supports a second downtown rail line but suggested that Dallas pay for the cost to bring it underground.

"I don't think it's fair for the whole system and all the members of the system to subsidize what amounts to an aesthetic improvement of the system that benefits one member ... in this case being Dallas," Meier said.

Dallas City Council member Philip Kingston doesn't view it that way. He said the D2 line should be prioritized because it would boost DART ridership and improve the health of the whole system.

"If the rest of the system isn't functioning, Cotton Belt is little more than decoration," Kingston said.

He noted that a phased Cotton Belt doesn't address his concerns that DART will hurt its bond rating by deploying its cash on both projects at once.

Thomas told the board last week that debt tied to the Cotton Belt won't hurt the agency in the bond market.

Timeline for federal funding

In the different scenarios, DART is angling for a federal grant of between \$325 million and \$650 million for the downtown rail line.

DART submitted a grant application for that project last fall, after the Dallas City Council approved a Jackson Street route that was half street-level and half tunnel. But the agency later told Dallas that **such a path was not feasible**, and now many business leaders and city officials are pushing for the rail to be constructed underground.

That setup would double the rail's cost and the amount of subsidies that DART would request if the agency also pursues the Cotton Belt.

If DART includes a subway version of D2 in its long-term financial plan, then the agency will immediately ask the Federal Transit Administration for an 18-month extension on its D2 application. Local officials expect they would get a response on the extension by the end of the year.

Assuming that an extension is granted, DART and Dallas city officials might work out a new route for the subway by next spring. The transit agency would submit a revised application to federal authorities by September 2018, said Steve Salin, vice president for rail planning.

FTA reviews applicants' financial plans and rates projects based on factors such as congestion relief and cost effectiveness. Projects must score at least a "medium" rating to advance through the process and be considered for funding.

If DART's revised application for D2 is filed by 2018, then the agency would get a rating by February 2019. DART officials are confident that a "medium-high" rating would position them to get the funding they want, though the sum would be negotiated later, Salin said.

If the agency decides to pursue the full Cotton Belt and the downtown subway but doesn't get \$650 million in subsidies for D2, the subway would be deferred, agency officials said.

Bullet train to survive 2017 legislature, representative predicts

Jason Whitely, WFAA 10:32 AM. CDT September 25, 2016

DALLAS - The Texas Central Railway's bullet train between the Dallas-Fort Worth metroplex and Houston will survive the next legislative session, but not without some fights, predicted State Rep. Ron Simmons, R-Carrollton.

"I think there will be attempts at roadblocks – but again, as long as they are not asking for state money and they're doing with all private money, I am a little bit skeptical as to where that could happen but I am hopeful it can – then it will go through," he said on WFAA's Inside Texas Politics Sunday morning.

"Doesn't mean there won't be some battles – maybe in the legislature, certainly in court from private landowners but I believe ultimately if they've got the financial support to put it together it can happen."

The Texas Central Railway is currently purchasing land to build a 240-mile closed track – much of it elevated – to run high speed trains between Dallas and Houston within 90 minutes. All of it will be financed privately, Texas Central says, without the use of any public money.

While lawmakers in the urban areas support the project, some in rural areas oppose it over the railway's ability to use eminent domain to take land for tracks.

Simmons, the chairman of the Transportation Subcommittee on Long-term Infrastructure Planning, also said legislators will likely enact a statewide solution for Uber and Lyft. Both ride-sharing services left Austin this year when voters required the companies' drivers to undergo background checks.

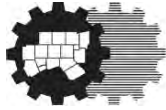
"With Austin's actions against Uber and Lyft, yes, I think there will be support that will create a statewide issue," said Simmons.

What form that statewide solution might take remains uncertain.

The Carrollton Republican also said building more toll roads should be up to local governments rather than the state.

"I think what's happened is that some areas have just gone too far. I believe tolls are something that's in the toolbox, should be in the tool box. But I believe it's local that should make those decisions – the city councils, the counties through the RTC [Regional Transportation Council]. They should be making those decisions so that they're held accountable for those. Statewide should not be involved in tolls. That's really what we've stopped. We've put more money into roads. We've also changed the way we fund projects," explained Simmons.

He got House Bill 20 passed last session which ranks transportation projects by need rather than letting lawmakers use political influence to get certain ones in their districts moved ahead of others.



North Central Texas
Council of Governments

PRESS RELEASE

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RTC Seeks Ideas on DFW High-Speed Rail Development

Responses to Request for Information due Nov. 18

Oct. 3, 2016 (Arlington, Texas) – North Texas is poised to be a testing ground for high-speed rail in the US, and the Regional Transportation Council is ready to play a part in its development. With a surging population and diversified economy relying on efficient transportation to continue growing, Dallas-Fort Worth could be a good market to introduce the technology to the rest of the country.

What's needed now is information on moving from idea to implementation.

The RTC has issued a Request for Information (RFI) seeking feedback on the financing, construction and management of high-speed rail in the Dallas-Fort Worth area. Officials are seeking to bring an east-west high-speed rail line to the area to connect the planned line between Dallas and Houston and a Texas-Oklahoma project being developed by the Texas Department of Transportation.

Texas Central Partners has proposed the Dallas-to-Houston line, which could open in 2021 and carry passengers to Houston in 90 minutes. The Texas-Oklahoma corridor is currently being studied and could ultimately bring high-speed trains to the Interstate Highway 35 corridor, from Oklahoma City to San Antonio and beyond, with a stop in Fort Worth.

Known as the Dallas-Fort Worth Core Express Service, the east-west connection would likely include a station in the Arlington area, as well as stations in downtown Fort Worth and downtown Dallas.

The North Central Texas Council of Governments will host an industry forum at 1:30 p.m. Oct. 25 at its Arlington offices, 616 Six Flags Drive, to provide additional information to potential RFI respondents. Attendance at the forum is not a requirement for responding to this RFI, nor is responding to this RFI a requirement for future participation in the DFW Core Express Service Project.

Responses to the RFI are due Nov. 18. NCTCOG will use the information received in the responses to outline the best methods for delivering high-speed rail to the Dallas-Fort Worth area. For information on high-speed rail, visit www.nctcog.org/hsr. Read the RFI at www.nctcog.org/rfp.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and

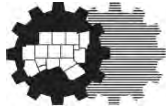
collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

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###



North Central Texas
Council of Governments



PRESS RELEASE

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North Texans Must Look Out for Students Heading Back to School

State Farm videos highlight how to keep area roads safe for bicycling, walking

Aug. 30, 2016 (Arlington, Texas) – With the start of the new school year and the return of cooler weather, North Texans will soon see students bicycling and walking to and from school. Look Out Texans, a regional public education and outreach campaign, is sharing 21 tips to encourage communities to help make the region's roads safer for everyone, especially students.

The campaign is highlighting the tips in a new series of videos and public service announcements in time for the new school year. The videos feature North Texans and were made possible with a grant from State Farm.

"Safety is a top priority for State Farm," said Lori Manning, State Farm director of philanthropy. "We have thousands of employees and agents living and working in North Texas who understand the importance of education and outreach. Pedestrian safety is more than a mobility issue, it is a quality of life issue we're committed to addressing through support of campaigns like Look Out Texans."

In addition to the videos, Look Out Texans is using billboards, transit ads, radio ads, online and print advertising, social media and newsletters to reach students, parents, teachers and their neighbors across multiple platforms this fall in advance of Walk to School Day on Oct. 5.

These efforts complement outreach to local school districts to promote bicycle and pedestrian safety education for elementary and middle school students. In the coming year, several North Texas school districts will begin using Look Out Texans materials to help educators and parents teach safe bicycling and walking behaviors.

Parents and caregivers can begin by modeling behavior for children, who must be taught to stay alert and visible when they are near the road. Both children and adults should always cross streets at crosswalks and intersections where they can gauge traffic and be seen. Before crossing, people bicycling and walking should make eye contact with drivers. Crossing at unmarked areas, between parked cars or between vehicles stopped at a traffic signal is not safe.

For children to get to school safely, everyone must observe traffic laws, including the speed limit. School zone speed limits are especially important since children's small size and unpredictable movements can make them difficult to spot. Drivers should be aware of all children on or near the street regardless of whether they have adult supervision. Parents should

supervise their children and teach them street safety, but it is up to everyone to help make our communities safe by looking out for children playing near or crossing the street.

The North Central Texas Council of Governments is coordinating Look Out Texans for cities and transportation partners across the region. The campaign was selected for funding by the Regional Transportation Council as part of the Texas Department of Transportation Enhancement Program. It comes at a time when motor vehicle crashes that involve people bicycling and walking are increasing in North Texas. Between 2010 and 2014, there were more than 8,200 such crashes reported, resulting in more than 500 fatalities, according to TxDOT. Consequently, the Federal Highway Administration has designated both Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which are selected based on high rates of crash fatalities.

Look Out Texans prominently features 21 safety tips to help people bicycling, walking and driving understand how they should interact together to improve safety on area roads. Campaign efforts enhance the work of local, state and federal transportation partners who are focused on improving safety for all road users through roadway design solutions and greater awareness of how people can bike, walk and drive safely.

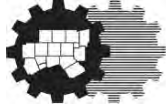
To see the videos and learn more about the Look Out Texans campaign, visit www.LookOutTexans.org. Follow the campaign on Facebook, Twitter and Instagram using #LookOutTexans.

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###



North Central Texas
Council of Governments

PRESS RELEASE

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North Texas Transportation-AQ Balance Gets Federal Approval

Mobility 2040 plans to improve transportation system may proceed

Sept. 26, 2016 (Arlington, Texas) – The US Department of Transportation ruled in September that the Dallas-Fort Worth area's recently adopted long-range transportation plan complies with federal air quality regulations, allowing current and future transportation projects to proceed. State Highway 199, LBJ East, SH 360, and transit on the Cotton Belt rail corridor are a few examples of projects where development and implementation may continue providing needed congestion relief and associated air quality benefits in the rapidly growing region.

Mobility 2040: The Metropolitan Transportation plan for North Central Texas contains \$118.9 billion in transportation improvements to be made over the next 24 years. The plan, which the Regional Transportation Council approved in March, proposes spending roughly \$24 billion more than its predecessor, Mobility 2035 – 2014 Amendment, which outlined \$94.5 billion in expenditures through 2035.

The 2015-2018 Transportation Improvement Program (TIP) may also proceed, according to the Department of Transportation. The TIP is a multiyear list of projects in the Dallas-Fort Worth area approved for federal, state and local funding.

As the metropolitan planning organization for the 12-county Dallas-Fort Worth area, the RTC develops and implements transportation policies, projects and programs designed to improve mobility and air quality.

The region's long- and short-range transportation plans must comply with federal air quality regulations because ten Dallas-Fort Worth area counties, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise are in nonattainment for ozone pollution.

RTC policies have helped the Dallas-Fort Worth area improve air quality by reducing nitrogen oxides and volatile organic compounds by 2.68 tons and 0.71 tons per day, respectively.

Mobility 2040 not only uses a multimodal approach, but it provides a substantial investment in the maintenance of existing infrastructure. Planned improvements are broken down as follows:

- Freeways, tollways, arterials and HOV/managed lanes: \$43.4 billion
- Infrastructure maintenance: \$37.4 billion
- Rail and bus: \$27.2 billion
- Management and operations: \$7.2 billion
- Growth, development and land-use strategies: \$3.6 billion

Mobility 2040 introduces a new element to improve mobility and air quality: a bundle of policies. Through the voluntary policies, Mobility 2040 seeks the help of local governments to improve system reliability. The policy bundle concept allows cities, counties, transportation partners and school districts to select and adopt measures tailored to their needs in order to create a balanced and integrated transportation system. For more on Mobility 2040, including the policies, visit www.nctcog.org/mobility2040.

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###



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

PRESS RELEASE

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Electric Vehicles to be Celebrated Sept.17

Organizers hope to establish record for most EVs in one location

Sept. 12, 2016 (Arlington, Texas) – Electric vehicles continue to gain popularity in Texas and across the nation as a quiet, clean and economical alternative to traditional automobiles. You have probably seen one traveling around the region. Maybe you even have gotten the itch to drive one yourself. You will have the opportunity to do so at the region's National Drive Electric Week celebration September 17 at Grapevine Mills.

Texas as a whole ranks fifth in the number of EVs sold, moving up a spot in the rankings since 2015. In Dallas-Fort Worth, there are more than 5,000 EVs on the roads, more than any other major metropolitan area in Texas, according to the most recent data available.

To celebrate the success of these vehicles, the North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition invite residents to break the North Texas record for the most EVs in one location. The mark was set at the same event last year.

Because EVs are still new to many people, there are undoubtedly questions about their operation, reliability and what the future holds in North Texas. The event is a great place to get these answers. It begins at 10 a.m. and will provide attendees the opportunity to not only learn about EVs, but take one for a spin. Many different makes and models will be represented not only by manufacturers themselves, but individuals who already own them. These owners can tell the "real" story of what it's like to own an EV. And there will even be opportunities to win the use of an EV for a day.

As the technology continues advancing, electric vehicles can play a significant role in how residents in North Texas get around in the future, as well as the region's air quality. Ten Dallas-Fort Worth area counties are in nonattainment for ozone pollution, and NCTCOG and its partners are working toward meeting the federal government's standard.

Elected officials are expected to talk about the transportation and air quality improvements that could result from EVs. State Rep. Giovanni Capriglione, R-Southlake, will discuss the importance of electric vehicles and sustainable business practices.

Colleyville City Councilmember Mike Taylor, who serves on the Regional Transportation Council, will speak about the impact of ozone pollution on health, and the positive effect meeting the federal ozone standard could have on the economy and quality of life.

NDEW began in 2011 as National Plug In Day and expanded to involve an entire week in 2014 in response to the growing popularity of EVs. Electric vehicles are also a component of the region's strategy to improve air quality.

More than 170 NDEW events are scheduled to occur across the United States and Canada during the week of Sept. 10-18. The North Texas event is expected to be one of the largest NDEW gatherings in the US. Denmark, Hong Kong, Croatia and New Zealand are also set to host NDEW gatherings, according to the National Drive Electric Week website.

Additional information and registration details can be found at www.dfwcleancities.org/ndew.

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About Clean Cities:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

###



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
(817) 695-9284
awilson@nctcog.org

Regional 10-Year Plan and More to be Presented at Public Meetings Sept. 12-20

North Texans can provide input on transportation recommendations at public meetings, online

Sept. 9, 2016 (Arlington, Texas) – Efforts to improve transportation and air quality will be discussed at public meetings in Bedford at 6:30 p.m. Sept. 12, Arlington at 2:30 p.m. Sept. 14 and Dallas at 6:30 p.m. Sept. 20.

The public will be asked for input on projects and priorities for a 10-year transportation plan under development in response to House Bill 20 passed in the 84th Texas Legislature. Staff will provide an update on previous 10-year plan efforts and summarize recent work with regional partners and the Texas Department of Transportation district offices to develop the new 10-year plan. Proposed modifications to the Unified Planning Work Program, a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization, will also be presented for review and comment.

Finally, presentations will be given on Fleets for the Future, a regional procurement effort for alternative fuel vehicles, and the DFW Connector Pilot Program, a marketing effort to encourage TollTag usage in the DFW Connector area.

Other topics to be discussed at the meetings include modifications to the list of funded projects, National Drive Electric Week and Joining Forces: Aligning Community & Military Missions.

Following the public meeting in Arlington, a video recording will be available online at NCTCOG.org/input.

Public Meeting Details

Monday, Sept 12, 2016
6:30 p.m.
Bedford
Public Library
2424 Forest Ridge Drive
Bedford, TX 76021

Wednesday, Sept 14, 2016
2:30 p.m.
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Tuesday, Sept 20, 2016
6:30 p.m.
Meadows
Conference Center
2900 Live Oak St.
Dallas, TX 75204

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###



Press release



Audi announces the first vehicle to infrastructure (V2I) service - the new Traffic light information system

August 15, 2016 | HERNDON, Virginia

- **New Traffic light information system communicates with municipal traffic signals to inform the driver when traffic lights turn from red to green.**
- **Traffic light information system is first step in vehicle to infrastructure (V2I) integration, set to launch in select smart cities this fall in the U.S.**
- **System will be available on select 2017 Audi Q7, A4 and A4 allroad® models with Audi connect®.**

Audi of America in conjunction with Traffic Technology Services (TTS) will be launching the first V2I technology called Traffic light information that will be arriving on select 2017 Audi Q7, A4 and A4 allroad® models this fall.

“Continuous innovation in connected car services and advanced driver assistance systems that enrich and improve the customer experience is at the core of the Audi brand and our collective future,” said Scott Keogh, President, Audi of America.

Traffic light information, an Audi connect PRIME feature, enables the car to communicate with the infrastructure in select cities and metropolitan areas across the U.S. The car receives real-time signal information from the advanced traffic management system that monitors traffic lights. The link between vehicle and infrastructure is routed via the on-board LTE data connection and Traffic Technology Services, Inc. servers.

While waiting at a connected traffic light, the driver information system in the instrument cluster, as well as the head-up-display (if equipped), indicates the time remaining until the signal changes to green.

"This feature represents Audi's first step in vehicle-to-infrastructure integration," said Pom Malhotra, General Manager, Connected Vehicles. "In the future we could envision this technology integrated into vehicle navigation, start / stop functionality and can even be used to help improve traffic flow in municipalities. These improvements could lead to better overall efficiency and shorter commuting times."

Audi of America will begin to roll out the new Traffic light information as part of its suite of Audi connect PRIME services later this fall in select smart cities and metropolitan areas across the country through 2017 and beyond. The feature is available on 2017 Audi Q7, A4 and A4 allroad® models built after JUNE 1st, 2016.

Traffic light information is the latest in a line of pioneering connected car innovations by Audi. In 2010, Audi was the first manufacturer to offer a broadband enabled vehicle. Since then, Audi connect® has continued to expand on its industry-leading services and capabilities. In 2014, Audi was the first manufacturer to offer 4G/LTE Broadband connectivity. Strategic partnerships and a proprietary scalable infotainment architecture has allowed Audi to continuously offer our customers the latest in mobile connectivity solutions.

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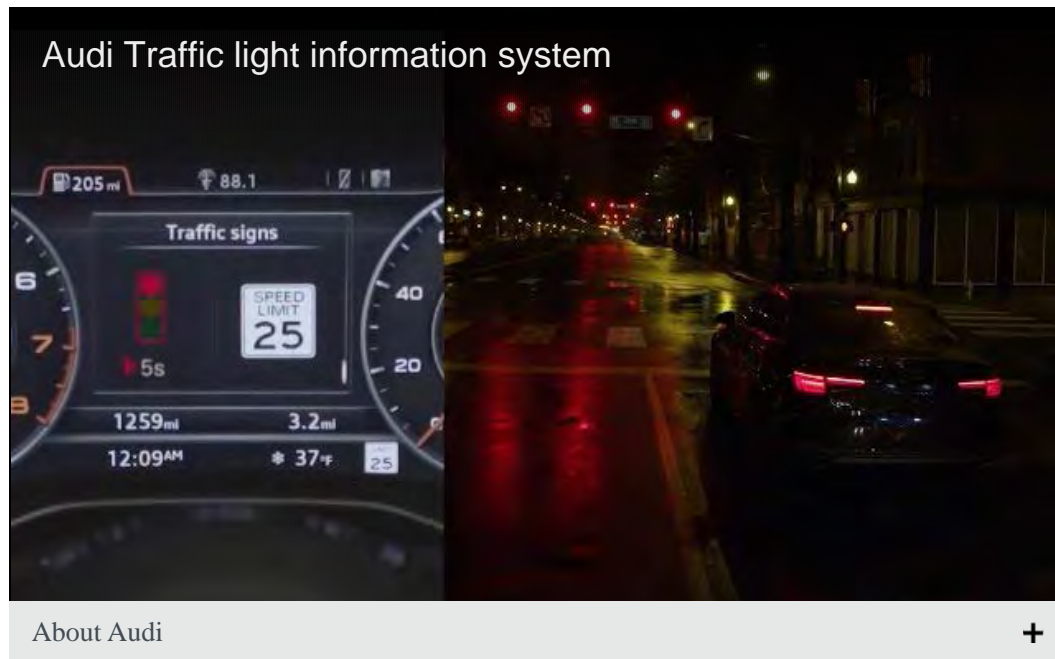
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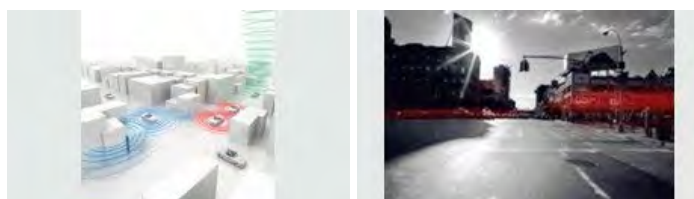
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Related content



Audi Traffic light information

Audi Traffic light information



Traffic Signal Data Sharing to Support Automated Vehicle Applications

Regional Transportation Council

October 13, 2016



Thomas Bamonte

North Central Texas Council of Governments

Agenda

Automated Vehicle Deployment Opportunities Using
Traffic Signal Data

Current Status

Recommendation

Next Steps

Automated Vehicle Technology

Autonomous Vehicle



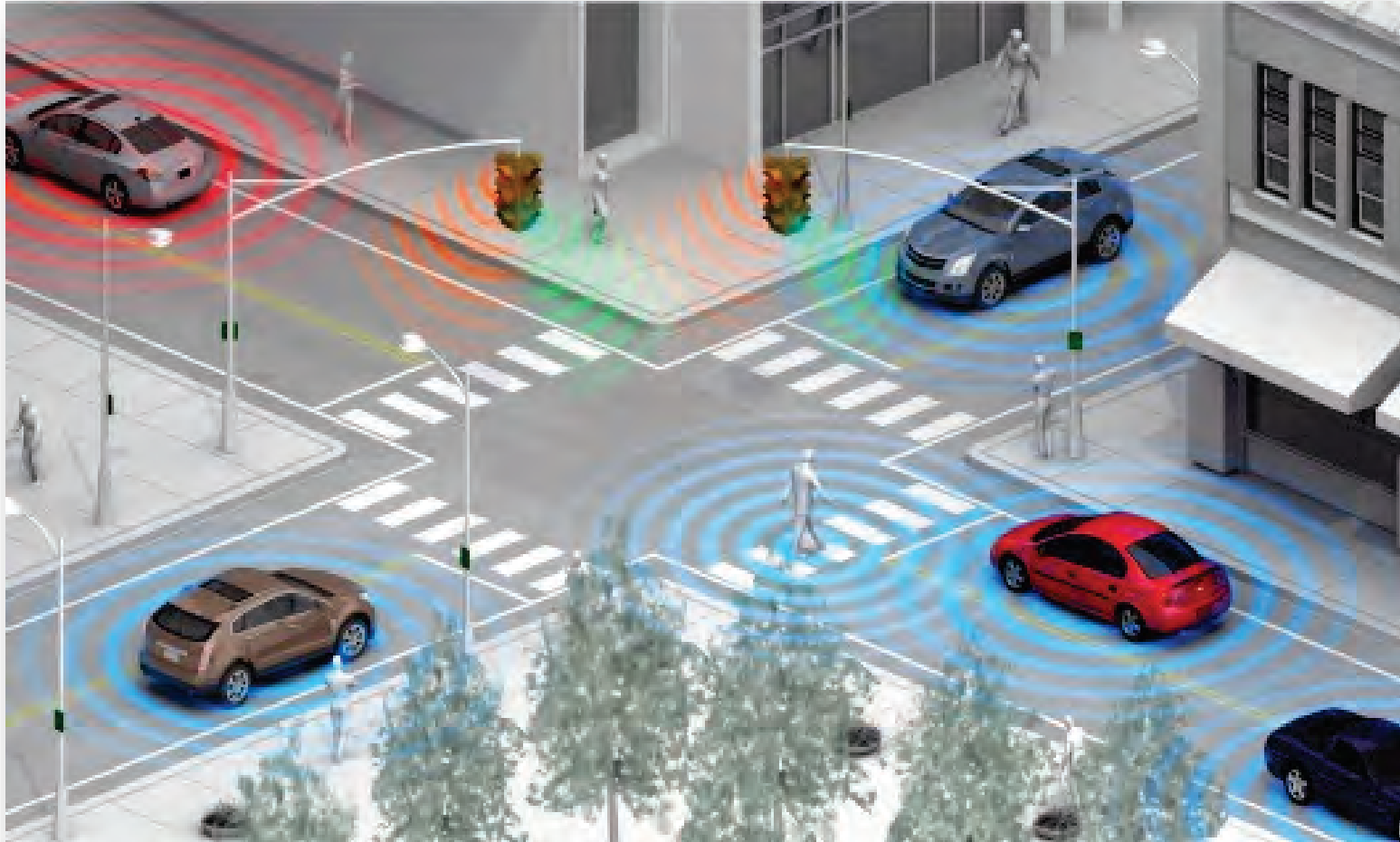
Automated Vehicle Technology

Connected Vehicle



Automated Vehicle Technology

Vehicle-to-Vehicle



Automated Vehicle Technology

Vehicle-to-Infrastructure



Automated Vehicle Technology

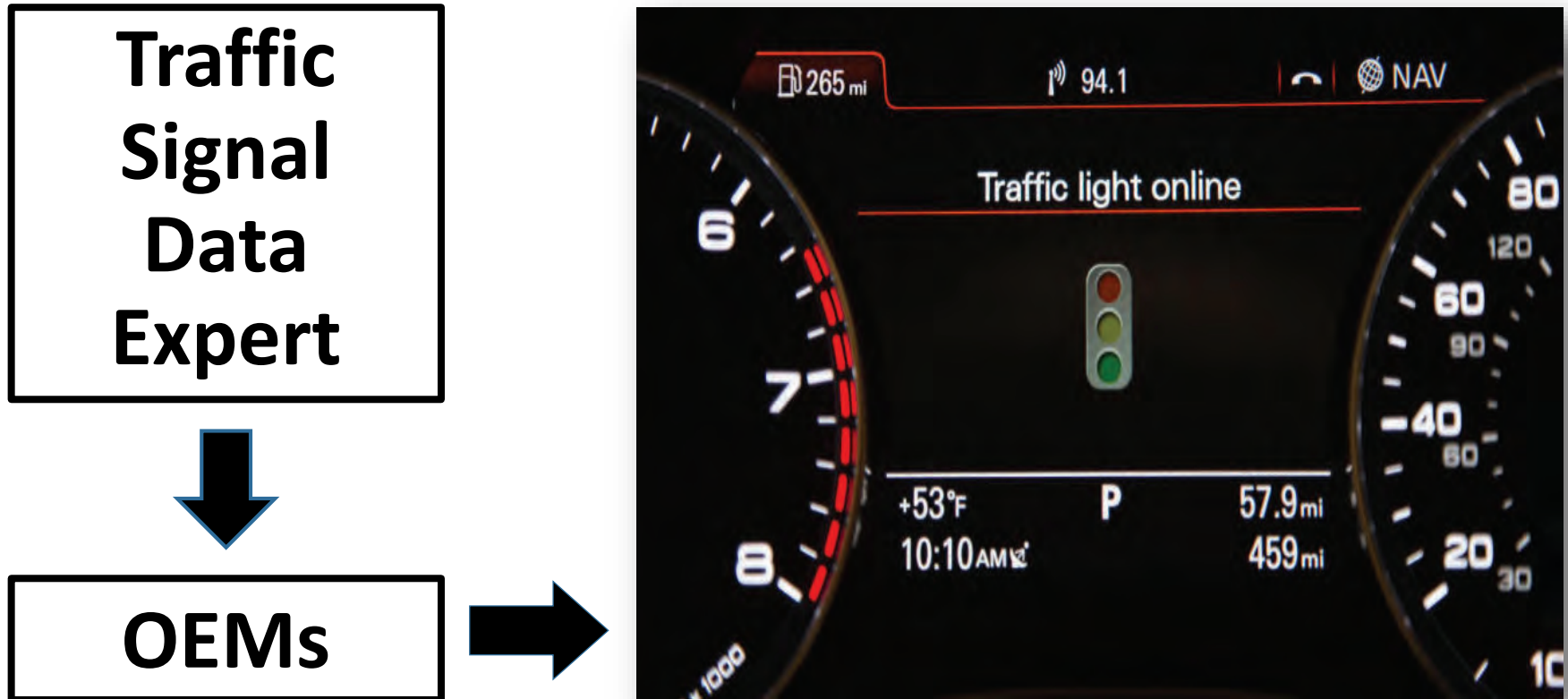
Autonomous Vehicle
Connected Vehicle
Vehicle-to-Vehicle
Vehicle-to-Infrastructure

Traffic Signal to Vehicle Communication



**Traffic
Signal Data
Expert**

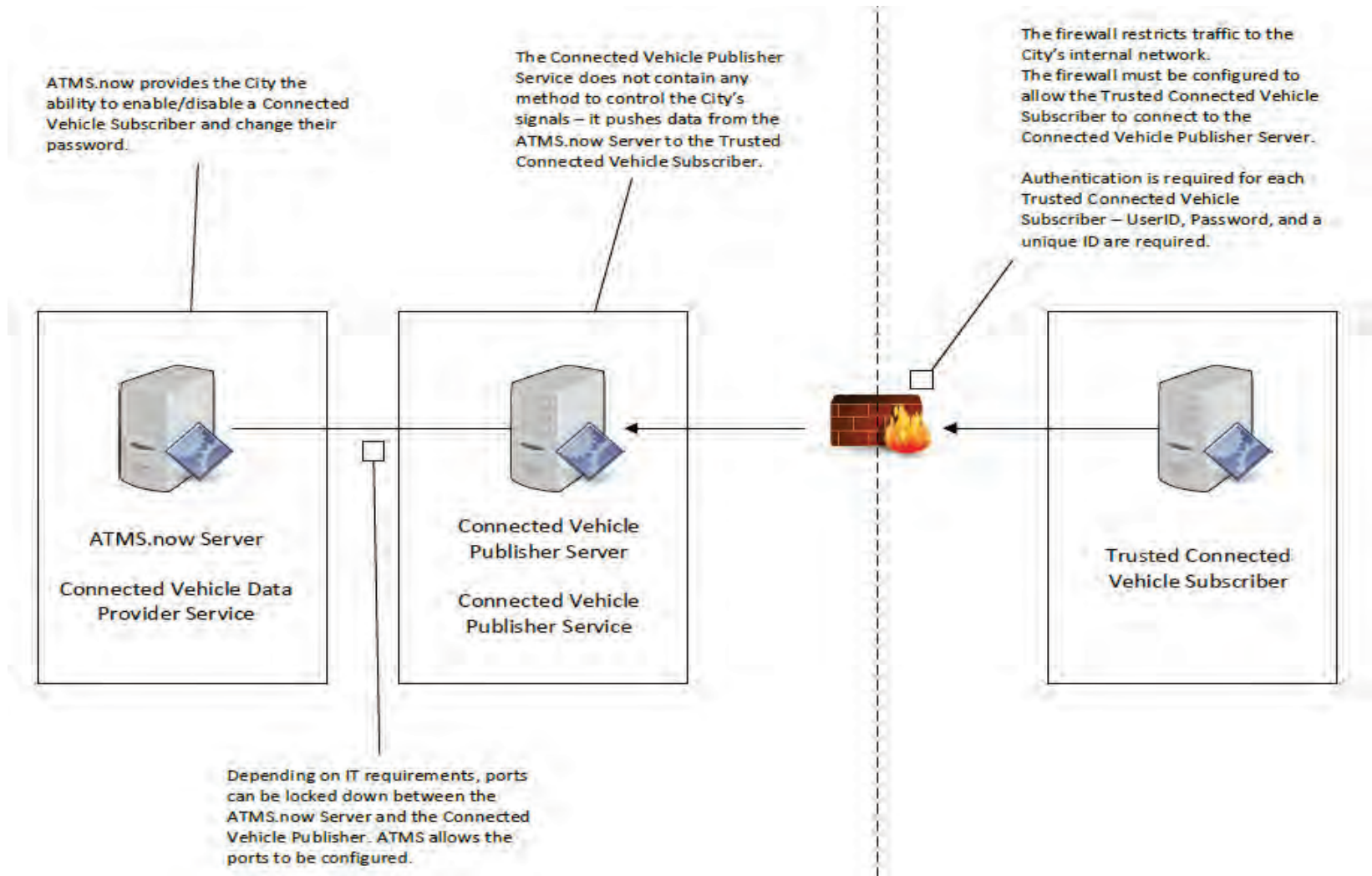
Traffic Signal to Vehicle Communication



Traffic Signal to Vehicle Communication



Network Architecture and Security



Current Status

Partner Agency Interest in V2I Traffic Signal Projects

OEM Interest in North Texas V2I Traffic Signal Services

Sample Agreement between Partner Agency and Traffic Data Expert

Draft Agreement between NCTCOG and Traffic Data Expert

Draft RFP to Identify Other Interested Parties in V2I Traffic Signal Projects

Recommendation

Approve pursuit of traffic signal data-sharing agreements in cooperation with regional partners to support automated vehicle applications in the region.

Next Steps

Task	Timeframe
Issue RFP	October
Brief ITS Stakeholders Task Force	November
First traffic signal V2I pilot	November
Briefing for traffic engineers	November
RFP responses due	December
Brief STTC/RTC	Early 2017

Contact Information

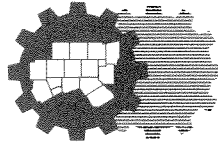
Thomas J. Bamonte, Program Manager

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North Central Texas Council Of Governments

September 21, 2016

The Honorable Keith Self
 County Judge, Collin County
 Collin County Commissioners Court
 Collin County Administration Building
 2300 Bloomdale Rd., Suite 4192
 McKinney, TX 75071

The Honorable Duncan Webb
 Commissioner – Precinct 4
 Collin County Commissioners Court
 Collin County Administration Building
 2300 Bloomdale Rd., Suite 4192
 McKinney, TX 75071

Dear Judge Self and Commissioner Webb:

The North Central Texas Council of Governments (NCTCOG) is recommending that the Regional Transportation Council (RTC) continue the funding partnership with Collin County to utilize Low-Income Repair and Replacement Assistance Program/Local Initiative Projects funds for Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. The County was awarded \$1.5 million in CMAQ funds and obligated \$984,706 in Fiscal Year 2016, leaving a balance of \$515,294, which is being recommended to carry-over into Fiscal Year 2017. In addition, Collin County requested \$2 million for Fiscal Year 2017. Recognizing Collin County's fast growth rate, NCTCOG is recommending an additional \$1 million be added to the \$2 million request to address increased transportation needs. Therefore, the total funding to be requested from the RTC for the funding partnership with Collin County for Fiscal Year 2017 is approximately \$3.5 million. Preliminary interest from cities suggest that there will be no difficulty obligating all funds for transportation projects that garner air quality benefits.

NCTCOG will keep the County informed of all developments related to this effort. I appreciate your support for these initiatives that help improve air quality and provide congestion relief. If you have any questions, please feel free to contact Chris Klaus, Senior Program Manager, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Michael Morris, P.E.
 Director of Transportation

SS:mg

cc: Clarence Daughtery, P.E., Director of Engineering, Collin County
 Tracy Holmfeld, P.E., CFM, Assistant Director of Engineering, Collin County
 Jeff Durham, Special Projects Manager, Collin County
 Mike Eastland, Executive Director, NCTCOG
 Chris Klaus, Senior Program Manager, NCTCOG

DRAFT

Roadway Action Plan for Collin County

DRAFT

**Corridor 1 (Near Term):
US 75**

- Widening in Allen
- PGBT Interchange Ramp Improvement
- Widen Plano Parkway and DART rail bridges
- Technology Lane

**Corridor 2 (Near Term):
Collin County Outer Loop**

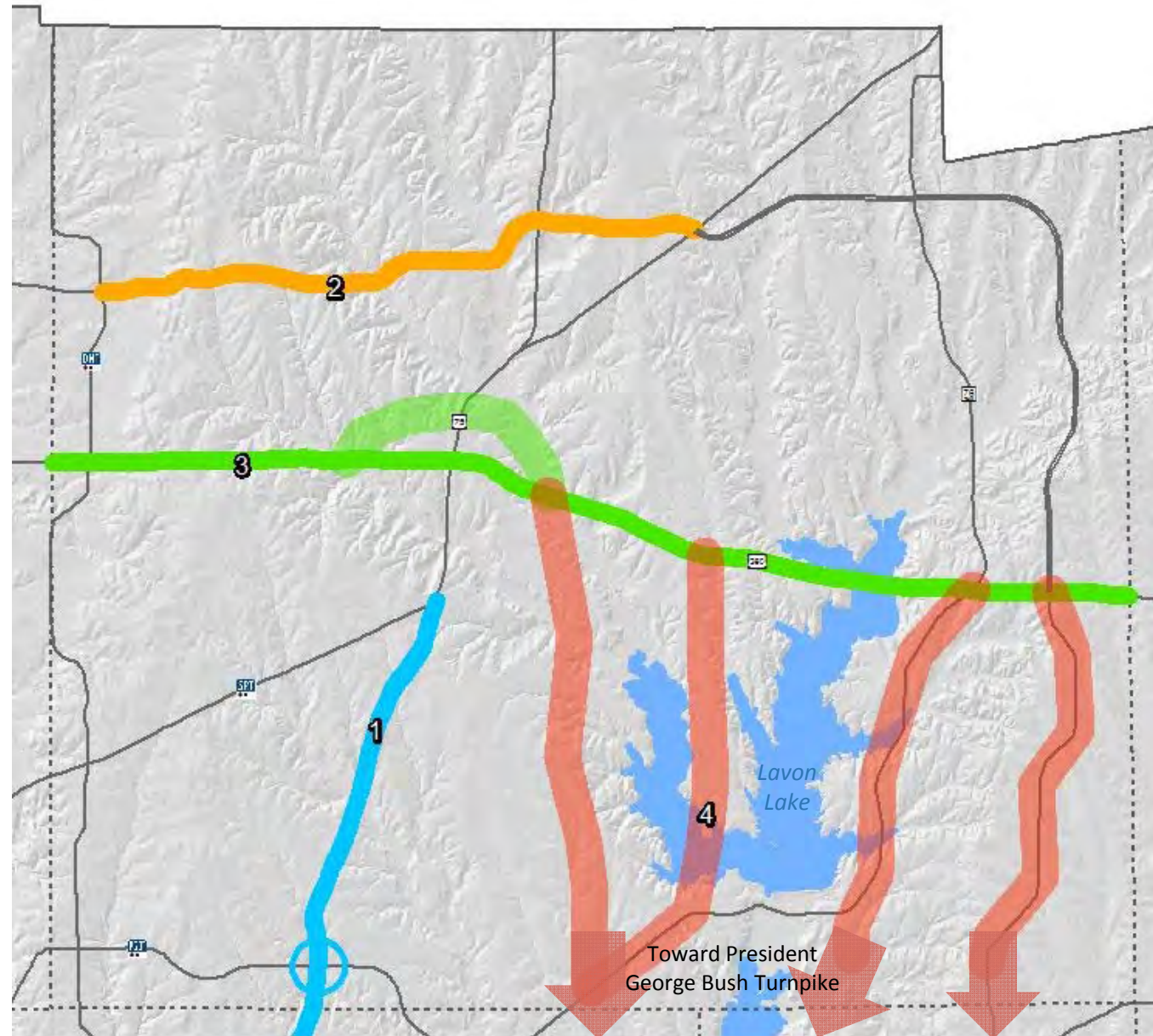
- Staged construction of frontage roads

**Corridor 3 (Near Term):
US 380**

- Countywide Study
- McKinney Bypass

**Corridor 4 (Longer Term):
Collin County Strategic
Transportation Initiative**

- Study of non-tolled north/south roadway needs and opportunities



DRAFT

Roadway Action Plan for Collin County

DRAFT

Corridor	Project	Description	Contact
1) US 75 (Near Term)	Widening in Allen	Widen freeway to a continuous 8-lane section through Allen	TxDOT: Kelly Selman
	PGBT Interchange Ramp Improvement	Widen ramps from PGBT to northbound US 75 and US 75 southbound to PGBT	NTTA: TxDOT: Kelly Selman
	Widen Plano Parkway and DART rail bridges	Widen narrow section on US 75 by expanding Plano Parkway and DART rail bridges	TxDOT: Kelly Selman
	Technology Lane	Remove HOV lane and pylons and allow usage of the lane during peak-hours and for incident management	NCTCOG: Natalie Bettger TxDOT: Kelly Selman
2) Collin County Outer Loop (Near Term)	Staged construction of frontage roads	Construct one side of frontage road between DNT and SH 121	NCTCOG: Sandy Wesch Collin County: Clarence Daugherty
3) US 380 (Near Term)	Countywide Study	Study needs on US 380 from Denton County line to Hunt County line	TxDOT: Kelly Selman
	McKinney Bypass	Study potential of a bypass around northern McKinney for US 380	TxDOT: Kelly Selman
4) Collin County Strategic Transportation Initiative (Longer Term)	Study of non-tolled north/south roadway needs and opportunities	Study north/south transportation needs in the southeastern part of Collin County to enhance the non-tolled roadway grid around Lavon Lake and connections southward to PGBT.	NCTCOG: Dan Lamers

REGIONAL 10-YEAR PLAN/PRIORITIES

Regional Transportation
Council

October 13, 2016



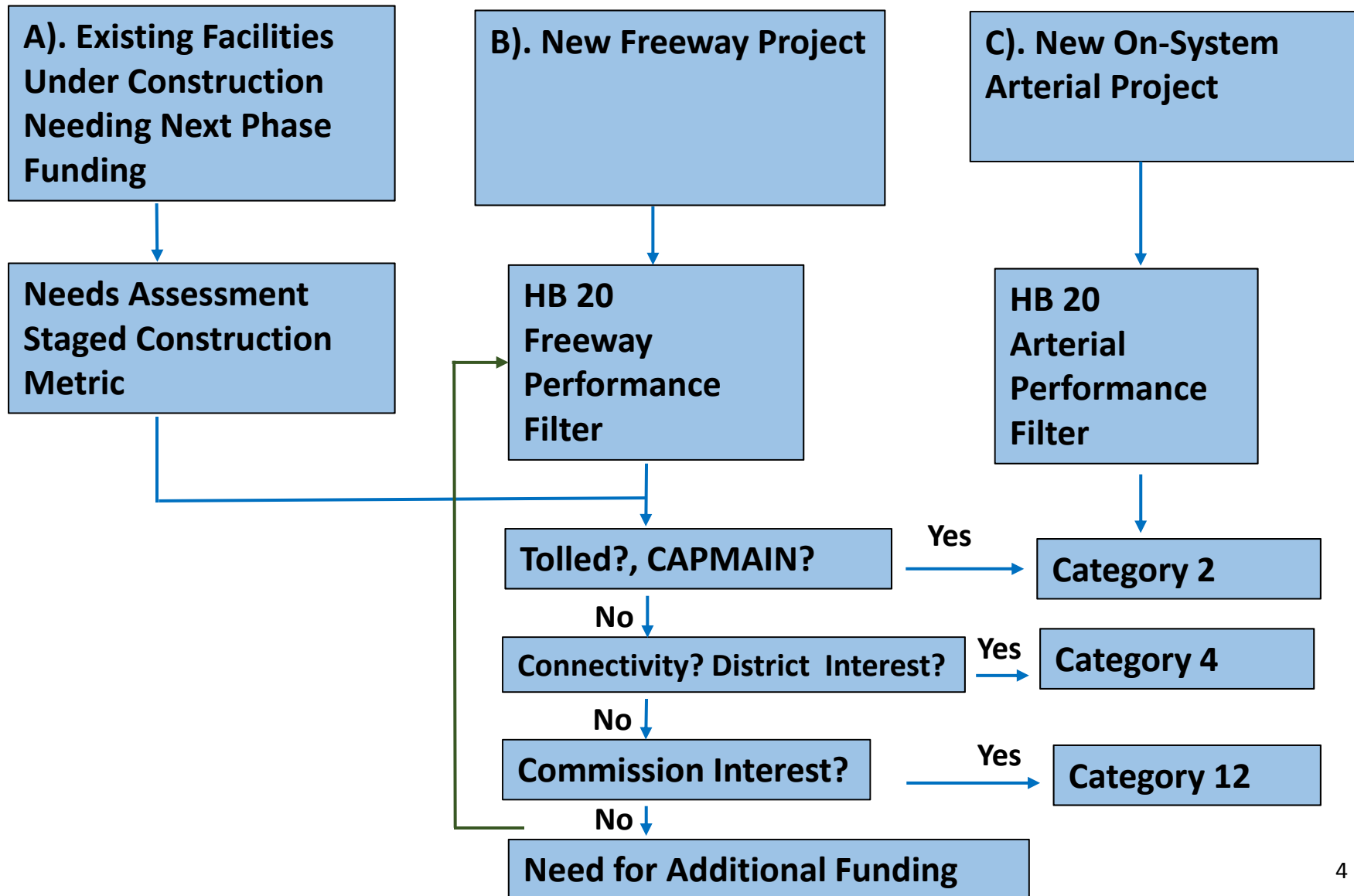
REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026

- In August 2016, the Texas Transportation Commission (TTC) approved that new Categories 2, 4, and 12 allocations for FY 2017 to FY 2026.
- HB 20, passed by the 84th Texas Legislature, required the Texas Department of Transportation (TxDOT) and Metropolitan Planning Organizations (MPOs) to:
 - Develop a 10-year plan for the use of allocated funds
 - Use performance based planning and project selection

REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026

- TIP funding categories for project selection
 - Category 2 – Urban Mobility Corridors
 - Category 4 – Statewide Connectivity
 - Category 12 – Commission Strategic Priority
- Projects being evaluated in “three paths”
 - A) Previously unfunded commitments or existing facilities under construction needing next phase funding
 - B) New freeway projects
 - C) New on-system arterial projects

PROJECT PRIORITIZATION: PROCESS OF FILLING FUNDING BUCKETS



REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026¹

DRAFT

FUNDING CATEGORY	WEST (\$ IN BILLIONS)	EAST (\$ IN BILLIONS)	TOTAL (\$ IN BILLIONS)
CAT 2 : Metropolitan Corridor	\$1.02	\$2.18	\$3.20
CAT 4: Connectivity Corridor	\$0.49	\$1.04	\$1.53
CAT 12: Strategic Priority "Clear Line"	\$0.68	\$1.45	\$2.13
TOTAL	\$2.19	\$4.67	\$6.86

- Categories 2,4, and 12 funds are distributed 32 percent in the West and 68 percent in the East. Formulas are being updated.

INITIAL NINE FUNDING “BUCKETS”

- CAT 2 FW: FWY/ART¹
- CAT 2 DAL: FWY/ART¹
- CAT 2 HUNT: FWY/ART¹
- CAT 4 FW
- CAT 4 DAL
- CAT 4 HUNT
- CAT 12 FW
- CAT 12 DAL
- CAT 12 HUNT

¹Sensitivity to Proposition 1 is Critical

EAST- WEST EQUITY SHARE (SAFETEA-LU and MAP-21)

- There have been no changes to the funding shares between the Eastern and Western Subregions since the last report in June 2016
- Staff proposes to move the East-West equity balance closer to the preferred distribution through this effort.

East- West Equity Share (SAFETEA-LU and MAP-21)	Cumulative Total (\$ in Millions)	
	WEST	EAST
SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48
MAP-21 East West Equity Total	\$320.98	\$847.62
Cumulative Total	\$970.74	\$2,406.10
Percentage Shares	28.75%	71.25%

NEXT STEPS

- Finalize project performance measures
- Finalize draft project listing and map
- Balance project needs with available resources
- Submit to TxDOT headquarters to fulfill the HB 20 requirements

TIMELINE

Date	Action
June 2016	TTC announced new Category 2 Funds
July 2016	Introduced 10-year plan process to STTC for information
August 2016	Introduced 10-year plan process to RTC for information
September 2016	NCTCOG Public Meetings: 10-Year Plan Process (September 12, 14, & 20)
October 2016	STTC for information item RTC for information item NCTCOG/TXDOT consensus on preliminary project list
November 2016	RTC first reading NCTCOG Public Meetings: Project List
December 2016	STTC action RTC final action
December 15th 2016	TTC briefing

CONTACT/QUESTIONS?

MTP Coordination:

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Project Funding:

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Principal Transportation Planner
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DRAFT
Initial Concept for RTC Legislative Program
85th Texas Legislature

Continue Progress made toward improving transportation and air quality during recent legislative sessions.

- Support full appropriation of Proposition 1 and Proposition 7 revenues to fund transportation.
- Oppose any attempt to backslide from the ending of diversions. Consider a constitutional amendment to protect revenues for transportation uses.
- Retain the ability to utilize, through an MPO process, tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions.
- Continue to fully appropriate revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP).
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, ~~and~~ roadways and trails.
- Support efforts to utilize performance-based planning to select high-quality transportation projects and continue to recognize that different areas of the state have different needs and solutions to improving transportation and maintaining critical assets.

Invest in further progress toward meeting transportation and air quality needs.

- Authorize the use of a Comprehensive Development Agreement for the 635 East project and possibly others.
- Identify additional revenue for transportation. Options include:
 - Allow counties in the Dallas-Fort Worth region the ability to adopt the \$10 optional registration fee allowed in various other counties across the state.
 - Implement a temporary local transportation revenue source to be voter approved.
 - Index the motor fuels tax to fuel efficiency.
 - Examine regional or corridor transportation reinvestment zones.
- ~~Create an institutional structure to be able to implement the rail recommendations in Mobility 2040.~~
- Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIRAP/LIP to better balance demand.
- Protect TERP revenue; ensure funds are utilized for projects that effectively meet the intent of the program, including roadway/goods movement transportation projects.

Provide support for other transportation topics to be addressed in legislation.

- Improve air quality
- Increase safety
- Plan and implement all modes of transportation
- Relieve congestion
- Maintain local and regional decision-making
- Utilize innovative technology
- Support land use and transportation connections
- Maintain active operations and management of the system
- Enable transportation data sharing and accessibility with appropriate privacy protection
- Plan for shared mobility solutions

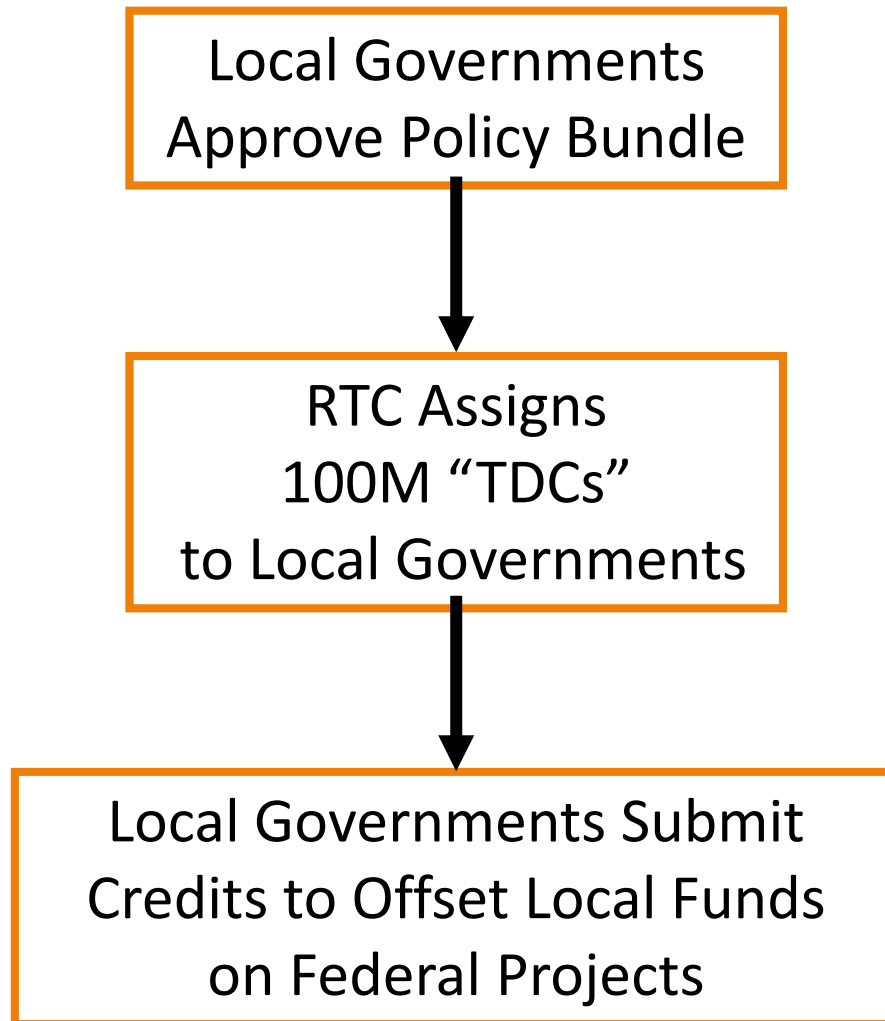
High-Speed Rail Between Fort Worth and Dallas: Next Steps Before the End of 2016

TASK	NEXT STEPS	START	FINISH
1. Industry Forum response to Federal Register Notice	Review Federal Submittal for our Region.	September 1, 2016	October 14, 2016
2. Creation of Local Government Corporation as a back-up to TxDOT	NCTCOG continues coordinating meetings with City Attorney staff. November RTC action on the Commission for High-Speed Rail in the Dallas/Fort Worth Region.	Ongoing	November 18, 2016 (Deal Points) Spring 2017 (Council Action)
3. Coordinate with Congressional Delegation on initial Federal funding request	Make request for construction gap funding between Fort Worth and Dallas.	Ongoing	November 18, 2016
4. "Request for Information" for High-Speed Rail	Issue RFI with November 18, 2016, deadline, send notice by September 20, 2016, with RFI mailed by October 1, 2016. (on schedule)	Ongoing	November 18, 2016
5. "Request for Proposal" on three segments for station area and High-Speed Rail alignment planning	Issue RFP.	Ongoing	October 28, 2016, issue RFP by September 30, 2016. (on schedule)
6. Resolve FRA response to TxDOT on completion of Tier II Environmental document	Determine RTC funding need, if any. November RTC action on contingency funding.	September 1, 2016	October 21, 2016
7. Tier II Environmental completion	Respond to Irving questions and expediting Tier II document.	Ongoing	Ongoing
8. Ridership Forecast for MPO High-Speed Rail System	Complete passenger rail forecast including potential payment to the consultants.	Ongoing	October 21, 2016



Policy Bundle Review

Policy Bundle Concept - Credit Bank



MTP Policies

Government Entities' Decision

- Voluntary
- Decide Preference
- 50 Percent Target

Total Policies and Requirements by Agency Type

- Cities – Total 20 / Require 10
- Counties – Total 17 / Require 8
- TxDOT – Total 12 / Require 6
- NTTA – Total 7 / Require 3
- Transit Agencies – Total 10 / Require 5
- ISDs – Total 7 / Require 3

Action Types

- **(Type 1) Joint Staff Coordination:** RTC staff and local agency staff work together to implement and encourage the policy action within the region. (8 policies)
- **(Type 2) Governing Body Approval:** The governing body passes a resolution, court order, minute order, or other instrument reflecting approval for the measure. (9 policies)
- **(Type 3) Ordinance:** An ordinance or other locally enforceable rule or law is passed to support the policy. (3 policies)
- **(Type 4) Election:** An election is held to implement the measure. (1 policy)

Policies – Joint Staff Coordination (Type 1)

- **Employee Trip Reduction:** Meet with major employers to promote Employer Trip Reduction program
- **Wrong-Way Driving:** Implement strategies to reduce wrong-way driving crashes
- **Securing Transportation Infrastructure:** Participate in Identification of top ten regional infrastructure components
- **Integration:** Integrate traffic operations systems
- **Parking Management:** Develop parking management strategies
- **Safe Access to Schools:** Coordinate implementation of safe routes to school
- **Railroad Safety:** Improve safety at railroad crossings
- **Copper Theft:** Share best practices to prevent copper theft

Policies – Governing Body Approval (Type 2)

Existing Policy: Clean Fleet

- **Traffic Incident Management:** Implement comprehensive approach
- **Land-Use Strategies:** Encourage strategies to support urban, rural, and suburban communities
- **School Siting Coordination:** Collaborate on ISD growth plans and city plans
- **Complete Streets:** Implementation of local complete streets policy
- **Urban Thoroughfare Revitalization:** Encourage context-sensitive revitalization and redevelopment of aging state highway corridors
- **Stormwater Management:** Implement sustainable stormwater practices
- **Clean Construction:** Encourage use of lower-emission equipment
- **Transit Funding:** Allocate local funds for public transit

Policies – Ordinance and Election (Types 3 and 4)

Ordinance

- **Idling Restrictions:** Implement and enforce Locally Enforced Motor Vehicle Idling Limitations
- **Freight-Oriented Development:** Enhance freight-oriented land-use sustainability
- **Unmanned Aircraft Systems (UAS):** Implement operational restrictions of UAS

Election

Transit Membership: Participate in membership with a transportation authority

Eligibility for Policy Bundle TDCs

Complete eligibility survey annually until TDCs are diminished

Meet 50 percent threshold of eligible policies

Have projects potentially eligible to receive TDCs

TDCs may be applied to:

1. Existing projects/programs
2. New or future projects which follow existing TIP process
(no specific call for projects for this effort)

Note: Additional funding for current project to offset match is not available

RTC Workshop

Save the Date!

November 10th

11-12pm

Transportation Council Room

Lunch will be provided for RTC members that RSVP

- Review of Policy Bundle Criteria.
- Special focus on policies and coordination with School Districts.
- Superintendents and School Board Presidents will be invited from all area ISD's. **Please reach out and encourage them to attend with you!**

DRAFT Schedule for Implementation

Date	Action
September 23, 2016	MTP Policy Bundle Workshop
October 3, 2016	MTP Policy Bundle Survey went live
November	Workshop
February 3, 2017	Early submittal for staff review
March 3, 2017	Deadline for agencies to complete survey (with all required documents)
April 28, 2017	TIP Modifications due
June 23, 2017	TIP Modifications: STTC action
July 13, 2017	TIP Modifications: RTC action
Late August-September 2017	Anticipated final federal approval

Website Information

www.nctcog.org/policybundle

Hosted on the Mobility 2040 webpage

Includes:

Slides, handouts, and FAQ
from STTC workshop

Staff contacts

Sample surveys

Link to complete the survey

Metropolitan Transportation Plan Policy Bundle Voluntary Measures

Mobility 2040, the region's current Metropolitan Transportation Plan (MTP), recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. However, the construction of infrastructure projects alone cannot achieve the goals of Mobility 2040. To encourage the development of alternative, strategic solutions, Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues that affect transportation in the region, and cover a wide range of topics. By voluntarily adopting 50 percent of these policies, participating agencies will receive an offset of local funds in federal transportation projects in the form of Transportation Development Credits (TDCs).



MTP Policy Bundle Workshop

NCTCOG will host a workshop for local governments and transportation agencies detailing MTP Policy Bundle processes and procedures.

MTP Policy Bundle Workshop
September 23, 2016
10 am - 12 pm
NCTCOG Transportation Council Room

Agenda
Presentation
Mobility 2040 - Appendix G: Policy Bundle
Survey Checklist
Sample Surveys:

- City Survey
- County Survey
- ISD Survey
- TxDOT Survey
- Transit Agency Survey
- NTTA Survey

Workshop Recording - *coming soon!*

**Regional Transportation Council Attendance Roster
October 2015 - September 2016**

RTC MEMBER	Entity	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16
Monica R. Alonzo (07/15)	Dallas	P	P	P	P	E	P	P	P	P	P	E	P	P
Bruce Arfsten (08/15)	Addison	E(R)	P	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	P	P	E	P	E(R)	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	P	E(R)	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	A	A	P	A	P	P	P	P	P	E	P	A
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	E(R)	E	P	P	P	P	P	A	P	P
David L. Cook (05/16)	Mansfield	--	--	--	--	--	--	--	--	E	P	E	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	E	P	P	E(R)	P	P	P	E(R)
Andy Eads (1/09)	Denton Cnty	P	P	P	P	A	P	P	P	P	P	A(R)	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	E	P	P	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P	E
Sandy Greyson (11/11)	Dallas	P	P	P	P	E	P	E	P	P	P	E(R)	P	P
Mojoy Haddad (10/14)	NTTA	P	A	A	P	A	P	P	P	A	P	P	A	P
Roger Harmon (1/02)	Johnson Cnty	E	P	P	P	P	P	P	P	P	P	P	A	P
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	A	P	P	P	E	A	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	E(R)	P	P	P	A(R)	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	P	E	E(R)	E	P	E	P	P	P	P	P	P	P
Brian Loughmiller (04/15)	McKinney	A(R)	P	P	P	A	A	P	P	P	P	P	E(R)	P
David Magness (06/13)	Rockwall Cnty	A	P	P	E(R)	A	P	P	A	P	P	A(R)	P	P
Scott Mahaffey (03/13)	FWTA	P	E(R)	E(R)	P	E(R)	P	P	E(R)	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	P	P	P	A	P	P	E	P	P	A	P	A
Maher Maso (10/08)	Frisco	P	P	E(R)	P	E	E(R)	P	E(R)	E(R)	P	P	P	P
B. Adam McGough (07/16)	Dallas	--	--	--	--	--	--	--	--	--	--	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	E(R)	P	P	E(R)	P	P	E	P
Stan Pickett (06/15)	Mesquite	E(R)	P	P	P	A	P	E	A	P	P	A	P	E(R)
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	E(R)	P	P
Kevin Roden (6/14)	Denton	P	E	P	P	E(R)	P	E	P	P	E	P	E	E(R)
Kelly Selman (02/15)	TxDOT, Dallas	P	E(R)	P	P	P	P	P	E(R)	P	P	P	P	P
Gary Slagel (11/15)	DART	--	P	P	P	P	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	A	P	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P	E(R)
Casey Thomas II (07/16)	Dallas	--	--	--	--	--	--	--	--	--	--	E	A	A
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	A(R)	P	E	P	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
October 2015 - September 2016**

RTC MEMBER	Entity	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16
Bernice J. Washington (4/09)	DFW Airport	P	P	P	P	E	P	P	P	P	E	P	P	P
Duncan Webb (6/11)	Collin Cnty	E(R)	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E(R)	P	E(R)	P	P	E	E	P	E	P	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	A	P	E(R)	P	E(R)	E(R)	E(R)	P	E	E	P
Erik Wilson (07/15)	Dallas	P	P	P	P	E	A	P	P	P	P	E	P	A
W.B. "Zim" Zimmerman (9/12)	Fort Worth	A(R)	P	P	A(R)	A(R)	P	P	P	P	E	E(R)	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
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--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
August 2015 - August 2016

STTC MEMBERS	Entity	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16
Antoinette Bacchus	Dallas County	P	P	P	P	P	P	P	P	A	P	P	P
Micah Baker	Dallas County	--	--	--	--	--	--	--	--	--	P	A	P
Bryan Beck	Fort Worth	P	P	P	P	P	A	P	P	A	P	P	P
Marc Bentley	Farmers Branch	--	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	--	--	--	--	--	--	--	P	A	P
Kristina Brevard	DCTA	P	P	P	R	P	R	P	P	P	R	P	P
Keith Brooks	Arlington	P	P	P	P	R	P	A	P	P	P	P	R
John Brunk	Dallas	A	P	P	P	P	A	P	P	P	A	P	P
Mohammed Bur	TxDOT, Dallas	P	A	A	A	A	P	A	A	A	P	P	P
Loyl Bussell	TxDOT, FW	P	P	A	P	P	P	P	P	P	A	P	P
Dave Carter	Richardson	P	P	P	A	P	P	A	P	P	P	P	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	A	P	P	P	P	P
Hal Cranor	Eules	P	P	P	P	P	P	A	P	A	P	P	P
Clarence Daugherty	Collin County	P	P	P	R	A	P	P	P	A	P	P	R
Chad Davis	Wise County	P	P	A	P	A	P	P	P	P	P	A	P
Greg Dickens	Hurst	R	R	R	R	R	R	A	R	R	R	R	R
David Disheroon	Johnson County	--	P	P	P	P	A	A	A	P	P	P	A
Massoud Ebrahim	Greenville	P	R	R	P	P	P	A	A	P	P	P	P
Chad Edwards	DART	P	A	P	A	P	P	P	P	P	A	A	P
Claud Elsom	Rockwall County	P	P	P	P	P	P	A	P	P	P	P	P
Keith Fisher	Keller	P	R	A	P	P	R	A	P	P	P	R	P
Eric Fladager	Fort Worth	A	P	A	P	P	P	A	A	P	A	A	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	R	P	R
Ann Foss	Arlington	--	--	--	--	--	--	--	--	--	P	P	P
Gary Graham	McKinney	P	P	P	R	P	R	R	P	R	P	R	P
Tom Hammons	City of Carrollton	A	A	A	A	A	A	P	A	A	A	A	A
Ron Hartline	The Colony	--	--	--	--	--	--	--	--	--	--	R	P
Michael Hasler	Duncanville	A	P	P	P	P	A	P	P	P	P	P	P
Curvie Hawkins	FWTA	P	P	P	P	P	A	P	A	A	A	P	P
Mark Hines	McKinney	--	--	--	--	--	--	--	--	--	P	A	A
Chris Holsted	Wylie	P	A	A	P	P	A	A	P	P	P	A	P
Matthew Hotelling	Flower Mound	P	P	A	P	P	P	A	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	A	P	P	P	P	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	A	P	P	P	P	P
Jeremy Hutt	Colleyville	A	P	A	A	R	P	A	R	A	P	P	P
Thuan Huynh	Garland	--	--	--	--	--	P	P	A	P	P	P	P
Paul Iwuchukwu	Arlington	P	P	A	P	A	P	A	P	A	P	P	P
Joseph Jackson	Ellis County	P	P	P	P	P	P	A	A	P	A	P	P
Tim James	Mesquite	A	A	P	A	A	P	P	A	A	P	A	A
David Jodray	Fort Worth	P	P	A	A	A	P	A	R	P	P	A	P
Kelly Johnson	NTTA	A	P	P	A	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	P	P	P	P	A	A	P	P	A	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
August 2015 - August 2016

STTC MEMBERS	Entity	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16
Sholeh Karimi	Grand Prairie	P	A	P	P	P	A	P	P	P	A	P	P
Paul Knippel	Frisco	--	--	--	--	--	--	--	--	--	P	R	A
Chiamin Korngiebel	Dallas	A	P	P	P	P	P	P	A	A	A	A	A
Richard Larkins	Grapevine	A	A	P	A	P	P	A	P	A	A	A	P
Paul Luedtke	Garland	A	P	P	P	P	P	A	P	A	P	P	A
Stanford Lynch	Hunt County	P	P	P	R	A	P	P	P	P	P	R	P
Rick Mackey	TxDOT, Paris	P	P	A	P	P	P	P	A	P	P	P	P
Srini Mandayam	Mesquite	P	R	R	P	R	P	A	P	A	R	R	R
George Marshall	Coppell	P	A	P	P	P	P	R	P	P	P	P	P
Laura Melton	Burleson	A	A	A	A	P	A	A	P	A	A	P	P
Brian Moen	Frisco	A	A	A	A	P	A	P	R	A	A	A	A
Cesar Molina, Jr.	Carrollton	P	A	P	R	P	P	A	A	A	P	P	P
Lloyd Neal	Plano	P	P	A	P	P	P	A	A	P	P	P	P
Mark Nelson	Denton	P	R	P	P	A	P	P	P	P	R	P	P
Jim O'Connor	Irving	P	P	P	P	A	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	--	--	--	--	A	A	A	P	A	A	A	A
Kevin Overton	Dallas	P	P	P	P	P	P	P	P	P	A	P	P
Dipak Patel	Lancaster	A	P	P	P	A	P	A	P	P	P	P	R
Todd Plesko	DART	P	A	P	A	P	A	A	A	A	P	A	P
John Polster	Denton County	P	P	P	P	P	P	A	P	P	P	P	P
Daniel Prendergast	Plano	--	--	--	--	--	--	--	--	P	P	A	P
Lisa Pyles	Addison	P	A	P	A	A	P	P	A	A	A	A	P
William Riley	Tarrant County	P	P	P	P	P	P	P	P	A	P	P	P
Greg Royster	DFW Int. Airport	A	P	A	P	A	P	P	A	P	A	A	P
Moosa Saghian	Kaufman County	P	A	P	P	P	P	P	P	A	P	A	P
David Salmon	Lewisville	P	P	R	A	P	P	P	P	P	P	P	P
Elias Sassoon	Cedar Hill	R	P	P	P	R	R	P	E	P	P	P	P
Lori Shelton	NTTA	P	P	A	P	P	A	A	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant County	P	P	P	P	A	P	A	A	P	A	P	P
Angela Smith	FWTA	P	A	P	P	P	P	A	P	P	P	A	P
Caleb Thornhill	Plano	P	P	A	A	P	P	P	P	P	A	P	A
Mark Titus	Richardson	P	P	R	A	P	P	P	P	P	P	P	P
Timothy Tumulty	Rockwall	P	A	A	P	P	P	P	A	P	P	A	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	A	P	P	R	P	R
Daniel Vedral	Irving	A	A	A	A	P	A	A	A	P	A	P	A
Caroline Waggoner	North Richland Hills	R	P	P	P	P	P	A	P	P	P	P	P
Jared White	Dallas	P	P	P	P	P	A	P	P	P	P	P	P
Bill Wimberley	Hood County	P	P	P	P	R	P	P	R	A	P	A	P
Mykol Woodruff	TxDOT, Dallas	P	P	P	A	A	P	P	P	P	P	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 26, 2016

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 26, 2016, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Micah Baker, Bryan Beck, David Boski, Kristina Brevard, Chris Funches (representing Keith Brooks), John Brunk, Mohammed Bur, Loyl Bussell, Dave Carter, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Chad Davis, Duane Hengst (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Shawn Poe (representing Chris Flanigan), Ann Foss, Gary Graham, Ron Hartline, Michael Hasler, Curvie Hawkins, Chris Holsted, Matthew Hotelling, Kirk Houser, Jeremy Hutt, Thuan Huynh, Paul Iwuchukwu, Joseph Jackson, David Jodray, Tom Johnson, Sholeh Karimi, Richard Larkins, Stanford Lynch, Ricky Mackey, Yang Jin (representing Srin Mandayam), George Marshall, Laura Melton, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Than Nguyen (representing Dipak Patel), Todd Plesko, John Polster, Daniel Prendergast, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Mark Titus, Tom Ice (representing Gregory Van Nieuwenhuize), Carline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: David Ayers, Berrien Barks, Carli Baylor, Natalie Bettger, Jesse Brown, Ron Brown, Ken Bunkley, Sarah Chadderdon, Michael Clark, Michael Copeland, Ruben Delgado, Brian Dell, Nathan Drozd, Kevin Feldt, Brian Flood, Joe M. Garcia, Jill Hall, Dan Harbeke, Alan Hendrix, Rebekah Hernandez, Amy Hodges, Mohammed Howlader, Joseph Jackson, Dan Kessler, Mark Kinnaman, Chris Klaus, April Leger, Amanda Long-Rodriguez, Sonny Loper, Mindy Mize, Michael Morris, Bailey Muller, Hilary Nguyen, Eva Oster, Donato Perez, Vercie Pruitt-Jenkins, Chris Reed, Christina Roach, Rylea Roderick, Kyle Roy, Samuel Simmons, Shannon Stevenson, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, David Tidwell, Christian Villarreal, Mitzi Ward, Elizabeth Whitaker, Gregory White, Jeremy Williams, Amanda Wilson, and Brian Wilson

1. **Approval of July 22, 2016, Minutes:** The minutes of the July 22, 2016, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Advertising for Transportation Initiatives:** A motion was made to approve requesting the Regional Transportation Council recommend to the North Central Texas Council of Governments Executive Board approval of up to \$1,400,000 in new funding for Fiscal Year 2017 advertising for transportation initiatives as detailed in Reference Item 2.1.2. Benefits of the initiative were provided in Electronic Item 2.1.1.

John Polster (M); Kristina Brevard (S). The motion passed unanimously.
3. **Hemphill/Lamar Connector Project and Partnership with the Texas Department of Transportation and Tarrant County:** Michael Morris presented a proposed partnership with the Texas Department of Transportation (TxDOT), the City of Fort Worth, and Tarrant

County on the Hemphill/Lamar Connector project. He discussed the history of the project, including the reconstruction of IH 30 through Downtown Fort Worth. As part of that process, Hemphill was intended to have a direct connection to Lamar under the IH 30 project in Downton near the historic warehouse west of the post office. The connection was restricted due to the Union Pacific railroad, so the roadway makes a fishhook-type turn. TxDOT built three bridges over Hemphill/Lamar to enable the future Hemphill/Lamar Connector to be built. At the time, the Regional Transportation Council (RTC) funded the connection and the railroad built a temporary "shoo fly" so the thoroughfare street could be built over to Lancaster and connect at Lamar. In 2005, at the City's request, the RTC split the single project into two separate projects; Lancaster and Hemphill. Later, the City requested the RTC decrease funding on the Hemphill project with the rest of the money being moved to Lancaster. In 2009, the RTC defederalized the Hemphill project and the federal funds were moved to another project and the excess local funds from that project were moved onto Hemphill. The City requested this change to allow the project to proceed without going through a federal environmental process. Staff lost sight of this particular commitment since the money had been moved to other projects and the commitment was 100 percent locally funding. Currently, the City of Fort Worth has \$26.69 million available for the project. The project cost has risen to approximately \$50 million, but staff believes that this cost estimate may be high. The Union Pacific Railroad has been asked to review its related portion of the project cost to see if it can be lowered and utility costs are also being reviewed. Staff has worked with the City of Fort Worth, Tarrant County, and TxDOT to develop a partnership to move the project forward. Reference Item 3 represents the proposed partnership. Staff has discussed options for Tarrant County to provide additional funding and for the RTC to put less money into another project. If the Hemphill/Lamar Connection is funded, staff has discussed with Fort Worth additional intersection improvements that need to be made on SH 199 which was laid out in the agenda. The approval includes a \$3 million commitment from Tarrant County and an RTC commitment. Then staff will determine the best revenue source. In addition, TxDOT is reviewing contractors that the City of Fort Worth has hired to date to see if they are willing to stay on the job. Next month, staff will bring back a larger partnership that enables greater participation by Tarrant County. Mr. Morris also discussed the recent Texas Transportation Commission approval of statewide funding, including Category 2 funds and Category 4 funds that will be formula allocated to regions. Staff will be rethinking Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding, in addition to Proposition 1 and Proposition 7 funding. He noted that staff will likely try to implement more legacy-type projects in the future. William Riley noted that Tarrant County is supportive of the proposed action, but added that it would like to ensure the intersection of FM1220 at Azle Avenue and Boat Club Road is included. Mr. Morris noted that, if approved, North Central Texas Council of Governments staff will work with TxDOT and Tarrant County about the potential improvements that may include additional pieces. A motion was made to recommend Regional Transportation Council approval of a partnership with the City of Fort Worth, the Texas Department of Transportation, and Tarrant County regarding the Hemphill/Lamar Connector project in Downtown Fort Worth as detailed in Reference Item 3. Bryan Beck (M); John Polster (S). The motion passed unanimously.

4. **Endorsement of Marketing Efforts for the DFW Connector Pilot Program:** Ken Kirkpatrick discussed recent Regional Transportation Council (RTC) approval of funding to implement marketing efforts as part of the DFW Connector Pilot Program to increase TollTag usage. In 2014, the RTC initiated a pilot study in the DFW Connector corridor increasing the pay-by-mail or ZipCash surcharge in an effort to test strategies to increase TollTag usage and to apply lessons learned in the IH 35W corridor, where the Texas

Department of Transportation (TxDOT) bears the toll collection risk. Staff has coordinated with the North Texas Tollway Authority (NTTA), requested input from the RTC and the Surface Transportation Technical Committee (STTC), and held a recent RTC workshop regarding marketing efforts to target high pay-by-mail/ZipCash users in the DFW Connector corridor. Five initial marketing efforts above and beyond the surcharge increase include: 1) TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, 4) TollTag sales at inspection stations in targeted areas, and 5) TollTag sales at car dealerships in targeted areas. Mr. Kirkpatrick noted that the main concept in this bundle of marketing efforts is the preloaded TollTag. Staff has worked with NTTA to determine the highest ZipCash users by zip code in the DFW Connector corridor and plan to target the high ZipCash users in moderate to low income zip codes. A preloaded TollTag will be offered as an incentive, with the condition that the TollTag is activated and tied to a bank account or credit card. At its August 11 meeting, the RTC approved funding in the amount of \$300,000 to implement the slate of marketing efforts in the DFW Connector corridor. He added that analysis has been done and the additional surcharge collected in the DFW Connector corridor as a result of the pilot study is approximately \$300,000. Details were provided in Reference Item 4. Kristina Brevard asked how staff planned to measure the success of the marketing campaign so that moving forward the best options are known. Mr. Kirkpatrick noted that data is available on the number of transactions made by ZipCash and TollTag users and can be compared to the number of transactions after the marketing efforts are implemented. Prize giveaways are tied to the number of TollTag accounts that are created for users in the DFW Connector corridor and the number of preloaded TollTags that are activated can be measured to determine how many pay-by-mail users are converting to TollTags. Staff believes \$200,000 for 10,000 preloaded tags will provide enough data to track additional accounts and users in the corridor. Bryan Beck noted the DFW Connector is a large corridor. Mr. Kirkpatrick noted that efforts will focus on the zip codes of the highest ZipCash users. A motion was made to endorse Regional Transportation Council approval of funding in the amount of \$300,000 to implement a slate of marketing efforts as part of the DFW Connector Pilot program to increase TollTag usage. John Polster (M); Bryan Beck (S). The motion passed unanimously.

5. **Section 214/United States Army Corps of Engineers Update:** Nathan Drozd provided an update on the agreement with the United States Army Corps of Engineers under Section 214 to expedite Section 404/408 permits for regionally significant transportation projects. In October 2008, a \$500,000 pilot program was initiated with the United States Army Corps of Engineers (USACE) to streamline Section 404/408 permits, which are impacts to wetlands and waters of the US on major transportation projects. Due to the initial success, in 2011 a Memorandum of Agreement was initiated and the program was extended to December 2016. In August 2015, RTC approved additional funding for the program. Funds are used to enable a dedicated USACE staff position to work on transportation projects. As a result, the staff person is able to reduce permitting requirements either by withdrawing unnecessary permits or reducing permitting requirements which reduces the overall processing time. This leads to a reduction in mitigation requirements, cost savings, and the protection of aquatic resources. A graph highlighting the number of permitting decisions made since the program began in 2008 was highlighted. USACE Fort Worth District statistics since October 2013 showing all agreement decisions were also highlighted, showing the success of the program. Finalized actions have increased from 14 before the program began to 28-115 since that time. Prior to the program, processing took over a month and has since been reduced to less than three days. Mr. Drozd discussed the future of the program. Remaining funds from the current agreement plus RTC approved funds in FY2015 will fund the program until FY2018. The North Central Texas Council of

Governments is currently moving forward with extending the program agreement with the USACE to FY2018, with an option to extend until FY2021 if funds become available. Both the USACE and NCTCOG have been pleased with the program results, as well as partner agencies. All parties have expressed interest in continuing the program. Members asked if other metropolitan planning organizations (MPOs) have caught on to the idea and if efficiency in the future could be impacted. Mr. Drozd noted that there has been no recent surge in MPOs to use this type of initiative.

6. **High-Occupancy Vehicle/Managed Lane Report:** Berrien Barks provided an update on the most recent managed lane performance report. The current Regional Transportation Council (RTC) Managed Lane Policy allows for high-occupancy vehicle (HOV) users to travel on tolled managed lanes at a 50 percent discount during the peak periods. A map of the near-term managed lane system was highlighted showing currently opened facilities, as well as those expected to open in the next five years. The RTC is responsible for paying the cost of the discount on the opened sections of the North Tarrant Express (NTE) and the LBJ Express. Mr. Barks noted Texas Department of Transportation-owned facilities that are open for which the RTC is not responsible for the subsidy, including the DFW Connector and portions of IH 30 through Grand Prairie into western Dallas. He noted it is anticipated that in October 2016, the IH 635 express HOV lanes will be opened and operating from US 75 to IH 30. As of June 2016, the HOV subsidy is approximately \$700,000. RTC originally allocated \$17 million dollars for this subsidy. In addition to HOV users receiving a discount, the policy also allows for RTC-sponsored vanpool users to receive a 50 percent discount during the peak periods through a reimbursement request. As of June, approximately \$1,600 in requests for reimbursement. Based on these subsidy amounts, staff believes it is safe to remain at a 2+ requirement for the discount until June 2018 or before based on continued monitoring. The North Texas Tollway Authority continues to be the billing agent for all the tolled managed lanes in the region and has not reported any customer service impacts or concerns to date. From a performance standpoint, the RTC policy strives to maintain a minimum average corridor speed of 50 mph and staff reports when the average minimum corridor speeds drops below 35 mph due. To date, there have been no qualifying instances in which the speeds dropped below 35 mph due to the fault of the operator. A slide showing the subsidy cost by corridor was shown.
7. **Fleets for the Future Cooperative Procurement Grant:** Amy Hodges presented Fleets for the Future, a regional alternative fuel vehicle procurement initiative led by the National Association of Regional Councils. The goal of this new initiative is to create best practices and large-scale procurements to bring down the cost of vehicles making them easier for fleets to obtain. The initiative addresses three of the seven air quality emphasis areas to reduce high-emitting vehicles, reduce idling through the increase in hybrid and electric vehicles on the road, and reduce the use of traditional petroleum-based fuels. The initiative also supports Dallas-Fort Worth Clean Cities Coalition goals to facilitate deployment of alternative fuel vehicles, as well as accelerate sales of hybrid electric vehicles and reduce use of diesel and gasoline. Two main goals of the initiative are to facilitate the deployment of alternative fuel vehicles and decrease the cost of these alternative fuel vehicles. Both the regional and national scale procurements will use the approach of leveraging best practices and templates in the creation of the procurement strategies. Technologies of focus include propane, electric, natural gas, bio-diesel/ethanol, and related infrastructure. For the region, staff is seeking local guidance to help determine what technologies are important to those in the region through a survey provided in Electronic Item 7.3. Priorities will also be established through a working group. Members whose agencies wish to participate were requested to contact staff. Ms. Hodges highlighted the project schedule. Responses to the fleet survey

are due by September 2, 2016. Staff will review results with the working groups and identify priority vehicles and specifications, as well as the alternative fuels to target. Once the procurement strategy is developed, cooperative purchases are expected to begin in the Spring of 2017 and continue through Spring of 2018.

8. **Status of 2016 Transportation Conformity and Recommended Designations for the 2015 Ozone National Ambient Air Quality Standard:** Jenny Narvaez provided a status report on 2016 Transportation Conformity. As a reminder, the Committee endorsed 2016 Transportation Conformity which was approved by the Regional Transportation Council (RTC) on March 10, 2016. Since that time, staff has been working with federal and State partners to obtain a conformity determination and it is anticipated that it will be received soon. This is important as projects in Mobility 2040 cannot move forward until the determination is received. Ms. Narvaez also provided information on the recommended designations for the 2015 8-hour ozone national ambient air quality standard (NAAQS) of 70 parts per billion (ppb). As one of the requirements of the transition to the new standard, the Texas Commission on Environmental Quality (TCEQ) has made a recommendation for the Governor to submit to the Environmental Protection Agency (EPA) the addition of Hood County to the existing 10-county nonattainment area. The EPA will release final designations in October 2017 and it is anticipated designations for the region will be anywhere from marginal to extreme and the region will have until 2020-2037 to come into attainment of the new standard. One of the evaluation elements in considering a county for nonattainment is whether or not a county has a monitor that is over the ozone standard. Currently, the monitor in Hood County is 73 ppb. TCEQ's recommendation was provided in Electronic Item 8.1. Additional details were provided in Electronic Item 8.2. Mo Bur stressed the importance of receiving approval of the 2016 Transportation Conformity that was expected back in June 2016. He asked how staff plans to get conformity from the Federal Highway Administration. Michael Morris noted that staff worked with the Federal Highway Administration last fall and received agreement that conformity will take 90 days. Staff has made clear that projects are being delayed. Since it is approaching six months since the RTC approved Mobility 2040 and the 2016 Transportation Conformity, an item will be placed on the next RTC agenda. Hopefully, a response will be received by the September 8, 2016, RTC meeting. He added that staff shares the frustration of members and will be working on a solution to address the delay in the long term.
9. **Fast Facts:** Gabriel Ortiz presented information regarding the Federal Highway Administration Separated Bike Lane Workshop scheduled September 27-30. The workshop will emphasize emerging design treatments for separated bike lanes, the latest guidance on traffic control devices, and considerations for intersection treatments. Details were provided in Electronic Item 9.1.

Jeremy Williams discussed the Lookout Texans safety video shown at the meeting. The multimedia advertising campaign promotes safe walking, bicycling, and driving in the region. Additional materials for the campaign are available at www.LookoutTexans.org.

Natalie Bettger discussed the Metropolitan Transportation Plan Policy Bundles that were adopted as part of Mobility 2040. Staff plans to hold a workshop prior to the September 23, 2016, Surface Transportation Technical Committee meeting to go over the process to be eligible to receive transportation development credits as the local match for projects through adoption of policies within the bundle.

Marian Thompson noted that a Memorandum of Understanding (MOU) between Dallas-Fort Worth Regional Intelligent Transportation System partners has been developed. The MOU outlines the roles and responsibility of partner agencies with respect to the development of a multi-agency communication network for data and video sharing. Details were provided in Electronic Item 9.2.

Travis Liska announced an upcoming Sustainable Zoning Workshop scheduled for September 13, 2016. Discussions will focus on sustainable zoning that supports walkable places such as downtowns, historic main streets, and transit oriented developments which are critical to realizing improved places for walking and biking. Planning professionals from four cities in the region will present on their zoning codes. Details were provided in Electronic Item 9.3.

Kendall Wendling noted the North Central Texas Council of Governments is collaborating with military and community leaders for Joining Forces, which is a Joint Land Use Study to identify and recommend land-use strategies to preserve a military installation's ability to operate. Open Houses are scheduled August 23-30 in the communities near military facilities to officially kick off the study. Additional information is available at www.joiningforcesntx.org.

Carli Baylor highlighted upcoming public meetings in September. Details were provided at the meeting in Reference Item 9.11. Staff will present information related to the FY2016 and FY2017 Unified Planning Work Program modifications, the Regional 10-Year Plan, fleet funding opportunities, and marketing efforts for the DFW Connector Pilot Study.

Bailey Muller provided information regarding current air quality funding opportunities for vehicles. The Texas Commission on Environmental Quality recently opened the Texas Emission Reduction Plan Clean Transportation Triangle and Alternative Fueling Facilities Program. A total of \$17 million is available for entities that intend to build, own, and operate alternative fuel or natural gas fueling stations. Additional details were available in Electronic item 9.4.

Bailey Muller also discussed an electronic survey provided in Electronic Item 9.5 to gather feedback on regional idling efforts. The six question survey asks responders to indicate interest in various types of idle reduction initiatives and the types of resources of most interest. This information will allow staff to determine the direction of the Engines Off North Texas campaign.

Whitney Vandiver provided an ozone season update. As of the date of the meeting, the region has experienced 11 exceedance days compared to 20 in 2015. The current design value is 80 ppb. In addition, Ms. Vandiver highlighted Clean Air Action Day results and information from the June air quality workshop. She highlighted efforts of Air North Texas partners such as a Clean Air Action Day event by Dallas who organized a walk to lunch to the Dallas Farmers Market. Also, Dallas/Fort Worth (DFW) International Airport and Grand Prairie held challenges for their organizations. New partners include Cedar Hill, DFW International Airport, and Cedar Valley College. She reminded members to save the date for next year's Clean Air Action Day on June 23. Details were provided in Electronic Item 9.6.

Kimberlin To highlighted upcoming clean vehicle events. Specifically, she noted a Compressed Natural Gas Fueling Facility Safety and Inspection training scheduled for

September 6 and 7 at the University of Texas, Arlington. In addition, a National Drive Electric Week celebration is scheduled for September 17. Details were provided in Electronic Item 9.7.

Jodi Loza noted that the North Central Texas Council of Governments (NCTCOG) submitted comments to the United States Department of Justice regarding the Volkswagen Partial Consent Decree. Comments mostly focus on the environmental mitigation trust and environmental mitigation actions and expenditures that are included in the Partial Consent Decree Appendix D-2. Details were provided in Electronic item 9.8

Ken Bunkley discussed the potential lapse of Transportation Alternatives Program funds. In July, the Regional Transportation Council sent a letter to the Texas Transportation Commission regarding the potential funding lapse. The Federal Highway Administration extended the deadline to obligate funds by one month. Staff is working with the Texas Department of Transportation to obligate funds for four projects. Staff will continue to provide updates to members.

Sarah Chadderdon provided an update on public transportation in the McKinney Urbanized Area of Collin County. The Texoma Area Paratransit System stopped providing public transportation in McKinney and all of Collin County at the end of 2015. In March, as McKinney was undecided on whether to take action to directly receive federal funds for transit, the Regional Transportation Council approved the North Central Texas Council of Governments as an interim option to serve as direct recipient for funding in order to insure that funding for transit was not lost from the region. The City of McKinney has decided it is a better fit for them to serve this role and has moved forward to become a direct recipient of Federal Transit Administration funds. Updates will continue to be provided to members.

Brian Wilson highlighted the current edition of Mobility Matters, provided to members at the meeting. This edition features articles on the Fort Worth Transportation Authority's Master Plan. Additional copies are available upon request.

The current Local Motion was provided in Electronic Item 9.9 and transportation partner progress reports were provided in Electronic Item 9.10.

Dan Kessler introduced new NCTCOG staff present at the meeting: Mark Kinnaman, Amanda Long-Rodriguez, Donato Perez, Hilary Nguyen, and Christina Roach.

10. **Other Business (Old and New)**: There was no discussion on this item.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 23, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.



October 2016

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

Calendar

October 5, 8:30 am
TRTC

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

October 12, 10 am
35W Coalition Quarterly Meeting

Courtyard Fort Worth
at Alliance Town Center
3001 Amador Drive
Fort Worth, TX 76244

October 13, 1 pm
Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 14, 11 am
DRMC

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

October 28, 1:30 pm
Surface Transportation

Technical Committee
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Work on Arlington interchange moving along



Support columns have begun to rise in the shadow of Six Flags Over Texas as work continues on the highly anticipated interchange linking Interstate 30 and State Highway 360.

In 2020, motorists will be able to drive from one highway to the other without exiting and sitting through traffic signals. But first, the interchange must be completed. Currently, right-of-way acquisition is winding down, and utility relocation will be occurring along the SH 360 frontage roads, Ballpark Way, Road to Six Flags, Six Flags Drive and Avenue F, according to the Texas Department of Transportation.

Construction is now focusing on the new southbound frontage road for SH 360, its bridge crossing over IH 30 and structures for the direct-connect ramps on the west side of the interchange, according to TxDOT. New drainage is also included in the area.

The next step is construction between the IH 30 main lanes, where direct-connect structures will be built. The Texas Transportation Commission awarded \$233 million, mostly from Proposition 1 funding, to jumpstart a project planned since the 1980s. The cloverleaf ramps are being replaced with more modern connections, which is expected to boost safety as well as mobility.

Lane closures are expected to be restricted to off-peak periods, and TxDOT is coordinating with major events in the Entertainment District to ensure access is maintained during construction.

For the latest information on detours and closures associated with the project and to sign up for email alerts, visit www.keep30360moving.org.



North Central Texas
Council of Governments

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

North Texas Xpress to link Fort Worth, Alliance, Denton



A new bus route is connecting downtown Fort Worth with the AllianceTexas area and Denton, providing an additional choice for frequent travelers of Interstate Highway 35W. The North Texas Xpress (NTX) was inaugurated September 26 and runs from the Fort Worth Intermodal Transportation Center to the Alliance Opportunity Center and the North Park & Ride before reaching the final stop by Apogee Stadium at the University of North Texas.

The route will also serve Tarrant County College's Erma C. Johnson Hadley Northwest Center of Excellence for Aviation, Logistics and Transportation at Alliance Airport.

Paul Ballard, president/CEO of the Fort Worth Transportation Authority, believes the NTX will be a great addition for Fort Worth residents who work in the Alliance area. "Employees drive that route every day, but now they have the choice of using that time catching up on email or just relaxing while someone else handles the driving," he said. "Students traveling to UNT or TCC for classes can get in a little extra study time by choosing public transportation."

The service, a partnership between FWTA and Denton County Transportation Authority, was officially celebrated during a kickoff event October 3, at the Fort Worth ITC. The first bus leaves the ITC at 6 am weekdays, and service concludes at 9 pm. DCTA is joining FWTA on the route to provide service every 90 minutes. Providing more regional bus service to more people is part of FWTA's objective with its Transit Master Plan, which was unveiled earlier this year.

"The North Texas Xpress falls in perfectly with our plans to serve more residents in our community and to work with partners to make it happen," Ballard said. "Branching out with this new route opens opportunities for anyone who lives in Fort Worth, the Alliance area or Denton."

The launch of NTX is the latest attempt by FWTA to improve service in rapidly growing Tarrant County. In August, the authority celebrated the groundbreaking of TEX Rail, a commuter rail project that will link Fort Worth with Grapevine and Dallas/Fort Worth International Airport beginning in 2018.

— Submitted by the Fort Worth Transportation Authority.

Government managers, staff invited to energy forum

The North Central Texas Stewardship Forum will host a day-long energy forum at 9:30 am October 26 at the West Irving Library. The forum will bring together local government, industry and regulatory leadership to discuss some of the region's most pressing energy challenges and innovative solutions. The forum will include keynote and panel speakers covering energy legislation, energy on campus, LED lighting, innovative partnerships, energy efficiency funding opportunities and more. Help plan for North Texas' energy future. Space is limited, so register today at www.nctcog.org/envir/registration.asp?EventID=511.

Plan's Transportation-AQ balance OK'd by USDOT

The US Department of Transportation recently ruled the Dallas-Fort Worth's long-range transportation plan complies with federal air quality regulations, allowing current and future projects to proceed.

Mobility 2040: The Metropolitan Transportation Plan for North Central Texas contains \$118.9 billion in transportation improvements to be made over the next 24 years. The plan, which the Regional Transportation Council approved in the spring, proposes spending roughly \$24 billion more than its predecessor, Mobility 2035 – 2014 Amendment. The 2015-2018 Transportation Improvement Program may also proceed, according to the Department of Transportation. The TIP is a multiyear list of projects in the Dallas-Fort Worth area approved for federal, state and local funding. As the metropolitan planning organization for the 12-county Dallas-Fort Worth area, the RTC develops and implements transportation policies, projects and programs designed to improve mobility and air quality. The region's long- and short-range transportation plans must comply with federal air quality regulations because 10 area counties are in nonattainment for ozone pollution.

NCTCOG extends MOU with corps of engineers

The NCTCOG Executive Board approved a \$500,000 extension to a memorandum of understanding (MOU) last month with the US Army Corps of Engineers (USACE) that has helped expedite numerous transportation projects in the region.

The agreement, which now runs through 2019, has led to a more efficient environmental permitting process, which has ultimately saved officials time and money, and has helped preserved the natural environment.

The agreement provides a dedicated staff member to review regionally significant transportation projects, helping them get to construction more quickly.

Under the MOU, which allows the corps employee to work directly with project teams, permits are processed in an average of two days.

Typical permitting time for the Fort Worth branch of the corps is 36 days.

This difference is due in part to the fact that the dedicated staff member can be brought into a project in its early stages to receive a good understanding of that project and its needs. This allows the USACE staff member to work with contractors and project teams from the beginning of the design phase to secure the most appropriate environmental permits for the projects.

Slight changes in the design of a project may result in a less-involved permit that takes days instead of months to secure, or no permit at all.

The agreement, which uses Regional Toll Revenue funding, has resulted in approximately 110 expedited permits for priority projects across the Dallas-Fort Worth area.

State Highway 360, the Horseshoe Project in Dallas, the DFW Connector and TEX Rail are among the projects that have benefited from this memorandum of understanding since it was first approved in 2008.

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

110

The approximate number of expedited environmental permits resulting from a memorandum of understanding with the US Army Corps of Engineers. The MOU is helping projects get built faster.

PUBLIC *Involvement*

Public can help update Access North Texas

NCTCOG staff members are updating Access North Texas, an ongoing effort to coordinate public, human-services and community transportation in the 16-county region.

This plan focuses on older adults, individuals with disabilities, low-income individuals and transportation-disadvantaged individuals. Outreach meetings started in September in Hunt County and will continue through summer 2017. These meetings provide residents an opportunity to identify the transportation necessities in their counties and strategize how to meet the diverse transportation needs of all transit customers. For more information, visit www.accessnorthtexas.org.

NCTCOG participates in school-supply fairs

The NCTCOG Transportation Department participated in the 20th annual Dallas Mayor's Back-to-School Fair and the 11th annual Tarrant County Back-to-School Roundup in August. Staff members distributed information on bicycle and pedestrian safety and air quality initiatives to thousands of attendees at the events, which provided students and their families with school supplies and other essentials needed for the academic year. Children participated in hands-on activities and received educational items related to Look Out Texans, NCTCOG's regional safety campaign that encourages North Texans to watch out for one another while walking, bicycling and driving. Information on the campaign is available at www.LookOutTexans.org.

In addition, parents were provided with brochures about regional air quality initiatives, including the AirCheckTexas Drive a Clean Machine Program. AirCheckTexas helps vehicle owners comply with vehicle emissions standards by offering financial incentives to repair or replace vehicles and allows local residents to contribute to the regional air quality solution. For more information on AirCheckTexas, visit www.nctcog.org/AirCheckTexas

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.